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Additions and corrections are welcome at sovtransresearch@yahoo.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 Il-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 Il-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 Il-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 Whilst Aeroflot is believed to have withdrawn the type in 1965, the Chinese state airline CAAC was found to be still flying one in 1985, and a group of enthusiasts visiting China in 1987 made the amazing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 Il-12T) in 1947, 258 (213 Il-12T) in 1948 and 217 (91 Il-12T/D) in 1949. Those Il-12s not destined for Aeroflot or export almost certainly saw service with the Soviet Air Force. The Il-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 no extant flying Il-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 Shahezheng 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 (izdelye 1 for the Il-12B and izdelye 3 for the Il-12D) followed by the batch number and number in the batch. In some cases with both Il-12 and Il-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	Il-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 01jul/16sep46 (64 hours and 52 cycles)
1t	CCCP-N561	Il-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 taxiing when the nose gear hit a pot-hole and collapsed; repaired; photo at ice station Komsomolskaya (Antarctica) nov59
2 ?	CCCP-04251	Il-12D	AFL/Polar	trf	10feb60	took part in the 5th and 6th Soviet Antarctic expeditions in 1959/61; soc 31aug61 as worn-out
	--	Il-12	Ilyushin OKB	mfd	1945	static test airframe

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

30 001	CCCP-I963	Il-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	Il-12	MAP zavod # 39	rgd	may48 ?	still on charge as of 01jan54 (pilot: Aleksandr I. Voronin)
30 003	CCCP-I931	Il-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	Il-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	Il-12	MAP ?	mfd	1947	
30 006	CCCP-L1300	Il-12P	AFL/Georgia-TBS	rgd	1947	
	CCCP-L1300	Il-12P	AFL/Ukraine	trf	15jun51	new documents issued 28may55; soc 07aug56 as worn out
	CCCP-L1300	Il-12P	AFL/West Sib.-Ovn	trf	unknown	photo exists; soc 07jun54 as worn out; trf to the Kiev Aviation Institute (KAI) as a ground instructional
30 007	CCCP-L1301	Il-12P	Aeroflot	rgd	1947	airframe
30 008	CCCP-L1302	Il-12P	AFL/Georgia-TBS	rgd	1947	f/n Khodynka 07jul47
	CCCP-L1302	Il-12P	AFL/West Sib.-Ovn	trf	10jun51	
	CCCP-L1302	Il-12P	AFL/Aktubinsk FS	trf	13feb58	soc the same day as 'for display'
30 009	CCCP-L1303	Il-12P	AFL/West Sib.-Ovn	rgd	1947	
	CCCP-L3908	Il-12P	AFL/West Sib.-Ovn	rgd	31dec54	soc 06jan59 as worn out
30 010	CCCP-L1304	Il-12P	AFL/West Sib.-Ovn	rgd	1947	soc 29jul58 as worn out
30 011	CCCP-L1305	Il-12P	AFL/West Sib.-Ovn	rgd	1947	photo sep59
	CCCP-L1305	Il-12P	AFL/Urals-SVX	trf	22dec59	
	CCCP-01305	Il-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 12jul60 as worn out
30 012	CCCP-L1306	Il-12P	AFL/Georgia-TBS	rgd	1947	
	CCCP-L1306	Il-12P	AFL/West Sib.-Ovn	trf	1948	
	CCCP-L1306	Il-12P	AFL/Ukraine-IEV	trf	1949	soc 06jan59 as worn out
30 013	CCCP-L1307	Il-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	Il-12P	AFL/Moscow	mfd	12mar47	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1308	Il-12P	AFL/East Sib.-IKT	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	Il-12P	AFL/Moscow	mfd	28feb47	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1309	Il-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 extant in 2023); soc 10may58
30 016	CCCP-L1310	Il-12P	AFL/Ukraine	rgd	1947	
	CCCP-L1310	Il-12P	AFL/West Sib.-Ovn	Ovn	27sep54	reported in the accident report of Il-12 CCCP-L1365
	CCCP-L1310	Il-12P	AFL/Turkmenis.-ASB	trf	14jul59	
	CCCP-01310	Il-12P	AFL/Turkmenis.-ASB	rgd	1958/59	soc 19oct61 as worn out
30 017	CCCP-L1311	Il-12P	Aeroflot/USHVLP	rgd	1947	Ulyanovsk Advanced Flying Training College
	CCCP-L1311	Il-12P	AFL/Turkmenis.-ASB	trf	12dec50	
	CCCP-L1311	Il-12P	AFL/East Sib.-IKT	trf	1953	probably opb 134 ATO
	CCCP-01311	Il-12P	AFL/East Sib.-IKT	rgd	1958/59	soc 02dec59 as worn out
30 018	CCCP-L1312	Il-12P	AFL/West Sib.-Ovn	mfd	14mar47	opb 55 ATO; w/o 25apr52 on a training flight from Novosibirsk-Severny with 2 crews when the crew initiated 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	Il-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	Il-12P	AFL/Azerbaijan-BAK	rgd	1947	
	CCCP-L1314	Il-12P	AFL/West Sib.-Ovn	trf	01sep51	
	CCCP-L3924	Il-12P	AFL/West Sib.-Ovn	rgd	31mar55	
	CCCP-01363	Il-12P	AFL/West Sib.-OVB	trf	1958	
	CCCP-01363	Il-12P	AFL/Urals-SVX	trf	22dec59	soc 12sep60 as worn out
30 021	CCCP-L1315	Il-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

30 022	CCCP-L1316 CCCP-01316	Il-12P Il-12P	AFL/Far East-KHV AFL/Far East-KHV	rgd rgd	1947 1958/59	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-L1317(1)	Il-12P	AFL/Moscow	mfd	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 93033802
30 024	CCCP-L1318 CCCP-01318	Il-12P Il-12P	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd rgd	1947 1958/59	new documents issued 14aug54 soc 11jun59 as worn out
30 025	CCCP-L1319	Il-12P	AFL/West Sib.-Ovn	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 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 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 hours; soc 10jan55
30 026	CCCP-L1320	Il-12P	AFL/Kazakhstan	rgd	1947	
30 027	CCCP-L1321	Il-12P	AFL/West Siberia	rgd	1947	
30 028	CCCP-L1321 CCCP-L1322 CCCP-L1322 CCCP-L1322	Il-12P Il-12P Il-12P Il-12P	AFL/Ukraine-DOK AFL/Moscow AFL/NIU GVF AFL/West Sib.-Ovn	trf rgd trf trf	sep59 1947 feb51 1954	soc 08jan58 as worn out opb 1-ya Moskovskaya aviagruppa
30 029	CCCP-L1323 CCCP-L1323 CCCP-L1323	Il-12P Il-12P Il-12P	AFL/West Sib.-Ovn AFL/Moscow AFL/East Siberia	rgd rgd trf	aug58 1947 unknown	soc 25oct60 as worn out opb 1-ya Moskovskaya aviagruppa probably opb 134 ATO; f/n GDG jun56; t/t 9,616 hours by 01sep57; soc 17sep57 as worn out
30 030	CCCP-L1324 CCCP-L1324	Il-12P Il-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1947 sep52	opb 1-ya Moskovskaya aviagruppa soc 24sep55 as worn out; trf to AFL/GosNII GVF
30 031	CCCP-L1325 CCCP-L1325 CCCP-L1325	Il-12P Il-12P Il-12P	AFL/Moscow AFL/East Sib.-IKT AFL/Ukraine	rgd trf trf	1947 11oct51 27sep58	opb 1-ya Moskovskaya aviagruppa soc 18nov59 as worn out opb 1-ya Moskovskaya aviagruppa
30 032	CCCP-L1326 CCCP-L1326	Il-12P Il-12P	AFL/Moscow AFL/East Sib.-IKT	rgd trf	1947 1949	soc 08mar58 as worn out
30 033	CCCP-L1327	Il-12P	AFL/West Sib.-Ovn	rgd	1947	
30 034	not known	Il-12	Soviet Air Force	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 configuration, equipped with a crane; underwent state trials 30jul/29sep47, which it did not pass
30 035	CCCP-L1329	Il-12P	AFL/Far East-KHV	rgd	1947	soc 08sep58 as worn out
30 036	CCCP-N438	Il-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 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 and scrapped
	CCCP-04247	Il-12P	Polyarnaya Aviats.	rgd	1958/59	
30 037	CCCP-L1331	Il-12P	AFL/Far East-KHV	rgd	1947	
	CCCP-01331	Il-12P	AFL/Far East-KHV	rgd	1958/59	
30 038	CCCP-L1332(1)	Il-12P	AFL/Moscow	rgd	1947	soc 21dec59 as worn out opb 31 otriyad 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 Il-12 and both aircraft burnt out; see c/n 93033803 opb AOG MVS soc 26dec55 due its technical condition and as 'for display' dbr, details unknown; soc 24jun57 new documents issued 13jul54; soc 31jul59 as worn out
30 039	CCCP-L1333	Il-12P	AFL/International	rgd	1947	
	CCCP-L1333	Il-12P	AFL/Moscow (MUTA)	trf	unknown	
30 040	CCCP-L1334	Il-12P	AFL/West Sib.-Ovn	rgd	1947	
30 041	CCCP-L1335	Il-12P	AFL/Far East-KHV	rgd	1947	
30 042	CCCP-L1336	Il-12P	AFL/West Sib.-Ovn	rgd	1947	
	CCCP-01336	Il-12P	AFL/West Sib.-Ovn	rgd	1958/59	
	CCCP-01336	Il-12P	AFL/Turkmenis.-ASB	trf	12aug59	soc 28oct59 as life-time expired
30 043	CCCP-L1337	Il-12P	AFL/West Sib.-Ovn	rgd	1947	soc 05apr58 as worn out
30 044	CCCP-L1338	Il-12P	AFL/West Sib.-Ovn	rgd	1947	new documents issued 26mar55
	CCCP-01338	Il-12P	AFL/West Sib.-Ovn	rgd	1958/59	soc 06jan59 as worn out
30 045	CCCP-L1339	Il-12P	Aeroflot/USHVLP	mfd	may47	rgd 1947; Ulyanovsk Advanced Flying Training College
	CCCP-L1339	Il-12P	AFL/West Siberia	trf	unknown	opb 114 ATO; involved in an incident when the flight mechanic Vladimir Polyakov (a former Li-2 pilot) 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 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 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)
	CCCP-01339	Il-12P	AFL/West Siberia	rgd	1958/59	
	CCCP-01339	Il-12P	AFL/Ukraine	trf	01aug59	soc 29oct60 as life-time expired
30 046	CCCP-L1340	Il-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 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), 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 probably exchanged for c/n 93033719 which also received the registration CCCP-N440 (operations in Antarctica required an Il-12D)
30 047	CCCP-N439	Il-12P	Polyarnaya Aviats.	toc	24jun47	opb 45 otriyad 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 passengers killed plus the navigator and 8 passengers seriously injured; t/t 166 hours photo at VKO 1951 photo oct60; soc 29jul60 as worn out
30 048	CCCP-N440 (1)	Il-12P	Polyarnaya Aviats.	toc	22jul47	made an emergency landing at VKO 01dec48; new documents issued 05nov54; l/n KHV 18dec57 soc 08dec60 as worn out
	not known	Il-12P	Soviet Air Force	trf	1957 ?	
30 049	CCCP-L1343	Il-12P	AFL/Moscow	mfd	20jun47	soc 22sep61 as life-time expired
30 050	CCCP-L1344	Il-12P	AFL/West Sib.-Ovn	rgd	1947	
	CCCP-01344	Il-12P	AFL/West Sib.-Ovn	rgd	1958/59	
30 051	CCCP-L1330	Il-12P	AFL/Far East-KHV	rgd	1947	
	CCCP-01330	Il-12P	AFL/Far East-KHV	rgd	1958/59	
30 052	CCCP-L1341	Il-12P	AFL/Uzbekistan-TAS	rgd	1947	
	CCCP-L1341	Il-12P	AFL/East Sib.-IKT	trf	1948	
	CCCP-01341	Il-12P	AFL/East Sib.-IKT	rgd	1958/59	
30 053	CCCP-L1342	Il-12P	AFL/Azerbaijan-BAK	rgd	1947	
	CCCP-L1342	Il-12P	AFL/East Sib.-IKT	trf	1950	
30 054	CCCP-L1328	Il-12P	AFL/Northern-LED	mfd	30jun47	soc 08mar58 as worn out (30Jun48 from crash report); opb 67 ATO; w/o 05oct52 on a flight from Minsk-1 to Leningrad-Shosseinaia (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 Il-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 exploded, all 5 crew and 19 passengers killed; t/t 2,283 hours; soc 28jan53
30 055	CCCP-L1345	Il-12P	AFL/Northern-LED	rgd	1947	
	CCCP-L1345	Il-12P	AFL/East Sib.-IKT	trf	1950	
	CCCP-01345	Il-12P	AFL/East Sib.-IKT	rgd	22may58	opb 134 ATO; dbr 30jan59 on a flight 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 f/n KHV 18dec57; flew on the KHV-OHO route 19sep58; photo exists in natural metal c/s with twin cheatline f/n KHV 09apr60; in document jun60; photo exists UUS; soc 27jul62 opb 1-ya Moskovskaya aviagruppa
30 056	CCCP-L1346	Il-12P	AFL/Far East-KHV	rgd	1947	
	CCCP-01346	Il-12P	AFL/Far East-KHV	rgd	1958/59	
30 057	CCCP-L1347	Il-12P	AFL/Moscow	rgd	1947	
	CCCP-L1347	Il-12P	AFL/East Sib.-IKT	trf	1950	
	CCCP-01347	Il-12P	AFL/East Sib.-IKT	rgd	1958/59	soc 29nov61 as life-time expired
30 058	CCCP-L1348	Il-12P	AFL/Turkmenis.-ASB	rgd	1947	photo in natural metal c/s; the first Il-12 repaired by VARZ-400; soc 12sep59 as life-time expired

30 059	CCCP-N441	Il-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 of repairs
30 060	CCCP-N442	Il-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	Il-12P	Polyarnaya Aviats.	mfd	1947	25jul47; in natural metal c/s with red cheatline and trim; flew ice-reconnaissance missions 21aug47/01nov47; took part in the Eastern Taimyr expedition in 1949; flew an ice-reconnaissance mission from Mys Kosisty 08oct49; damaged 18mar50 on landing at Cherepovets when came in low and slow, the right main gear touched a snow mound 90 metres before the runway threshold and destroyed a barn and the aircraft ended up in a snow drift, all 5 crew and 9 passengers escaped unhurt; repaired; opb MAGON from 24jan51; took part in the expedition "Chaika" mar51; flew ice-reconnaissance missions 16sep51/20nov51; used to re-supply the drifting polar station SP-4 in 1956/57; force-landed dec57
	CCCP-04248	Il-12P	Polyarnaya Aviats.	rgd	1958/59	opb Moskovski OAO
	CCCP-04248	Il-12P	AFL/Polar	trf	10feb60	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	Il-12	MAP	rgd	11jul54	
	CCCP-03539	Il-12	MAP	rgd	1958/59	
30 063	CCCP-L1350	Il-12P	AFL/Uzbekistan-TAS	rgd	1947	new documents issued 18aug54
	CCCP-01350	Il-12P	AFL/Uzbekistan-TAS	rgd	1958/59	soc 27aug60 as life-time expired
30 064	not known	Il-12	Soviet Air Force	rgd		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	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1351	Il-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1351	Il-12P	AFL/Far East-KHV	trf	apr57	
	CCCP-01351	Il-12P	AFL/Far East-KHV	rgd	1958/59	
30 066	CCCP-L1352	Il-12P	AFL/Far East	rgd	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 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	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1353	Il-12P	AFL/West Sib.-Ovn	trf	1948	
	CCCP-L1353	Il-12P	AFL/Uzbekistan-TAS	trf	sep52	
	CCCP-01353	Il-12P	AFL/Uzbekistan-TAS	rgd	1958/59	soc 24jul60 as life-time expired
30 068	CCCP-L1354	Il-12P	AFL/Uzbekistan	rgd	1947	new documents issued 23apr55
	CCCP-L1354	Il-12P	AFL/Uzbekistan-TAS	trf	sep52	territorial reorganisation
	CCCP-01354	Il-12P	AFL/Uzbekistan-TAS	trf	1958/59	soc 31mar60 as worn out
30 069	CCCP-L1355	Il-12P	AFL/West Sib.-Ovn	rgd	1947	new documents issued 22dec55
	CCCP-01355	Il-12P	AFL/West Sib.-OVB	trf	1958	soc as worn out, date not given
30 070	CCCP-L1356(1)	Il-12P	AFL/Moscow	mfd	30jul47	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	Il-12P	AFL/Northern-LED	rgd	1947	
	CCCP-L1357	Il-12P	AFL/West Sib.-Ovn	trf	unknown	
	CCCP-01357	Il-12P	AFL/West Sib.-OVB	rgd	1958/59	soc 09may59 as worn out
30 073	CCCP-L1358	Il-12P	AFL/Far East	mfd	05aug47	
	CCCP-L3904	Il-12P	AFL/Far East-GDX	rgd	17nov54	opb 185 AO Magadanskoi OAG; w/o 19sep58 on the leg from Okhotsk to Khabarovsk of a flight from 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 of Khabarovsk, all 4 crew and 24 passengers killed; t/t 7,834 hours; soc 08dec58
30 074	CCCP-L1359	Il-12P	AFL/West Sib.-Ovn	mfd	13aug47	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 hours; soc 04oct55
30 075	CCCP-L1349	Il-12P	AFL/West Sib.-Ovn	rgd	1947	soc 03sep57 as worn out
30 076	CCCP-L1360	Il-12P	AFL/Yakutiya-YKS	rgd	1947	toc 1947
	CCCP-L1360	Il-12P	AFL/Far East-KHV	trf	jun571	w/o 14nov51 on the leg from Nikolayevsk-na-Amure to Seimchan of a flight from Khabarovsk to Magadan 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 out, all 4 crew slightly injured and 2 of the 15 passengers injured (1 of them seriously); soc 13dec51
30 077	CCCP-L1361	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1361	Il-12P	AFL/East Sib.-IKT	trf	1950	
	CCCP-01361	Il-12P	AFL/East Sib.-IKT	rgd	1958/59	
	CCCP-01361	Il-12P	AFL/Turkmenis.-ASB	trf	09may59	soc 29nov60 as worn out
30 079	CCCP-L1362	Il-12P	AFL/West Sib.-Ovn	rgd	1947	soc 29jul58 as worn out
30 081	CCCP-L1363	Il-12P	AFL/Ukraine	rgd	1947	new documents issued 21jun55
	CCCP-L1363	Il-12P	AFL/West Sib.-Ovn	rgd	1947	soc 13feb58 as worn out
30 082	CCCP-L1364	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1364	Il-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1364	Il-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	Il-12P	AFL/Yakutiya-YKS	rgd	1947	toc 1947
	CCCP-L1365	Il-12P	AFL/West Sib.-Ovn	trf	23jul51	opb 115 TAO Novosibirskoi aviagruppy; w/o 27sep54 on the leg from Krasnoyarsk to Novosibirsk-Severnoy of a flight from Yuzhno-Sakhalinsk to Moscow when tried to land at 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 24dec54
30 088	CCCP-L1366	Il-12P	AFL/Northern-LED	rgd	1947	dbr, date unknown; soc 23may51
30 090	CCCP-L1367	Il-12P	AFL/Moscow	mfd	31aug47	rgd 1947; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1367	Il-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1367	Il-12P	AFL/East Sib.-IKT	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 crew killed; t/t 4,204 hours; soc 12dec53
30 091	CCCP-L1368	Il-12P	AFL/Far East-KHV	mfd	1947	rgd 1947; dbr in the first quarter of 1956 on landing at an unknown airfield when touched down on a 'part which had not been cleared' (probably from snow); soc 11may56
30 093	CCCP-L1369	Il-12P	AFL/International	rgd	1947	opb AOG MVS
	CCCP-L1369	Il-12P	AFL/Moscow (MUTA)	trf	sep52	photo BUD 1953
	CCCP-L1369	Il-12P	AFL/Kazakhstan-ALA	trf	unknown	
30 094	CCCP-01369	Il-12P	AFL/Kazakhstan-ALA	rgd	1958/59	soc 17dec59 as life-time expired
	CCCP-L1370	Il-12P	AFL/Georgia	rgd	1947	
	CCCP-L1370	Il-12P	AFL/Armenia	trf	unknown	
	CCCP-01370	Il-12P	AFL/Armenia	rgd	1958/59	
	CCCP-01370	Il-12P	AFL/Urals-SVX	trf	15nov60	soc 23dec61 as life-time expired
30 095	CCCP-L1371	Il-12P	AFL/West Sib.-Ovn	rgd	1947	
	CCCP-L1371	Il-12P	AFL/Urals-SVX	trf	01sep57	in document may58
	CCCP-01371	Il-12P	AFL/Urals-SVX	rgd	1958/59	soc 20nov59 as worn out
30 096	CCCP-L1372	Il-12P	AFL/Turkmenis.-ASB	rgd	1947	
	CCCP-L1372	Il-12P	AFL/Uzbekistan-TAS	trf	sep52	
	CCCP-01372	Il-12P	AFL/Uzbekistan-TAS	rgd	1958/59	soc 08mar60 as worn out
30 097	CCCP-L1373	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1373	Il-12P	AFL/East Sib.-IKT	trf	1950	
	CCCP-01373	Il-12P	AFL/East Sib.-IKT	rgd	1958/59	
	CCCP-01373	Il-12P	AFL/Omskoye ATU	trf	01aug61	Omskoye aviatsionno-tekhnicheskoye uchilishche (Omsk Technical Aviation College); soc 04aug66 as worn out
30 098	CCCP-L1374	Il-12P	AFL/uzbekistan-TAS	rgd	1947	
	CCCP-L3925	Il-12P	AFL/Uzbekistan-TAS	rgd	13apr55	territorial reorganisation; photo at VKO 1958
	CCCP-L3925	Il-12P	AFL/Central Asia	trf	unknown	
	CCCP-73989	Il-12P	AFL/Uzbekistan-TAS	rgd	1958/59	soc 27aug60 as life-time expired

30 099	CCCP-N474	Il-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	Il-12L	Polyarnaya Aviats.	rgd	1958/59	the sole Il-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 deformation, no casualties
30 100	CCCP-N475	Il-12P	Polyarnaya Aviats.	mfd	1947	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; see rgd below
	CCCP-04250	Il-12P	Polyarnaya Aviats.	rgd	22may58	on a photo with 'Polyarnaya Aviatsiya' titles
	CCCP-04250	Il-12P	AFL/Polar	trf	10feb60	soc 17apr65 as time between overhauls exceeded (according to another document wfu 24jul65); was reportedly preserved on a playground in Kiev
30 103	CCCP-L1375	Il-12P	AFL/Georgia-TBS	rgd	1947	w/o 14jun53; soc 26jun53
30 104	CCCP-L1376	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1376	Il-12P	AFL/Turkmenis.-ASB	trf	12dec50	
	CCCP-L1376	Il-12P	AFL/East Sib.-IKT	trf	1955	
	CCCP-01376	Il-12P	AFL/East Sib.-IKT	rgd	1958/59	soc 27jan60 as worn out
30 105	CCCP-L1377	Il-12P	AFL/West Sib.-Ovn	rgd	1947	new documents issued 02feb56; soc 10jul57 as worn out
30 106	CCCP-L1378	Il-12P	AFL/International	rgd	1947	opb AOG MVS
	CCCP-L1378	Il-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1378	Il-12P	AFL/Urals-SVX	trf	sep52	opb Uralskaya aviagruppa by 01sep57
	CCCP-01378(1)	Il-12P	AFL/Urals-SVX	rgd	jul58	soc 13dec60as worn out, see c/n 8302709
30 107	CCCP-L1379	Il-12P	AFL/Moldova	rgd	1947	
	CCCP-L3903	Il-12P	AFL/Turkmenis.-ASB	rgd	15nov54	
	CCCP-L3903	Il-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	Il-12P	AFL/Ukraine-IEV	rgd	1947	photo LWO 1948; l/n LWO in 1950s
	CCCP-L1380	Il-12P	AFL/Moscow (MUTA)	trf	1951	photo SXF 1951
	CCCP-L1380	Il-12P	AFL/Armenia	trf	1956	
	CCCP-01380	Il-12P	AFL/Armenia	rgd	1958/59	soc 25may60 as amortisation period expired
30 109	CCCP-L1381	Il-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	Il-12P	AFL/Georgia-TBS	rgd	1947	
	CCCP-L1382	Il-12P	AFL/Ukraine-IEV	trf	1950	f/n IKT 15sep55
	CCCP-L1382	Il-12P	AFL/Far East-KHV	trf	1955	
	CCCP-12589	Il-12P	AFL/Far East-KHV	rgd	1958/59	soc 27dec60 as worn out
30 116	CCCP-L1383	Il-12P	AFL/Uzbekistan-TAS	rgd	1947	
	CCCP-L1383	Il-12P	AFL/East Sib.-IKT	trf	1950	
	CCCP-01383	Il-12P	AFL/East Sib.-IKT	rgd	1958/59	
	CCCP-01383	Il-12P	AFL/Turkmenis.-ASB	trf	09may59	in document 14may60; soc 12sep60 as life-time expired
30 117	CCCP-L1384	Il-12P	AFL/Turkmenis.-ASB	rgd	1947	soc 26may58 as worn out
30 119	CCCP-L1385	Il-12P	AFL/Uzbekistan-TAS	rgd	1947	f/n 1948; new documents issued 13aug55
	CCCP-L1385	Il-12P	AFL/Central Asia	trf	unknown	territorial reorganisation; overhauled by AERB-243 nov58
	CCCP-01385	Il-12P	AFL/Uzbekistan-TAS	rgd	1958/59	soc 27jan60 as worn out
30 120	CCCP-L1386	Il-12P	AFL/West Sib.-Ovn	rgd	1947	
	CCCP-L3930	Il-12P	AFL/Ukraine-ODS	rgd	16may55	soc 29jul58 as worn out
30 121	CCCP-L1387	Il-12P	AFL/Azerbaijan	rgd	1947	soc 30... (month and year impossible to read in MGA document) as life-time expired
30 122	CCCP-L1388	Il-12P	AFL/NII GVF	rgd	1947	
	CCCP-L1388	Il-12P	AFL/Northern-LED	trf	1948	
	CCCP-L1388	Il-12P	AFL/East Siberia	trf	1949	
	CCCP-L1388	Il-12P	Aeroflot/USHVLP	trf	1955	Ulyanovsk Advanced Flying Training College; f/n VKO 1955
	CCCP-01388	Il-12P	AFL/Buguruslan FS	trf	dec58	
	CCCP-01388	Il-12P	AFL/Kazakhstan-ALA	trf	28may59	year difficult to read in document; in document 24oct59
	CCCP-01388	Il-12P	AFL/Urals-SVX	trf	30apr61	soc 03jul63
30 123	CCCP-L1389	Il-12P	AFL/Moscow	mfd	21oct47	rgd 1947; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1389	Il-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1389	Il-12P	AFL/East Sib.-IKT	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 was not able 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	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa; f/n VKO 02jun48
	CCCP-L1390	Il-12P	AFL/West Sib.-Ovn	trf	1949	
	CCCP-L1390	Il-12P	AFL/Far East-KHV	trf	aug57	flew on the KHV-OHO route 19sep58; l/n KHV 1960
	CCCP-01390	Il-12P	AFL/Far East-KHV	rgd	1958/59	soc 27sep61 as life-time expired
30 125	CCCP-L1391	Il-12P	AFL/Kazakhstan-ALA	rgd	1947	new documents issued 03feb55; under overhaul with AERB-243 nov58
	CCCP-01391	Il-12P	AFL/Kazakhstan-ALA	rgd	1958/59	soc 24mar59 as worn out
30 126	CCCP-L1392	Il-12P	AFL/Azerbaijan-BAK	rgd	1947	
	CCCP-L1392	Il-12P	AFL/Uzbekistan-TAS	trf	unknown	
	CCCP-L1392	Il-12P	Aeroflot/USHVLP	trf	1951	Ulyanovsk Advanced Flying Training College
	CCCP-L1392	Il-12P	AFL/Buguruslan FS	trf	18sep58	
	CCCP-01392	Il-12P	AFL/Kazakhstan	trf	10may59	soc 05feb60 due to its technical condition
30 127	CCCP-L1393	Il-12P	AFL/Uzbekistan-TAS	rgd	1947	
	CCCP-L1393	Il-12P	AFL/East Sib.-IKT	trf	28aug54	new documents issued 28aug54
	CCCP-01393	Il-12P	AFL/East Sib.-IKT	rgd	1958/59	soc 29aug60 as life-time expired
30 128	CCCP-L1394	Il-12P	AFL/Uzbekistan-TAS	rgd	1947	
	CCCP-L1394	Il-12P	AFL/Ukraine	trf	22feb58	
	CCCP-01394	Il-12P	AFL/Ukraine	rgd	1958/59	soc 22mar61 as life-time expired
30 129	CCCP-L1395	Il-12P	AFL/Northern	rgd	1947	
	CCCP-L3905	Il-12P	AFL/Northern	rgd	08dec54	soc 26dec55 as worn out
30 130	CCCP-L1396	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1396	Il-12P	AFL/East Sib.-IKT	trf	21sep51	photo exists in natural metal c/s, taken at IKT; overhauled by AERB-243 nov58
	CCCP-01396	Il-12P	AFL/East Sib.-IKT	rgd	01dec58	soc 01aug61 as worn out
30 131	CCCP-L1397	Il-12P	AFL/Kazakhstan	rgd	1947	photo in natural metal c/s; new documents issued 17jun54
	CCCP-L1397	Il-12P	AFL/East Sib.-IKT	trf	17jun54	
	CCCP-L1397	Il-12P	AFL/Turkmenis.-ASB	trf	1956	
	CCCP-01397	Il-12P	AFL/Turkmenis.-ASB	rgd	1958/59	soc 30may59 as life-time expired
30 132	CCCP-L1398	Il-12P	AFL/Northern-LED	mfd	oct47	rgd 1947; f/n KIV 1957
	CCCP-01398	Il-12P	AFL/Ukraine	trf	30oct58	soc 29oct60 as life-time expired
30 134	CCCP-L1399	Il-12P	AFL/Kazakhstan	rgd	1947	new documents issued 24sep54
	CCCP-L1399	Il-12P	AFL/West Sib.-Ovn	trf	unknown	soc 08dec58 as worn out
30 146	CCCP-L1401	Il-12P	AFL/Ukraine	rgd	1947	
	CCCP-L1401	Il-12P	AFL/West Sib.-Ovn	trf	unknown	new documents issued 05nov55; soc 05apr58 as worn out
30 147	CCCP-L1402	Il-12P	AFL/Azerbaijan-BAK	rgd	1947	photo Baku 1947, in natural metal c/s and small titles by the nose
	CCCP-L1402	Il-12P	AFL/West Sib.-Ovn	trf	unknown	soc 31oct57 as worn out
30 148	CCCP-L1403	Il-12P	AFL/Uzbekistan-TAS	rgd	1947	f/n VKO 25may48; new documents issued 30dec54
	CCCP-L1403	Il-12P	AFL/Central Asia	trf	unknown	territorial reorganisation
	CCCP-L1403	Il-12P	AFL/Ukraine-IEV	trf	22feb58	
	CCCP-01403	Il-12P	AFL/Ukraine-IEV	rgd	1958/59	soc 16feb60 as life-time expired
30 149	CCCP-L1404	Il-12P	AFL/Northern-LED	rgd	1947	
	CCCP-L1404	Il-12P	AFL/East Sib.-IKT	trf	1950	
	CCCP-L1404	Il-12P	AFL/Turkmenis.-ASB	trf	05mar58	
	CCCP-01387	Il-12P	AFL/Turkmenis.-ASB	rgd	1958/59	soc 11oct60 as life-time expired
30 150	CCCP-L1405	Il-12P	AFL/Northern-LED	rgd	1947	soc 04feb58 as worn out
30 151	CCCP-L1406(1)	Il-12P	AFL/Azerbaijan	rgd	1947	
	CCCP-L1406(1)	Il-12P	AFL/Mosk. AG SPivs	trf	unknown	soc 31mar52 as trf to the Yegoryevsk Technical Aviation College, probably used as a ground instructional airframe there; see c/n 93033804
30 155	CCCP-L1407	Il-12P	AFL/Kazakhstan	rgd	1947	
	CCCP-L3921	Il-12P	AFL/Kazakhstan-ALA	rgd	28mar55	
	CCCP-01300	Il-12P	AFL/Kazakhstan-ALA	rgd	1958/59	overhauled by AERB-243 nov58; soc 26may59 as life-time expired
30 157	CCCP-L1408	Il-12P	AFL/Kazakhstan	rgd	1947	
	CCCP-01408	Il-12P	AFL/Kazakhstan-ALA	rgd	1958/59	new documents issued 22jun54; soc 11jun59 as worn out
30 159	CCCP-L1409	Il-12P	AFL/Georgia-TBS	rgd	1947	
	CCCP-L1409	Il-12P	AFL/East Sib.-IKT	trf	1950	
	CCCP-L1409	Il-12P	AFL/Turkmenis.-ASB	trf	27may58	soc 15aug59 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
30 167	CCCP-L1410(1) CCCP-L1411 CCCP-L1411 CCCP-L1411	II-12P II-12P II-12P II-12P	AFL/East Siberia AFL/Moscow AFL/Moscow (MUTA) AFL/Ukraine	trf mfd trf trf	unknown 15dec47 sep52 10jun58	soc 10jul57 as worn out rgd 1947; opb 1-ya Moskovskaya aviagruppa photo at VKO; new documents issued 04aug54
30 169	CCCP-L1411 CCCP-L1412 CCCP-L1412 CCCP-L1412 CCCP-L1449	II-12P II-12P II-12P II-12P II-12P	AFL/Ukraine AFL/Azerbaijan-BAK AFL/East Sib.-IKT AFL/Ukraine-ODS AFL/Ukraine-ODS	rgd mfd trf trf rgd	1958/59 29dec47 1950 21mar58 1958/59	soc 19mar60 as life-time expired rgd 1948 in document may58 soc 18nov59 as worn out
30 171	CCCP-L1413 CCCP-L1413 CCCP-L1413 CCCP-L1413 CCCP-L1413(1)	II-12P II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/Georgia-TBS AFL/Ukraine-HRK AFL/Ukraine-HRK Soviet Air Force	rgd trf trf trf mfd	1948 1953 1955 1958/59 30dec47	video exists destroyed by fire, date unknown; soc 04feb59; see c/n 8302607 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 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)
30 172	CCCP-L1414 CCCP-L1414	II-12P II-12P	AFL/Georgia AFL/Transcaucasia	rgd trf	jan48 ? 1956	opb 35 AE of Armyanskaya aviagruppa; damaged 31aug56 when landed-wheels up, suffering damage to 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 the fourth II-12 in military transport configuration, with gun turret; used for Yak-14 cargo glider trials
30 174	CCCP-L1414 not known	II-12P II-12T	AFL/Armenia Soviet Air Force	trf	19mar57	soc 18nov58 as worn out new documents issued 22aug54; overhauled by AERB-243 nov58
30 175	CCCP-L1415	II-12P	AFL/Azerbaijan	rgd	1948	soc 23sep59 as worn out
30 177	CCCP-L1416	II-12P	AFL/Kazakhstan	rgd	1948	started factory trials of a new stabiliser and a new hydraulics system 23mar48 and factory trials of a new fin and the new AV-9-91 propellers 26may48
30 179	CCCP-L1416 CCCP-L1417	II-12P II-12P	AFL/Kazakhstan-ALA Ilyushin OKB	rgd	1958/59	f/n Novosibirsk-Severnoy 17nov51; soc 31mar57 as worn out with a cropped tailcone for towing gliders; opb MAGON from 24jan51 opb 1-ya Moskovskaya aviagruppa with cargo doors, so rather an II-12T ? opb long-range aviation
30 182	CCCP-L1417	II-12P	AFL/West Sib.-Ovn	rgd	1950	opb long-range aviation
30 184	CCCP-N477 CCCP-L1418 CCCP-L1418 not known	II-12T II-12P II-12P II-12	Polyarnaya Aviats. AFL/Moscow AFL/Northern Soviet Air Force	photo rgd trf rgd	photo 1948 photo 06nov50	opb 1-ya Moskovskaya aviagruppa opb long-range aviation
30 185	CCCP-L1419 not known	II-12P II-12	AFL/Far East Soviet Air Force	trf rgd	1948 06nov50	opb long-range aviation
30 186	CCCP-L1420 CCCP-L1420 not known	II-12P II-12P II-12	AFL/Moscow AFL/Azerbaijan-BAK Soviet Air Force	rgd trf trf	1948 unknown 06nov50	opb long-range aviation
30 187	CCCP-L1421	II-12	Aeroflot/USHVLP	rgd	1949	Ulyanovsk Advanced Flying Training College; trf to China 07nov50
30 188	CCCP-L1422(1)	II-12	Aeroflot/USHVLP	rgd	1949	Ulyanovsk Advanced Flying Training College; trf to China 07nov50; see c/n 93033612
30 189	CCCP-N478	II-12	Polyarnaya Aviats.	photo		opb Moskovskaya aviagruppa; in natural metal c/s; included in an inventory listing 10sep48; flew ice-reconnaissance missions 12/25mar49 and 25/29sep49; dbr, details unknown; soc in 1949
30 191	not known	II-12	Ilyushin OKB			started factory trials of a new de-icing system 19feb48
30 198	"39"	II-12T	Soviet Air Force	ph.	ca.1955	either at Telkovo or Tula; code probably red; tailcone removed for glider towing hook
30 201	not known	II-12	Soviet Air Force			military transport version, the first II-12 with embrasures in the windows
30 204	not known	II-12	not known			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), l/n oct21
30 236	CCCP-N479	II-12T	Polyarnaya Aviats.	mfd	27mar48	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, 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 Tukan (N69.022556 E103.660711) reportedly in 1951 or 1956; wreck extant by jul12 the first of three II-12s overhauled by ARZ-410
30 243	not known	II-12	Soviet Air Force ?			Ulyanovsk Advanced Flying Training College
30 250	not known	II-12	not known			
30 254	CCCP-Sh1423 CCCP-Sh1423 CCCP-01362	II-12 II-12 II-12	Aeroflot/USHVLP AFL/Buguruslan FS AFL/Mosk. AG SPIVS	mfd trf trf	1948 23sep58 17may59	soc 27may64 as worn out
30 255	CCCP-L1424 CCCP-L1424 CCCP-L1424	II-12 II-12 II-12	Aeroflot/USHVLP AFL/Belarus AFL/Ukraine-HRK	rgd trf trf	1948 1949 19jun59	Ulyanovsk Advanced Flying Training College registration assumed as incomplete in MGA document; soc 14nov64 as amortisation period expired
30 256	CCCP-Sh1425 CCCP-L1425	II-12 II-12	Aeroflot/USHVLP AFL/Ukraine	mfd trf	1948 unknown	Ulyanovsk Advanced Flying Training College
30 257	CCCP-L1426 CCCP-L1426 CCCP-01426	II-12 II-12 II-12	Aeroflot/USHVLP AFL/Moscow (MUTA) AFL/East Sib.-IKT	rgd trf trf	1948 sep52 08dec58	soc 24aug62 as life-time expired rgd 1948; opb 1-ya Moskovskaya aviagruppa new documents issued 19jan55
30 258	CCCP-L1427	II-12	AFL/East Sib.-IKT	mfd	10apr48	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 cockpit was destroyed, all 4 crew killed; t/t 9,169 hours; soc 24dec59
30 259	CCCP-L1429 CCCP-L1429 CCCP-L1428	II-12 II-12 II-12	AFL/Far East AFL/Northern Aeroflot/USHVLP	rgd trf rgd	1948 unknown 1948	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 01oct48
30 260	CCCP-L1428 CCCP-L1428 CCCP-L1428	II-12 II-12 II-12	AFL/Belarus AFL/Ukraine AFL/Moscow	trf trf rgd	07sep54 19jun59 1948	new documents issued 05nov54; soc 20sep56 Ulyanovsk Advanced Flying Training College opb 1 OUAЕ (otdelnaya uchebnaya aviaeskadriya); new documents issued 07sep54
30 261	CCCP-L1430 CCCP-L1430 CCCP-01430	II-12 II-12 II-12	AFL/Ukraine AFL/Moscow (MUTA) AFL/East Sib.-IKT	trf trf trf	1948 sep52 07dec58	soc 23sep59 opb 1-ya Moskovskaya aviagruppa
30 262	CCCP-L1431 CCCP-L1431 CCCP-L1431	II-12 II-12 II-12	AFL/Moscow AFL/West Sib.-Ovn AFL/West Sib.-Ovn	rgd trf rgd	1948 unknown 1958/59	soc 24sep63 as amortisation period expired opb 1-ya Moskovskaya aviagruppa new documents issued 28feb55
30 264	CCCP-L1432 CCCP-L1432 CCCP-L1432	II-12 II-12 II-12	AFL/Far East AFL/Armenia AFL/Armenia	rgd trf rgd	1948 unknown 1958/59	soc 11dec62 as life-time expired went tech at KJA 16dec48
30 265	CCCP-L1433 CCCP-L1433 CCCP-L1433 CCCP-01433	II-12 II-12 II-12 II-12	AFL/Georgia AFL/Georgia AFL/Belarus AFL/Buguruslan FS	rgd rgd trf trf	1948 1949 28mar59 07aug59	soc 08mar60 as worn out
30 266	CCCP-L1434 CCCP-L1434	II-12 II-12	AFL/Turkmenis.-ASB AFL/Georgia-TBS	trf mfd	26apr48	soc 08jun61 as worn out 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 hours
30 267	CCCP-L1435 CCCP-L1435	II-12P II-12P	AFL/Uzbekistan-TAS AFL/West Sib.-Ovn	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

30 269	CCCP-L1436(1)	Il-12	AFL/Mosk. AG SPIVS	trf	unknown	rgd 1948; 27 pax configuration; opb 1-ya Moskovskaya aviagruppa; photo at AER in summer 1949
	not known	Il-12	Soviet Air Force	trf	06nov50	
	CCCP-L1437	Il-12	AFL/Moscow	mfd	30apr48	
	CCCP-L1437	Il-12	AFL/Belarus-MHP	trf	unknown	
	CCCP-L1437	Il-12	Aeroflot/USHVLP	trf	25nov50	
30 270	CCCP-L1437	Il-12	AFL/Ukraine-HRK	trf	16may59	Ulyanovsk Advanced Flying Training College
	CCCP-L1437	Il-12	AFL/Ukraine-HRK	rgd	may59	
	CCCP-L1701	Il-12	AFL/International	POZ	24apr48	
	CCCP-L1703	Il-12P	MVD - Dalstroi	rgd	1948	
30 275 ?	CCCP-L1703	Il-12P	AFL/Far East-KHV	trf	1952	soc 24jun64 as life-time expired presented during the Poznan Trade Fair 24apr/09may48 (first foreign presentation of the Il-12) opb SMP AO from 25aug48; served the Magadan-Khabarovsk route oct48; Dalstroi assigned the crew of M.G. Marchenko to this aircraft 28jun49 first CoFA issued 19jun52
	CCCP-01375	Il-12P	AFL/Far East-KHV	rgd	1958/59	
	CCCP-01375	Il-12P	AFL/Urals-SVX	trf	23nov60	
	35048	Il-12T	Chinese Air Force	YIH	30apr48	
30 276	'35141'	Il-12T	Chinese Air Force		sep90	soc 19mar63 as life-time expired l/n YIH 12oct88; c/n reported as '275'; preserved in the China Aviation Museum at Shahezhzen (Changping), f/n jan90 preserved in the China Aviation Museum at Shahezhzen (Changping, N40.182892 E116.36111) with this fake serial, seen sep90/aug23; in white c/s with blue 'lightning-bolt' cheatline, grey undersides; see Il-12 35141 with unknown c/n opb 1-ya Moskovskaya aviagruppa; underwent trials with the NII GVF 25may/10jun48
	CCCP-L1700	Il-12P	AFL/Moscow	rgd	1948	
	CCCP-L1700	Il-12P	AFL/East Sib.-IKT	trf	1953	
	CCCP-01401	Il-12P	AFL/East Sib.-IKT	rgd	1958/59	
	CCCP-X837	Il-12	MVD - Dalstroi	mfd	30apr48	
30 277	CCCP-L1488	Il-12	AFL/Far East-KHV	trf	10jun52	soc 15jun60 as worn out 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 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 05jan55
8 30 23 11	CCCP-73953	Il-12	AFL/Far East-KHV	rgd	1959	soc 03jul63 as life-time expired opb 1-ya Moskovskaya aviagruppa opb 1 OUAЕ (otdelnaya uchebnaya aviaeskadrilya) opb 67 ATO; new documents issued 30sep55 opb 67 ATO; dbr 07jan60 on a cargo flight from Moscow-Vnukovo to Leningrad-Shosseina 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 Il-14) so that the aircraft lost speed, the nose pitched and the aircraft suffered substantial damage, all 5 crew members escaped unhurt; soc 05mar60 new documents issued 07sep54 opb 1 OUAЕ (otdelnaya uchebnaya aviaeskadrilya) soc 03jul63 as life-time expired opb 1-ya Moskovskaya aviagruppa soc 25apr55; trf 'for display' to the Troitsk Technical Aviation College Advanced Flying Training College; see c/n 93033716
	CCCP-L1438	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1438	Il-12	AFL/Belarus-MHP	trf	nov50	
	CCCP-L1438	Il-12	AFL/Northern-LED	trf	07sep54	
	CCCP-01438	Il-12	AFL/Northern-LED	rgd	13may58	
8 30 23 12	CCCP-L1439	Il-12	AFL/Far East-KHV	rgd	1948	opb long-range aviation opb 1-ya Moskovskaya aviagruppa
	CCCP-L1439	Il-12	AFL/Belarus	trf	30mar51	
	CCCP-01439	Il-12	AFL/Ukraine-HRK	trf	17may59	
	CCCP-L1440	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1440	Il-12	AFL/Kazakhstan	trf	unknown	
8 30 23 13	CCCP-L1441(1)	Il-12	Aeroflot/ShVLP	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1441(1)	Il-12	Aeroflot/ShVLP	rgd	1948	
	not known	Il-12	AFL/Mosk. AG SPIVS	trf	unknown	
	CCCP-L1442	Il-12	Soviet Air Force	trf	04nov50	
	CCCP-L1442	Il-12	AFL/Moscow	rgd	1948	
8 30 23 15	CCCP-L1442	Il-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1442	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1442	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1442	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1442	Il-12	AFL/Moscow	rgd	1948	
8 30 23 16	CCCP-L1443	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1443	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1443	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1443	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1443	Il-12	AFL/Moscow	rgd	1948	
8 30 23 17	CCCP-L1443	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1443	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1443	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1443	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1443	Il-12	AFL/Moscow	rgd	1948	
8 30 23 18	CCCP-L1444	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1444	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1444	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1444	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1444	Il-12	AFL/Moscow	rgd	1948	
8 30 23 19	CCCP-L1445	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1445	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1445	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1445	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1445	Il-12	AFL/Moscow	rgd	1948	
8 30 23 20	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
8 30 23 21	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
8 30 23 22	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
8 30 23 23	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
8 30 23 24	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
8 30 23 25	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
8 30 24 06	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
8 30 24 07	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
8 30 24 16	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
8 30 24 17	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
8 30 24 18	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
8 30 24 19	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
8 30 24 20	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
8 30 24 21	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired soc 25apr62 as life-time expired opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56 new documents issued 31aug54 soc 05mar62 as life-time expired
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	
8 30 24 22	CCCP-L1446	Il-12	AFL/Moscow	rgd	1948	soc 21oct61 as life-time expired

8 30 25 12	CCCP-L1475 not known	II-12 II-12	AFL/Moscow Soviet Air Force	rgd trf	1948 06oct50	opb 1-ya Moskovskaya aviagruppa
8 30 25 13	CCCP-L1476	II-12	AFL/Moscow	rgd	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 CCCP-12590	II-12 II-12 II-12	AFL/Moscow AFL/Moscow (MUTA) AFL/Ukraine	mfd trf rgd	30aug48 sep52 1958/59	rgd 1948; opb 1-ya Moskovskaya aviagruppa new documents issued 07sep54 trf 05aug58; soc 18oct62 as life-time expired
8 30 25 15	CCCP-L1448 CCCP-L1448 CCCP-01448	II-12 II-12 II-12	AFL/Uzbekistan AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd trf rgd	1948 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) soc 29jul58 as worn out
8 30 25 18	CCCP-L1451	II-12	AFL/Far East-KHV	rgd	1948	otdelnaya aviagruppa vozduzhnykh syomok (independent photo survey aviation group)
8 30 25 19	CCCP-L1452 CCCP-L1452 CCCP-L1452 CCCP-L1452 CCCP-73969	II-12 II-12 II-12 II-12 II-12	AFL/Uzbekistan AFL/OAGrVS AFL/West Sib.-Ovn AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS	rgd trf trf trf rgd	1948 unknown 31dec53 unknown 1958/59	
8 30 25 20	CCCP-L1453 CCCP-L1453 CCCP-L1453 CCCP-L1453 CCCP-01427	II-12 II-12 II-12 II-12 II-12	AFL/Moscow AFL/Far East AFL/Moscow (MUTA) AFL/Ural's-SVX AFL/Ural's-SVX	rgd trf trf trf rgd	1948 1949 sep52 04aug58 dec58	sox 27may64 as worn out opb 1-ya Moskovskaya aviagruppa
8 30 25 21	CCCP-L1454 CCCP-L1454 CCCP-L1454	II-12 II-12 II-12	AFL/Moscow AFL/Northern-LED AFL/Northern	rgd trf rgd	1948 unknown 1948	soc 08aug62 as worn out 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 CCCP-L1456 CCCP-12592	II-12 II-12 II-12 II-12	AFL/Northern Aeroflot/USHVLP AFL/Turkmenis.-ASB AFL/Turkmenis.-ASB	rgd trf trf rgd	1948 1950 03mar58 1958 ?	Ulyanovsk Advanced Flying Training College opb 165 TAO; dbr 03mar59 on the leg from Mineralnyye Vody to Ashkhabad of a positioning flight from 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
8 30 25 24	CCCP-L1457 CCCP-Sh1457 CCCP-Sh1457 CCCP-73951	II-12T II-12T II-12T II-12T	AFL/Far East-KHV Aeroflot/USHVLP AFL/Buguruslan FS AFL/Ukraine-DNK	rgd trf trf trf	1948 1954 23oct58 16may59	Ulyanovsk Advanced Flying Training College; new documents issued 02jul54 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 AERB-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 crew injured; t/t 7,652 hours not painted on before the accident 24dec58; soc 16feb59 new documents issued 14sep55
8 30 26 01	CCCP-73955 CCCP-L1459 CCCP-L1459 CCCP-73954 CCCP-73954	II-12T II-12 II-12 II-12 II-12	AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/East Sib.-IKT	rgd rgd trf rgd trf	13may58 1948 jun56 1958/59 27nov61	f/n KOV nov59 soc 18dec64 as life-time expired
8 30 26 02	CCCP-L1460 CCCP-Sh1460 CCCP-Sh1460 CCCP-73975	II-12T II-12T II-12T II-12T	AFL/Far East-KHV Aeroflot/USHVLP AFL/Buguruslan FS AFL/Ukraine-HRK	rgd mfd trf trf	1948 1948 19sep58 16may59	Ulyanovsk Advanced Flying Training College; was equipped with an astrodome on top of the fuselage while used for training 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 (N48.527216 E39.384045), seen jun06/nov13; probably damaged or destroyed during the Civil War in 2014
8 30 26 03	CCCP-L1461 CCCP-01404	II-12 II-12	AFL/Azerbaijan-BAK AFL/Ural's-SVX	rgd trf	1948 26dec59	opb Uralskaya aviagruppa; soc 12dec65 as life-time expired
8 30 26 04	CCCP-L1462	II-12	AFL/Kazakhstan	mfd	aug48	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 4 crew killed; t/t 550 hours (t/t of the left engine 334 hours); soc 29sep49
8 30 26 05	CCCP-L1478 CCCP-L1478 CCCP-01419	II-12 II-12 II-12	AFL/Far East AFL/Moscow (MUTA) AFL/Ukraine	rgd trf trf	1948 sep52 20nov58	soc 24aug62 as life-time expired opb 1-ya Moskovskaya aviagruppa
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	CCCP-L1481	II-12	AFL/Turkmenistan	rgd	1948	new documents issued 02jun54; soc 13aug55 due to corrosion
8 30 26 09	CCCP-L1482 CCCP-L1482 CCCP-01434	II-12 II-12 II-12	AFL/Moscow AFL/Moscow (MUTA) AFL/West Sib.-Ovn	rgd trf trf	1948 sep52 28feb59	opb 1-ya Moskovskaya aviagruppa soc 19mar63 as life-time expired
8 30 26 10	CCCP-L1483 CCCP-L1483 CCCP-73994	II-12 II-12 II-12	AFL/Uzbekistan AFL/Uzbekistan AFL/Central Asia	rgd trf trf	21jun52 unknown 1958/59	territorial reorganisation; new documents issued 09feb56 soc 26apr62 as life-time expired
8 30 26 12	CCCP-L1484 not known	II-12 II-12	AFL/Uzbekistan-TAS Aeroflot/USHVLP	rgd trf	1948 04nov50	Ulyanovsk Advanced Flying Training College opb long-range aviation
8 30 26 13	CCCP-L1485 CCCP-L1485 CCCP-01349	II-12 II-12 II-12	Soviet Air Force AFL/Kazakhstan AFL/West Sib.-Ovn	trf rgd rgd	1948 1948 1959	soc 23oct62 as life-time expired opb 1-ya Moskovskaya aviagruppa
8 30 26 14	CCCP-L1486 CCCP-L1486 CCCP-L1486	II-12 II-12 II-12	AFL/Moscow AFL/Far East AFL/West Sib.-Ovn	rgd trf trf	1948 1949 1950	opb 1-ya Moskovskaya aviagruppa
8 30 26 15	CCCP-L1486 CCCP-01340 CCCP-L1487 CCCP-Sh1487 CCCP-73968(1) CCCP-73968(1)	II-12 II-12 II-12 II-12 II-12 II-12	AFL/Ural's-SVX AFL/Ural's-SVX AFL/Far East-KHV Aeroflot/USHVLP AFL/Buguruslan FS AFL/Belarus	rgd rgd trf trf trf trf	oct58 1948 1950 18sep58 jan59	opb Uralskaya aviagruppa by 01sep57 in document 26sep62; soc 22oct63 as amortisation period expired Ulyanovsk Advanced Flying Training College see c/n 83012903 opb 1 OUAIE; 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	II-12 II-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
8 30 27 09	CCCP-X910 CCCP-L1851 CCCP-73970	II-12 II-12 II-12	AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS	trf rgd rgd	1951 15mar53 17may58	In an overhaul document, t/t 275 hours; new documents issued 24oct55 dbr, details unknown; soc 18apr62
8 30 27 10	CCCP-01378(2) "32" red	II-12 II-12T	AFL/West Sib.-OVB Soviet Air Force	trf	20jun61 photo	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 CCCP-L1704 CCCP-L1704	II-12P II-12P II-12P	AFL/NII GVF AFL/Moscow AFL/Moscow (MUTA)	rgd trf trf	1949 1950 sep52	in natural metal, Aeroflot c/s; made test flights in 1949 opb 1-ya Moskovskaya aviagruppa
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8 301 28 02	CCCP-L1704	Il-12P	AFL/West Sib.-Ovn	trf	1951	opb Uralskaya aviagruppa by 01sep57 soc 12sep66 as amortisation period expired rgd 1948; opb 1-ya Moskovskaya aviagruppa	
	CCCP-L1704	Il-12P	AFL/Urals-SVX	trf	1956		
	CCCP-01386	Il-12P	AFL/Urals-SVX	rgd	oct58		
	CCCP-L1705	Il-12P	AFL/Moscow	mfd	12oct48		
	CCCP-L1705	Il-12P	AFL/Moscow (MUTA)	trf	sep52		
8 301 28 03	CCCP-73996	Il-12P	AFL/Ukraine	trf	15may59	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	
	CCCP-L1706	Il-12P	AFL/Moscow-VKO	mfd	oct48		
8 301 28 04	CCCP-L1707	Il-12P	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa soc 29jul58 as worn out opb 1-ya Moskovskaya aviagruppa	
8 301 28 05	CCCP-L1707	Il-12P	AFL/East Siberia	trf	unknown		
	CCCP-L1708	Il-12P	AFL/Moscow	rgd	1950		
8 301 28 06	CCCP-L1708	Il-12P	AFL/Moscow (MUTA)	trf	sep52	soc 26may59 as life-time expired opb 1-ya Moskovskaya aviagruppa	
	CCCP-L3900	Il-12P	AFL/Kazakhstan	rgd	21oct54		
	CCCP-L3900	Il-12P	AFL/Kazakhstan-ALA	trf	jun57		
	CCCP-73964	Il-12P	AFL/Kazakhstan-ALA	rgd	1958/59		
	CCCP-L1709	Il-12P	AFL/Moscow	rgd	1948		
8 301 28 07	CCCP-L1709	Il-12P	AFL/Moscow (MUTA)	trf	sep52	soc 18jul61 as life-time expired opb 1-ya Moskovskaya aviagruppa; photo in natural metal c/s	
	CCCP-L1709	Il-12P	AFL/Far East-KHV	trf	1953		
	CCCP-12583	Il-12P	AFL/Far East-KHV	rgd	1958/59		
	CCCP-L1710	Il-12P	AFL/Moscow	rgd	1948		
	CCCP-L1710	Il-12P	AFL/Moscow (MUTA)	trf	sep52		
8 301 28 08	CCCP-L1710	Il-12P	AFL/West Sib.-Ovn	trf	1951	new documents issued 07sep54 opb Uralskaya aviagruppa by 01sep57 soc 31mar60 as worn out rgd 1948; opb 1-ya Moskovskaya aviagruppa	
	CCCP-L1710	Il-12P	AFL/Urals-SVX	trf	1956		
	CCCP-01333	Il-12P	AFL/Urals-SVX	rgd	dec58		
	CCCP-L1711	Il-12P	AFL/Moscow	mfd	jun48		
	CCCP-L1711	Il-12P	AFL/Moscow (MUTA)	trf	sep52		
8 301 28 09	CCCP-73982	Il-12P	AFL/Ukraine	trf	22may58	soc 28jun60 as life-time expired; photo at an unknown location 1963	
	CCCP-L1712	Il-12P	AFL/Georgia-TBS	rgd	1948		
8 301 28 10	CCCP-L1712	Il-12P	AFL/Ukraine-IEV	trf	1951	soc 22mar61 as life-time expired	
	CCCP-73976	Il-12P	AFL/Ukraine-IEV	rgd	1958/59		
	CCCP-L1713	Il-12P	AFL/Far East-KHV	rgd	1948		
	CCCP-01301	Il-12P	AFL/Far East-KHV	rgd	1958/59		
	CCCP-L1714	Il-12P	AFL/Moscow	mfd	28nov48		
8 301 28 12	CCCP-L1715	Il-12P	AFL/Far East-KHV	rgd	1948	soc 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 hours; soc 01nov49	
	CCCP-12585	Il-12P	AFL/Far East-KHV	rgd	1958/59		
	CCCP-L1716	Il-12	AFL/Moscow	rgd	1948		
	CCCP-L1716	Il-12	AFL/Moscow (MUTA)	trf	sep52		
	CCCP-L3902	Il-12	AFL/YeAU	trf	unknown		
8 301 28 14	CCCP-L1717	Il-12P	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa	
	CCCP-L1717	Il-12P	AFL/Moscow (MUTA)	trf	sep52		
8 301 28 15	CCCP-L3906	Il-12P	AFL/West Sib.-Ovn	trf	1949	in document 1949 opb Uralskaya aviagruppa by 01sep57 burnt out during take-off, details unknown; soc 02dec53 possibly 28nov48 instead ?; rgd 1948; opb OAT MVS photo 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 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	
	CCCP-L3906	Il-12P	AFL/Urals-SVX	trf	dec56		
	CCCP-L1718	Il-12P	AFL/East Siberia	rgd	1948		
	CCCP-L1719	Il-12P	AFL/International	mfd	28jan48		
	CCCP-L1719	Il-12P	AFL/Moscow (MUTA)	trf	sep52		
8 301 28 16	CCCP-L1719	Il-12P	AFL/Ukraine-ODS	trf	jul57		
8 301 28 17	CCCP-L1720	Il-12P	AFL/International	mfd	28nov48	f/n VKO 1956 soc 24jul61 as life-time expired opb 1-ya Moskovskaya aviagruppa photo BID 19dec50; new documents issued 07aug54	
	CCCP-L1720	Il-12P	AFL/Moscow (MUTA)	trf	sep52		
	CCCP-01328	Il-12P	AFL/Ukraine-ODS	trf	31may58		
	CCCP-L1721	Il-12P	AFL/Moscow	rgd	1948		
	CCCP-L1721	Il-12P	AFL/Moscow (MUTA)	trf	sep52		
8 301 28 19	CCCP-L1721	Il-12P	AFL/West Sib.-SVX	trf	may57	opb Uralskaya aviagruppa by 01sep57; soc 10may58 as worn out opb OAG MVS 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-L1721	Il-12P	AFL/Urals-SVX	trf	22jul57		
	CCCP-L1722	Il-12P	AFL/International	rgd	1948		
	CCCP-L1722	Il-12P	AFL/Moscow (MUTA)	trf	sep52		
	CCCP-L1722	Il-12P	AFL/Urals-SVX	trf	may57		
8 301 28 20	CCCP-73992	Il-12P	AFL/Urals-SVX	rgd	oct58	f/n VKO 1955; l/n 1956 soc 11jun59 as worn out overhauled by AERB-243 nov58 soc 27aug60 as worn out rgd 1949; opb 1-ya Moskovskaya aviagruppa	
	CCCP-L1723	Il-12P	AFL/International	rgd	1948		
	CCCP-L1723	Il-12P	AFL/Moscow (MUTA)	trf	sep52		
	CCCP-L1723	Il-12P	AFL/Ukraine-DOK	trf	apr57		
	CCCP-73980	Il-12P	AFL/Ukraine-DOK	rgd	1958/59		
8 301 29 01	CCCP-L1724	Il-12P	AFL/Uzbekistan	rgd	1948	overhauled by AERB-243 nov58 soc 27aug60 as worn out rgd 1949; opb 1-ya Moskovskaya aviagruppa	
	CCCP-L1724	Il-12P	AFL/Uzbekistan-TAS	trf	sep52		
8 301 29 02	CCCP-73990	Il-12P	AFL/Uzbekistan-TAS	rgd	1958/59	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 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 rgd 09jun49; i/s 17jun49; fleet # '70'; f/n Northolt 12sep49; wfu 03jan59; soc 29feb60 rgd 1948; opb 1-ya Moskovskaya aviagruppa	
	CCCP-L1725	Il-12P	AFL/Moscow	rgd	1949		
	CCCP-L1725	Il-12P	AFL/East Siberia	trf	unknown		
	CCCP-01405	Il-12P	AFL/Ukraine	trf	20sep58		
8 301 29 03	CCCP-L1726	Il-12P	AFL/Moscow (MUTA)	rgd	unknown	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 rgd 09jun49; i/s 17jun49; fleet # '70'; f/n Northolt 12sep49; wfu 03jan59; soc 29feb60 rgd 1948; opb 1-ya Moskovskaya aviagruppa	
	CCCP-L1726	Il-12P	AFL/Northern-LED	trf	unknown		
	CCCP-73968(2)	Il-12P	AFL/Northern-LED	rgd	1958/59		
	OK-CBA	Il-12B	CSA	d/d	11mar49		
	CCCP-L1728	Il-12P	AFL/Moscow	mfd	06dec48		
8 301 29 04	CCCP-L1728	Il-12P	AFL/Moscow (MUTA)	trf	sep52	soc 14jul60 as life-time expired opb 1-ya Moskovskaya aviagruppa new documents issued 18apr55	
	CCCP-L1728	Il-12P	AFL/Ukraine-HRK	trf	oct57		
	CCCP-73978	Il-12P	AFL/Ukraine-HRK	rgd	1958/59		
	CCCP-L1729	Il-12P	AFL/Moscow	rgd	1948		
	CCCP-L1729	Il-12P	AFL/Moscow (MUTA)	trf	sep52		
8 301 29 06	CCCP-L3926	Il-12P	AFL/Moscow (MUTA)	rgd	02jul54	new documents issued 18apr55	
	CCCP-L3926	Il-12P	AFL/Kazakhstan	trf	16apr56		
	CCCP-L3926	Il-12P	AFL/Kazakhstan-ALA	trf	jun57		
	CCCP-73965	Il-12P	AFL/Kazakhstan-ALA	rgd	1958/59		
	CCCP-L1730	Il-12P	AFL/Moscow	rgd	1948		
8 301 29 07	CCCP-L1730	Il-12P	AFL/Moscow (MUTA)	trf	sep52	soc 29nov58 as amortisation period expired opb 1-ya Moskovskaya aviagruppa soc 10may58; tested to destruction 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 Il-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 Il-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 f/n VKO 1956; soc 24mar59 as worn out	
	CCCP-L1730	Il-12P	SibNIA	trf	dec57		
	CCCP-L1731	Il-12P	AFL/Uzbekistan	mfd	20dec48		
8 301 29 09	CCCP-L1732	Il-12P	AFL/Uzbekistan-TAS	rgd	1949	soc 10oct58 as worn out	
	CCCP-L1733	Il-12P	AFL/Georgia-TBS	rgd	1949		
8 301 29 10	CCCP-L1733	Il-12P	AFL/West Sib.-Ovn	trf	15jun56	soc 06jan59 as 'for display'	
	CCCP-L1735	Il-12P	AFL/Azerbaijan	rgd	1949		
8 301 29 12	CCCP-L1735	Il-12P	AFL/Buguruslan FS	trf	04dec58	overhauled by AERB-243 nov58 soc 29oct59 as worn out new documents issued 29dec54 new documents issued 29dec54 f/n VKO jun59; soc 04jul59 as worn out new documents issued 21aug54 new documents issued 21aug54	
	CCCP-L1736	Il-12P	AFL/Kazakhstan	mfd	1949		
8 301 29 13	CCCP-L1736	Il-12P	AFL/Kazakhstan-ALA	trf	jun57	overhauled by AERB-243 nov58 soc 29oct59 as worn out new documents issued 29dec54 new documents issued 29dec54 f/n VKO jun59; soc 04jul59 as worn out new documents issued 21aug54 new documents issued 21aug54	
	CCCP-73956	Il-12P	AFL/Kazakhstan-ALA	rgd	1958/59		
8 301 29 14	CCCP-L1737	Il-12P	AFL/Kazakhstan	rgd	1949	new documents issued 21aug54 new documents issued 21aug54	
	CCCP-L1737	Il-12P	AFL/Kazakhstan-ALA	trf	jun56		
8 301 29 15	CCCP-73957	Il-12P	AFL/Kazakhstan-ALA	rgd	1958/59	new documents issued 21aug54 new documents issued 21aug54	
	CCCP-L1738	Il-12P	AFL/Kazakhstan	rgd	1949		
	CCCP-L1738	Il-12P	AFL/Kazakhstan-ALA	trf	jun57		

8 301 29 16	CCCP-73959 OK-CBF	Il-12P Il-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) opb 1-ya Moskovskaya aviagruppa
8 301 29 17	CCCP-L1740 CCCP-L1740 CCCP-L1740 CCCP-01342	Il-12P Il-12P Il-12P Il-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Far East AFL/Magadan	rgd trf trf rgd	1949 sep52 unknown 1958/59	photo; soc 06jul60 as worn out opb OAG MVS; photo 1951
8 301 29 18	CCCP-L1741 CCCP-L1741 CCCP-L1741 CCCP-01352	Il-12P Il-12P Il-12P Il-12P	AFL/International AFL/Moscow (MUTA) AFL/Ukraine AFL/International	rgd trf trf rgd	1949 sep52 10may58 1949	soc 22nov61 as life-time expired opb OAG MVS
8 301 29 19	CCCP-L1742 CCCP-L1742 CCCP-L1742 CCCP-L1742	Il-12P Il-12P Il-12P Il-12P	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Ukraine-ODS	rgd trf trf trf	28sep54; f/n IEV 17aug57 1949 sep52 sep57	new documents issued 28sep54; f/n IEV 17aug57 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 opb 90 OAO; soc 16may61 as life-time expired opb OAG MVS
8 301 29 20	CCCP-73979 CCCP-L1743 CCCP-L1743 CCCP-L1743	Il-12P Il-12P Il-12P Il-12P	AFL/Ukraine-ODS AFL/International AFL/Moscow (MUTA) AFL/Far East-KHV	rgd rgd trf trf	1958/59 1949 sep52 apr57	reported as an Il-12T; photo exists
8 301 30 01	CCCP-12587 CCCP-L1744 CCCP-L1744 CCCP-L1744	Il-12P Il-12P Il-12P Il-12P	AFL/Far East-KHV AFL/Moscow AFL/Moscow (MUTA) AFL/Ukraine-ODS	rgd rgd trf trf	1958/59 1949 sep52 apr57	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 new documents issued 07sep54 soc 05apr58 as worn out
8 301 30 02	CCCP-L1745 CCCP-L1745 CCCP-01381	Il-12P Il-12P Il-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Ukraine	mfd trf trf	jan49 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	CCCP-L1746	Il-12P	AFL/West Sib.-Ovn	rgd	jan49	soc 19dec58 as worn out
8 301 30 04	CCCP-L1747 CCCP-L1747 CCCP-01308 CCCP-01308 CCCP-01308	Il-12P Il-12P Il-12P Il-12P Il-12P	AFL/Georgia Aeroflot/UShVLP AFL/Buguruslan FS AFL/Ukraine AFL/Moscow	mfd trf trf trf rgd	13jan49 1950 23sep58 16may59 1949	rgd 1949 Ulyanovsk Advanced Flying Training College opb 90 OAO; soc 02jun61 as life-time expired opb 1-ya Moskovskaya aviagruppa
8 301 30 05	CCCP-L1748 CCCP-L1748 CCCP-L1748 CCCP-L1748	Il-12P Il-12P Il-12P Il-12P	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Moscow	trf trf rgd rgd	sep52 jun57 1958/59 1949	soc 05feb59 as life-time expired opb 1-ya Moskovskaya aviagruppa
8 301 30 06	CCCP-L1749 CCCP-L1749 CCCP-L1749 CCCP-L1750	Il-12P Il-12P Il-12P Il-12P	AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow (MUTA)	rgd rgd trf mfd	14nov51 10oct48 ? sep52 05jul58	soc 29aug60 as life-time expired rgd 1949; opb 1-ya Moskovskaya aviagruppa opb 79 OAO; soc 29nov60 as life-time expired
8 301 30 08	CCCP-73995 CCCP-L1751 CCCP-L1751 CCCP-L1751	Il-12P Il-12P Il-12P Il-12P	AFL/Ukraine AFL/Moscow AFL/Moscow (MUTA) AFL/Far East-KHV	trf rgd trf rgd	1949 sep52 1949 1958/59	c/n as such in MGA document, but as 93013008 in register; opb 1-ya Moskovskaya aviagruppa 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 flew on the KHV-OHO route 19sep58; soc 13apr60 as life-time expired
8 301 30 09	CCCP-12586 CCCP-L1753 CCCP-L1753 CCCP-L1753	Il-12P Il-12P Il-12P Il-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Far East-KHV AFL/Magadan-GDX	rgd trf trf trf	1949 sep52 1953 01oct57	opb 1-ya Moskovskaya aviagruppa new documents issued 02jul54
9 301 30 10	CCCP-L1753 CCCP-L1753 CCCP-01326 CCCP-L1754 CCCP-L1754 CCCP-L1754	Il-12P Il-12P Il-12P Il-12P Il-12P Il-12P	AFL/Moscow (MUTA) AFL/Ukraine-IEV AFL/Moscow AFL/Moscow (MUTA) AFL/Ukraine-IEV AFL/Moscow	trf trf rgd rgd trf trf	sep52 oct57 1958/59 1949 sep52 oct57	soc 16jul60 as amortisation period expired opb 1-ya Moskovskaya aviagruppa
9 301 30 11	CCCP-73983 CCCP-L1755 CCCP-L1755 CCCP-L1755 CCCP-L1755	Il-12P Il-12P Il-12P Il-12P Il-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/West Sib.-Ovn AFL/Urals-SVX AFL/Moscow	rgd rgd trf trf trf	1959 1949 sep52 1953 1956	opb 79 OAO; soc 22mar61 as life-time expired opb 1-ya Moskovskaya aviagruppa
9 301 30 12	CCCP-L1756 CCCP-L1756 CCCP-01364 CCCP-L1757	Il-12P Il-12P Il-12P Il-12P	AFL/Moscow (MUTA) AFL/Ukraine-IEV AFL/Moscow AFL/Moscow (MUTA)	mfd trf trf rgd	jan49 sep52 30may58 1949	opb Uralskaya aviagruppa by 01sep57; soc 08mar58 as worn out rgd 1949; opb 1-ya Moskovskaya aviagruppa opb 86 OAO; soc 12sep60 as life-time expired opb 1-ya Moskovskaya aviagruppa new documents issued 07jun54
9 301 30 13	CCCP-L1757 CCCP-L1757 CCCP-L3928 CCCP-L3928 CCCP-L1759	Il-12P Il-12P Il-12P Il-12P Il-12P	AFL/Moscow (MUTA) AFL/Ukraine-IEV AFL/West Sib.-SVX AFL/Urals-SVX AFL/Far East-KHV	trf trf rgd trf rgd	sep52 27apr55 1956 1949 jul57	opb Uralskaya aviagruppa by 01sep57; under overhaul with AERB-243 nov58; soc 30nov58 as worn out new documents issued 08jul54
9 301 30 14	CCCP-L1759 CCCP-L1759 CCCP-01337 CCCP-01337 CCCP-L1760	Il-12P Il-12P Il-12P Il-12P Il-12P	AFL/Magadan-GDX AFL/Magadan-GDX AFL/Urals-SVX AFL/Moscow AFL/Moscow (MUTA)	trf rgd trf rgd trf	1958/59 07dec59 1949 sep52 may58	soc 17nov60 as life-time expired opb 1-ya Moskovskaya aviagruppa
9 301 30 15	CCCP-L1760 CCCP-L1760 CCCP-L1760 CCCP-L1760 CCCP-L1760	Il-12P Il-12P Il-12P Il-12P Il-12P	AFL/Moscow (MUTA) AFL/Belarus AFL/Buguruslan FS AFL/Moscow AFL/Moscow (MUTA)	trf trf trf rgd trf	sep52 16oct58 1949 sep52 mar57	soc 06jan59 as 'for display' opb 1-ya Moskovskaya aviagruppa
9 301 30 16	CCCP-L1761 CCCP-L1761 CCCP-L1761 CCCP-12581 CCCP-L1762	Il-12P Il-12P Il-12P Il-12P Il-12P	AFL/Moscow (MUTA) AFL/East Sib.-IKT AFL/Turkmenis.-ASB AFL/Far East-KHV AFL/Far East-KHV	trf trf trf rgd rgd	sep52 may57 05mar58 1949 1958/59	soc 15nov60 as life-time expired soc 29mar61 as worn out
9 301 30 17	CCCP-12588 CCCP-L1763 CCCP-01315 CCCP-L1764	Il-12P Il-12P Il-12P Il-12P	AFL/Azerbaijan-BAK AFL/West Sib.-OVB AFL/Uzbekistan AFL/East Siberia	rgd rgd rgd trf	1949 1958/59 1949 unknown	soc 27jan60 as worn out
9 301 30 18	CCCP-L1764 CCCP-L1764 CCCP-01359 CCCP-L1765	Il-12P Il-12P Il-12P Il-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; t/t 4,271 hours; soc 12dec53 opb 1-ya Moskovskaya aviagruppa
9 301 31 01	CCCP-L1766 CCCP-L1766 CCCP-L3929 CCCP-L1767	Il-12P Il-12P Il-12P Il-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/NII GVF	rgd trf rgd rgd	1949 sep52 28may54 1949	new documents issued 22apr55; soc 29jul58 as worn out test flights in 1949 opb 1-ya Moskovskaya aviagruppa
9 301 31 02	CCCP-L1767 CCCP-L1767 CCCP-L1767 CCCP-L3901 CCCP-L1768	Il-12P Il-12P Il-12P Il-12P Il-12P	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow AFL/Moscow (MUTA) AFL/Kazakhstan-ALA	trf trf rgd rgd trf	sep52 15nov54 1949 sep52 jun56	photo exists; soc 04feb58 as worn out opb 1-ya Moskovskaya aviagruppa; f/n VKO oct49
9 301 31 03	CCCP-L1768 CCCP-L1768 CCCP-01303(1)	Il-12P Il-12P Il-12P	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	trf rgd rgd	1958/59 1949 sep52	possibly not taken up as already soc 29sep58 as life-time expired; see c/n 93013211 opb 1-ya Moskovskaya aviagruppa
9 301 31 04	CCCP-L1769 CCCP-L1769 CCCP-L3922 CCCP-L1770	Il-12P Il-12P Il-12P Il-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Aktyubinsk FS AFL/Moscow	rgd trf mfd trf	1949 sep52 27jul54 feb49	new documents issued 28mar55; soc 13feb58 as 'for display' rgd 1949; opb 1-ya Moskovskaya aviagruppa photo exists
9 301 31 05	CCCP-L1770 CCCP-L1770 CCCP-L3907 CCCP-L3907 CCCP-L1771	Il-12P Il-12P Il-12P Il-12P Il-12P	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Ukraine Aeroflot	trf rgd trf rgd	sep52 29dec54 may57 1949	opb 90 OAO; soc 08jan58 as worn out 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 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 06	CCCP-L1771	Il-12P	Aeroflot	rgd	1949	c/n and registration just surmised, not in 1950s MGA document
9 301 31 07	CCCP-L1772 CCCP-N526 CCCP-L1773 CCCP-L1773 CCCP-L1773 CCCP-L1773	Il-12P Il-12P Il-12P Il-12P Il-12P Il-12P	Aeroflot Polyarnaya Aviats. AFL/Moscow AFL/Moscow (MUTA) AFL/Kazakhstan AFL/Kazakhstan-ALA	no ph. rgd trf trf trf	reports 22apr55 1949 sep52 unknown jun57	with dorsal fin; opb MAGON from 24jan51; in natural metal c/s opb 1-ya Moskovskaya aviagruppa
9 301 31 08	CCCP-L1773 CCCP-L1773 CCCP-73961	Il-12P Il-12P Il-12P	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	trf trf rgd	1958/59	soc 27dec58 as life-time expired

[illegible]

9 301 32 20	CCCP-73966	Il-12P	AFL/Kazakhstan-ALA	rgd	1958/59	f/n VKO jun59; soc 26jun59 as worn-out
	CCCP-L1801	Il-12P	AFL/Uzbekistan-TAS	mfd	28mar49	rgd 1949
	CCCP-L1801	Il-12P	AFL/Ukraine-IEV	trf	24feb58	
	CCCP-01367	Il-12P	AFL/Ukraine-IEV	rgd	1958/59	opb 86 OAO; soc 27jun62 as life-time expired
9 301 33 01	CCCP-L1802	Il-12P	AFL/International	rgd	1949	opb OAG MVS; photo BUD 20jul50; l/n BBS 19dec55, diversion from LHR due to fog; l/n LHR 30dec55
	CCCP-L1802	Il-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-01343	Il-12P	AFL/Ukraine	trf	10may58	opb 86 OAO; soc 01dec60 as worn out
	CCCP-L1803	Il-12P	AFL/Kazakhstan-ALA	mfd	31mar49	rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed 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); t/t 953 hours; soc 07sep56
9 301 33 03	CCCP-L1804	Il-12P	AFL/Far East	rgd	1949	soc 24sep55 due its technical condition and trf to the Kiev Aviation Institute (KAI)
9 301 33 04	CCCP-L1805	Il-12P	AFL/International	mfd	06mar49	rgd 1949; opb OAG MVS
	CCCP-L1805	Il-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1805	Il-12P	AFL/Ukraine-IEV	trf	oct57	
	CCCP-73986	Il-12P	AFL/Ukraine-IEV	rgd	1958/59	opb 86 OAO; soc 29nov60 as life-time expired
9 301 33 05	CCCP-L1806	Il-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa; f/n 1949
	CCCP-L1806	Il-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1806	Il-12P	AFL/East Sib.-IKT	trf	aug57	
	CCCP-L1806	Il-12P	AFL/Ukraine	trf	11oct58	
9 301 33 06	CCCP-01415	Il-12P	AFL/Ukraine	rgd	1959 ?	opb 89 OAO; soc 18nov59 as worn out
	CCCP-L1807	Il-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1807	Il-12P	AFL/Moscow (MUTA)	trf	sep52	new documents issued 26jun54
	CCCP-L1807	Il-12P	AFL/West Sib.-SVX	trf	feb57	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 31may57)
9 301 33 07	CCCP-L1808	Il-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1808	Il-12P	AFL/Far East-KHV	trf	31jan55	crashed 17jan57 due to an engine failure on take off from Khabarovsk and poor crew management in the following actions; soc 31mar57
9 301 33 08	CCCP-L1809	Il-12P	AFL/International	rgd	1949	opb OAG MVS
	CCCP-L1809	Il-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1809	Il-12P	AFL/Armenia	trf	unknown	
	CCCP-01321	Il-12P	AFL/Armenia	rgd	1958/59	
9 301 33 09	CCCP-01321	Il-12P	AFL/Urals-SVX	trf	29oct60	soc 06jan62 as life-time expired
	CCCP-L1810	Il-12P	AFL/International	rgd	1949	opb OAG MVS; photo in Putnam book
	CCCP-L1810	Il-12P	AFL/Moscow (MUTA)	trf	sep52	photo BUD 1953; new documents issued 07aug54
	CCCP-01358	Il-12P	AFL/Ukraine	trf	09may58	soc 23sep59 as repair not economically viable
9 301 33 10	CCCP-L1811	Il-12P	AFL/Moscow	mfd	27apr49	rgd 1949; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1811	Il-12P	AFL/Moscow (MUTA)	trf	sep52	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	Il-12P	AFL/Moscow	mfd	24apr49	rgd 1949; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1812	Il-12P	AFL/Moscow (MUTA)	rgd	sep52	
	CCCP-L1812	Il-12P	AFL/Ukraine-HRK	trf	jul57	photo BUD 20apr56
	CCCP-01368	Il-12P	AFL/Ukraine-HRK	rgd	1958/59	opb 87 OAO; soc 29nov60 as life-time expired
9 301 33 12	CCCP-L1813	Il-12P	AFL/Moscow	mfd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1813	Il-12P	AFL/Moscow (MUTA)	trf	sep52	new documents issued 31aug54
	CCCP-L1813	Il-12P	AFL/Kazakhstan-ALA	trf	jun57	
	CCCP-73967	Il-12P	AFL/Kazakhstan	rgd	1958/59	soc 05feb59 as life-time expired
9 301 33 13	CCCP-L1814	Il-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1814	Il-12P	AFL/Moscow (MUTA)	trf	sep52	new documents issued 31aug54
	CCCP-L3927	Il-12P	AFL/Moscow (MUTA)	rgd	22apr55	
	CCCP-L3927	Il-12P	AFL/West Sib.-Ovn	trf	1956	soc 08dec58 as worn out
9 301 33 14	CCCP-L1815	Il-12P	AFL/International	mfd	27apr49	rgd 1949; opb OAG MVS; f/n VKO oct49; photo exists with non-standard large 'Aeroflot' titles
	CCCP-L1815	Il-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-01444	Il-12P	AFL/Ukraine	trf	29may58	opb 87 OAO; soc 21sep61 as life-time expired
	CCCP-L1816	Il-12P	AFL/International	rgd	1949	opb OAG MVS; photo, carried non-standard large 'Aeroflot' titles
9 301 33 15	CCCP-L1816	Il-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1816	Il-12P	AFL/West Sib.-Ovn	trf	15mar58	
	CCCP-01309	Il-12P	AFL/West Sib.-Ovn	rgd	1959	soc 04nov61 as life-time expired
	CCCP-L1817	Il-12P	AFL/International	rgd	1949	opb OAG MVS; photo exists
9 301 33 17	CCCP-L1817	Il-12P	AFL/Moscow (MUTA)	trf	sep52	new documents issued 31aug54
	CCCP-L1817	Il-12P	AFL/West Sib.-SVX	trf	mar57	
	CCCP-L1817	Il-12P	AFL/Urals-SVX	trf	22jul57	opb Uralskaya aviagruppa by 01sep57; in document sep58
	CCCP-73997	Il-12P	AFL/Urals-SVX	rgd	dec58	soc 27feb62 as life-time expired
9 301 33 18	CCCP-L1818	Il-12P	AFL/Moscow (MUTA)	rgd	1949	
9 301 33 19	not known	Il-12P	Soviet Air Force	trf	20jul49	opb mil. unit 23413
	CCCP-L1819	Il-12P	AFL/International	rgd	1949	opb OAG MVS; l/n HEL apr56
	CCCP-L1819	Il-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1819	Il-12P	AFL/Urals-SVX	trf	1956	opb Uralskaya aviagruppa by 01sep57; in document sep58
9 301 33 20	CCCP-73998	Il-12P	AFL/Urals-SVX	rgd	1958/59	soc 27jan60 as worn out
	CCCP-L1820	Il-12P	AFL/International	rgd	1949	opb OAG MVS
	CCCP-L1820	Il-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-01450	Il-12P	AFL/Ukraine-DOK	trf	24may58	opb 89 OAO; soc 25jan61 as worn out
9 301 34 01	CCCP-L1821	Il-12P	AFL/NII GVF	rgd	1949	new documents issued 05jan56
	CCCP-L1821	Il-12P	AFL/Mosk. AG SPIVS	trf	unknown	
	CCCP-73971	Il-12P	AFL/Mosk. AG SPIVS	rgd	1958/59	dbr, details unknown; soc 29jan64
	CCCP-L1822	Il-12P	AFL/International	mfd	27apr49	rgd 1949; opb OAG MVS; photo, with small Aeroflot' titles by nose
9 301 34 02	CCCP-L1822	Il-12P	AFL/Moscow (MUTA)	trf	sep52	new documents issued 19jul54
	CCCP-L1822	Il-12P	AFL/Ukraine-ODS	trf	31mar58	photo at VKO may58 with non-standard large 'Aeroflot' titles
	CCCP-01422	Il-12P	AFL/Ukraine-ODS	rgd	1959	soc 06sep61 as life-time expired
	CCCP-L1823	Il-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa; f/n 1949
9 301 34 03	CCCP-L1823	Il-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1823	Il-12P	AFL/West Sib.-SVX	trf	may57	
	CCCP-L1823	Il-12P	AFL/Urals-SVX	trf	22jul57	opb Uralskaya aviagruppa by 01sep57; soc 29jul59 as life-time expired
	CCCP-L1826	Il-12P	AFL/International	rgd	1949	opb OAG MVS
9 301 34 13	CCCP-L1826	Il-12P	AFL/Moscow (MUTA)	trf	sep52	photo at VOG; photo BUD 1955
	CCCP-L1826	Il-12P	AFL/Ukraine-IEV	trf	jun57	
	CCCP-73974	Il-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)
						opb OAG MVS
9 301 34 14	CCCP-L1827	Il-12P	AFL/International	rgd	1949	
	CCCP-L1827	Il-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-01407	Il-12P	AFL/Ukraine-DOK	trf	19may58	opb 89 OAO; soc 21sep61 as life-time expired
	CCCP-L1828	Il-12P	AFL/International	mfd	24may49	rgd 1949; opb OAG MVS
9 301 34 15	CCCP-L1828	Il-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1828	Il-12P	AFL/Far East-KHV	trf	1953	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
						overhauled by AERB-243 nov58
9 301 35 01						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	Il-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-01374	Il-12P	AFL/East Sib.-IKT	trf	jun57	
9 301 35 02	CCCP-01374	Il-12P	AFL/Ukraine-IEV	trf	13oct58	opb 86 OAO; photo flying over Sochi; soc 29sep60 as worn out
	CCCP-L1832	Il-12P	AFL/International	rgd	1949	opb OAG MVS
	CCCP-L1832	Il-12P	AFL/Moscow (MUTA)	trf	1953	
	CCCP-L1832	Il-12P	AFL/Armenia	trf	1956	
9 301 35 03	CCCP-01334	Il-12P	AFL/Armenia	rgd	1958/59	soc 31mar60 as worn out
	CCCP-L1833	Il-12P	AFL/International	rgd	1949	opb OAG MVS; in natural metal c/s with two thin blue cheatinlines; f/n BUD 1955
	CCCP-L1833	Il-12P	AFL/Moscow (MUTA)	trf	sep52	

9 301 35 04	CCCP-01320	Il-12P	AFL/Mosk. AG SPIVS	trf	1959	soc 03jul63 as life-time expired
	CCCP-L1834	Il-12P	AFL/International	rgd	1949	opb OAG MVS
	CCCP-L1834	Il-12P	AFL/Moscow (MUTA)	trf	sep52	seen VKO 1957
	CCCP-L1834	Il-12P	AFL/Ukraine-IEV	rgd	jun57	I/n may58
9 301 35 05	CCCP-73987	Il-12P	AFL/Ukraine-IEV	rgd	1958/59	opb 86 OAO; soc 17apr61 as worn out; photo at an unknown location in 1963
	CCCP-L1835	Il-12P	AFL/International	mfd	may49	rgd 1949; opb OAG MVS; on 18aug55 it flew the German Football Team from SXF to VKO
	CCCP-L1835	Il-12P	AFL/Moscow (MUTA)	trf	sep52	photo may58
	CCCP-01410	Il-12P	AFL/Ukraine-DOK	trf	22may58	opb 89 OAO; soc 24jul61 as life-time expired
9 301 35 06	CCCP-L1836	Il-12P	AFL/International	rgd	1949	new documents issued 31aug54
	CCCP-L1836	Il-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1836	Il-12P	AFL/Urals-SVX	trf	sep52	
	CCCP-L1836	Il-12P	AFL/Urals-SVX	trf	22jul57	
9 301 35 07	CCCP-73999	Il-12P	AFL/Urals-SVX	rgd	dec58	soc 20aug62 as life-time expired
	CCCP-L1837	Il-12P	AFL/International	rgd	1949	opb OAG MVS; f/n VKO oct49; photo exists
	CCCP-L1837	Il-12P	AFL/Moscow (MUTA)	trf	sep52	new documents issued 31aug54
	CCCP-L1837	Il-12P	AFL/East Sib.-IKT	trf	jun57	
9 301 35 10	CCCP-01423	Il-12P	AFL/East Sib.-IKT	rgd	1958/59	soc 22sep61 as life-time expired
	CCCP-L1840	Il-12P	AFL/International	rgd	jun49 ?	opb OAG MVS
	CCCP-L1840	Il-12P	AFL/Moscow (MUTA)	trf	sep52	opb 64 AO as of 01feb57 (the unit was disbanded that day)
	CCCP-01417	Il-12P	AFL/Moscow (MUTA)	rgd	09may58	
9 301 35 12	CCCP-01417	Il-12P	AFL/Ukraine	trf	03jun58	opb 90 AO at ODS; soc 08jul60 as life-time expired
	CCCP-L1842	Il-12P	AFL/International	mfd	07jun49	rgd jun49 ?; opb OAG MVS
	CCCP-L1842	Il-12P	AFL/Moscow (MUTA)	trf	sep52	photo at BUD 01apr55; new documents issued 18apr55; opb 65 AO as of 01feb57
	CCCP-01421	Il-12P	AFL/Moscow (MUTA)	rgd	09may58	registration given in the GU GVF document which allocated the new registration numbers 09may58 as CCCP-01421, obviously in error
9 301 35 13	CCCP-01313	Il-12P	AFL/Ukraine	trf	23may58	still as CCCP-L1842 ?; opb 90 AO at ODS; soc 24jul61 as life-time expired
9 301 35 13	OK-DBB	Il-12B	CSA	rgd	19jul50	fleet # '72'; wfu 19nov59; canx 29feb60
9 301 35 14	CCCP-L1844	Il-12P	AFL/International	mfd	27jun49	opb 29 otrayad; 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 92 hours; wreck found 29aug49; soc 01sep49
9 301 35 15	OK-DBD	Il-12B	CSA	rgd	30nov49	i/s 31may50; fleet # '74'
	SP-LHF	Il-12B	LOT	rgd	03jul52	c/n given as such in hand written and typed official Polish register documents; returned to CSA 25nov52; canx 08mar53
9 301 35 16	OK-DBD	Il-12B	CSA	ret	26nov52	photo at LHR 01aug57; wfu 13jun60; canx 14mar62
	OK-DBG	Il-12B	CSA	rgd	13oct50	i/s 18oct50; fleet # '75'; later used as a cargo aircraft; undertook tests for the VZLÚ during may53; dbr 20jan60; canx 29feb60; removed to Prostejov and used as a ground instructional airframe
9 301 35 17	OK-DBN	Il-12B	CSA	rgd	15dec50	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 Il-14 nose cone marked '3159' attached to the cockpit section, seen as such jun99/sep15
9 301 35 18	OK-DBP	Il-12B	CSA	i/s	07feb51	rdg 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	OK-DBU	Il-12B	CSA	rgd	24feb51	i/s 27feb51; fleet # '78'; later used as a cargo aircraft; wfu 28nov59; canx 29feb60
9 301 35 20	OK-DBW	Il-12B	CSA	rgd	17mar51	i/s 25mar51; fleet # '79'; wfu 20mar59
	OK-DBW	Il-12B	CSSDL	trf	23may59	converted to a navigation-aids calibration aircraft; canx 21mar60; scrapped at Prague later; nose sections remained, I/n mar07
9 301 36 01	OK-DBC	Il-12B	CSA	rgd	09aug50	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 version of the Il-12T went into production in 1949. It incorporated the dorsal tail fin and retained the double doors on the left-hand side. Known as the Il-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 service and with various factories.						
9 303 36 01	? CCCP-X952	Il-12	TsNII-108	rgd	unknown	the same last 4 digits of the c/n are reported for OK-DBC, so the given c/n is probably not correct
9 303 36 03	not known	Il-12D	Soviet Air Force	ph.	28nov71	in natural metal c/s; opb 666 uap of the Balashov Flying School at Rtitshchevo by 1960; opb 478 uap at Borisoglebsk until 1968 (was possibly the last flying Il-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 Cheboksary Park) in the early 1980s; scrapped
9 303 36 12	CCCP-L1422(2)	Il-12D	AFL/Mosk. AG SPIVS	rgd	unknown	see c/n 30188
	CCCP-01440	Il-12D	AFL/Mosk. AG SPIVS	TIP	apr61	in natural metal/white c/s with two blue cheatlines; soc 07mar64 as worn out; photo exists at Kirsanov ATU with the tail missing
9 303 36 14	CCCP-L1495	Il-12	AFL/Tajikistan-DYU	mfd	1949	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 the Soviet Air Force
	CCCP-L1495	Il-12	AFL/Uzbekistan-TAS	trf	17apr59	
9 303 37 05	CCCP-73952	Il-12	AFL/Uzbekistan-TAS	rgd	1958/59	f/n TMJ 08apr61; I/n TAS 06mar63; soc 15jun64 due to corrosion of the centre-wing section
	CCCP-L1436(2)	Il-12	AFL/Mosk. AG SPIVS	rgd	unknown	converted to cargo version; see c/n 30268
9 303 37 11	CCCP-01436	Il-12	AFL/Mosk. AG SPIVS	rgd	1958/59	soc 16jan65 as worn out
9 303 37 11	CCCP-48971	Il-12D	MRP Soltsevo	rgd	16may66	canx 12jan67
9 303 37 12	"3"	Il-12D	Soviet Air Force	mfd	1949	was received in the military unit 55001 (Central Research Institute-108 of the Ministry of Defence, Moscow
9 303 37 16	CCCP-L1441(2)	Il-12	AFL/Mosk. AG SPIVS	rgd	unknown	converted to cargo version; see c/n 8302314
9 303 37 16	CCCP-01441	Il-12	AFL/Mosk. AG SPIVS	rgd	unknown	soc 12dec63 as worn out
9 303 37 19	not known	Il-12D	Soviet Air Force	rgd	1949	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 in Antarctica, with the Red Star on the fin becoming visible again; see c/n 30048
	CCCP-N440 (2)	Il-12D	Polyarnaya Aviats.	rgd	08aug57	
9 303 38 01	CCCP-04252	Il-12D	Polyarnaya Aviats.	rgd	31mar58	registration never painted on
	CCCP-04252	Il-12D	AFL/Polar	mfd	10feb60	soc 05jul61 as worn out
	not known	Il-12D	Soviet Air Force	trf	31aug49	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-F359	Il-12D	GUGK	rgd	17jul50	
9 303 38 02	CCCP-A359	Il-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
	CCCP-L1489	Il-12D	AFL/Mosk. AG SPIVS	rgd	06aug55	converted to cargo version; opb 1 AOVS at Myachkovskovo as of 01jan57
	CCCP-73972	Il-12D	AFL/Mosk. AG SPIVS	rgd	17may58	opb 1 AOVS (became 229 LO AFS of Myachkovski OAO in 1962); soc 14apr65 as life-time expired
	not known	Il-12D	Soviet Air Force	mfd	28aug49	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); converted to a photo survey aircraft 31jul50; opb Moskovski AFO
9 303 38 03	CCCP-F360	Il-12D	GUGK	rgd	17jul50	
	CCCP-A1317	Il-12D	AFL/Mosk. AG SPIVS	rgd	unknown	photo survey aircraft; opb 1 AOVS at Myachkovskovo; was detached to Gomaya ekspeditsiya GUGK (Mountain Expedition) as of 01jan57
9 303 38 03	CCCP-L1317(2)	Il-12D	AFL/Mosk. AG SPIVS	rgd	17may58	converted to cargo version; opb 1 AOVS; see c/n 30023
	CCCP-01317	Il-12D	AFL/Mosk. AG SPIVS			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 Dvoret's kulturny (Culture Palace) at Lyubertsy and used as a children's cinema for some 5 years, photo in 1968; scrapped
9 303 38 03	not known	Il-12D	Soviet Air Force	mfd	29aug49	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-F361	Il-12D	GUGK	rgd	17jul50	
9 303 38 04	CCCP-A361	Il-12D	AFL/Mosk. AG SPIVS	trf	unknown	photo survey aircraft; opb 1 AOVS at Myachkovskovo
	CCCP-L1332(2)	Il-12D	AFL/Mosk. AG SPIVS	rgd	unknown	converted to cargo version; opb 1 AOVS as of 01jan57; see c/n 30038
	CCCP-01332	Il-12D	AFL/Mosk. AG SPIVS	rgd	17may58	opb 1 AOVS (became 229 LO AFS of Myachkovski OAO in 1962); soc 15apr65 as worn out and amortisation period expired
9 303 38 04	not known	Il-12D	Soviet Air Force	mfd	30aug49	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); converted to a photo survey aircraft by zavod No. 30 MAP 31aug50; opb Moskovski AFO
	CCCP-F362	Il-12D	GUGK	rgd	17jul50	
9 303 38 05	CCCP-A362	Il-12D	AFL/Mosk. AG SPIVS	trf	unknown	photo survey aircraft; opb 2 AOVS at Myachkovskovo
	CCCP-L1406(2)	Il-12D	AFL/Mosk. AG SPIVS	rgd	unknown	converted to cargo version; opb 2 AOVS as of 01jan57 (was under repair with ARB-410 by then); see c/n 30151
9 303 38 05	CCCP-01406	Il-12D	AFL/Mosk. AG SPIVS	rgd	17may58	opb 2 AOVS (became 229 LO AFS of Myachkovski OAO in 1962); soc 14apr65 as life-time expired
	not known	Il-12D	Soviet Air Force	mfd	31aug49	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-F363	Il-12D	GUGK	rgd	17jul50	
9 303 38 06	CCCP-A363	Il-12D	AFL/Mosk. AG SPIVS	trf	unknown	photo survey aircraft; opb 1 AOVS at Myachkovskovo
	CCCP-L1356(2)	Il-12D	AFL/Mosk. AG SPIVS	rgd	unknown	converted to cargo version; opb 1 AOVS as of 01jan57; see c/n 30070
	CCCP-01356	Il-12D	AFL/Mosk. AG SPIVS	rgd	1958	not included in the GU GVF document which allocated the new registration numbers 17may58; opb 1 AOVS (became 229 LO AFS of Myachkovski OAO in 1962); soc 14apr65 as life-time expired
9 303 38 06	CCCP-X1096	Il-12D	MPLP-LIS NIEI PDS	rgd	unknown	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 13	CCCP-L1845 CCCP-Sh1845	Il-12 Il-12	Aeroflot/UShVLP Aeroflot/UShVLP	rgd rgd	1949 unknown	Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College; converted to cargo version; soc 15feb55 and trf to the Kiev Aviation Institute (KAI) as a ground instructional airframe
9 303 38 16	001	Il-12D	Polish Air Force	toc	08jul50	operated initially by 36. SPLT at Warsaw-Okcie and later by 19. LEH at Slupsk; in natural metal with dark (red ?) rudder with serial in white on it; still in service by 01oct64
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; l/n active at ice station "Vostok" (Antarctica) 05feb64; canx 10aug66; hulk sat on its tail at ice station "Mirny" (Antarctica), seen Jan89
9 303 39 02	002	Il-12D	Polish Air Force	toc	08jul50	operated initially by 36. SPLT at Warsaw-Okcie 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 in service until at least 1965
9 303 39 03	CCCP-Sh1846 CCCP-01314	Il-12 Il-12	Aeroflot/UShVLP AFL/Ukraine-DOK	rgd trf	1949 apr58	Ulyanovsk Advanced Flying Training College
9 303 39 08	CCCP-L1849	Il-12	Aeroflot/UShVLP	mfd	30nov49	converted to cargo version Ulyanovsk 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 CCCP-73973	Il-12 Il-12	AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS	trf rgd	unknown 1958/59	converted to cargo version soc 30sep64 as worn out
9 303 39 09	CCCP-Sh1847 CCCP-Sh1847	Il-12 Il-12	Aeroflot/UShVLP AFL/Buguruslan FS	mfd trf	1949 1958	Ulyanovsk Advanced Flying Training College converted to cargo version
9 303 39 12	CCCP-Sh1848 CCCP-73988	Il-12 Il-12	Aeroflot/UShVLP AFL/Ukraine-DOK	mfd trf	1948 20jan58	Ulyanovsk Advanced Flying Training College; converted to cargo version soc 05may65 as life-time expired
9 303 39 18	CCCP-N476	Il-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	Il-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	Il-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	Il-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	Il-12-11	Romanian Governmt.	rgd	29sep49	VIP aircraft; c/n not confirmed; 'PCC' stands for 'Party Central Committee'; photo BUD 17jun56; canx 06jan57
4	YR-ILX SP-LHD	Il-12 Il-12B	TAROM LOT	rgd rgd	28feb57 04nov49	c/n not confirmed; canx 15oct64 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	Il-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	Il-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)	Il-12	AFL/Ural's-SVX	no	reports	not c/n 30161; in document 24sep58
---	CCCP-L1860	Il-12	Aeroflot		photo	with dorsal fin, c/n should be in the 8301/9301xxxx range
---	CCCP-03571	Il-12	MAP zavod # 64	trf	15nov58	from the Soviet Air Force
---	CCCP-46561	Il-12	AFL/Ural's-SVX	ph.	apr60	
---	"04"	Il-12D	Soviet Air Force		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 Forelnoye' (Trout Lake); in derelict condition by aug19
---	"09"	Il-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 Belarus) from around 1984; scrapped in 1990
---	"12"	Il-12T	Soviet Air Force			
---	"27" black	Il-12D	Soviet Air Force			
---	"40"	Il-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"	Il-12T	Soviet Air Force	ph.	feb65	at Borisoglebsk, opb 478 uap; colour of code probably blue
---	not known	Il-12	Soviet Navy			opb 593 otap VVS TOF at Yuzhnaya Uglovaya; w/o 27jul53 (a few hours before the Korean Armistice 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 Glinyny) and 14 passengers were killed; the wreck was found only in autumn 1953
---	502	Il-12	Civ Avn Adm China	rgd	1948	scrapped at Tianjin 1987
---	503	Il-12T	Civ Avn Adm China	rgd	1948	wfu 06oct86; preserved in technical school at Tianjin (N39.111630 E117.35028), l/n apr21
---	504	Il-12	Civ Avn Adm China	rgd	1948	scrapped at Tianjin mar86
---	505	Il-12T	Civ Avn Adm China	rgd	1948	f/n SIA 27sep85 operational this date; wfu 27oct85; scrapped at CTU
---	506	Il-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	Il-12	Civ Avn Adm China	no	reports	mentioned in documents, opb 13 division from 01jun74 until end of may78, along with Il-12s 506/508, 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
---	508	Il-12	Civ Avn Adm China	no	reports	mentioned in documents, opb 13 division from 01jun74 until end of may78, along with Il-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	Il-12	Chinese Air Force		photo	at Harbin (in 1989 book "China Today: Aviation Industry")
---	5105	Il-12T	Chinese Air Force		photo	in natural metal c/s; flew Peking to Lhasa may56
---	5110	Il-12T	Chinese Air Force		photo	in natural metal c/s
---	5116	Il-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	Il-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	Il-12	Chinese Air Force	YIH	1979	photo; in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n YIH 12oct88
---	35043	Il-12T	Chinese Air Force		mar78	photo; in natural metal c/s
---	35045	Il-12T	Chinese Air Force	YIH	13mar87	in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n YIH 12oct88
---	35046	Il-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	Il-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35141	Il-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88; see 35048 c/n 30275 ?, which also wears this fake serial in the China Aviation Museum at Shahezhen (Changping)
---	35142	Il-12T	Chinese Air Force	YIH	13mar87	in natural metal c/s; l/n YIH 12oct88
---	35143	Il-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35144	Il-12T	Chinese Air Force	YIH	13mar87	in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n YIH 12oct88
---	35145	Il-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35146	Il-12T	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35147	Il-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	Il-12T	Chinese Air Force	YIH	13mar87	in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n YIH 12oct88
---	35149	Il-12	Chinese Air Force	YIH	13mar87	in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n YIH 12oct88
---	35240	Il-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'	Il-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
---	35241	Il-12	Chinese Air Force	YIH	1979	photo; in natural metal c/s; seen YIH 13mar87; l/n YIH 12oct88
---	35243	Il-12	Chinese Air Force	YIH	13mar87	in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n YIH 12oct88
---	35244	Il-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35245	Il-12T	Chinese Air Force	YIH	12oct88	in white c/s with blue 'lightning-bolt' cheatline, grey undersides
---	35246	Il-12	Chinese Air Force	YIH	23mar85	l/n YIH 12oct88
---	35247	Il-12T	Chinese Air Force	YIH	23mar85	in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n YIH 12oct88

---	35248	Il-12T	Chinese Air Force	YIH	23mar85	I/n YIH 12oct88
---	35249	Il-12	Chinese Air Force	YIH	23mar85	I/n YIH 12oct88
---	35340	Il-12T	Chinese Air Force	YIH	1979	photo; seen YIH 12oct88; converted in 1954 to an ECM aircraft, with long nosed di-electric radome, in natural metal c/s
---	3410 ?	Il-12T	Chinese Air Force	ph.	2008	preserved in a Park at Pengzhou, Chengdu (N30.989484 E103.92746) from at least 2002 (from Google Earth image), next to Il-18 '240' (which subsequently moved jul03); I/n may13, serial very worn possibly became 2406 in 1957, see c/n 8342406
---	D-39	Il-12T	Czechoslovak AF			

Ilyushin Il-14 and Avia Av-14

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 Il-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 Il-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 Il-14P. A slightly lengthened version, the 24-seater Il-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 Il-14M-32) and 36-seater for the lengthened version (Il-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 Il-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 Il-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 Il-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 Il-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 Il-12 and Il-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	Il-14	Ilyushin OKB	f/f	13jul50	first prototype; powered by two ASH-82FN engines
---	no code	Il-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 Il-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, (izdelye 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 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	Il-14P	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-61701	Il-14P	Aeroflot/USHVLP	rgd	1958/59	
	CCCP-61701	Il-14P	AFL/Kirsanov ATU	trf	05may61	soc 15may62; used as a ground instructional airframe; broken up 1965 ?
14600 00 02	CCCP-L1702	Il-14P	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-61702	Il-14P	Aeroflot/USHVLP	rgd	jun58	Ulyanovsk Advanced Flying Training College
	CCCP-61702	Il-14P	Aeroflot/KSHVLP	trf	10jan62	Kirovograd Advanced Flying Training College; soc 24jan73 as life-time expired
14600 01 01	CCCP-L1706	Il-14P	AFL/West Siberia	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-61706	Il-14M	AFL/Syktvykarskaya otdelnaya aviagruppa	trf	22jul58	opb Syktvykarskaya otdelnaya aviagruppa; in document 01apr59 with new registration
	CCCP-61706	Il-14M	AFL/Komi-SCW	trf	15feb66	soc 29jun71 as worn out; I/n SCW 1973
14600 01 02	CCCP-L1708	Il-14P	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-61708	Il-14P	Aeroflot/USHVLP	rgd	jul58	Ulyanovsk Advanced Flying Training College
	CCCP-61708	Il-14P	AFL/Belarus-MHP	trf	07dec59	f/n MHP 1967
	CCCP-61708	Il-14P	AFL/East Siberia	trf	03mar75	soc 29jul77 as allocated number of cycles used up
14600 01 03	CCCP-L1716	Il-14P	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-61716	Il-14P	Aeroflot/USHVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College
	CCCP-61716	Il-14P	Aeroflot/KSHVLP	trf	29sep61	Kirovograd Advanced Flying Training College
	CCCP-61716	Il-14P	Aeroflot/KRAUSS	trf	26jun74	Krivorozhskoye aviatsionnoye uchilishche spetsialnykh sluzhb (Krivoi Rog Special Aviation College); soc 13aug74 as life-time expired; preserved at Kryvyi Rih Aeronautical School (N47.934827 E33.321084) f/n 05jul96, I/n 22jun99, broken up by may02
14600 02 01	CCCP-L1717	Il-14P	AFL/Moscow (MUTA)	mfd	1956	
	CCCP-L1717	Il-14P	Aeroflot/TATU	trf	1958	Troitsk Technical Aviation College; in document 20dec57 as Il-14P, 18 pax configuration; photo exists at Troitsk; soc 21jan58 as for display
14600 02 02	CCCP-L1718	Il-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 established; soc 20sep56
14600 02 03	CCCP-L1727	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	opb aviadiviziya osobogo naznacheniya
14600 02 04	not known	Il-14P	Soviet Air Force	no	reports	I/n LHR 17aug56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-L1729	Il-14P	AFL/Moscow (MUTA)	LHR	24jul56	Ulyanovsk Advanced Flying Training College;
	CCCP-L1729	Il-14P	Aeroflot/USHVLP	trf	1960	Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired
	CCCP-61729	Il-14P	Aeroflot/USHVLP	rgd	1958/59	in a document 20dec57 as an Il-14P, 18 pax configuration; converted to an Il-14M, date unknown
14600 02 05	CCCP-L1731	Il-14P	AFL/Moscow (MUTA)	mfd	17apr56	on charge as of 01feb62;
	CCCP-61731	Il-14M	AFL/Magadan-GDX	rgd	1959	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-61731	Il-14M	AFL/Magadan-DYR	trf	1967	in document 20dec57 as Il-14P, 18 pax configuration
14600 03 01	CCCP-L1734	Il-14P	AFL/Moscow (MUTA)	mfd	1956	Ulyanovsk Advanced Flying Training College
	CCCP-L1734	Il-14P	Aeroflot/USHVLP	trf	21feb58	Ulyanovsk Advanced Flying Training College; soc 03jul73 as life-time expired
	CCCP-61734	Il-14P	Aeroflot/USHVLP	rgd	jul58	Ulyanovsk Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration
14600 03 02	CCCP-L1714	Il-14P	Aeroflot/USHVLP	mfd	25aug56	Ulyanovsk Advanced Flying Training College; converted to Il-14M date unknown
	CCCP-L1714	Il-14P	Aeroflot/USHVLP	rgd	unknown	Kirovograd Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline
	CCCP-61714	Il-14M	Aeroflot/KSHVLP	trf	14jan62	soc 26mar73 as life-time expired; f/n DYU 25aug75
	CCCP-61714	Il-14M	AFL/Yakutiya-YKS	trf	19jan71	in document 20dec57 as Il-14P, 18 pax configuration; mentioned again in document 18sep58
14600 03 03	CCCP-L1758	Il-14P	AFL/Georgia-TBS	rgd	unknown	in document jun59; soc 29apr75 as allocated number of cycles used up
	CCCP-61758	Il-14P	AFL/Georgia-TBS	rgd	1958/59	in document 20dec57 as Il-14P, 18 pax configuration
14600 03 04	CCCP-L1766	Il-14P	AFL/Moscow (MUTA)	mfd	1956	Ulyanovsk Advanced Flying Training College; soc 31jul72 as life-time expired
	CCCP-61766	Il-14P	Aeroflot/USHVLP	trf	14may58	

14600 07 18	not known	II-14P		f/f	20sep56	converted to II-14FK aerial survey version; underwent joint trials 22/30oct56 (48 hours, 21 cycles)
14600 07 19	620	II-14P	Civ Avn Adm China	rgd	1956	f/n Hanoi-Gia Lam 17nov56; l/n SHA 23apr79; fate unknown
14600 07 20	626	II-14P	Civ Avn Adm China	rgd	1956	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 operational at Guangzhou until the mid 1980s
14600 07 23	CCCC-L1893 CCCC-L1893 CCCC-41893	II-14P II-14P II-14P	AFL/Moscow (MUTA) AFL/Kazakhstan-AKX AFL/Kazakhstan-AKX	rgd trf rgd	unknown 08oct57 1958/59	VIP version (salon-lyuks) VIP version (salon-lyuks); based at Balkhash; f/n 02mar61; seen MRV 04jan66; soc 26sep73 as life-time expired; l/n AKX 25apr93, derelict photo 1957, featured in the Soviet movie "Nepovtorimaya vesna" (Unrepeatable Spring) shot in 1957; l/n jan59; in MGA document as II-14M
14600 07 24	CCCC-L1879	II-14M	AFL/Moscow (MUTA)	rgd	unknown	in document feb59
	CCCC-41879 CCCC-41879 CCCC-L1884 CCCC-41884 CCCC-41884	II-14M II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Privolzhsk-GOJ AFL/East Sib.-IKT AFL/East Sib.-IKT AFL/Belarus-MHP	rgd trf rgd rgd trf	1958/59 01jan60 unknown 1959 14sep67	soc 17oct74 as life-time expired in MGA document as II-14M
14600 07 26	CCCC-L1885 CCCC-41885	II-14M II-14M	AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd	unknown 1959	directorate not mentioned in MGA document; black and white photos exist, with dark blue tail and two blue cheatlines and with 'II-14' on the tail; version given as II-14SI (VIP version) in book "Samolet II-14"; soc 28may75 as life-time expired
14600 07 27	CCCC-L1886 CCCC-L1886	II-14P II-14P	AFL/Moscow (MUTA) AFL/West Siberia	rgd rgd	unknown unknown	in MGA document as II-14M photo exists Sarotov-Yuzhny mid60s; soc 30may74 as life-time expired
14600 07 28	CCCC-41886 CCCC-L1887	II-14M II-14M	AFL/Mosk. AG SPIVS AFL/East Sib.-IKT	trf toc	01jan60 01oct56	in document 20dec57 as II-14P, 18 pax configuration; directorate not mentioned in MGA document; converted to II-14M date unknown
14600 07 29	CCCC-L1687 CCCP-06105 CCCC-48113	II-14 II-14 II-14P	MOP OKB-1 MOP OKB-1 MOMS Moscow	rgd rgd	15may58 22jan66	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 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
	CCCC-48113	II-14P	MAP Kuibyshev	trf	unknown	'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 designer Dmitri Kozlov
14600 07 30	CCCC-L1888 CCCC-41888	II-14M II-14M	AFL/West Sib.-Ovn AFL/West Sib.-OVB	rgd rgd	unknown 1958/59	'salon' aircraft; in Aeroflot c/s; soc 22apr84; was used as a ground instructional airframe by the Kuibyshev Aviation Institute (later Samara Aerospace University); f/n jun90; reportedly scrapped 18oct03 in MGA document as II-14M
14600 08 01	CCCC-L1889 CCCC-41889 CCCC-41889 CCCC-41889	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Centr.Reg.-Mya	rgd rgd trf trf	unknown jun58 04jan64 1970	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-Severn
14600 08 02	CCCC-L1894 CCCC-41894	II-14P II-14P	AFL/Moscow (MUTA) Aeroflot/USHVLP	rgd rgd	unknown 27jun59	based VKO; in document jul56; in MGA document as II-14M based VKO; photo BUD jan59; l/n LHR 16apr63 and CPH 26aug63
14600 08 04	630	II-14P	Civ Avn Adm China	rgd	1956	soc 30jun77 as life-time expired
14600 08 06	"01"	II-14	Soviet Air Force	ph.	jul73	VIP version (salon-lyuks) Ulyanovsk Advanced Flying Training College; VIP version (salon-lyuks); soc 21apr64
14600 08 10	CCCC-L1818 CCCC-41818 CCCC-41818 CCCC-41818	II-14M II-14M II-14M II-14M	AFL/Moscow-VKO AFL/Moscow-VKO AFL/Moscow SPIMVL AFL/Centr.Reg.-Mya	rgd rgd trf trf	unknown jul58 29nov62 1970	f/n URC 07mar87; fate unknown staff (VIP) aircraft of Leningrad military district command in documents jul56/1958; in MGA document as II-14M
14600 08 11	CCCC-L1830 CCCC-41830(1)	II-14M II-14M	AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd	unknown 1959	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 2009 but reported broken up by 2010
14600 08 12	CCCC-L1856 CCCC-41856	II-14M II-14M	AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd	unknown 1959	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 16	CCCC-L1896 CCCC-L1896	II-14P II-14P	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	rgd trf	unknown 26aug59	in MGA document as II-14M photo exists, in natural metal c/s with two blue cheatlines; soc 31jan75 as life-time expired
	CCCC-41896 CCCC-41896 CCCC-41896	II-14P II-14P II-14P	AFL/Uzbekistan-TAS AFL/Kazakhstan AFL/Far East-KHV	trf trf trf	18jan60 31mar75 27jul78	VIP version (salon-lyuks) VIP version (salon-lyuks) VIP version (salon-lyuks); on charge as of 01oct59; photo late50s in Yemen; used by Harold MacMillan on his official visit to the Soviet Union in feb59; opb 235 OAO at VKO until 18jan60
14600 08 20	CCCC-L1897	II-14P	AFL/Tajikistan-DYU	toc	1956	VIP version (salon-lyuks) VIP version (salon-lyuks); converted to II-14LIK-2; still in service in 1986; soc 25aug88 as life-time expired
	CCCC-41897 CCCC-L1898 CCCC-L1898 CCCC-41898 CCCC-41898 CCCC-41898	II-14P II-14P II-14P II-14P II-14P II-14P	AFL/Tajikistan-DYU AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Moscow (MUTA) AFL/Yakutiya-YKS AFL/Yakutiya-ADH	rgd mfd trf trf trf trf	1958/59 10aug56 26aug59 07jun60 16jan62 11jan74	VIP version (salon-lyuks); brought Janos Kadar, the new Hungarian leader after the defeat of the uprising, from Moscow to Budapest mar57 VIP version (salon-lyuks); f/n jan62; soc 28feb75 as life-time expired VIP version (salon-lyuks); photo exists VIP version (salon-lyuks); on charge as of 01oct59; opb 235 OAO at VKO until 07jun60 VIP version (salon-lyuks) VIP version (salon-lyuks)
14600 08 24	CCCC-79169	II-14P	MAP Moskovski OAO	rgd	12feb80	VIP version (salon-lyuks); soc 30nov78 as life-time expired
14600 08 26	CCCC-L1899 CCCC-41899 CCCC-41899	II-14P II-14P II-14P	AFL/Ukraine-IEV AFL/Ukraine-IEV AFL/Ukraine-DNK	mfd rgd trf	31aug56 1958/59 1960	canx 30jan89 VIP Version (salon) VIP Version (salon)
14600 08 27	"01"	II-14T	Soviet Air Force	photo		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 29	CCCC-L1895	II-14P	AFL/Moscow (MUTA)	rgd	unknown	black and white photo, in white c/s with natural metal undersides and Red star on the fin, preserved Kurgan region
	CCCC-L1895 CCCC-L1895 CCCC-41895 CCCC-41895 CCCC-41895 CCCC-41895 CCCC-41895	II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/Kazakhstan-ALA Soviet Gvt/AFL c/s AFL/Azerbaijan-ASF AFL/N.Kavkaz-ASF AFL/Uzbekistan AFL/East Siberia Deutsche Lufthansa	trf trf trf trf trf trf d/d	21sep59 26aug59 20jun60 22dec67 13may73 07may77 21sep56	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) VIP version (salon); opb 235 OAO at VKO until 20jun60 opb Astrakhanski OAO opb Astrakhanski OAO
14600 08 31	DM-SBM 470 DM-VAA DM-SAR (2) 470	II-14P(S) II-14P(S) II-14P(S) II-14P(S) II-14P(S)	East German AF East German AF EGAF/IFL c/s, n/t East German AF	trf trf rgd	10jul57 28aug58	soc 16nov79 as life-time expired executive aircraft; rgd 21sep56 opb RFS (later renamed STFS); with black code call-sign only, not painted on aircraft temporary use of registration only; canx 17may77
14600 08 33	005 0833	II-14P II-14P	Polish Air Force Polish Air Force	d/d	26sep56	converted to transport aircraft; to TFS-27 (later renamed TS-24) 18sep64; in dark green/light brown camouflage c/s with black code; wfu 01dec80; to FWD 05feb81; broken up at DRS
14600 08 38	628	II-14P	Civ Avn Adm China	rgd	1956	toc 18oct56; f/n WAW 08aug73; photo exists, in natural metal c/s
14600 08 40	CCCC-L1869	II-14M	AFL/Moscow (MUTA)	rgd	unknown	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, l/n as such sep02; repainted in fake Bulgarian Air Transport markings without registration, f/n as such 09feb03, l/n nov23
	CCCC-41869 CCCC-41869 CCCC-41869 CCCC-41869 CCCC-L1880 CCCC-41880 CCCC-41880	II-14M II-14M II-14M II-14M II-14M II-14M II-14M	AFL/Moscow-VKO AFL/Moscow SPIMVL AFL/Privolzhsk-KUF AFL/Far East AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL	rgd trf trf trf rgd rgd trf	jul58 02apr63 08feb64 02dec81 unknown 1958/59 02apr63	photo 04jul68; f/n CAN 25apr79; l/n CAN 01feb83; fate unknown 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
14600 08 42	CCCC-L1881 CCCC-41881 CCCC-41881	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA AFL/Privolzhsk-KZN	rgd rgd trf	unknown 1958/59 01jan60	directorate not mentioned in MGA document soc 23sep82 due to lack of spares based VKO; in document jul56; in MGA document as II-14M based VKO; in document 11apr59
14600 08 43	CCCC-L1601 CCCC-91601	II-14M II-14M	AFL/West Sib.-Ovn AFL/Ukraine-SIP	rgd trf	unknown 02jul58	trf Kirsanov Technical Aviation College 29sep70; soc 30apr76 as worn out; f/n 18aug99 as ground instructional aircraft (N52.645052 E42.770434), l/n jan22
14600 08 44	CCCC-L1605 CCCC-61605 CCCC-61605	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Krasnoyar.-KJA	rgd rgd trf	unknown 09may58 15nov58	in MGA document as II-14M in document jul59; directorate not mentioned in MGA document in document 1969; f/n jan75; soc 28feb75 as life-time expired 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 expired
						version confirmed; in a document jun56; f/n LHR 02nov56; photo exists
						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 the 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

14600 08 45	CCCP-L1606 CCCP-61606	II-14M II-14M	AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd	unknown 1959	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
14600 08 46	CCCP-L1623	II-14M	AFL/East Sib.-IKT	rgd	unknown	in MGA document as II-14M; photos exist BTK 1957 in natural metal c/s; overhauled at ARZ-400 jun58/jul58
14600 08 47	CCCP-61623 CCCP-L1624 CCCP-L1624 CCCP-61624 CCCP-61624 CCCP-61624	II-14M II-14M II-14M II-14M II-14M II-14M	AFL/East Sib.-IKT AFL/Moscow (MUTA) AFL/Northern-LED AFL/Privolzhsk-KUF AFL/Privolzhsk-KZN AFL/Privolzhsk-GOJ	rgd rgd trf trf trf trf	unknown unknown 01jan60 dec65 21may71 04dec56	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 in documents jan60/dec65
14600 09 02	YR-ILB	II-14P	TAROM			soc 17oct74 as life-time expired
14600 09 05	DM-SBG "02" red	II-14P II-14P	Deutsche Lufthansa Soviet Air Force	ph.	oct08	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; l/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 c/s without code; l/n 24sep23
14600 09 06	"09" red ?	II-14	Soviet Air Force		28may99	preserved in housing area Stupino; broken up before aug03
14600 09 07	DM-SBH	II-14P	Deutsche Lufthansa			not in official East German register
14600 09 12	CCCP-29118	II-14	MAP Moskovski OAO	rgd	28feb78	canx 30jan89; seen Myachkovo 26sep91, partly broken up this date and read as CCCP-79118; gone by aug92
14600 09 15	not known not known	II-14 II-14	Soviet Air Force MAP LII Zhukovski	mfd trf	27oct56 07may59	opb military unit 25966-B used as a flying test-bed for navads calibration equipment; ownership trf to the LII officially in 1973 (based on a decree dated 23may73)
14600 09 16	006 0916	II-14P II-14P(S)	Polish Air Force Polish Air Force	d/d r/r	26sep56 1971 ?	toc 18oct56 soc 05mar91; seen preserved Lodz (N51.720551 E19.411366) may92/jul15 with faded serial; moved to the Deblin museum jan16; l/n may22
14600 09 19	648	II-14P	Civ Avn Adm China	rgd	1956	undertook night trials from Peking to Zhengzhou, Wuhan, Changsha and Guangzhou 17sep56; 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 Jiaying (N30.6090 E120.697)
14600 09 21	636	II-14P	Civ Avn Adm China	rgd	1956	f/n TYN oct87; fate unknown
14600 09 22	YR-ILZ (1) 922 YR-ILR 922	II-14P II-14P II-14P II-14P	Rom Gvt/TAROM c/s Romanian Air Force TAROM Romanian Air Force	rgd rgd BBU	19feb58 09aug63 aug77	canx 16jun59; see c/n 148002001 seen BBU apr74; canx 17nov76 l/n BBU 09sep78 wfu; trf to Grupul Scolar de Aeronautica Henri Coanda at Baneasa; photo summer 1991; l/n jun92; was set on fire by vandals in the summer of 1993; remains still present oct93
14600 09 24	YR-ILC YR-ILC	II-14P II-14P	TAROM Romanian CAA/TAROM	rgd trf	04dec56 1967/68	photo CPH jul59; converted for navads calibration duties with 'dog nose' radome equipped with radar at the end of 1967 and with VOR and ILS calibration equipment from 1968; photo Baneasa, date unknown with large 'Comandamentul Aviatiei Civile TAROM' titles and a CAA badge on the tail; seen Baneasa 01sep75; wfu apr76; canx 04apr77 as wfu; scrapped
14600 09 25	CCCP-L1625 CCCP-61625 CCCP-61625 CCCP-61625 CCCP-61625	II-14M II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/East Siberia AFL/Far East-KHV AFL/Kazakhstan-UKK	rgd trf trf trf trf	unknown 26aug56 unknown 18jul75 07dec77	in MGA document as II-14M; f/n LHR 02nov56 on charge as of 01oct59; opb 235 OAO at VKO on charge as of 01dec64; converted to II-14LIK-1 date unknown
14600 09 26	YR-ILA	II-14P	TAROM		26nov56	still in service by 20sep86; soc 30jun87 as life-time expired; l/n UKK 22apr93 in 'polar' c/s, derelict
14600 09 27	CCCP-L1626 CCCP-L1626 CCCP-61626 CCCP-61626	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/N.Kavkaz-VOG AFL/N.Kavkaz-VOG AFL/Moscow SPIMVL	rgd trf rgd trf	unknown 1958 1958/59 31jul63	first CoFA issued this dated; canx 25may77; photo Bucharest 1979, parked on the grass in good condition in MGA document as II-14M in documents aug56/may59 in documents may60/02feb62
14600 09 28	CCCP-L1627 CCCP-61627 CCCP-L1627 CCCP-61627	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd ph. rgd trf	unknown sep75 unknown unknown	soc 18may76 as life-time expired in MGA document as II-14M; photo exists in document jan59
14600 09 29	CCCP-L1627 CCCP-L1628 CCCP-61628	II-14M II-14M II-14M	AFL/Magadan-GDX AFL/Moscow (MUTA) AFL/Magadan-GDX	trf rgd trf	unknown unknown 31oct58	on charge as of 01feb63; photo exists; soc 20oct80 as life-time expired in MGA document as II-14M 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 crew and 27 passengers killed; t/ 9,868 hours; soc 12nov62 (year not clear in document)
14600 09 30	CCCP-L1632 CCCP-L1632 CCCP-61632	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/N.Kavkaz-ROV	rgd rgd trf	unknown 09may58 28may58	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 being parked at Rostov-na-Donu when was hit by An-10A CCCP-11207 the brakes of which had failed during the landing run; soc 23mar62
14600 09 31	051	II-14P	Bulgarian AF	i/s	26sep56	crashed on 26apr57 close to the Vinitsa village (a neighbourhood of Varna in present days) killing all six crew members onboard
14600 09 32	634	II-14P	Civ Avn Adm China	rgd	1956	f/n in photo at unknown location in 1979; l/n CTU 06dec82; fate unknown
14600 09 33	CCCP-L1633 CCCP-61633 CCCP-61633	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL	rgd rgd trf	unknown 1958/59 11apr63	in MGA document as II-14M; photo exists soc 23sep82 as life-time expired in MGA document as II-14M; photo VIE 1958
14600 09 34	CCCP-L1634 CCCP-61634 CCCP-61634 CCCP-61634	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Centr.Reg.-Mya	rgd rgd trf trf	unknown 1958/59 31jul63 jan74	converted to II-14FKM; still in service 20sep86; soc 25dec87 as amortisation period expired; l/n BKA apr91/may96 derelict; used in an anti-terrorist exercise and photo shows with mid-fuselage burnt; gone by apr97
14600 09 35	CCCP-L1635 CCCP-61635 CCCP-61635	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL	rgd rgd trf	unknown 1958/59 31jul63	in MGA document as II-14M; in document jan59 based VKO; in document feb59; f/n ARN 1961 soc 18mar83 as life-time expired
14600 09 36	CCCP-L1636 CCCP-61636 CCCP-61636 CCCP-61636 CCCP-61636	II-14M II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Krasnoyarsk-IAA AFL/Moscow (MUTA)	rgd rgd trf trf rgd	unknown jun58 11apr63 14mar81 unknown	in MGA document as II-14M; based VKO; in document 1958 based VKO photo in the Krasnoyarsk region 15apr77 soc 30jan87 as life-time expired; seen IAA 11jun94, fuselage only in MGA document as an II-14M
14600 09 37	CCCP-L1637 CCCP-61637 CCCP-61637	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Yakutiya-YKS	rgd rgd trf	unknown 1958/59 23jan63	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 extended centreline, all 5 crew killed; soc 25may70
14600 09 38	CCCP-L1803 CCCP-41803 CCCP-41803 CCCP-41803	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Centr.Reg.-Mya	mfd rgd trf trf	27oct56 1958/59 31jul63 15sep64	based at VKO; in MGA document as II-14M; l/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 Mirny (Antarctica) 12sep90 when starboard engine lost oil pressure and had to be shut down, resulting in a belly-landing on glacier, t/t 32,985 hours and 13,353 cycles
14600 09 39	CCCP-L1853 CCCP-41853	II-14M II-14M	AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd	unknown 1959	in MGA document as II-14M soc 17oct74 as life-time expired
14600 09 40	CCCP-L1858 CCCP-L1858 CCCP-41858	II-14M II-14M II-14M	AFL/West Sib.-Ovn AFL/N.Kavkaz-VOG AFL/N.Kavkaz-VOG	mfd trf rgd	29oct56 18jul58 1958/59	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 06mar61 (year not clear in MGA document)
14600 09 41	CCCP-L1600 CCCP-91600 CCCP-91600	II-14M II-14M II-14M	AFL/West Sib.-OVb AFL/Magadan-GDX AFL/East Siberia	rgd trf trf	unknown 18may59 22oct74	in MGA document as II-14M photo Dyr 1959, in natural metal c/s with two blue cheatlines; l/n LED 22apr72 soc 30nov77 as life-time expired
14600 09 42	CCCP-L5658	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 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; t/t 29 hours, cannibalised for spares
14600 09 44	CCCP-L1602 CCCP-91602	II-14M II-14M	AFL/West Sib.-Ovn AFL/West Sib.-OVb	rgd rgd	unknown 1958/59	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 be repaired due to lack of spare parts; broken up at Novosibirsk-Severyn
14600 09 46	CCCP-L1607 CCCP-61607 CCCP-61607	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL	rgd rgd trf	unknown 1958/59 11apr63	in MGA document as II-14M f/n BKA 1966

14600 09 48	CCCP-61607 CCCP-L1620 CCCP-61620	Il-14M Il-14M Il-14M	AFL/Central Region AFL/Far East AFL/Far East-UUS	trf rgd rgd	1970 unknown unknown	soc 03jul73 as life-time expired in MGA document as Il-14M; photo UUS 1967, photo UUS 1967, in natural metal c/s with two blue cheatlines; converted to Il-14s 'salon' 28jan71; later converted to Il-14RR; soc 30nov78 as life-time expired in white c/s with 'lightning-bolt' cheatline, natural metal undersides in MGA document as Il-14M soc 28feb75 as life-time expired in MGA document as Il-14M; in documents jul56/oct58 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-Severn in document 20dec57 as Il-14P, 18 pax configuration; see c/n 4340506; photo TAS jun58 fishery reconnaissance aircraft; f/n MRV 18jun66; reported Sochi 08feb87 in an incident report; soc details not given in MGA document in MGA document as Il-14M opb Syktyvkarskaya otdelnaya aviagruppa photo pre 1972 in natural metal c/s with Egyptian flag; subsequent photo in white c/s with grey undersides and three cheatline with Egyptian Air Force titles and 'Eagle' in the flag (post 1972) photo exists in white VIP c/s with titles 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 passengers slightly injured; registration was previously used by Il-12 c/n 93013503 in MGA document as Il-14M
14600 09 50 14600 10 01	"21" red CCCP-L1621 CCCP-61621	Il-14LIK-1 Il-14M Il-14M	Soviet Air Force AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd rgd	photo unknown 1959	
14600 10 03	CCCP-L1622 CCCP-61622	Il-14M Il-14M	AFL/West Sib.-Ovn AFL/West Sib.-OVB	rgd rgd	unknown aug58	
14600 10 05	CCCP-L1629(2) CCCP-61629	Il-14P Il-14P	AFL/Ukraine-IEV AFL/Ukraine-IEV	rgd rgd	unknown 1958/59	
14600 10 08	CCCP-L1630 CCCP-L1630 CCCP-61630	Il-14M Il-14M Il-14M	AFL/West Sib.-OVB AFL/Syktyvkar-SCW AFL/Syktyvkar-SCW	rgd trf rgd	unknown 26feb58 1958/59	
14600 10 09	1105/SU-AJI	Il-14P	Egyptian Air Force			
14600 10 10	1105 YR-PCC	Il-14P Il-14P	Egyptian Air Force Romanian Governmt.	Cal f/f	06nov83 27nov56	
14600 10 15	CCCP-61747 CCCP-61747 CCCP-61747	Il-14M Il-14M Il-14M	AFL/Privolzhsk-KZN AFL/West Sib.-OVB AFL/Kazakhstan-UKK	trf trf trf	01feb63 09jan72 19mar75	still in service 20sep86; converted to Il-14LIK-1; soc 30jan89 in MGA document as Il-14M
14600 10 18	CCCP-L1631 CCCP-61631 CCCP-61631	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Privolzhsk-GOJ ARZ-407	rgd trf trf	unknown 01jan60 unknown	on charge as of 01oct72; a black and white photo exists, date and location unknown, with a dark blue tail and two blue cheatlines with 'Il-14' on the tail; soc 27sep77 as life-time expired in document aug56; in MGA document as Il-14M, photo as such photo as such
14600 10 20	CCCP-L1638 CCCP-61638 CCCP-61638 CCCP-61638	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Belarus-MHP AFL/Moscow SPIMVL AFL/Centr.Reg.-Mya	rgd rgd trf trf	unknown 17may59 03jul62 1970	still in service 20sep86; soc 23may88 as life-time expired preserved in the AvtoVAZ technical museum at Togliatti (N53.551589 E49.251051) in all-grey c/s, no markings, code just visible under the paint; l/n oct24
14600 10 21	"02"	Il-14P	Soviet Air Force	ph.	30apr06	
14600 10 22	CCCP-L1640 CCCP-61640	Il-14M Il-14M	AFL/Far East-KHV AFL/Far East-KHV	toc rgd	13dec56 1958/59	in MGA document as Il-14M soc 30apr77 as life-time expired; seen UUS 1979; in natural metal c/s with dayglo trim in MGA document as Il-14M in document jan59
14600 10 23	CCCP-L1641 CCCP-61641 CCCP-61641	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL	rgd rgd trf	unknown 1958/59 11apr63	
14600 10 24	CCCP-L1641 CCCP-61641 CCCP-61648 CCCP-61648	Il-14M Il-14M Il-14M Il-14M	AFL/TATU AFL/Moscow (MUTA) AFL/Syktyvkar-SCW AFL/Komi-SCW	trf rgd rgd trf	01aug70 unknown 1958/59 15feb66	Troitsk Aviation School; soc 23jul82 as worn out in MGA document as Il-14M opb Syktyvkarskaya otdelnaya aviagruppa; in document 01apr59; photo exists Vorkuta 1960 soc 28may75 as life-time expired in MGA document as Il-14M; in documents aug56/jan59 in document 08oct60; trf oct61 to Cuba in MGA document as Il-14M photo GDX aug63, in natural metal c/s with two blue cheatlines; soc 28may75 as life-time expired at BUD; in MGA document as Il-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 survived; photo exists, with damage to front of the fuselage and engines; soc 08jan58 in documents sep56/14may58; in MGA document as Il-14M
14600 10 25	CCCP-L1653 CCCP-61653	Il-14M Il-14M	AFL/West Sib.-Ovn AFL/West Sib.-OVB	rgd rgd	unknown 1958/59	
14600 10 26	CCCP-L1654 CCCP-61654	Il-14M Il-14M	AFL/Far East-KHV AFL/Far East-KHV	toc rgd	13dec56 1958/59	
14600 10 27	CCCP-L1657	Il-14M	AFL/Moscow (MUTA)	ph.	15nov57	
14600 10 28	CCCP-L1658 CCCP-61658 CCCP-61658 CCCP-61658	Il-14M Il-14M Il-14M Il-14M	AFL/Northern-LED AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Lithuania-VNO	rgd trf rgd trf	unknown jan59 1959 17nov59	in document feb59
14600 10 29	CCCP-L1658 CCCP-61658 CCCP-61659 CCCP-61659	Il-14M Il-14M Il-14M Il-14M	AFL/Arkhangel.-ARH AFL/West Sib.-Ovn AFL/West Sib.-OVB	trf mfd rgd	06sep73 dec56 aug58	soc 18may76 f/n KJA 01nov62; in MGA document as Il-14M photo exists in natural metal c/s with two blue cheatlines; repainted dec76 at ARZ-407 in standard Aeroflot 'blue' c/s; damaged after landing at Novosibirsk-Severn 27jan78, repaired; damaged again at Kambala 19oct77, the port undercarriage and propeller struck concrete slabs on the apron, sustaining significant damage; soc 22sep78 in MGA document as Il-14M
14600 10 30	CCCP-L1664 CCCP-61664(1) CCCP-61664(1)	Il-14M Il-14M Il-14M	AFL/West Sib.-Ovn AFL/Yakutiya-YKS AFL/Yakutiya	rgd trf trf	unknown 22oct58 15mar72	opb Kolyma-Indigirski OAO; soc 30jul75 as life-time expired; see c/n 807104 photo apr57 and again sep87; fate unknown in the MGA document as an Il-14M; operated in photo survey configuration; opb 6 AOVs 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
14600 10 31 14600 10 34	638 CCCP-L1671 CCCP-61671	Il-14P Il-14M Il-14M	Civ Avn Adm China AFL/West Sib.-Ovn AFL/West Sib.-OVB	rgd rgd rgd	1956 unknown 09may58	
14700 10 35	CCCP-L1696 CCCP-L1696 CCCP-61696	Il-14M Il-14M Il-14M	AFL/GosNII GVF AFL/Syktyvkar-SCW AFL/Syktyvkar-SCW	mfd trf rgd	01mar57 07jan58 13may58	in the MGA document as an Il-14M; opb Syktyvkarskaya OAG GVF 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, 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 ! in document sep79; on charge as of 01oct78; soc 31dec86 as amortisation period expired in document 20dec57, 18 pax configuration in document 15jun59 soc 17oct74 as life-time expired in MGA document as Il-14M f/n ARN 1961; in document 13oct62; soc 10may73 as life-time expired 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 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; l/n Kubinka 29may93 in basic 'polar' Aeroflot c/s; l/n Myachkovo 19aug02 registration without hyphen; in basic 'polar' Aeroflot c/s with the small URL 'www.avion.ru' behind the nose; l/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 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) 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 the missile and spacecraft design bureau (headed by Sergei Korolyov) of the Ministry of Defence Industry
14600 10 36	YR-ILD CCCP-41868	Il-14P Il-14P	TAROM AFL/East Siberia	rgd rgd	25may57 01aug78	
14600 10 37	CCCP-L1695 CCCP-61695 CCCP-61695	Il-14P Il-14P Il-14P	AFL/Northern-LED AFL/Northern-ARH AFL/Arkhangel.-ARH	rgd rgd trf	unknown 1958/59 01jan73	
14600 10 39	CCCP-L1676 CCCP-61676	Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Ukraine-IEV	rgd trf	unknown 30mar60	
14600 10 41	DM-SBP LZ-ILK	Il-14P Il-14P	Deutsche Lufthansa TABSO/Balkan	rgd rgd	1956 10dec56	
14600 10 42	"01" red RA-01301 CCCP-01301	Il-14M Il-14M Il-14M	DOSAAB no titles Avion	mfd Kub DME	24dec56 14may94 aug02	
	no reg	Il-14M	Avion	OSF	29may21	
	"01" red	Il-14M	Soviet Air Force	ph.	02jul23	
14600 10 43	CCCP-X1021 CCCP-06106 CCCP-93915 CCCP-93915 CCCP-93915	Il-14 Il-14 Il-14 Il-14 Il-14	MOP OKB-1 MOP OKB-1 MOM Moscow MOM "Progress" PO "Polyot"	rgd rgd trf trf trf	15may58 07jan66 04jul69 28feb78 1970s	based at Kuibyshev canx 21jan85 VIP version (salon); photo, in natural metal finish with 'lightning bolt' cheatline, opb 46 otap in MGA document as Il-14M soc oct61 to Cuba photo 1956 in natural metal c/s; seen ZRH 02feb68; l/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 Tsrychna while on approach to Plovdiv, all 4 crew and 31 passengers killed; was canx the same day as crashed in MGA document as Il-14M black and white photo exists, in natural metal c/s with small titles below the cockpit, without Soviet flag on the tail; soc 28sep76 as life-time expired f/n CTU 04nov86; fate unknown in document jan59; in MGA document as Il-14M
14600 10 48	CCCP-L1682 CCCP-61682	Il-14M Il-14M	AFL/West Sib.-OVB AFL/Yakutiya-YKS	mfd trf	29nov56 28jun58	
14600 10 49 14600 10 50	650 CCCP-L1683	Il-14M Il-14M	Civ Avn Adm China AFL/West Sib.-Ovn	rgd rgd	1956 unknown	

14700 12 43	CCCP-61751 CCCP-61751	II-14P II-14P	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	rgd trf	unknown unknown	revised c/s with a blue cheatline replacing the two thin cheatlines; preserved Doshan Tappeh near Tehran (N35.704424 E51.481208); I/n on Google Earth apr24 VIP Version (salon) 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) 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-61751 CCCP-61773 CCCP-61773	II-14P II-14P II-14P II-14P	AFL/Far East AFL/Yakutiya-Aldan AFL/Yakutiya-MJZ AFL/Ukraine AFL/Kazakhstan-UKK AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	trf trf trf rgd trf	11apr64 25may67 unknown 01mar75 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 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 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 until 14jan65; version reported as II-14S1 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 broken up; I/n sep20 VIP Version (salon); last digit of c/n difficult to read in MGA document, previously reported as c/n 147001249 VIP Version (salon); on charge as of 01oct59; opb 235 OAO at VKO; photo with Nikita Khrushchov and 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 VIP Version (salon) converted to II-14LIK-1; in 'polar' c/s; directorate not mentioned in MGA document
14700 12 45	CCCP-61773 CCCP-61773 CCCP-61755 CCCP-61755	II-14P II-14P II-14P II-14P	AFL/Georgia-TBS AFL/Ukraine AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	trf trf mfd trf	29may66 01mar75 28feb57 unknown	mentioned in an incident report at Kolpashevo 18dec86; I/n LBD 1988; soc 29dec88 VIP Version (salon); toc 01aug59 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 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 07feb77; tail of the wreck still extant by 2012/jul17 VIP Version (salon) VIP Version (salon); on charge as of 01oct59; opb 235 OAO at VKO until 1965 VIP Version (salon) 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 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 VIP Version (salon) VIP Version (salon) VIP Version (salon); converted to, see next line navajds calibration aircraft (LIK = Iyotno-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 according to the MGA document, in error for 1976 ? soc 30jan89 soc 25mar87 as amortisation period expired; see c/n 146000504 in MGA document as II-14M
14700 12 46	CCCP-61753 CCCP-61753 CCCP-61753 CCCP-61753 CCCP-61753 CCCP-61753 CCCP-61753 CCCP-61753 CCCP-61753 CCCP-61752 CCCP-61752 CCCP-61752	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-14SI	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Kazakhstan Soviet Gvt/AFL c/s AFL/Turkmenistan AFL/Yakutiya AFL/West Siberia AFL/Kazakhstan AFL/Far East AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Far East-UUS	rgd trf trf trf trf trf trf trf trf mfd trf trf	unknown unknown unknown 10oct66 may67 25may67 unknown 28mar75 14jun76 29mar57 01oct59 11apr64	
14700 12 47	CCCP-61752	II-14RR	AFL/Far East-UUS	trf	11apr64	
14700 12 48	CCCP-61754 CCCP-61754 CCCP-61754 CCCP-61754 CCCP-61754	II-14P II-14P II-14P II-14P II-14P	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Yakutiya AFL/Belarus AFL/Ukraine	rgd trf trf trf trf	unknown unknown 01feb70 ? 13oct.. 14apr75	
14700 12 49	CCCP-52091(2)	II-14M	Soviet AF/AFL c/s	rgd	29dec73	
14700 12 50	not known CCCP-61756 CCCP-61756 CCCP-61756	II-14S II-14S II-14S II-14LIK-1	Soviet Air Force AFL/Moscow (MUTA) AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ	no mfd trf trf	reports 30mar57 23oct59 jan64	
14700 13 01	CCCP-29119	II-14	MAP Moskovski OAO	rgd	28feb78	
14700 13 02	not known CCCP-41801(2)	II-14 II-14	Soviet Air Force AFL/Magadan	no toc	reports 16sep82	
14700 13 03	CCCP-L1563 CCCP-91563 CCCP-91563 CCCP-91563 CCCP-91563	II-14M II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Central Region AFL/Privolzhsk-KUF	rgd rgd MRV rgd rgd	unknown 1958/59 31jul63 25aug60 unknown unknown	
14700 13 04	CCCP-L1564 CCCP-91564 CCCP-91564 CCCP-91564 CCCP-91564	II-14M II-14M II-14M II-14M II-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Moscow SPIMVL AFL/Krasnoyarsk AFL/Centr.Reg.-Mya	rgd rgd trf trf trf	unknown unknown 10sep62 07dec78 25mar81	
14700 13 05	CCCP-L1565 CCCP-91565 01305 305	II-14M II-14M II-14M II-14M	AFL/Azerbaijan-BAK AFL/Azerbaijan-BAK Cambodian AF Cambodian AF	rgd rgd d/d photo	unknown 1958/59 1963 photo	
14700 13 06	CCCP-L1568 CCCP-L1568 CCCP-91568 CCCP-91568 CCCP-91568	II-14M II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Northern-LED	rgd trf rgd trf rgd	unknown 17oct58 1958/59 jan64 unknown	
14700 13 07	CCCP-L1569 CCCP-91569 CCCP-91569	II-14M II-14M II-14M	AFL/Northern-LED AFL/Magadan-LED AFL/Magadan-GDX	rgd rgd trf	unknown 1958/59 unknown	
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	
14700 13 09	CCCP-L1580 CCCP-91580 CCCP-91580 CCCP-91580 CCCP-91580	II-14M II-14M II-14M II-14M II-14FKM	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/West Siberia AFL/Arkhangel.-ARH	mfd rgd trf trf trf	25feb57 unknown 11apr63 unknown 22feb78	
14700 13 10	CCCP-L1581 CCCP-91581 TZ-ABF CCCP-91581 CCCP-91581	II-14M II-14M II-14M II-14M II-14M	AFL/Far East-KHV AFL/Far East-KHV Air Mali AFL/Moscow SPIMVL AFL/Krasnoyarsk	rgd rgd lsd trf rgd	unknown 1958/59 oct60 14mar68 07dec81	
14700 13 11	CCCP-L1582 CCCP-L1582 CCCP-L1582 CCCP-91582 CCCP-91582 CCCP-91582	II-14M II-14M II-14M II-14M II-14M II-14M	AFL/Northern-LED AFL/Ukraine-IEV AFL/Estonia-TLL AFL/Northern AFL/Leningrad Polyarnaya Aviats.	rgd trf trf trf rgd rgd	unknown unknown unknown 09sep73 30apr75 unknown	
14700 13 12	CCCP-N625 CCCP-04194 CCCP-04194 not known CCCP-N626 CCCP-04195 CCCP-04195	II-14M II-14M II-14M II-14M II-14M II-14M II-14M	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar Soviet Air Force Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	rgd rgd trf trf rgd rgd trf	unknown 31mar58 10feb60 27jun61 1957 1959 10feb60	
14700 13 13	CCCP-04195 CCCP-04195	II-14M II-14M	AFL/Centr.Reg.-Mya AFL/Krasnoyarsk.-HTG	trf trf	21oct70 01mar74	
14700 13 14	CCCP-L1301	II-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 by aug92
14700 13 15	CCCP-L1576 CCCP-91576 01315	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) Cambodian AF	rgd rgd d/d	unknown unknown 1963	in MGA document as Il-14M; photo as such BMA late50s trf 18Jul61 to Cambodia opb 1st Transport Group; photo Paya Lebar sep63; in white c/s with red cheatline, natural metal undersides and Cambodian flag on fin 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
	315	Il-14M	Cambodian AF		photo	the first CoFA was valid until 22mar58
14700 13 16	CCCP-N627 CCCP-04196	Il-14M Il-14M	Polyarnaya Aviats. Polyarnaya Aviats.	toc rgd	1957 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, touched the slope of a hill (340 metres) 65 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 d/d was also reported as jan57 which is too early for this c/n; photo VIE 1958; canx 1963 photo at SVO
14700 13 17	YU-ADG 7404 71304 CCCP-52024(2) CCCP-52024(2)	Il-14M Il-14M Il-14M Il-14M Il-14M	JAT Yugoslav Air Force Yugoslav Air Force AFL/Ukraine AFL/Krasnoyarsk-IAA	d/d trf r/r trf trf	28jun57 1963 ca.1970 unknown 20apr85	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 and broken up 2005; see Avia-14 c/n 704115 d/d 28jun57; photo PRG 29dec58; canx 1963 f/n BEG 18aug63
14700 13 18	YU-ADH 7405 71305 CCCP-29106 CCCP-29106	Il-14M Il-14M Il-14M Il-14LIK-2 Il-14LIK-2	JAT Yugoslav Air Force Yugoslav Air Force MAP"Sverdlov" Perm MAP Moscow MSZ	mfd trf r/r rgd rgd	25jun57 1963 ca.1970 21jul71 17may74	navajds 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 up canx 1963
14700 13 19	YU-ADI 7406 71306 no serial	Il-14M Il-14M Il-14M Il-14M	JAT Yugoslav Air Force Yugoslav Air Force MAKO	d/d trf r/r ph.	28jun57 1963 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 Il-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; l/n 1975; subsequently broken up canx 1963
14700 13 20	YU-ADJ 7407 71307 CCCP-26199	Il-14M Il-14M Il-14M Il-14M	JAT Yugoslav Air Force Yugoslav Air Force MAP Taganrog MSZ	d/d trf r/r rgd	28jun57 1963 ca.1970 27oct71	f/n SXF 03aug67 canx 20sep88
14700 13 21	660	Il-14M	Civ Avn Adm China	rgd	1957	f/n CAN 20dec80; seen WUH 1984; l/n WUH sep87, wfu; broken up 1988
14700 13 22	656	Il-14M	Civ Avn Adm China	rgd	1957	operational at Guangzhou until mid 1980s; fate unknown
14700 13 24	658	Il-14M	Civ Avn Adm China	rgd	1957	transferred to the CAAC 2nd Civil Aviation Group in 1974; f/n PEK oct85; l/n SIA sep87; fate unknown
14700 13 25	HA-MAA	Il-14M	MALEV	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 MALEV 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 photo exists year not clear in MGA document; still in service 20sep86; soc 10may88 as amortisation period expired; seen IAA 11jun94 in 'polar' c/s; wreck still present IAA 20apr05
	CCCP-41841 CCCP-41841	Il-14M Il-14M	AFL/Polar AFL/Krasnoyarsk-IAA	toc trf	23oct70 04dec76	rgd 24may57; photo exists 24 pax configuration opb 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 8,051 hours; wreck found 23oct63; soc 27nov63
14700 13 26	CCCP-N624 CCCP-04197 CCCP-04197	Il-14M Il-14M Il-14M	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	mfd rgd trf	29mar57 1959 10feb60	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 confirmed in register 04aug59; in natural metal c/s with thin stripes above and below the windows, with 'Polyarnaya Aviatsiya' titles 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 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. Nekhonov); flew ice-reconnaissance missions in the Eastern sector of the Arctic in summer 1965 opb 248 LO of Nizhekolymski OAO (became 248 LO of Kolymo-Indigirski OAO 15mar72); took part in trials of the "Omega" long-range navigation system in 1979; l/n mar80; soc 18aug83 as life-time expired; sat derelict at CYX, seen sep03
14700 13 27	CCCP-N628	Il-14M	Polyarnaya Aviats.	mfd	30mar57	in document 28may58 24 pax configuration
	CCCP-04198	Il-14M	Polyarnaya Aviats.	rgd	22may58	soc 15feb85 as life-time expired; seen CYX 05jul92 in 'polar' c/s, derelict, partly broken up by sep03; parts still extant 11sep20
	CCCP-04198	Il-14M	AFL/Polar	trf	10feb60	in MGA document as Il-14M; in document 1957; photo BUD 1958
	CCCP-04198	Il-14LR	AFL/Polar			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
	CCCP-04198	Il-14LR	AFL/Yakutiya	trf	01oct70	cargo version 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 28	CCCP-N629 CCCP-04199 CCCP-04199 CCCP-04199	Il-14M Il-14M Il-14M Il-14M	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya	rgd rgd trf trf	24may57 1959 10feb60 01oct70	cargo version; in document 1958 cargo version; soc 29may61; see c/n 147001722 opb mil. unit 78478 at Balashov cargo version cargo version cargo version cargo version; soc 16oct81 as life-time expired cargo version cargo version; soc 17may61 opb mil. unit 78478 at Balashov
14700 13 29	CCCP-L1510 CCCP-91510 CCCP-91510	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Krasnoyarsk-KJA	rgd rgd trf	unknown unknown 09dec60	serial mentioned in MGA document converted to Il-14M
14700 13 33	CCCP-L1333 CCCP-61703	Il-14G Il-14G	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	mfd rgd	04jun57 1958 ?	photo exists Cape Schmidt in polar c/s, with radar nose; reported Pevek 29dec87 in incident report when struck by taxiing Il-14 CCCP-61774 c/n 147001339, both aircraft suffering minor damage; soc 14dec88
14700 13 34	CCCP-L1324 CCCP-61786(1) not known	Il-14G Il-14G Il-14G	AFL/West Siberia AFL/West Siberia Soviet Air Force	rgd rgd trf	unknown jun58 1961	VIP Version (salon) VIP Version (salon); on charge as of 01oct59; opb 235 OAO at VKO probably until 1965 VIP Version (salon); f/n IEV 20jul67 VIP Version (salon); damaged at Pevek 29dec87 after hitting Il-14 CCCP-61764 c/n 147001337; soc date unknown
14700 13 35	CCCP-L1328 CCCP-61707 CCCP-61707 CCCP-61707	Il-14G Il-14G Il-14G Il-14G	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Magadan	rgd rgd trf trf	unknown unknown 11apr63 21jan64	VIP version (salon); CofA date 25aug59; photo KTM 07oct60 and KTM nov68 and in poor condition KTM aug69
14700 13 36	CCCP-L1340 CCCP-91493 not known	Il-14G Il-14G Il-14G	AFL/Northern-LED AFL/Northern-LED Soviet Air Force	rgd rgd trf	unknown unknown 1961	VIP version (salon); a photo taken in 1959 of a visit by Kim Il 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 International Friendship Exhibition, f/n 19sep14; l/n 19nov19
14700 13 37	CCCP-61764 CCCP-61764 CCCP-61764	Il-14P Il-14M Il-14M	AFL/Ukraine-IEV AFL/Krasnoyarsk AFL/Magadan-GDX	no toc trf	reports 17aug59 07mar73	c/n just as 1343 on Soviet register; reported Veli, Georgia, 09aug87 in incident report; canx 18may90
14700 13 39	CCCP-61774 CCCP-61774 CCCP-61774 CCCP-61774	Il-14P Il-14P Il-14P Il-14P	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Ukraine-IEV AFL/Magadan	toc trf trf trf	aug58 oct59 1961 15may83	CofA canx 12mar80
14700 13 41	9N-RF1	Il-14P	Nepal Government	rgd	11dec58	f/n LBV feb76; soc 19dec84 as life-time expired
14700 13 42	535	Il-14P	Chosonminhang	d/d	08sep58	f/n KRT jan71; soc 30jun87 as amortisation period expired photo exists
14700 13 43	CCCP-83964	Il-14	MAP Tbilisi APO	rgd	03mar69	
14700 13 46	CCCP-61857	Il-14	Soviet AF/AFL c/s	rgd	29dec73	
14700 13 47	CCCP-L1303	Il-14FK	AFL/Northern-LED	rgd	unknown	
	CCCP-91481	Il-14FK	AFL/Moscow SPIMVL	rgd	unknown	
	CCCP-L1308	Il-14FK	AFL/Northern-LED	rgd	unknown	
	CCCP-91494	Il-14FK	AFL/Northern-LED	rgd	unknown	
	CCCP-91494	Il-14FK	AFL/Moscow SPIMVL	trf	15dec60	
14700 13 49	CCCP-L1313	Il-14FK	AFL/West Sib.-OVB	rgd	unknown	

		CCCP-61787	Il-14FK	AFL/West Sib.-OVb	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-Severnoy
14700 13 50		CCCP-L1314 CCCP-91480 CCCP-91480	Il-14FK Il-14FK Il-14FK	AFL/Moscow SPIMVL AFL/Moscow SPIMVL AFL/Centr.Reg.-Mya	rgd rgd trf	unknown unknown unknown	f/n IBA apr72; research aircraft; converted to geophysical survey aircraft with a towed MAD "bird"; photo in "Sovjetski Soyuz" (Soviet Union) magazine No. 130/1966; soc 25mar87 as amortisation period expired
14700 14 02	"01"		Il-14M	Soviet Air Force			
14700 14 06		CCCP-L1519	Il-14M	AFL/Moscow (MUTA)	mfd	03apr57	in the MGA document as an Il-14M; in passenger configuration; included in the request of MUTA for new registration numbers dated 09apr58
		CCCP-91519 CCCP-91519	Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Krasnoyarsk.-KJA	rgd trf	1958/59 16apr59	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-Severnoy when it was hit by the right wing of Il-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 Il-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 jun01
14700 14 07		CCCP-L1526 CCCP-91526 CCCP-91526	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL	rgd rgd trf	unknown unknown 31jul63	in MGA document as Il-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	Il-14M Il-14M	AFL/Krasnoyarsk AFL/Krasnoyarsk	rgd rgd	unknown 1958/59	in MGA document as Il-14M soc 14jan77 as life-time expired
14700 14 09		CCCP-L1531 CCCP-L1531 CCCP-L1531 CCCP-91531 CCCP-91531	Il-14M Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/N.Kavkaz-KRR AFL/N.Kavkaz-KRR NII ? AFL/Lithuania	rgd rgd trf rgd trf	unknown 24feb58 unknown 06may60 unknown	photo; in documents 22dec58/sep59; in MGA document as Il-14M
14700 14 10		CCCP-L1536 CCCP-91536	Il-14M Il-14M	AFL/Lithuania AFL/Lithuania	rgd rgd	unknown 14may58	soc 28dec.. (year not visible in MGA document) version confirmed; opb Litovskaya OAG GVF 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 CCCP-91552	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Krasnoyarsk.-KJA AFL/Krasnoyarsk.-KJA	rgd trf rgd	unknown 20apr59 1958/59	in MGA document as Il-14M in documents jun57/oct59 in documents nov59/12mar61; trf to Cuba date unknown
14700 14 12		CCCP-L1501 CCCP-L1501 CCCP-91501 CCCP-91501	Il-14M Il-14M Il-14M Il-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ	rgd trf rgd trf	unknown jun57 1958/59 jan64	in MGA document as Il-14M dbr, details unknown; soc 29sep71
14700 14 13		CCCP-L1512 CCCP-L1512 CCCP-91512 CCCP-91512 CCCP-91512	Il-14M Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-CSY AFL/Privolzhsk-GOJ	rgd trf rgd trf rgd	unknown 01jan60 oct60 jan64 unknown	in document 1957; reported in the accident report of Il-14 CCCP-52025 f/n PEZ 30oct60; in MGA document as Il-14M, photo exists as such based at KUF until jan64
14700 14 14		CCCP-L1513 CCCP-91513 CCCP-91513 CCCP-91513	Il-14M Il-14M Il-14M Il-14M	AFL/Northern-LED AFL/Northern-LED AFL/Krasnoyarsk.-KJA AFL/Moscow (MUTA)	rgd rgd trf mfd	unknown 1958/59 02jan59 20may57	probably in early 1970s; soc 08sep75 as life-time expired in MGA document as Il-14M soc 28sep76 as life-time expired in MGA document as Il-14M
14700 14 15		CCCP-L1514 CCCP-91514 CCCP-91514	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	rgd rgd trf	unknown 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	Il-14M Il-14M Il-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 Il-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	Il-14M Il-14M	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd rgd	unknown 1958/59	in MGA document as Il-14M trf oct61 to Cuba
14700 14 18		CCCP-N630 CCCP-04200 CCCP-04200	Il-14M Il-14M Il-14M	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	mfd rgd trf	17may57 1958/59 10feb60	24 pax configuration 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 CCCP-04201	Il-14M Il-14M Il-14M	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	rgd rgd trf	05jun57 31mar58 10feb60	24 pax configuration initially opb Moskovski OAO; trf to Chukotski OAO 20oct58 opb 248 AO; in natural metal c/s with red cheatline and tail, with small 'Aeroflot' and 'Polyarnaya Aviatsiya' titles on the nose
14700 14 20		CCCP-04201 CCCP-N632 CCCP-04202 CCCP-04202	Il-14M Il-14M Il-14M Il-14M	AFL/Yakutiya-Niy Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	trf rgd rgd trf	01oct70 05jun57 22may58 10feb60	opb Kolymo-Indigirski OAO; soc 18jan82 as life-time expired; seen partly broken up CYX 05jul92/sep03 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	Il-14M Il-14M	AFL/Centr.Reg.-Mya AFL/Krasnoyarsk.-IAA	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 12sep88, l/n jul90 and gone before the end of 1990; reportedly transported to the dump at Krasnoyarsk-Ustanovo
14700 14 21		CCCP-04203 CCCP-04203 CCCP-04203 CCCP-04203	Il-14M Il-14M Il-14M Il-14M	AFL/Polar AFL/Centr.Reg.-Mya AFL/Magadan AFL/Centr.Reg.-Mya	rgd trf trf trf	unknown 21oct70 02jul82 28oct82	24 pax configuration; toc 10feb60; in fleet list 15aug61/1964
14700 14 22		LZ-750 LZ-ILP LZ-ILP LZ-ILP	Il-14M Il-14M Il-14M Il-14M	Bulgarian AF TABSO Bulair Balkan c/s	CPH VAR lsd SOF	21may63 23sep66 68-72 may72	soc 26nov86 as life-time expired l/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 l/n SOF 21apr73, operational; canx 27dec73; seen in a playground at Varna-Aksakovo (Bulgaria) 26jun93; gone by aug02
14700 14 23	HA-MAB		Il-14M	MALÉV	d/d	08jul57	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 unknown; used for training of the fire brigades at Ferihegy and burnt in a fire practice in 1972
14700 14 24	HA-MAC		Il-14M	MALÉV	mfd	27may57	d/d 08jul57; CoFA issued 09jul57; named 'Cecil' (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
		CCCP-41851 CCCP-41851 CCCP-41851	Il-14M Il-14M Il-14LR	AFL/Polar AFL/Krasnoyarsk.-IAA AFL/Krasnoyarsk.-IAA	toc trf ph.	29oct70 04dec76 jan81	year not clear in MGA document ice-reconnaissance aircraft with "Initiativa" 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 in MGA document as Il-14M
14700 14 25		CCCP-L1515 CCCP-L1515 CCCP-91515 CCCP-91515 CCCP-91515	Il-14M Il-14M Il-14M Il-14M Il-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	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 navajds calibration aircraft; w/o 14nov74 on a positioning flight from Kiev-Zhuliany 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 Kiev-Zhuliany airport), all 6 crew killed; t/t 19,892 hours 45 minutes and 16,481 cycles; soc 24dec74
14700 14 26		CCCP-L1455 CCCP-61722	Il-14M Il-14M	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd rgd	unknown 1958/59	in MGA document as Il-14M f/n SKD 25aug75; photo exists

14700 14 27	CCCP-61722 CCCP-L1343 CCCP-61709	Il-14M Il-14G Il-14G	AFL/East Siberia AFL/Krasnoyarsk AFL/Krasnoyarsk -KJA	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; flew 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 static test-bed 1957; see c/n 4340102
14700 14 28	CCCP-L5050(2)	Il-14	SibNIA	rgd	unknown	cargo version
14700 14 29	CCCP-L1352 CCCP-61715	Il-14G Il-14G	AFL/Yakutiya-YKS AFL/Yakutiya-YKS	mfd rgd	23may57 1958/59	cargo version cargo version; soc 31may77 as life-time expired
14700 14 30	CCCP-L1358 CCCP-61704 CCCP-61704 CCCP-61704	Il-14G Il-14G Il-14G Il-14G	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Magadan	rgd rgd trf trf	unknown jul58 11apr63 17jan64	cargo version; based VKO; in document 1958 cargo version; based VKO cargo version; f/n LHR 26nov63 cargo version
14700 14 31	CCCP-L1359 CCCP-61732	Il-14G Il-14G	AFL/Magadan-Sym AFL/East Sib.-IKT AFL/East Sib.-IKT	trf rgd rgd	unknown 1958/59	cargo version; l/n Seimchan 1974; photo in old 'polar' c/s (natural metal/red c/s) pre oct82 at Anadyr; soc 17jan83 as life-time expired cargo version 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 airport) 11 km from the airport and caught fire, all 5 crew killed; t/t 4,698 hours; soc 02jul61
14700 14 32	CCCP-L1360(1)	Il-14G	AFL/Ukraine-IEV	mfd	may57	cargo; opb 86 OAO; w/o 17aug57 on a training flight from Kiev-Zhulyany when collided on approach with Il-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 Sib.-OVb	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 Aeroflot 'blue' c/s; soc 23mar79 as life-time expired; broken up at Novosibirsk-Severnoy
14700 14 34	CCCP-L1367 CCCP-61788(1)	Il-14G Il-14G	AFL/West Sib.-OVb AFL/West Sib.-OVb	rgd rgd	unknown 1958/59	cargo version cargo version; in document apr60; photo exists, in natural metal c/s with two blue cheatlines; soc 26oct76 as life-time expired; see c/n 8343901
14700 14 35	CCCP-L1368 CCCP-61710 not known CCCP-13353	Il-14G Il-14G Il-14G Il-14G	AFL/Krasnoyarsk -KJA AFL/Krasnoyarsk -KJA Soviet Air Force MAP Perm Motors	rgd rgd no rgd	unknown 1958/59 reports 20jun63	cargo version 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 (N57.957278 E56.125258) dec09/jul21
14700 14 36	CCCP-L1375 CCCP-L1375 CCCP-91492	Il-14G Il-14G Il-14G	AFL/Northern-LED AFL/Northern-LED AFL/Komi-VKT	rgd rgd trf	unknown 1958/59 1960	cargo version cargo version cargo version; f/n SCW 1977; soc 29aug77 as life-time expired
14700 14 37	CCCP-58641	Il-14P	MRP Solntsevo	rgd	16may66	converted to Il-14IRE, avionics test-bed; photo with 'Aeroflot' titles and suspended avionics pod beneath the fuselage; canx 01oct86
14700 14 38	CCCP-L1381 CCCP-L1381 CCCP-61725 not known CCCP-06147	Il-14G Il-14G Il-14G Il-14G Il-14G	AFL/West Sib.-OVb AFL/Moscow (MUTA) AFL/Moscow (MUTA) Soviet Air Force MAP Perm Motors	mfd trf rgd no rgd	jun57 28jul58 1958/59 reports 25jan82	cargo version cargo version cargo version; soc 27jun61 cargo version; opb mil. unit 78474 at Balashov canx 13sep84
14700 14 44	1126	Il-14T	Syrian Air Force	SXF	1967	roundel with three stars (the Egyptian roundel had two stars); in natural metal c/s; reportedly flew from SXF to Cairo
14700 14 49	1126 CCCP-L1386 CCCP-61705 CCCP-61705	Il-14T Il-14G Il-14G Il-14G	Egyptian Air Force AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Magadan-GDX	trf rgd rgd trf	unknown 1958/59 1958/59 01feb63	stored at Cairo-Almaza, l/n 06nov83/30oct84 cargo version; f/n RGN 1960 cargo version cargo version; on charge as of 01feb63
14700 14 50	CCCP-61705 CCCP-L1395 CCCP-41809 CCCP-41809	Il-14G Il-14G Il-14G Il-14G	AFL/Tyumen AFL/Azerbaijan-BAK AFL/Azerbaijan-BAK AFL/Arkhangel.-ARH	trf rgd rgd trf	12nov75 unknown 1958/59 24apr75	cargo version; soc 25oct78 as life-time expired cargo version cargo version cargo version; soc 17nov80 as worn out
14700 15 01	CCCP-L1400 CCCP-91490 CCCP-91490 CCCP-91490	Il-14G Il-14G Il-14G Il-14G	AFL/Northern-LED AFL/Northern-LED AFL/N. Kavkaz-VOG AFL/Leningrad-LED	mfd rgd LED trf	1957 1958/59 11jul70 unknown	cargo version cargo version; photo exists with Severnoye upravleniye titles by nose in documents mar60/1961; directorate not mentioned in MGA document opb 1 LOAO; in passenger configuration; soc 29jul77 as life-time expired; converted to Il-14FK by ARZ-407 in 1979
14700 15 02	CCCP-91490 CCCP-L1407 CCCP-91491	Il-14FK Il-14G Il-14G	AFL/Leningrad-RVH AFL/Northern-LED AFL/Northern-LED	trf mfd rgd	05jan82 1957 1958/59	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 expired
14700 15 03	CCCP-L1418 CCCP-91488 CCCP-91488	Il-14G Il-14G Il-14G	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Magadan	rgd rgd trf	unknown unknown unknown	cargo version cargo version cargo version; on charge as of 01feb64; f/n nov74; soc 17jan83 as life-time expired
14700 15 04	CCCP-L1419 CCCP-41840	Il-14G Il-14G	AFL/Georgia-TBS AFL/Georgia-TBS	mfd trf	26jun57 unknown	cargo version; in documents 1957/jul57, was a training aircraft cargo version; in document may59; 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/t 13,441 hours 48 minutes; soc 15apr68
14700 15 05	CCCP-L1420 CCCP-61733	Il-14G Il-14G	AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd	unknown 1958/59	cargo version cargo version; soc 30mar76 as life-time expired
14700 15 06	CCCP-L1421 CCCP-61723	Il-14G Il-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 Sib.-IKT 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 21jan62
14700 15 10	not known CCCP-93921 CCCP-93921 CCCP-41826	Il-14P Il-14P Il-14P Il-14P	Soviet Air Force MAP Myachkovo MAP Moskovski OAO Soviet Gvt/AFL c/s	mfd rgd trf toc	1957 06nov65 13nov77 03may61	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 metallurgic furnace to be melted down opb 235 OAO at VKO probably until 1965
14700 15 12	HA-MAG	Il-14P	Hungarian Gvt	d/d	25may57	VIP version (salon); was a gift from the Soviet Union; built in the autumn of 1956 and delivered late due to the Hungarian uprising; used '41512' as flight plan; in white c/s with grey undersides and thin red 'lightning-bolt' cheatline, Hungarian flag on the fin; CoFA 21apr58
	512	Il-14P	Hungarian AF	r/r	1959	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 t/t 3,846 hours and 3,208 cycles; sold 31aug76
14700 15 13	CCCP-61780 no serial 600	Il-14P Il-14P Il-14P	AFL/East Siberia Civ Avn Adm China Civ Avn Adm China	toc d/d rgd	01oct76 01aug57 aug57	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; personal aircraft of Zhou Enlai and confirmed later became 678
	678	Il-14P	Civ Avn Adm China			VIP version (salon); personal aircraft of Zhou Enlai from late 1950s; transferred to the CAAC 2nd Civil Aviation Group in 1974 to undertake aerial photography; seen PEK sep78
	678 678	Il-14P Il-14P	China General Avn Civ Avn Adm China	trf rst	jul89 1998	VIP version (salon); f/n TYN 10nov93 in CAAC c/s; displayed in all-white and full colours since 1996
14700 15 14	101	Il-14P	MIAT Mongolia	mfd	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
	MONGOL-101 CCCP-61748	Il-14P Il-14P	MIAT Mongolia AFL/Krasnoyarsk	photo trf	21mar76	late mfd; photo taken at ULN, with c/n visible on the tail; Salon aircraft; the prefix MONGOL was initially only worn on the wings taken at Minsk-2 (late 1960s/early 1970s) 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 daylo trim); mentioned in an incident report 14aug87 at Igarka with c/n given as 147001614 and version as Il-14M; soc 13nov87 as amortisation expired; l/n IAA 11jun94 in standard 'polar' c/s, derelict
14700 15 15	CCCP-69306	Il-14	MRP Solntsevo	rgd	16may66	canx 30jul87
14700 15 16	CCCP-L1427 CCCP-91605 not known	Il-14G Il-14G Il-14G	AFL/Ukraine-IEV AFL/Ukraine-IEV Soviet Air Force	rgd rgd trf	unknown 1958/59 1961	cargo version; in documents 1957/1960 cargo version; soc 27may61 opb mil. unit 78478 at Balashov
14700 15 17	CCCP-L1429 CCCP-61724 not known	Il-14G Il-14G Il-14G	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS Soviet Air Force	rgd trf	nov58 1958/59 1961	cargo version; overhauled at AERB-243 cargo version; soc 26jun61 opb mil. unit 78478 at Balashov
14700 15 18	CCCP-L1434 CCCP-91498 not known	Il-14G Il-14G Il-14G	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA Soviet Air Force	rgd rgd trf	nov58 1958/59 1961	cargo version; overhauled at AERB-243 cargo version; soc 04jun61 opb mil. unit 78478 at Balashov
14700 15 19	CCCP-L1435	Il-14G	AFL/Moscow (MUTA)	LHR	09nov57	cargo version

	CCCP-61778(1)	II-14G	AFI/Sykytyvkar-SCW	trf	17nov58	cargo version; in document 01apr59; dbr 08dec59 on landing at Vorkuta in difficult weather conditions 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
14700 15 20	CCCP-L1440	II-14G	AFL/Ukraine-LWO	mfd	15jul57	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 passengers killed; t/t 122 hours; soc 31oct57
14700 15 21	CCCP-L1444 CCCP-91499 CCCP-91499	II-14G II-14G II-14G	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Magadan-GDX	rgd rgd trf	unknown 1958/69 20apr63	cargo version; in document 1958
14700 15 22	CCCP-L1450 CCCP-61711	II-14P II-14P	AFL/Krasnoyar.-KJA AFL/Krasnoyar.-KJA	rgd rgd	unknown 1958/59	cargo version cargo version; seen Seimchan 1974; soc 22jun81 as life-time expired
14700 15 41	BL554	II-14	Indian Air Force		early64	cargo version; repainted in 1974 at ARZ-407 in 'polar' c/s; soc 27oct77 as life-time expired; broken up at Novosibirsk-Severnoy at Khormaksar; seen BOM 13nov66 and DEL 07oct67 c/n checked, previously reported as c/n 1540; i/n DEL aug07/feb09, 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	BL548	II-14	Indian Air Force	DEL	21jun66	
14700 15 48	CCCP-41802	II-14T	AFL/Moscow SPIMVL	toc	unknown	cargo version; on charge as of 01feb60; converted to II-14LIK-1; soc 19nov87 as amortisation period expired; seen Myachkovko 26sep91 partly broken up, present jul95 but gone by aug95; was a navails calibration aircraft
14700 16 01	BL561	II-14	Indian Air Force			
14700 16 03	CCCP-41816 CCCP-41816 CCCP-41816 CCCP-41816	II-14G II-14G II-14G II-14G	AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Magadan AFL/Centr.Reg.-Mya	mfd trf trf trf	30aug57 31jul63 21jan64 15jul76	cargo version; based at VKO; in document 1959; toc 07oct60
14700 16 05	CCCP-93917 CCCP-93917	II-14 II-14	MSP Komsom-na-Amu MSP Komsom-na-Amu	rgd rgd	27oct80 17feb81	converted to polar version (in accident report as an II-14M, though); photo exists in 'polar' c/s; opb 229 LO Antarkiticheskogo 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 crashed into the surface 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 06	CCCP-93932	II-14T	Minsudprom	rgd	17feb81	canx 30dec87
14700 16 07	CCCP-61782(2)	II-14LR	AFL/Far East-UUS	toc	19jun80	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 Khruba and preserved near the airport; i/n sep91; scrapped
14700 16 11	BL558	II-14	Indian Air Force	SHJ	03jan68	f/n UUS 07dec82; i/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 14	CCCP-06143	II-14	MAP Moskovski OAO	mfd	aug57	and DEL 11jan69
14700 16 17	not known CCCP-61784(2)	II-14T II-14T	Soviet Air Force AFL/Yakutiya	no reports toc	no reports 09oct80	rgd 13may81; canx 30jan89
14700 16 18	BL555	II-14	Indian Air Force	DEL	20mar68	in 'polar' c/s; still in service 20sep86; seen CYX 05jul92, 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 10sep21; i/n sep22; see c/n 7343109
14700 16 21	"15" red	II-14T	Soviet Air Force	mfd	18oct57	i/n DEL 16may77, wfu 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	CCCP-79168	II-14T	MAP Ufa Motors	mfd	27aug57	rgd 06dec65; reported BKA 04jan87 in an incident report; canx 14nov88
14700 16 24	CCCP-61795 CCCP-61795	II-14T II-14T	AFL/Kazakhstan AFL/Yakutiya	mfd trf	10sep57 20apr85	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, i/n sep03
14700 16 25	BL550	II-14	Indian Air Force	DEL	21oct67	
14700 16 29	CCCP-64453	II-14	MAP Moskovski OAO	rgd	01aug75	canx 30jan89
14700 16 30	CCCP-21510	II-14	MAP Moskovski OAO	rgd	25oct78	canx 30jan89
14700 16 31	BL552	II-14	Indian Air Force	DEL	11dec66	
14700 16 32	BL553	II-14	Indian Air Force	DEL	13aug67	coded 'H'
14700 16 33	not known	II-14	Soviet Navy		jun65	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 34	BL556	II-14	Indian Air Force	no	reports	
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 Zhukovskii nov94; seen ZIA 05jul95; i/n ZIA aug97
	FLARF01114	II-14T	Myachkovko Fl. Club	Mya	17aug01	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 Myachkovko 15may04
	RA-1114K	II-14T	Andrei Ivanov	Mya	27jun04	in fake Polyarnaya Aviatsiya c/s, no titles; seen under restoration at Myachkovko 27jun04; conducted an engine run of both engines 08may12; i/n Myachkovko sep12
	'CCCP-91612'	II-14T	Andrei Ivanov	Mya	01oct12	in fake Polyarnaya Aviatsiya c/s with fake registration; ferried from Myachkovko to Stupino 01oct12; i/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; i/n Kaluga-Oreshkovko sep22/jul24; see II-14FK CCCP-91612 c/n 148001945
14700 16 41	BL549	II-14T	Indian Air Force	ADE	14dec66	coded

14700 18 06	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; f/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 aircraft and its individual effective reflective capability in white c/s with grey undersides; seen BOM feb73; l/n Jodhpur 1974; preserved at the CE R & D complex in Timarpur district, Delhi since at least 2000 (N28.705654 E77.217316); l/n jan23
14700 18 15	BL565	II-14T	Indian Air Force	DEL	24dec67	
14700 18 16	BL566	II-14	Indian Air Force	DEL	21jan68	
14700 18 17	BL567	II-14	Indian Air Force			
14700 18 21	"04" red	II-14T	Soviet Air Force	rgd	unknown	opb 226 osap at Spereberg; f/n Spereberg 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, l/n aug09; repainted in fake MALÉV colours starting sep09 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; l/n aug24 factory drawings of this c/n as serial '204', probably Afghan, exist opb 226 osap at Spereberg; dbr 1987 during landing at Spereberg and dumped, f/n 14jan93, partly broken up, l/n may95
	'HA-MAL'	II-14T	MALÉV	BUD	29jun10	
14700 18 22	204	II-14T	Afghan Air Force			
14700 18 23	"05" red	II-14T	Soviet Air Force	rgd	unknown	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 canx 27may88 canx 20sep88; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria broken up, wreck still present 16apr97 Ulyanovsk Advanced Flying Training College; toc 15feb58 Ulyanovsk Advanced Flying Training College; soc 18may61 opb mil. unit 78474 at Balashov in grey Air Force c/s with blue cheatline added, no titles; dbr 10jan85 when had to divert to Uralsk (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 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 in document 18mar58 as just delivered
14700 18 25	CCCP-93930	II-14	MAP Kom-na-Amu APO	rgd	25dec80	
14700 18 32	CCCP-64455	II-14T	MAP Ufa Motors	rgd	06dec65	
14800 18 40	"09" red	II-14T	Soviet Air Force	OSF	06sep93	
14800 18 43	CCCP-L1323	II-14T	Aeroflot/USHVLP	mfd	29jan58	
	CCCP-61727	II-14T	Aeroflot/USHVLP	rgd	1958/59	
	"08" blue	II-14T	Soviet Air Force	trf	18may61	
	CCCP-06142	II-14T	MAP Moskovski OAO	rgd	07may81	
14800 18 44	CCCP-L1360(2)	II-14T	Aeroflot/USHVLP	toc	15feb58	
	CCCP-61740	II-14T	Aeroflot/USHVLP	rgd	unknown	
	CCCP-61740	II-14T	AFL/Yakutiya	trf	18jan73	
14800 19 01	CCCP-N341	II-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04176	II-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04176	II-14T	AFL/Polar	trf	10feb60	
	CCCP-04176	II-14T	AFL/Central Region	trf	21oct70	
14800 19 02	CCCP-N344	II-14T	Polyarnaya Aviats.	mfd	21feb58	
	CCCP-04177	II-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04177	II-14T	AFL/Polar	trf	10feb60	
	CCCP-04177	II-14T	AFL/Central Region	trf	21oct70	
	CCCP-04177	II-14T	AFL/Krasnoyarsk	trf	10mar79	
14800 19 03	CCCP-N363	II-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04178	II-14T	Polyarnaya Aviats.	rgd	31mar58	
	CCCP-04178	II-14T	AFL/Polar	trf	10feb60	
	CCCP-04178	II-14T	AFL/Central Region	trf	21oct70	
	CCCP-04178	II-14T	AFL/Krasnoyarsk	trf	16nov73	
14800 19 04	CCCP-N388	II-14T	Polyarnaya Aviats.	mfd	18mar58	
	CCCP-04179	II-14T	Polyarnaya Aviats.	rgd	22may58	
	CCCP-04179	II-14T	AFL/Polar	trf	10feb60	
14800 19 05	CCCP-04179	II-14T	AFL/Central Region	trf	21oct70	
	CCCP-N389	II-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04180	II-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04180	II-14T	AFL/Polar	trf	10feb60	
	CCCP-04180	II-14T	AFL/Central Region	trf	21oct70	
14800 19 06	CCCP-N446	II-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04181	II-14T	Polyarnaya Aviats.	rgd	1958/59	
	CCCP-04181	II-14T	AFL/Polar	trf	10feb60	
	CCCP-04181	II-14LR	AFL/Central Region	trf	21oct70	
14800 19 08	"08" red	II-14T	Soviet Air Force	Kho	26apr93	
14800 19 09	PK-MZA	II-14T	Indonesian AF		photo	
14800 19 10	PK-MZB	II-14T	Indonesian AF	no	reports	
14800 19 11	PK-MZC	II-14T	Indonesian AF	no	reports	
14800 19 12	PK-MZD	II-14T	Indonesian AF	no	reports	
14800 19 13	CCCP-N447	II-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04174	II-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04174	II-14T	AFL/Polar	trf	10feb60	
	CCCP-04174	II-14T	AFL/Centr.Reg.-Mya	trf	21oct70	
	CCCP-04174	II-14T	AFL/Krasnoyarsk	trf	28dec73	
14800 19 14	CCCP-N448	II-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04182	II-14T	Polyarnaya Aviats.	rgd	1959	
	CCCP-04182	II-14T	AFL/Polar	trf	10feb60	
14800 19 15	CCCP-04182	II-14T	AFL/Yakutiya	trf	01oct70	
	CCCP-N449	II-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04183	II-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04183	II-14T	AFL/Polar	trf	10feb60	
14800 19 16	not known	II-14T	Soviet Air Force	trf	28jun61	
	CCCP-N450	II-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04175	II-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04175	II-14T	AFL/Polar	trf	10feb60	
	CCCP-04175	II-14T	AFL/Yakutiya	trf	01oct70	
14800 19 17	PK-MZE	II-14T	Indonesian AF	no	reports	
14800 19 18	PK-MZF	II-14T	Indonesian AF	no	reports	
14800 19 19	PK-MZG	II-14T	Indonesian AF	no	reports	
14800 19 20	PK-MZH	II-14T	Indonesian AF	no	reports	
14800 19 21	PK-MZI	II-14T	Indonesian AF	no	reports	
14800 19 22	PK-MZJ	II-14T	Indonesian AF	no	reports	
14800 19 25	CCCP-48098	II-14T	MAP "Znamya Truda"	mfd	apr58	
14800 19 34	CCCP-29112	II-14T	MOM'Sverdlöv.	rgd	29nov65	
14800 19 35	CCCP-66756	II-14T	MOMS Kuibyshev	rgd	08dec65	
						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 in fleet list 18mar58 as just delivered in document 03apr59 opb otrbad 248 UPA GVF; in document 15aug61; flew ice reconnaissance in the Eastern sector of the 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 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; repaired; still in fleet list 28mar/15aug61 opb mil. unit 78684 in fleet list 18mar58 as just delivered photo; cargo version; in natural metal c/s without 'dayglo' red elements; soc 18jul80 as life-time expired details from Czech CAA, c/n in document as '1909', presumably delivery reg only; in all-grey c/s details from Czech CAA, c/n in document as '1910', presumably delivery reg only details from Czech CAA, c/n in document as '1911', presumably delivery reg only details from Czech CAA, c/n in document as '1912', presumably delivery reg only photo; in fleet list 28jan60 photo apr60 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 in fleet list 18mar58 as just delivered in document 03apr59 opb otrbad 248 UPA GVF; in document 15aug61; flew ice reconnaissance in the Eastern sector of the 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 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; repaired; still in fleet list 28mar/15aug61 opb mil. unit 78684 in fleet list 18mar58 as just delivered photo; cargo version; in natural metal c/s without 'dayglo' red elements; soc 18jul80 as life-time expired 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 details from Czech CAA, c/n in document as '1920', presumably delivery reg only details from Czech CAA, c/n in document as '1921', presumably delivery reg only 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 18sep97 seen Perm-Froly (N57.899101 E56.243214) aug99/may23, preserved in Aeroflot c/s; was canx 13dec88 f/n VKO 06apr72 in Aeroflot c/s; canx 08jul88

14800 19 36	1142	Il-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; overshoot 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"	Il-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 aug03, c/n painted on fin in error as '14700194' in 2006, l/n on GE Jul22
14800 19 41	611	Il-14T	Civ Avn Adm China	rgd	1958/59	f/n PEK feb73; 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	Il-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	Il-14FK	AFL/Northern-LED	mfd	27may58	toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseina when the instructor initiated 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 CCCP-91611 CCCP-91611	Il-14FK Il-14FK Il-14FK	AFL/Moscow SPIMVL AFL/Northern-LED AFL/Leningrad-RVH	mfd trf trf	31may58 06apr61 05jan82	toc 03jun58 opb 1 LOAO; f/n LED aug78; l/n LED 04sep81 opb 2 LOAO; w/o 16sep84 on a maritime research flight from Rzhavka 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 CCCP-91612	Il-14FK Il-14FK	AFL/GosNII GVF AFL/West Sib.-Ovn	toc trf	05jun58 24may79	see Il-14T c/n 147001640 featured in the Soviet movie "Razreshitye vzyot" (Request take-off) shot in 1971; still in service in 1986; soc 25dec87 due to no replacement engines available; l/n SVO 03jun88
14800 19 46	CCCP-91613 CCCP-91613	Il-14FK Il-14FK	AFL/Kazakhstan-BXJ AFL/Kazakhstan-UKK	toc trf	07jun58 1965	f/n TAS 29oct77 last passenger Aeroflot Il-14; still in service 20sep86; reported wfu Ust-Kamenogorsk 1989; soc 05jul89 as amortisation period expired
14800 19 47	CCCP-91614 CCCP-91614	Il-14FK Il-14FK	AFL/Ukraine-IEV AFL/Ukraine-KHC	toc trf	09jun58 1976	photo exists, in natural metal c/s with two blue cheatlines; f/n CAI 13jan75 l/n ACC 10nov77; soc 18jul88 as life-time expired
14800 19 48	CCCP-91615	Il-14FK	Rom Gvt/TAROM c/s AFL/West Sib.-OVb	toc	16jun58	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 f/n PEK sep81; l/n PEK aug83; photo exists of an Il-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 49	615	Il-14T	Civ Avn Adm China	rgd	1958/59	f/n PEK 28oct86; l/n PEK 31oct87 operational; fate unknown
14800 19 50	617	Il-14T	Civ Avn Adm China	rgd	1958/59	VIP version (salon); photo LBG 19jun59; see c/n 146000922
14800 20 01	YR-ILZ (2) 2001	Il-14P	Rom Gvt/TAROM c/s	rgd	16jun59	VIP version (salon); with General Leontin Salajan boarding the aircraft (who died 28aug66)
	YR-ILZ (2) 2001	Il-14P	Romanian Air Force	ph.	1964	VIP version (salon); photo with revised titles; canx 17nov76
		Il-14P	Rom Gvt/TAROM c/s	BBU	mid60s	flow 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
		Il-14P	Romanian Air Force	Bob	photo	VIP version (salon); first CofA issued 31oct61; canx 17nov76
14800 20 02	YR-ILW 2002	Il-14P	Rom Gvt/TAROM c/s	rgd	01nov61	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 Il-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 I), 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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4 34 01 01	CCCP-L5050(1) CCCP-..... CCCP-58648	Il-14P Il-14P Il-14P	AFL/Moscow (MUTA) MAP Moscow MSZ	rgd mfd rgd	unknown 07jun54 22nov65	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 in 1954; in document 20dec57 as 18 pax configuration; soc 05apr58 as worn out soc 20sep56; see c/n 147001428 l/s jun54
4 34 01 02	CCCP-L5050(1)	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	later trf to MAP MSZ Sukhoi; reportedly based at Khodynka; last overhaul completed 16mar82; canx 11mar86; t/t 27,205 hours and 21,105 cycles; broken up
4 34 01 05	CCCP-58648	Il-14P	MAP Moscow MSZ	rgd	22may58	in 18 passenger configuration; new documents issued 15mar56
4 34 02 02	CCCP-N816 CCCP-04184 CCCP-04184	Il-14P Il-14P Il-14P	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	mfd rgd trf	1954 22may58 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 passengers escaped unhurt; soc 21mar62
4 34 02 03	"012" red	Il-14P	Soviet Air Force	LHR	23feb55	VIP version (salon-lyuks); with the Soviet Deputy Foreign Minister; l/n LHR 24jul56, photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail
4 34 02 04	CCCP-69311 CCCP-L5063(1) "010" black	Il-14P Il-14P Il-14P	MRP NIIRZ-Leninets Aeroflot Soviet Air Force	rgd	30aug68	canx 31jan76 completed service trials 11nov54; see c/n 5340801
4 34 03 01	"005" black "017" blue	Il-14P Il-14P	Soviet Air Force Soviet Air Force	feb55 LHR	16apr56	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 02	no code "008" black "016" black	Il-14P Il-14P Il-14P	Soviet Air Force Soviet Air Force Soviet Air Force	OMS	11jul93	VIP version (salon-lyuks); at Paris VIP version (salon-lyuks); photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail; l/n LHR 21apr56
4 34 03 03	"006" black	Il-14P	Soviet Air Force	LHR	17mar56	wfu; l/n OMS 12jun94
4 34 03 04	"007" red	Il-14P	Soviet Air Force	ph.	10nov55	VIP version (salon-lyuks); became see next line; see also "008" black with unknown c/n VIP version (salon-lyuks); photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail; l/n LHR 21apr56
	"010"	Il-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 VIP version (salon-lyuks); photo 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
4 34 03 05	"002" blue	Il-14P	Soviet Air Force	VKO	jul55	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
	"035" blue	Il-14P	Soviet Air Force	ph.	1956	VIP version (salon-lyuks); based at VKO; in natural metal c/s with 1930s type Red Star on rudder; featured in the Soviet newsreel "Novosti dnya" # 41 released jul55
	CCCP-L1824 CCCP-L1824	Il-14P Il-14P	AFL/Moscow-VKO Aeroflot/USHVLP	LHR trf	15aug56 21may58	VIP version (salon-lyuks); during Khrushchov's visit to India; based at VKO; in natural metal c/s with 1930s type Red Star on rudder
4 34 03 06	CCCP-41824(1) "001" blue	Il-14P Il-14P	Aeroflot/USHVLP Soviet Air Force	rgd KBL	jun58 15dec55	Ulyanovsk Advanced Flying Training College; photo exists in Aeroflot c/s with thin cheatline and the c/n still painted on the tail Ulyanovsk Advanced Flying Training College; soc 25mar61; see c/n 146001146
	"01" red	Il-14P	Soviet Air Force	photo		VIP version (salon-lyuks); during Khrushchov's visit; in natural metal c/s with 1930s type Red Star on rudder and c/n on tail; the controls of the left engine failed in-flight due to a manufacturing defect
4 34 03 08	"007"	Il-14P	Soviet Air Force	BEG	jun55	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	Il-14P	NII GVF	toc	unknown	18 pax configuration; the first Il-14P modified to 24 pax configuration (Il-14M but retained the Il-14P shorter fuselage) at ARZ-400 by mid 1957; undertook test flights 1957; photo exists with the c/n painted on the tail on charge by 20dec57
	CCCP-L5053 CCCP-61736 CCCP-61736 CCCP-L5054	Il-14M Il-14M Il-14M Il-14P	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG AFL/Moscow (MUTA)	trf rgd trf mfd	1957 1958/59 1964 29aug54	f/n MRV 01mar61; seen MRV 21dec67; l/n AER 08jun71; soc 30sep75 as worn out first passenger aircraft for Aeroflot oct54; in document 20dec57, 18 pax configuration; converted to Il-14M date unknown
	CCCP-41849 CCCP-41849 CCCP-41849 CCCP-41849 CCCP-41849	Il-14M Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Mosk. AG SPIVS AFL/Moscow AFL/Centr.Reg.-BKA AFL/Ukraine-KHC	rgd trf trf trf trf	unknown 01jan60 14mar68 14jun75 07mar79	converted to Il-14LIK-2 date unknown soc 16nov79 as amortisation period expired
4 34 04 03	"003" black	Il-14P	Soviet Air Force	LHR	13aug56	VIP version (salon-lyuks); carried Austrian government delegation from Vöslau to Moscow 11apr55; in natural metal c/s with 1930s type Red Star on rudder and c/n on tail
4 34 04 05	"018" black "004" blue	Il-14P Il-14P	Soviet Air Force Soviet Air Force	ph.	07jun55	VIP version (salon-lyuks); in natural metal c/s with 1930s type Red Star on rudder and c/n on tail 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	Il-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 possibly be a '5', but confirmed sightings exist of c/n 4340405 before and after as "004" blue
4 34 04 07	CCCP-L5061	Il-14P	AFL/Aktubinsk FS	rgd	unknown	In document 20dec57 as Il-14P, 18 pax configuration; soc 13feb58 as for 'display' 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 caused the accident); soc 06sep55
4 34 04 08	CCCP-L5057	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	
4 34 04 09	CCCP-L5058	Il-14P	AFL/East Siberia	rgd	unknown	In document 20dec57, 18 pax configuration 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-41832(1)	Il-14P	AFL/Magadan-GDX	trf	12jun58	
	CCCP-41832(1)	Il-14P	AFL/East Siberia	trf	01dec75	In an MGA document 20dec57 as an Il-14P, in 18 passenger configuration; trf to the MAP for trials, date unknown (but before 1960)
	CCCP-L5056	Il-14P	AFL/Moscow (MUTA)	rgd	15dec54	
	CCCP-L5056	Il-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 photo 1957; featured in the Soviet movie "Nepovtorimaya vesna" (Unrepeatable Spring) shot in 1957; in document 20dec57 as Il-14P, 18 pax configuration, in use by a technical school; soc 10may58 as for 'display'
4 34 05 01	CCCP-L5055	Il-14P	AFL/VNESH ?	rgd	unknown	
4 34 05 03	CCCP-L5059	Il-14P	AFL/Moscow (MUTA)	mfd	25apr55	rgd 28may55; opb 133 ATO after 1955; opb 133 ATO
	CCCP-L5059	Il-14P	AFL/East Siberia	trf	unknown	
	CCCP-L5059	Il-14P	AFL/Yakutiya	trf	22mar57	opb 139 AO Yakutskoi OAG GVF; in a document 20dec57 as an Il-14P, in 18 passenger configuration; converted to an Il-14M, date unknown
	CCCP-61712	Il-14M	AFL/Yakutiya	rgd	17may58	
4 34 05 04	CCCP-L5060	Il-14P	Aeroflot/IATU	rgd	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 caught fire, all 5 crew were killed; t/t 7,954 hours; soc 06dec61
4 34 05 05	CCCP-93923	Il-14P	MSM Moscow Metalw.	rgd	11sep67	
4 34 05 06	CCCP-L1629(1)	Il-14P	AFL/GosNII GVF	rgd	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 became the Il-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 Il-14M c/n and registration from MGA document, version not mentioned; f/n WAW 19oct56 during Khrushchov's visit
	CCCP-L5062	Il-14M	AFL/Mosk. AG SPIVS	h/o	dec55	
	CCCP-L5062	Il-14M	AFL/Mosk. AG SPIVS	trf	14may58	photo in "Grazhdanskaya Aviatsiya" magazine # 9/1959
	CCCP-L5062	Il-14M	AFL/Mosk. AG SPIVS	trf	27sep58	
	CCCP-91484	Il-14M	AFL/Mosk. AG SPIVS	rgd	unknown	based most of the time at Voronezh and later at Myachkovko; soc 18jul80 as life-time expired; was preserved in standard 'blue' c/s in front of the terminal at Bykovo (N55.622818 E38.063824) from 09sep80, l/n in its original c/s may10, repainted in all-grey c/s by aug11; broken up apr12, only scrap metal remained by 18apr12
	CCCP-91484	Il-14M	AFL/Central Region	photo		
4 34 05 07	V-17	Il-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	Il-14P	Czechoslovak AF	PRG	1958	
4 34 05 08	not known	Il-14P	Czechoslovak AF	d/d	30apr55	converted to a laboratory aircraft (RTZ bypass navais 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 (N49.808518 E13.415111) oct96, l/n sep24
	OK-BYQ (1)	Il-14P	CS-Gvt (LSFMV)	rgd	06aug56	
4 34 05 09	0508	Il-14P	Czechoslovak AF	rgd	09jul55	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
	SP-LNC	Il-14P	LOT	rgd	09jul55	
4 34 05 10	CCCP-52065(2)	Il-14P	AFL/Yakutiya	toc	20feb73	canx 20apr73
	SP-LNB	Il-14P	LOT	rgd	04jul55	
	SP-LNB	Il-14P	Aeropol	rgd	22aug74	see canx date above; soc 13aug80 as amortisation period expired; see CCCP-52065 with unknown c/n f/n AMS 04oct61; converted for photo-survey work in 1967 used for photo-survey work; f/n WAW 10jun77
	SP-LNB	Il-14P	ZRLILK	trf	25nov82	
4 34 06 01	0601	Il-14P	Czechoslovak AF		photo	Air Traffic and Communication Aerodromes Directorate; equipped for calibration flights; in white/natural metal c/s with red cheatline and trim, with 'Zarzd 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, seen jul90/aug95, very derelict by mid-1996 and only the fuselage was left by may00, l/n jan21
4 34 06 02	0602	Il-14P	Czechoslovak AF			
4 34 06 03	not known	Il-14P	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; converted to Il-14RT, opb by 46.hold 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 equipmnt just prior to being broken up
	OK-BYT	Il-14P	CS-Gvt (LSFMV)	rgd	13mar56	
	0603	Il-14P	Czechoslovak AF	trf	22oct64	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
		Il-14P				
4 34 06 04	604	Il-14P	Civ Avn Adm China	rgd	1954	VIP configuration; photo BUD oct62; canx 22oct64 converted to Il-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; l/n sep16; seen 29sep19 at Letecke Museum, Konesin; l/n aug24
4 34 06 05	608	Il-14P	Civ Avn Adm China	rgd	1954	
4 34 06 06	003	Il-14P	Polish Air Force	d/d	17jun55	f/n PEK 20apr79; wfu 1987; l/n CTU oct87; broken up at CTU conversion started in Shanghai jan74 to become a combi aircraft, with work completed 19mar74; fate unknown
	0606	Il-14P	Polish Air Force	r/r	1975 ?	
	N606RR	Il-14P	Aviation Classics	MUC	11aug88	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
		Il-14P				
4 34 06 07	SP-LNA	Il-14P	LOT	rgd	20jun55	soc 31dec87; ferried to MUC aug88, see next line
	CCCP-52081	Il-14P	AFL/Northern-LED	toc	25feb73	
4 34 06 08	004	Il-14P	Polish Air Force	d/d	17jun55	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; l/n as such Santa Rosa (N38.506780 W122.80028) apr12/sep24; canx 04jun13 due to CoFR expiry
	0608	Il-14P	Polish Air Force	r/r	1975 ?	
4 34 06 09	not known	Il-14P	Soviet Air Force	no	reports	f/n CPH 17jul61; seen AMS 04aug62; was hi-jacked to Bornhom 19aug70; canx 21jul72
	CCCP-61789(2)	Il-14P	AFL/Arkhangel.-ARH	toc	01oct81	
4 34 06 10	not known	Il-14P	Czechoslovak AF	d/d	06jul55	h/o by ARZ-407, with t/t 14,998 hours; soc 18jul80 with t/t 18,293 hours and 7,736 cycles 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
	0610	Il-14P	Czechoslovak AF	Hrd	aug68	
5 34 07 01	CCCP-N810	Il-14P	Polyarnaya Aviats.	mfd	1955	soc 31dec87, fate unknown
		Il-14P				
	CCCP-04185	Il-14P	Polyarnaya Aviats.	rgd	unknown	18 pax configuration; rgd 19oct55; opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56; in natural 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	Il-14P	AFL/Polar	trf	10feb60	
5 34 07 02	OK-BYZ	Il-14P	CS-Gvt (LSFMV)	rgd	10jun56	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 03	606	Il-14P	Civ Avn Adm China	rgd	1955	
5 34 07 04	610	Il-14P	Civ Avn Adm China	rgd	1955	VIP version (salon); photo SXF 1959; canx 11oct63
		Il-14P				
5 34 07 06	"04" red	Il-14P	Soviet Air Force	ph.	05jul98	f/n SHA apr80; not c/n 146000610 as reported before !; first CAAC Il-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 Shanghai, flown to Beijing dec84 as a gift for the Aviation Institute
5 34 07 07	CCCP-L5052	Il-14P	AFL/Uzbekistan-TAS	rgd	unknown	
	CCCP-61718	Il-14M	AFL/Kazakhstan-AKX	trf	22jul58	preserved in the Vladimir area; in all-white c/s with brown 'lightning-bolt' cheatline, grey undersides and Red Star on the tail
	CCCP-61718	Il-14M	AFL/Magadan-Sym	trf	25jan64	
	CCCP-61718	Il-14M	AFL/Kazakhstan-UKK	trf	26jan73	in document 20dec57, 18 pax configuration; converted to Il-14M date unknown
5 34 07 09	DDR-ABA	Il-14P	Deutsche Lufthansa	d/d	30jul55	
		Il-14P				photo 1970s at Seimchan painted in 'polar' c/s at ARZ-407 in 1973; soc 18may76 as life-time expired
	DM-SBA	Il-14P	Deutsche Lufthansa	r/r	21jun56	
	DM-SBA	Il-14P	Interflug	trf	1959/62	first passenger aircraft operated in Eastern Germany; 18 pax configuration; rgd 30jul55; c/n confirmed on video footage; executed the first official flight of the new East German airline 'Deutsche Lufthansa' with an East German Government delegation from Berlin to Moscow on 16sep55
	not known	Il-14P	Egyptian Air Force	slid	31dec64	

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 30jan56
		YA-AAF T002	II-14P II-14P	Afghan Government Afghan Air Force	d/d	1955	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 may04; no longer visible on GE image dated 20nov09
5	34 08 01	CCCP-L5063(2) CCCP-L5063(2) CCCP-61719 CCCP-61719	II-14P II-14P II-14M II-14M	AFL/Uzbekistan-TAS AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG	rgd trf rgd trf	unknown 29may58 1958/59 jul67	see c/n 4340204 converted to II-14M date unknown f/n SCO early 1960s
5	34 08 02	CCCP-L5064 CCCP-L5064 CCCP-52055 CCCP-52055	II-14P II-14P II-14P II-14P	Aeroflot/USHVLP AFL/VAU AFL/VAU Aeroflot/USHVLP	rgd trf rgd trf	unknown 25jan58 unknown 08jan60	soc 26sep77 (last digit difficult to read) as life-time expired Ulyanovsk Advanced Flying Training College; in document 20dec57, 18 pax configuration Higher Aviation College Higher Aviation College; in document mar59 Ulyanovsk Advanced Flying Training College; trf 05may69 to SibNIA (postal code G-4736); soc 14jul69 (last digit assumed)
5	34 08 03	DDR-ABZ DM-SBB DM-SBZ 434	II-14P II-14P II-14P II-14P	Deutsche Lufthansa Deutsche Lufthansa Deutsche Lufthansa East German AF	d/d r/r trf	30nov55 1956 21jun56 16jan61	rgd 30nov55; 18 pax configuration registration probably used for ferry flight converted to 26 pax configuration in 1956; photo exists 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 already reported seen SXF 13nov55; 18 pax configuration; converted to 26 pax configuration in 1956
5	34 08 04	DDR-ABX DM-SBX not known	II-14P II-14P II-14P	Deutsche Lufthansa Deutsche Lufthansa Egyptian Air Force	rgd rgd sld	17nov55 21jun56 31dec64	canx 31dec64 fate unknown
6	34 08 05	DM-SBC	II-14P	Deutsche Lufthansa	rgd	1956	canx date unknown; transferred to Interflug, date unknown
6	34 08 07	DM-SBD	II-14P	Deutsche Lufthansa	rgd	1956	canx date unknown; transferred to Interflug, date unknown
5	34 08 08	not known CCCP-66752 CCCP-66752	II-14P II-14P II-14P	Soviet Air Force MAP Tashkent APO MAP Moskovski OAO	mfd rgd trf	1955 15dec65 01oct79	
5	34 08 09	DDR-ABF DM-SBF DM-SBF not known	II-14P II-14P II-14P II-14P	Deutsche Lufthansa Deutsche Lufthansa Interflug Egyptian Air Force	rgd rgd trf	17nov55 21jun56 '59/'63 31dec64	already reported seen SXF 13nov55; 18 pax configuration converted to 26 pax configuration in 1956 photo in Deutsche Lufthansa new c/s in 1962; canx 31dec64 fate unknown
5	34 09 07	not known	II-14P	Soviet Air Force ?	sld	dec55	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	
5	34 10 04	not known	II-14P	Soviet Air Force	rgd	10aug81	canx 30dec87 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 when an engine failed in-flight due to a manufacturing defect
		CCCP-06197	II-14P	MAP Rybinsk Motors	rgd	12dec78	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 chairman Mao's aircraft and used between 19mar57 and 10sep58; l/n 27jul24
6	34 11 02	HA-VLG	II-14P	Hungarian Gvt	mfd	09mar56	VIP version (salon); d/d 08may56; in natural metal c/s with blue 'lightning-bolt' cheatline and Hungarian flag, also carried '102' on the rudder below the flag; photo SGN 05aug57
		HA-MAK	II-14P	MALÉV	trf	jul60	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; l/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 DM-SBL	II-14P II-14P II-14P	AFL/East Siberia Deutsche Lufthansa Deutsche Lufthansa	toc rgd rgd	01oct76 1956 10dec57	photo; canx 17apr86 as amortisation period expired f/n BUD 16may56
6	34 12 08	DDR-AVI DM-ZZA 461	II-14P II-14P II-14P	FW Dresden, n/t FW Dresden, n/t East German AF	d/d d/d trf	1956 24apr56 dec61	26 pax version; w/o 28feb63 when crashed near Königsbrück pattern aircraft for licence production by Flugzeugwerke Dresden; canx aug56 used as test aircraft; canx 01jul61
6	34 12 09	not known CCCP-N812	II-14P II-14P	Egyptian Air Force Polyarnaya Aviats.	sld rgd	01apr64 14apr56	opb TFG-17 (later renamed TFS-27); with black code; damaged 27aug61 while taxiing at Dessau, but repaired; wfu 01apr64; still seen DRS 25may64 and 04sep64, see next line; to Kdo. LSK/LV mar66 (paper date) fate unknown
		CCCP-04186 CCCP-04186	II-14P II-14P	Polyarnaya Aviats. AFL/Polar	rgd trf	22may58 10feb60	on 18 passenger configuration; opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56; in a document 18mar58
6	34 12 10	CCCP-N... CCCP-04187 CCCP-04187 CCCP-04187 CCCP-04187 CCCP-N819	II-14P II-14P II-14P II-14P II-14P II-14P	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar Polyarnaya Aviats.-KJA AFL/Kazakhstan-AKX	mfd rgd trf trf mfd	1956 unknown unknown 15apr60 29apr60 17apr56	18 pax configuration; in fleet list 19jun58 on charge as of 01jan60; in MGA document as such
6	34 13 01	CCCP-04188 CCCP-04188 CCCP-04188	II-14P II-14P II-14P	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	rgd trf trf	31mar58 10feb60 21oct70	soc 03jul73 as life-time expired converted to polar version; rgd 06jun56; opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56
6	34 13 02	CCCP-N820 CCCP-04189	II-14P II-14P	Polyarnaya Aviats. Polyarnaya Aviats.	mfd rgd	29apr56 22mar58	in a document 28mar61; underwent trials with the GosNII GA in 1963
		CCCP-04189	II-14P	AFL/Polar	trf	10feb60	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 Myachkovko 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
		CCCP-04189 CCCP-04189	II-14LIK-2 II-14LIK-2	AFL/Central Region AFL/Ukraine	trf trf	21oct70 21jun78	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 the windows, with 'Polyarnaya Aviatsiya' titles
6	34 13 03	CCCP-N821 CCCP-04190 CCCP-04190	II-14P II-14P II-14P	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	rgd rgd trf	unknown 31mar58 10feb60	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 with the GosNII GA in 1965; f/n SVO 1968; converted to an II-14LIK-2
		CCCP-04190	II-14P	AFL/Centr.Reg.-Mya	trf	21oct70	opb 229 LO of Myachkovski OAO opb Kerchenskaya SPAE; mentioned in an incident report at Kerch 29apr87; soc 11may89 as life-time expired
		CCCP-04190 CCCP-N822 CCCP-04191 CCCP-04191 CCCP-04191	II-14P II-14P II-14LR II-14LR II-14LR	AFL/Far East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Niy	trf rgd rgd trf	25jun77 unknown unknown 10feb60 01oct70	opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56 initially opb 254 ATO; in natural metal c/s with red cheatline and trim, with 'Aeroflot Polyarnaya Aviatsiya' titles; underwent trials with the GosNII GA in 1962; assigned to an Antarctic expedition 24sep62 and trf to Antarkticheskiy otryad 04oct62; operated at Mirny (Antarctica); seen with Red Stars under the wings at Mirny 01nov67; converted to an II-14LIK-2
6	34 13 04	CCCP-04190 CCCP-N822 CCCP-04191 CCCP-04191 CCCP-04191	II-14P II-14P II-14LR II-14LR II-14LR	AFL/Far East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Niy	trf rgd rgd trf	25jun77 unknown unknown 10feb60 01oct70	arrived again at Antarctica on board of M/V "Ob" in 1970 or 1971; equipped as a geophysical survey laboratory by PGO "Sevmorgeo" in the early 1970s (the prototype of this type of laboratory) soc 31jul86 as life-time expired
6	34 13 05	614	II-14P	Civ Avn Adm China	rgd	1956	in fleet list 18mar58 ice-reconnaissance aircraft; in fleet list 08jul58
6	34 13 06	7401	II-14P	Yugoslav Air Force	mfd	26apr56	soc 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03
		71301	II-14P	Yugoslav Air Force	r/r	ca.1970	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 08	CCCP-L5065 CCCP-L5065 CCCP-61737 CCCP-61737	II-14P II-14P II-14M II-14M	AFL/Uzbekistan-TAS AFL/N.Kavkaz-VOG AFL/Tajikistan-DYU AFL/Uzbekistan-TAS	rgd trf trf trf	unknown 24feb58 16jan64 22jan66	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 '401' on the tail and '7401'
6	34 13 09	CCCP-L5066 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41842	II-14P II-14P II-14P II-14P II-14P II-14P	AFL/Uzbekistan-TAS AFL/Privolzhsk AFL/North Kavkaz AFL/N.Kavkaz-MRV AFL/Uzbekistan	rgd trf trf trf trf	unknown 07jun58 14apr62 jan67 24feb73	VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade-Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/08apr24
6	34 14 01	CCCP-L5067	II-14P	AFL/Arkhangel.-ARH AFL/Tajikistan-DYU	trf rgd	17may75 1956	in document 20dec57 as II-14P, 18 pax configuration 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 unknown
							in document 20dec57 as II-14P, 18 pax configuration
							soc 18sep76 as life-time expired in document 20dec57 as II-14P, 18 pax configuration

6	34	17	07	CCCP-L5084 CCCP-91487 CCCP-91487 CCCP-91487	II-14P II-14M II-14M II-14M	AFL/Kyrgyzstan AFL/Kyrgyzstan AFL/Moldova-KIV AFL/Far East-KHV	rgd rgd trf trf	unknown 1958/59 23apr60 11jan62	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 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
6	34	17	08	CCCP-L5085 CCCP-41805 CCCP-41805 CCCP-41805	II-14P II-14M II-14M II-14M	AFL/Azerbaijan-ASF AFL/Azerbaijan-ASF AFL/N.Kavkaz-ASF AFL/West Sib.-OVb	rgd rgd trf trf	unknown 1958/59 22dec67 11apr73	soc 31jan75 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in natural metal c/s with two blue cheatlines; soc 30nov74 as life-time expired; broken up at Novosibirsk-Severnýy photo; in document 20dec57 as II-14P, 18 pax configuration; opb 107 LO; converted to II-14M date unknown opb 107 LO; w/o 23oct59 on the leg from Stalingrad to Moscow- Vnukovo of a flight from Baku to Moscow 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 Agabov) 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 in document 20dec57 as II-14P, 18 pax configuration
6	34	17	09	CCCP-L5086 CCCP-41806	II-14P II-14M	AFL/Azerbaijan-BAK AFL/Azerbaijan-BAK	mfd rgd	31aug56 1958/59	
6	34	17	10	CCCP-L5087 CCCP-L5087 CCCP-41815 CCCP-41815 CCCP-L5088 CCCP-61657 CCCP-61657	II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/Privolzhsk-KUF AFL/Belarus-MHP AFL/Belarus-MHP AFL/East Siberia AFL/Georgia-TBS AFL/Georgia-TBS AFL/Yakutiya-YKS	rgd trf rgd trf rgd rgd trf	unknown 07mar58 unknown 04mar75 unknown 1958/59 14apr66	in document 20may64; photo exists MHP, in natural metal c/s with two blue cheatlines soc 27oct77 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; mentioned again in document mar58 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	01	DM-SBO DM-SBO not known CCCP-L5089 CCCP-41833(1) CCCP-41833(1) CCCP-41833(1) CCCP-L5090 CCCP-41834(1) CCCP-L5092 CCCP-61749 CCCP-L5091 CCCP-L5091 CCCP-41835(1) CCCP-41835(1) CCCP-L5093 CCCP-41836 CCCP-41836 CCCP-41836 CCCP-41836 CCCP-L5094	II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14P II-14M II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14P	Deutsche Lufthansa Interflug Egyptian Air Force AFL/West Sib.-OVb AFL/West Sib.-OVb AFL/Armenia AFL/Armenia-EVN AFL/West Sib.-OVb AFL/Far East-KHV AFL/Far East-KHV AFL/West Sib.-OVb Aeroflot/USHVLP AFL/Belarus AFL/Magadan-GDX AFL/West Sib.-OVb AFL/West Sib.-OVb AFL/Kazakhstan-TSE AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU	rgd trf slid rgd rgd trf trf rgd rgd rgd trf trf trf rgd rgd trf trf trf trf rgd	13nov56 '59/63 31dec66 unknown 1958/59 08may60 sep56 unknown 10may59 unknown 1958/59 unknown 29may58 04jun59 12oct60 unknown 1958/59 30apr60 1963 jan64 unknown	26 pax configuration; converted to 32 pax configuration 1964; canx 13nov66 fate unknown in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown see c/n 14803074 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 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 soc 30mar75 as life-time expired in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College see c/n 147001824 soc 12jun73 as worn out in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in document feb61 soc 27oct72 as life-time expired in document 20dec57 as II-14P in 18 pax configuration; opb 186 AO Tadzhijskoi OAG GVF; converted to an II-14M, date unknown opb 186 AO Tadzhijskoi 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 10sep62 in document 20dec57 as II-14P, 18 pax configuration Kirovograd Advanced Flying Training College soc 01jul74 as life-time expired in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College f/n EVN 21nov64 soc 19feb81 as life-time expired in document 20dec57 as II-14P, 18 pax configuration 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 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 in document 20dec57 as II-14P, 18 pax configuration 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 the fuselage without wings and the tail section in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown operated until 08jun68 in natural metal c/s with two blue cheatlines; soc 26oct76 as life-time expired; broken up at Novosibirsk-Severnýy in document 20dec57 as II-14P, 18 pax configuration in document apr59/jan60 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-Severnýy in document 20dec57 as II-14P, 18 pax configuration f/n MRV 25mar66; photo also at SVO, date unknown Troitsk Technical Aviation College; soc 23jul82 as worn out 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 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 was converted to II-14M by oct63; soc 20jul70 as life-time expired, last digit difficult to read in MGA document in document 20dec57 as II-14P, 18 pax configuration converted to II-14LIK-2; soc 19may82 as life-time expired; f/n UKK 22apr93, burnt remains only in documents aug56 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 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 in documents nov60/09jun66; in natural metal c/s with two blue cheatlines; repainted in 1977 at ARZ-407 in standard Aeroflot 'blue' c/s; photo exists; soc 23feb82 as life-time expired; broken up at Novosibirsk-Severnýy in document oct56 and in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown (retains the shorter fuselage) 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 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown soc 27sep77 as life-time expired Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration
6	34	18	02	DM-SBO DM-SBO not known CCCP-L5089 CCCP-41833(1) CCCP-41833(1) CCCP-41833(1) CCCP-L5090 CCCP-41834(1) CCCP-L5092 CCCP-61749 CCCP-L5091 CCCP-L5091 CCCP-41835(1) CCCP-41835(1) CCCP-L5093 CCCP-41836 CCCP-41836 CCCP-41836 CCCP-41836 CCCP-L5094	II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14P II-14M II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14P	Deutsche Lufthansa Interflug Egyptian Air Force AFL/West Sib.-OVb AFL/West Sib.-OVb AFL/Armenia AFL/Armenia-EVN AFL/West Sib.-OVb AFL/Far East-KHV AFL/Far East-KHV AFL/West Sib.-OVb Aeroflot/USHVLP AFL/Belarus AFL/Magadan-GDX AFL/West Sib.-OVb AFL/West Sib.-OVb AFL/Kazakhstan-TSE AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU	rgd trf slid rgd rgd trf trf rgd rgd rgd trf trf trf rgd rgd trf trf trf trf rgd	13nov56 '59/63 31dec66 unknown 1958/59 08may60 sep56 unknown 10may59 unknown 1958/59 unknown 29may58 04jun59 12oct60 unknown 1958/59 30apr60 1963 jan64 unknown	26 pax configuration; converted to 32 pax configuration 1964; canx 13nov66 fate unknown in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown see c/n 14803074 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 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 soc 30mar75 as life-time expired in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College see c/n 147001824 soc 12jun73 as worn out in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in document feb61 soc 27oct72 as life-time expired in document 20dec57 as II-14P in 18 pax configuration; opb 186 AO Tadzhijskoi OAG GVF; converted to an II-14M, date unknown opb 186 AO Tadzhijskoi 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 10sep62 in document 20dec57 as II-14P, 18 pax configuration Kirovograd Advanced Flying Training College soc 01jul74 as life-time expired in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College f/n EVN 21nov64 soc 19feb81 as life-time expired in document 20dec57 as II-14P, 18 pax configuration 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 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 in document 20dec57 as II-14P, 18 pax configuration 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 the fuselage without wings and the tail section in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown operated until 08jun68 in natural metal c/s with two blue cheatlines; soc 26oct76 as life-time expired; broken up at Novosibirsk-Severnýy in document 20dec57 as II-14P, 18 pax configuration in document apr59/jan60 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-Severnýy in document 20dec57 as II-14P, 18 pax configuration f/n MRV 25mar66; photo also at SVO, date unknown Troitsk Technical Aviation College; soc 23jul82 as worn out 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 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 was converted to II-14M by oct63; soc 20jul70 as life-time expired, last digit difficult to read in MGA document in document 20dec57 as II-14P, 18 pax configuration converted to II-14LIK-2; soc 19may82 as life-time expired; f/n UKK 22apr93, burnt remains only in documents aug56 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 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 in documents nov60/09jun66; in natural metal c/s with two blue cheatlines; repainted in 1977 at ARZ-407 in standard Aeroflot 'blue' c/s; photo exists; soc 23feb82 as life-time expired; broken up at Novosibirsk-Severnýy in document oct56 and in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown (retains the shorter fuselage) 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 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown soc 27sep77 as life-time expired Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration
6	34	18	03	CCCP-L5089 CCCP-41837 CCCP-41837 CCCP-41837 CCCP-L1603 CCCP-L1603 CCCP-91603 CCCP-91603 CCCP-91603 CCCP-91603 CCCP-91603 CCCP-91603 CCCP-L1619 CCCP-61619 CCCP-L1608 CCCP-61608 CCCP-61608	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-14P II-14P II-14P II-14P	AFL/West Sib.-OVb AFL/West Sib.-OVb Aeroflot/KShVLP AFL/Yakutiya AFL/West Sib.-OVb Aeroflot/USHVLP AFL/Belarus AFL/Armenia AFL/Armenia-EVN AFL/Uzbekistan-TAS AFL/East Siberia AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Far East-KHV AFL/Far East AFL/Far East-KHV	rgd rgd trf trf rgd trf trf trf trf trf trf trf rgd rgd rgd rgd trf	unknown 1958/59 28dec61 10sep73 unknown 29may58 19may59 17oct60 sep65 04jan73 15jan77 unknown unknown unknown 1958/59 1974	
6	34	18	09	CCCP-L5095 CCCP-41837 CCCP-41837 CCCP-41837 CCCP-L1603 CCCP-L1603 CCCP-91603 CCCP-91603 CCCP-91603 CCCP-91603 CCCP-91603 CCCP-L1619 CCCP-61619 CCCP-L1608 CCCP-61608 CCCP-61608	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-14P II-14P II-14P	AFL/West Sib.-OVb AFL/West Sib.-OVb Aeroflot/KShVLP AFL/Yakutiya AFL/West Sib.-OVb Aeroflot/USHVLP AFL/Belarus AFL/Armenia AFL/Armenia-EVN AFL/Uzbekistan-TAS AFL/East Siberia AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Far East-KHV AFL/Far East AFL/Far East-KHV	rgd rgd trf trf rgd trf trf trf trf trf trf rgd rgd rgd rgd trf	unknown 1958/59 28dec61 10sep73 unknown 29may58 19may59 17oct60 sep65 04jan73 15jan77 unknown unknown unknown 1958/59 1974	
6	34	19	01	CCCP-L1604 CCCP-91604 CCCP-91604 CCCP-91604	II-14P II-14P II-14P II-14P	AFL/Far East-KHV AFL/Far East-KHV AFL/Yakutiya-YKS AFL/Yakutiya-Zhg	mfd rgd trf trf	28sep56 1958/59 02jan64 10apr74	
6	34	19	04	CCCP-L1639 CCCP-61639 CCCP-61639	II-14P II-14M II-14M	AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/West Sib.-OVb	rgd rgd trf	1956 1958/59 08jun68	
6	34	19	05	CCCP-L1642 CCCP-61642 CCCP-61642 CCCP-61642	II-14P II-14P II-14P II-14P	AFL/Uzbekistan-TAS AFL/Turkmenis.-ASB AFL/Armenia-EVN AFL/West Sib.-OVb	rgd trf trf trf	unknown 17apr59 14jul60 19jan73	
6	34	19	06	CCCP-L1644 CCCP-61644 CCCP-61644 CCCP-61644 CCCP-L1643 CCCP-61643	II-14P II-14P II-14P II-14P II-14P II-14P	AFL/Uzbekistan-TAS AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG Aeroflot/TATU AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd trf trf trf rgd rgd	unknown 31may58 feb67 05may72 unknown 1958/59	
6	34	19	07	CCCP-L1649 CCCP-61649	II-14P II-14P	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd rgd	unknown 1958/59	
6	34	19	08	CCCP-L1645 CCCP-61645 CCCP-61645 CCCP-L1651 CCCP-L1651 CCCP-61651	II-14P II-14P II-14P II-14P II-14P II-14M	AFL/Kyrgyzstan-FRU AFL/Kyrgyzstan-FRU AFL/Kazakhstan-UKK AFL/Uzbekistan-TAS AFL/Kyrgyzstan-FRU AFL/Uzbekistan-TAS	rgd rgd trf rgd trf rgd	unknown jun58 04apr75 unknown 1958/59 1958/59	
6	34	20	01	CCCP-L1650 CCCP-61650(1)	II-14P II-14M	AFL/Ukraine-IEV AFL/Ukraine-IEV	rgd rgd	unknown 1958/59	
6	34	20	02	CCCP-L1655 CCCP-61655	II-14M II-14M	AFL/West Sib.-Ovn AFL/West Sib.-OVb	rgd rgd	unknown 1958/59	
6	34	20	03	CCCP-L1660 CCCP-61660	II-14P II-14M	AFL/Turkmenis.-ASB AFL/Turkmenis.-ASB	rgd rgd	unknown 1958/59	
6	34	20	04	CCCP-L1652 CCCP-61652 CCCP-L1656	II-14P II-14M II-14P	AFL/Krasnoyarsk-KJA AFL/Krasnoyarsk-KJA Aeroflot/USHVLP	rgd rgd rgd	unknown 09may58 unknown	
6	34	20	05						

7 34 31 01	CCCP-61790	Il-14G	AFL/Moscow (MUTA)	trf	27jul58	cargo version
	CCCP-61790	Il-14G	AFL/Moscow SPIMVL	trf	31jul63	cargo version; soc 12jun73 as life-time expired
	CCCP-L1463	Il-14G	AFL/Uzbekistan-TAS	rgd	unknown	cargo version; overhauled at AERB-243 nov58
	CCCP-61728	Il-14G	AFL/Uzbekistan-TAS	rgd	unknown	cargo version
	CCCP-61728	Il-14G	AFL/Magadan-GDX	trf	29jan63	cargo version; reported Anadyr 23may74 in incident report
7 34 31 02	CCCP-61728	Il-14G	AFL/Turkmenis.-ASB	trf	dec75	cargo version
	CCCP-61728	Il-14G	AFL/Arkhangel.-ARH	trf	01feb78	cargo version; soc 22jun81 as worn out; wreck still present Anadyr 12jul01, in 'polar' c/s
	CCCP-L1465	Il-14G	AFL/GosNII GVF	rgd	unknown	cargo version
	CCCP-L1465	Il-14G	AFL/Moscow SPIMVL	trf	12feb58	cargo version
	CCCP-L1465	Il-14G	AFL/GosNII GVF	trf	may58	cargo version
	CCCP-41808	Il-14G	AFL/International	trf	01jun70	cargo version; f/n SVO 26jun70; converted to Il-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
	CCCP-41808	Il-14LIK-2	AFL/Centr.Reg.-BKA	trf	06jun75	later sat wfu at "Druzhnaya" polar station until wrecked by a hurricane; soc date not mentioned in MGA document
7 34 31 03	CCCP-L1525	Il-14M	AFL/East Sib.-IKT	rgd	unknown	in MGA document as Il-14M
	CCCP-91525	Il-14M	AFL/East Sib.-IKT	rgd	1959	soc 30nov74 as life-time expired
7 34 31 04	CCCP-L1527	Il-14M	AFL/Magadan-GDX	mfd	22jul57	in MGA document as Il-14M
	CCCP-91527	Il-14M	AFL/Magadan-GDX	rgd	unknown	opb 185 LO 1 Magadanskogo OAO; converted to an ice-reconnaissance aircraft, but used for cargo flights 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	Il-14M	AFL/Syktvykar-SCW	trf	unknown	in document 1958; in MGA document as Il-14M
	CCCP-91530	Il-14M	AFL/Syktvykar-SCW	rgd	jul58	
	CCCP-91530	Il-14M	AFL/Komi-SCW	trf	15feb66	soc 24dec74 as life-time expired
7 34 31 06	CCCP-L1553	Il-14M	AFL/Privolzhsk-KUF	rgd	unknown	in MGA document as Il-14M
	CCCP-91553	Il-14M	AFL/Privolzhsk-KUF	rgd	unknown	converted to Il-14RR date unknown
	CCCP-91553	Il-14RR	AFL/Magadan-GDX	trf	unknown	on charge as of 01feb64
	CCCP-91553	Il-14RR	AFL/Krasnoyarsk	trf	01apr75	soc 21aug84 as life-time expired
7 34 31 07	CCCP-L1571	Il-14M	AFL/N.Kavkaz-ROV	mfd	07aug57	operated until 21dec59; in MGA document as Il-14M
	CCCP-L1571	Il-14M	AFL/N.Kavkaz-ROV	trf	06apr60	
	CCCP-91571	Il-14M	AFL/N.Kavkaz-ROV	rgd	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	Il-14G	AFL/West Sib.-OVb	rgd	unknown	cargo version
	CCCP-61784(1)	Il-14G	AFL/West Sib.-OVb	rgd	1959	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	Il-14M	AFL/Privolzhsk-KUF	rgd	unknown	in MGA document as Il-14M
	CCCP-91589	Il-14M	AFL/Privolzhsk-KUF	rgd	1958/59	
	CCCP-91589	Il-14M	AFL/Privolzhsk-RTW	trf	1961	
	CCCP-91589	Il-14M	AFL/Privolzhsk-PEZ	trf	unknown	in document jan64; soc 28feb75 as life-time expired
7 34 32 01	CCCP-L1539	Il-14M	AFL/Kazakhstan-ALA	rgd	unknown	in documents may57/jun59; in MGA document as Il-14M
	CCCP-91539	Il-14M	AFL/Kazakhstan-ALA	rgd	1958/59	in document jul59
	CCCP-91539	Il-14M	AFL/Magadan	trf	15jan64	
	CCCP-91539	Il-14M	AFL/Arkhangel.-ARH	trf	15mar75	soc 22sep78 as life-time expired
7 34 32 02	CCCP-L1523	Il-14M	AFL/N.Kavkaz-ROV	mfd	03aug57	in documents 09jan57/oct59; in MGA document as Il-14M
	CCCP-91523	Il-14M	AFL/Kazakhstan-ALA	rgd	1958/59	
	CCCP-91523	Il-14M	AFL/Kazakhstan-BXJ	trf	jan64	soc 01jun73 to Cuba
	CU-F925	Il-14M	Cubana	SCU	26mar82	converted to Il-14FKM; l/n SCU 1983, active
	CU-T925	Il-14FKM	Aerocaribbean	HAV	sep84	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; l/n HAV 14dec93; repainted by dec95 in all-white c/s with orange tail logo; seen SCU 25jul99 operational; l/n SCU oct99, stored; fate ?
7 34 32 03	CCCP-L2009	Il-14M	AFL/Yakutiya	mfd	12aug57	in MGA document as Il-14M
	CCCP-52009	Il-14M	AFL/Yakutiya	rgd	unknown	photo exists at Ust-Nera; soc 29jul77 as life-time expired
7 34 32 05	CCCP-L2013	Il-14M	AFL/Armenia	rgd	unknown	in MGA document as Il-14M
	CCCP-52013	Il-14M	AFL/Armenia	rgd	1958/59	
	CCCP-52013	Il-14M	AFL/Far East-KHV	trf	31mar62	
	CCCP-52013	Il-14M	AFL/N.Kavkaz-KRR	trf	unknown	in document may64; directorate not mentioned in MGA document; soc 30apr77
7 34 32 06	CCCP-L1469	Il-14G	AFL/N.Kavkaz-ROV	toc	09oct57	cargo version; in documents 1957/may59
	CCCP-61739	Il-14G	AFL/N.Kavkaz-ROV	rgd	1958/59	cargo version
	CCCP-61739	Il-14G	AFL/Ukraine-SIP	trf	28mar75	cargo version
	CCCP-61739	Il-14G	AFL/Ukraine-KHC	trf	1976	cargo version; f/n MRV 17nov76; converted to Il-14LIK-2; soc 25mar87 as life-time expired
7 34 32 07	CCCP-L2015	Il-14M	AFL/Kazakhstan-ALA	rgd	unknown	in document jan59; in MGA document as Il-14M
	CCCP-52015	Il-14M	AFL/Kazakhstan-ALA	rgd	1958/59	
	CCCP-52015	Il-14M	AFL/Kazakhstan-BXJ	trf	jan64	in document 22apr60; soc 20may71, trf to AFL/GosNII
7 34 32 08	CCCP-L2018	Il-14M	AFL/Ukraine-SIP	mfd	18mar57	in MGA document and accident report as an Il-14M; possibly toc 22aug57
	CCCP-52018	Il-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	Il-14M	AFL/Ukraine-HRK	toc	unknown	on charge as of 01oct57; in MGA document as Il-14M
	CCCP-52020	Il-14M	AFL/Ukraine-HRK	rgd	1958/59	
	CCCP-52020	Il-14M	AFL/Ukraine-IEV	trf	1962	in document 18nov64; converted to Il-14LIK-1; photo exists; soc 28jun83 as life-time expired
7 34 32 10	CCCP-L2029	Il-14M	AFL/Northern-LED	mfd	1957	in MGA document as Il-14M; directorate not mentioned in MGA document
	CCCP-52029	Il-14M	AFL/Northern-LED	trf	1958/59	photo; opb 1 LOAO; converted to Il-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. Vovaykov (replaced Il-14 CCCP-52056 which had crashed); mentioned in an incident report at LED 16dec87; soc 25dec87 as amortisation period expired
7 34 33 01	CCCP-L1475	Il-14G	AFL/West Sib.-OVb	toc	15oct57	cargo version
	CCCP-61785(1)	Il-14G	AFL/West Sib.-OVb	rgd	1959	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	Il-14M	AFL/Magadan-GDX	toc	28sep57	in MGA document as Il-14M
	CCCP-52034	Il-14M	AFL/Magadan-GDX	rgd	1958/59	
	CCCP-52034	Il-14M	AFL/Polar	trf	17jul67	
	CCCP-52034	Il-14LR	AFL/Yakutiya-Niy	trf	01oct70	ice-reconnaissance aircraft; soc 19jan81 as life-time expired
	CCCP-52034	Il-14LR	AFL/Yakutiya-Niy	trf	01oct70	ice-reconnaissance aircraft; soc 19jan81 as life-time expired
7 34 33 03	CCCP-L2037	Il-14M	AFL/Lithuania-VNO	rgd	unknown	in MGA document as Il-14M
	CCCP-52037	Il-14M	AFL/Lithuania-VNO	rgd	1959	
	CCCP-52037	Il-14M	AFL/Kazakhstan	trf	14dec74	soc 20jul76 as life-time expired
7 34 33 04	CCCP-L2039	Il-14M	AFL/Armenia	rgd	unknown	in MGA document as Il-14M; f/n MRV 27jun60
	CCCP-52039	Il-14M	AFL/Armenia	rgd	1958/59	
	CCCP-52039	Il-14M	AFL/N.Kavkaz-ROV	trf	28mar64	
	CCCP-52039	Il-14M	AFL/Uzbekistan-TAS	trf	06jan73	
	CCCP-52039	Il-14M	AFL/East Siberia	trf	31jan77	soc 20oct80 as life-time expired
7 34 33 05	CCCP-L2040	Il-14M	AFL/Latvia-RSC	toc	01nov57	in MGA document as Il-14M; photo RSC apr58, in natural metal c/s with two blue cheatlines
	CCCP-52040	Il-14M	AFL/Latvia-RSC	rgd	1959	
	CCCP-52040	Il-14M	AFL/Moscow SPIMVL	trf	17oct65	soc 29mar68 as worn out
7 34 33 06	CCCP-L1476	Il-14G	AFL/Kazakhstan	mfd	10oct57	cargo version; toc 16oct57
	CCCP-91495	Il-14G	AFL/Kazakhstan	rgd	1958/59	cargo version
	CCCP-91495	Il-14G	AFL/Kyrgyzstan-FRU	trf	31oct58	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	CCCP-L2044	Il-14M	AFL/Armenia	toc	31dec57	in MGA document as Il-14M
	CCCP-52044	Il-14M	AFL/Armenia	rgd	unknown	trf oct61 to Cuba
7 34 33 09	"03" red	Il-14M	Soviet Air Force	SXF	1969	in white/natural metal c/s with 'lightning-bolt' cheatline; later dumped at Falkenberg, l/n 06jun93, c/n reported as 3309
7 34 34 04	CCCP-L1479	Il-14G	AFL/Magadan-GDX	toc	18nov57	cargo version
	CCCP-61735	Il-14G	AFL/Magadan-GDX	rgd	1958/59	cargo version; photo exists in 'polar' c/s; soc 19jul85 as life-time expired
7 34 34 06	CCCP-06150	Il-14M	MAP Kuibyshev	rgd	06may82	navais 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 E50.361987), seen apr93/oct23
7 34 34 07	CCCP-N444	Il-14M	Polyarnaya Aviats.	rgd	20nov57	in a document 18mar58

		CCCP-04192	Il-14M	Polyarnaya Aviats.	rgd	22may58	confirmed in register 02oct58
		CCCP-04192	Il-14M	AFL/Polar	trf	10feb60	initially opb 247 AO at SVO; trf to 248 AO at Nizhniye Kresty 14nov61 (became 248 LO of Niznekolymski OAO in 1963)
		CCCP-04192	Il-14M	AFL/Yakutiya	trf	01oct70	opb 248 LO of Niznekolymski OAO (became 248 LO of Kolyma-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, 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; l/n Myachkovo 13apr92
7 34 34 08	"21" red		Il-14T	Soviet Air Force	rgd	unknown	on the register as FLA-01146; marked '41085' in cockpit, probably the call-sign; l/n at Myachkovo 28aug95; ferried to Zhukovski in early 1996; seen stored at Zhukovski may96/aug01; repaired for ferry flight to Switzerland, test-flown 07apr05
	01146		Il-14T	Rossiia	Mya	03jun92	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
	EX-1146K		Il-14T	Rossiia	rgd	may05	reverted to its old registration for display; became a restaurant "Runway 34" at ZRH (N47.440128 E8.5578639); l/n may23
	01146		Il-14T	Rossiia			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 09		CCCP-61760	Il-14M	AFL/Far East-KHV	mfd	28oct57	cargo version; toc 06nov57
7 34 34 10		CCCP-L1481	Il-14G	AFL/Kazakhstan	mfd	01nov57	cargo version
		CCCP-91496	Il-14G	AFL/Latvia	trf	23oct58	cargo version; on charge as of 01feb63
		CCCP-91496	Il-14G	AFL/Magadan-GDX	trf	unknown	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
		CCCP-91496	Il-14G	AFL/East Siberia	trf	24dec75	cargo version; soc 27aug85 as life-time expired; f/n BXJ 23apr93, derelict, still present oct94
7 34 35 04		CCCP-L1484	Il-14G	AFL/Kazakhstan-ALA	toc	15nov57	in fleet list 18mar58
		CCCP-91497	Il-14G	AFL/Kazakhstan-ALA	rgd	1958/59	24 pax configuration
		CCCP-91497	Il-14G	AFL/Kazakhstan-BXJ	trf	jan64	
7 34 35 06		CCCP-N445	Il-14M	Polyarnaya Aviats.	mfd	15nov57	
		CCCP-04193	Il-14M	Polyarnaya Aviats.	rgd	1958/59	
		CCCP-04193	Il-14M	AFL/Polar	trf	10feb60	
		CCCP-04193	Il-14M	AFL/Central Region	trf	21oct70	
							photo may72, converted to Il-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, l/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	Il-14G	AFL/Uzbekistan-TAS	toc	06dec57	cargo version
		CCCP-61730	Il-14G	AFL/Uzbekistan-TAS	rgd	1958/59	cargo version; registration already in document mar59
		CCCP-61730	Il-14G	AFL/Tajikistan-DYU	trf	29apr59	cargo version; f/n Sperenberg 07feb76
		CCCP-61730	Il-14G	AFL/East Siberia	trf	29apr79	cargo version; soc 19nov87 as life-time expired
7 34 35 09	"02" red		Il-14M	Soviet Air Force	rgd	unknown	opb BVVAUL at Balashov; in white c/s with thin red (faded to brown) cheatline and grey undersides, colour 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, l/n on GE may24
7 34 35 34	not known		Il-14	Soviet Navy		1963	converted to flying laboratory; last four only of c/n confirmed
7 34 36 03		CCCP-L1491	Il-14G	AFL/Far East	toc	11jan58	cargo version
		CCCP-61750	Il-14G	AFL/Far East-KHV	rgd	1958/59	cargo version; in document jan59; l/n KHV 11apr73, photo exists; soc 30nov77 as life-time expired
7 34 36 04		CCCP-61738	Il-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		CCCP-27210	Il-14	MAP Gorki APO	rgd	29nov65	f/n IEV sep76 just small 'Aeroflot' titles on the nose; canx 1979
7 34 36 08		CCCP-L1492	Il-14G	AFL/Privolzhsk-RTW	toc	10jan58	cargo version
		CCCP-91489	Il-14G	AFL/Privolzhsk-RTW	rgd	1958/59	cargo version
		CCCP-91489	Il-14G	AFL/Arkhangel.-ARH	trf	27feb78	cargo version; soc 18jan82
7 34 36 09		CCCP-L2058	Il-14M	AFL/Syktvykar-SCW	mfd	30nov57	opb Syktvykarskaya otdelnaya aviagruppa; toc 12dec57; in MGA document as Il-14M
		CCCP-52058	Il-14M	AFL/Syktvykar-SCW	rgd	1958/59	opb Syktvykarskaya otdelnaya aviagruppa; opb 75 LO; in document 01apr59; w/o 16feb66 on a flight from Vorkuta to Syktvykar 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; t/t 17,157 hours; soc 01apr66
7 34 36 10		CCCP-L2059	Il-14M	AFL/Armenia	toc	07jan58	in MGA document as Il-14M
		CCCP-52059	Il-14M	AFL/Armenia	rgd	1958/59	trf oct61 to Cuba
7 34 37 01		CCCP-L1493	Il-14G	AFL/Ukraine-DNK	toc	11jan58	cargo version
		CCCP-91477	Il-14G	AFL/Ukraine-DNK	rgd	1959	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 Il-14T)
		CCCP-91477	Il-14G	AFL/Yakutiya-YKS	trf	06feb73	probably trf to AFL/East Siberia-IKT, date unknown; f/n UKX nov77; soc 11sep80 as life-time expired
7 34 37 02		CCCP-91477	Il-14G	AFL/Yakutiya-ADH	trf	01mar74	cargo version; Ulyanovsk Advanced Flying Training College
		CCCP-L1494	Il-14G	Aeroflot/USHVLP	toc	25jan58	cargo version; Ulyanovsk Advanced Flying Training College
		CCCP-61726	Il-14G	Aeroflot/USHVLP	rgd	1958/59	cargo version; soc 19mar80 as life-time expired; photo OHH 1960s in natural metal c/s with two blue cheatlines, l/n UUS 1984
		CCCP-61726	Il-14G	AFL/Far East-KHV	trf	09jun59	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
8 34 37 03		CCCP-61761	Il-14	AFL/Far East	toc	unknown	still in service 20sep86; photo 1989 in 'polar' c/s; soc 14mar89 as amortisation period expired; was preserved at a square at Mys Shmidta from 1989, but destroyed by arson during the same year
7 34 37 04		CCCP-61762	Il-14P	AFL/Yakutiya	toc	19apr76	soc 15dec81 as no spares available for overhaul
8 34 37 08		CCCP-61768	Il-14	AFL/Far East	toc	02jul80	
8 34 38 05		not known	Il-14	Soviet Air Force	no	reports	
		CCCP-61785(2)	Il-14	AFL/Magadan	toc	10oct80	
8 34 38 07	"07" yellow		Il-14T	Soviet Air Force	Vla	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	? "06"		Il-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	Il-14	MAP Kirzhach	rgd	27may58	served with various MAP factories
		CCCP-06103	Il-14	MAP Moskovski OAO	trf	15nov77	canx 30jan89
8 34 39 01		not known	Il-14T	Soviet Air Force	mfd	05apr58	
		CCCP-61788(2)	Il-14T	AFL/West Siberia	toc	apr60	
		CCCP-61788(2)	Il-14T	AFL/Yakutiya	trf	16oct80	not in the MGA document as such
							opb Kolyma-Indigirski OAO; photo in 'polar' c/s; was the last Il-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 Il-14s from use; see c/n 147001434
8 34 39 03		not known	Il-14T	Soviet Air Force	mfd	31oct58	see c/n 6341804
		CCCP-41834(2)	Il-14T	AFL/Arkhangel.-ARH	toc	17may80	converted to Il-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 Il-14T CCCP-04180 (see comment there); l/n on board M/V "Kapitan Myshevskii" in Antwerp harbour 14may88; soc 27dec90 as amortisation period expired
		CCCP-41834(2)	Il-14T	AFL/Central Region	trf	20aug86	taken at ULN with the c/n visible but not 100% clear on the tail; the prefix MONGOL was initially only worn on the wings; initially with 6 cabin windows, later converted with 8 cabin windows and additional seating
8 34 39 05	? 104		Il-14M	MIAT Mongolia		photo	seen preserved Ulan Bator (N47.853783 E106.75780) 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; l/n 16jul19 in better condition; still present on GE jun23
	MONGOL-104		Il-14M	MIAT Mongolia	ULN	jul71	at ARZ-407 as Flying laboratory with two radomes at bottom of fuselage, the nature of trials is unknown
8 34 39 06	"06"		Il-14T	Soviet Air Force	ph.	1974	
8 34 40 01		not known	Il-14T	Soviet Air Force	mfd	apr58	
		CCCP-48106	Il-14T	MOMS Nizhni Tagil	rgd	20nov69	belonged to a test centre and was an avionics test-bed with radar nose; converted to Il-14SLL; wfu 1985, t/t 3,500 hours; stored at Nizhni Tagil
		RA-02299	Il-14T	Yuzhny Ekspres	KRR	15jul94	restoration has started 1993 and was first flown again may94
		FLARF02299	Il-14T	Yuzhny Ekspres	VKO	14mar96	still present 16apr97 and flying at Zhukovski aug97 with various sponsor titles; l/n Pushkin 24may99/05aug01 parked at 20 ARZ rework; repair completed jun02
		FLARF02299	Il-14T	white c/s, n/t	Mya	11aug02	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 to be restored to flying condition; photo 2017, forward fuselage stripped of paint; l/n may23 as such
8 34 40 02		CCCP-.....	Il-14	MAP Irkutsk MSZ	mfd	25may58	i/s 29may58; was possibly a flying laboratory
		CCCP-29120	Il-14	MAP MSZ Sukhoi	rgd	19nov65	canx 10dec82
		CCCP-29120	Il-14	MAP MSZ Sukhoi	trf	unknown	reportedly based at Khodynka until around 1985/86 and then at Chkalovskaya; last overhaul completed 31oct86; canx 30jan89; t/t 28,318 hours and 4,500 ? cycles; broken up
8 34 40 03		CCCP-64456	Il-14	MAP Tbilisi APO	mfd	1958	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

8	34	40	04	CCCP-27212	Il-14T	MAP Tashkent APO	rgd	15dec65	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 Il-14 built ?; canx 20sep88; preserved at the Tashkent Factory No. 34 museum since 05may90; i/n dec19; relocated by apr20 (N41.29815 E69.33029); i/n jul24
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80 Il-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 Il-14s only have the shorter 21.31 m fuselage.

14 803 001	DDR-AVF not known	Il-14P	FW Dresden, n/t	rgd	10oct55	first Il-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	Il-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	Il-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, i/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; i/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 Il-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	Il-14P	East German AF	rgd	11mar57	with call-sign DM-VAG from 03jan57 and canx 24mar57; soc oct63
14 803 004	DM-ZZG DM-UAB 400	Il-14P Il-14P(T) Il-14P(T) Il-14P(T)	Egyptian Air Force FW Dresden, n/t East German AF East German AF	sld rgd rgd rgd	1965 22nov56 22dec56 11mar57	fate unknown test-flight reg; f/f 27dec56; 18 pax configuration; Il-14P(T) cargo interior without large cargo door 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 DM-SAA DM-SAA 491	Il-14P Il-14P Il-14P Il-14P	Deutsche Lufthansa Deutsche Lufthansa Interflug East German AF	rgd rgd trf rgd	07mar57 04jul57 dec58 21jan61	rgd for Leipzig Trade Fair canx 21jan61 converted to Il-14P(T) in 1963
	not known no reg	Il-14P(T) Il-14P(T)	Egyptian Air Force FW Dresden, n/t	sld f/f	1965 16may57	shot down on delivery to Egypt by friendly fire d/d 07jun57 to Dessau; 18 pax configuration; Il-14P(T) cargo interior without large cargo door
14 803 006	421	Il-14P(T)	East German AF	toc	07jun57	rgd 21nov58 with call-sign DM-VAI; converted to cargo Il-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	Il-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	Il-14P Il-14P	Deutsche Lufthansa Interflug	rgd trf	26aug57 '59/'63	26 pax configuration converted to 32 pax configuration; nose gear damaged 05oct70 at Barth; wfu with t/t around 17,000 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
14 803 009	DM-SAC DM-SAC	Il-14P Il-14P	Deutsche Lufthansa Interflug	rgd trf	17sep57 '59/'63	26 pax configuration 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 Il-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	Il-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 'Zarząd 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	Il-14P	Inst. Lotnictwa	WAW	11jul90	still with 'Zarząd 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	Il-14P	Avia Mark	rgd	03sep91	no titles; based at Łódź; 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 Łódź, 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); offered for sale 23nov12, for € 35,700; transported by road to Grimmen nov17
	'DM-SAD'	Il-14P	Interflug	ph.	feb18	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 not known	Il-14P Il-14P Il-14P	Deutsche Lufthansa Interflug Egyptian Air Force	rgd trf sld	03oct57 1959/'63 31dec64	26 pax configuration; converted to 32 pax configuration in 1964; see c/n 14803010 photo; canx 31dec64
14 803 012	SP-LNH	Il-14P	LOT	d/d	02nov57	fate unknown 26 pax configuration; rgd 09nov57; converted to 32 pax configuration in 1964; f/n AMS 01oct62, in new c/s; i/n PRG aug67; canx 21jul72
	CCCP-52082 CCCP-52082	Il-14P Il-14P	AFL/Arkhangel.-ARH AFL/Central Region	toc trf	unknown 29may..	on charge as of 01jan73; still in service in 1986 year not clear in MGA document possibly 1988; soc 31may90
14 803 013	SP-LNI CCCP-52063	Il-14P Il-14P	LOT AFL/West Siberia	d/d toc	09nov57 14jan73	26 pax configuration; rgd 14nov57; converted to 32 pax configuration in 1964; canx 20apr73 see canx data above; in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in standard Aeroflot 'blue' c/s
	CCCP-52063	Il-14P	AFL/Krasnoyarsk	trf	29dec78	repainted in 1981 at ARZ-407 in 'polar' c/s; still in service 20sep86; soc 28sep89 as life-time expired; photo Igarka late 1980s in 'polar' c/s; remains seen Igarka 11jun94
14 803 014	SP-LNK	Il-14P	LOT	d/d	21nov57	26 pax configuration; rgd 26nov57; f/n DRS 06mar61; i/n AMS 05oct63; converted to 32 pax configuration in 1964; canx 21jul72
	CCCP-13321 DM-SAE	Il-14P Il-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
14 803 015	DM-SAE	Il-14P	Interflug	trf	'59/'63	converted to 32 pax configuration in 1964; canx 19jan66; transferred to Syrian Air Force, serial unknown
14 803 016	DM-SAF DM-SAF	Il-14P Il-14P	Deutsche Lufthansa Interflug	f/f trf	26nov57 '59/'63	batch 6; in 26 passenger configuration; rgd 10dec57; h/o 18dec57; photo exists in new c/s 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 Pulsforde (near Zerbst) in summer 1991, seen there may95; arrived at Technikmuseum "Hugo Junkers" at Dessau-Alten 10sep99
	DM-SAF	Il-14P	Deutsche Lufthansa	ph.	24apr00	rebuilt by and preserved in Technikmuseum "Hugo Junkers" at Dessau-Alten (N51.836078 E12.208696), f/n on display 24apr00, i/n oct22
14 803 017	SP-LNL CCCP-52084 CCCP-52084	Il-14P Il-14P Il-14P	LOT AFL/Arkhangel.-ARH AFL/Ukraine-KHC	d/d toc trf	17dec57 10jan73 04may75	26 pax configuration; rgd 19dec57; converted to 32 pax configuration in 1964; canx 21jul72
14 803 018	SP-LNM CCCP-52079	Il-14P Il-14P	LOT MAP Gorki TskB	d/d rgd	18dec57 20feb73	converted to Il-14LIK-1; in an incident report at Belgorod 05may87; i/n DNK 07jan88; soc 29mar88 as life-time expired
14 803 019	DM-SAG DM-SAG	Il-14P Il-14P	Deutsche Lufthansa Interflug	d/d trf	30dec57 jun60	26 pax configuration; rgd 31dec57 soc but date unknown; possibly second use of this registration as an Il-14
14 803 020	DM-SAH DM-SAH	Il-14P Il-14P	Deutsche Lufthansa Interflug	rgd trf	31dec57 '59/'63	26 pax configuration; transferred to Syrian Air Force, serial unknown
14 803 021	no reg	Il-14P	FW Dresden, n/t	d/d	06feb58	26 pax configuration; d/d 20jan58 canx 05oct69 or '70 and preserved in Dessau Zoo, scrapped 1988
	401	Il-14P	East German AF	i/s	06feb58	to Dessau; according to CofA issued by FWD, the wings were built by Avia !; 24/28 pax configuration, Il-14P(T) cargo interior without large cargo door
	not known 403	Il-14P	Egyptian Air Force	sld	1965	rgd 21nov58 with call-sign DM-VAK; in natural metal c/s; collided on the ground with Il-14P '444' at Dessau-Alten 27jun61; wfu dec64
14 803 022	426	Il-14P(T) Il-14P(T)	East German AF East German AF	mfd rgd	28dec57 21nov58	fate unknown d/d 18mar58 to Dessau; 24/28 pax configuration, Il-14P(T) cargo interior without large cargo door
	426	Il-14P(T)	Hungarian AF	d/d	01dec80	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 was a gift to the Hungarian Air Force museum, preserved at Szolnok (N47.130408 E20.219348) in these fake colours, i/n sep22, with its future uncertain; still visible on GE image feb24
14 803 023	DM-SAI DM-SAI	Il-14P Il-14P	Deutsche Lufthansa Interflug	rgd trf	11feb58 '59/'63	26 pax configuration; d/d 12feb58 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	Il-14P Il-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	Il-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	Il-14P Il-14P	Deutsche Lufthansa Interflug	rgd LEJ	04mar58 1963	26 pax configuration; d/d 26mar58
	DDR-SAL	Il-14P	Interflug	rgd	29apr81	l/s 1963; in basic DLH c/s with small 'Interflug' titles on nose only; converted to 34 pax configuration in 1964
	'DM-ZZB'	Il-14P	3. Parteikonferenz	DRS	17sep90	converted to navads calibration aircraft; last service 06mar84; last flight 15mar84 (to Dresden), as last active Il-14P in Germany; preserved at Flugzeugwerft Dresden
14 803 027	DM-SAL 485 DM-SAT 485	Il-14P Il-14P Il-14P Il-14P	Deutsche Lufthansa East German AF EGAF/IFL c/s, n/t East German AF	DRS rgd rgd ret	may00 28aug58 20aug65 13may77	preserved at Elbe-Flugzeugwerke Dresden in these fake markings, l/n as such may97; subsequently restored to original colours; see c/n 14803001
14 803 028	HA-MAD	Il-14P	MALÉV	d/d	08apr58	preserved at Elbe-Flugzeugwerke Dresden (N51.130162 E13.773077) in original colours, l/n 28feb18 with call-sign DM-VAE; d/d 24oct58, Salon; l/s 27oct58; red cheatline converted to 34 pax configuration in 1965
	CCCP-41863(2) CCCP-41863(2) CCCP-41863(2) CCCP-41863(2)	Il-14P Il-14P Il-14P Il-14P	AFL/Uzbekistan AFL/Kazakhstan AFL/West Sib.-TOF AFL/Yakutiya	toc trf trf trf	unknown 20jan72 unknown 14may85	photo SXF aug78, in dark green/light brown camouflage; canx 01dec80; broken up at DRS 27feb81
14 803 029	HA-MAE	Il-14P	MALÉV	mfd	01apr58	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 day as the registration was cancelled on charge as of 01jan71; see c/n 146000701
	CCCP-61663(2) CCCP-61663(2) CCCP-61663(2)	Il-14P(T) Il-14LR Il-14LR	AFL/Yakutiya-Niy AFL/Yakutiya-YKS AFL/Yakutiya-MJZ	toc trf trf	11sep70 1971 unknown	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
14 803 030	HA-MAF	Il-14P	MALÉV	d/d	21apr58	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 Il-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-61650(2) CCCP-61650(2) CCCP-61650(2) CCCP-61650(2)	Il-14P Il-14P Il-14P Il-14P	AFL/Uzbekistan AFL/Kazakhstan AFL/Krasnoyarsk AFL/Centr.Reg.-Mya	toc trf trf trf	29oct70 25jan72 09feb83 30jun86	converted to Il-14LR ice-reconnaissance aircraft in Yakutsk oao documents in early 1970s
14 803 031	433	Il-14P	East German AF	i/s	13jun58	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; seen jun09 dismantled and l/n may20 (N62.09988 E129.76458) and in poor condition
14 803 032	444	Il-14P	East German AF	i/s	26jun58	26 pax configuration; CofA issued 23apr58; named 'Ferenc' (a Hungarian given name, but not worn); converted 06jul59 to 28 seats and 10may60 to 32 seats, the last passenger window (left and right) replaced with emergency windows; converted 20may64 to 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 was cancelled
14 803 033	HA-MAH	Il-14P	MALÉV	d/d	30may58	see c/n 6342001
14 803 034	HA-MAI	Il-14P	MALÉV	mfd	mar58	photo; converted to a Geophysical Survey aircraft in 'polar' c/s; f/n 1990 in Antarctica; soc 27dec90 as amortisation period expired
	CCCP-61689 CCCP-61689 CCCP-61689 CCCP-61689 RA-02254	Il-14P Il-14P Il-14P Il-14P Il-14P	AFL/N.Kavkaz-KRR AFL/Yakutiya-YKS AFL/Yakutiya AFL/Yakutiya-YKS Aeroflot	d/d trf trf trf KRR	29may70 05nov70 1980 unknown 15jul94	24/28 pax configuration; Il-14P(T) cargo interior without large cargo door; rgd 21nov58 with call-sign DM-VAM canx 24mar77; converted to Il-14P(T) in 1963; soc 29feb80; broken up DRS 23jun80
14 803 035	482	Il-14S	East German AF	i/s	03jul58	24/28 pax configuration; Il-14P(T) cargo interior without large cargo door; rgd 21nov58 with call-sign DM-VAM canx 24mar77; converted to Il-14P(T) in 1963; soc 29feb80; broken up DRS 23jun80
14 803 036	007	Il-14P	Polish Air Force	d/d	26jul58	24/28 pax configuration; Il-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 Il-14P '401' at Dessau-Alten 27jun61; canx 24mar77; aircraft soc 08nov79; broken up DRS 05may80
14 803 037	3036 008 SP-LNZ 3037	Il-14P Il-14P Il-14P Il-14P	Polish Air Force Polish Air Force LOT Polish Air Force	f/f d/d rgd r/r	1982 26jul58 14mar61 1982	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 Ferihegy 17feb64; t/t 4,680 hrs
14 803 038	LZ-ILC	Il-14P	TABSO/Balkan	AMS	26nov63	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 (left and 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; canx 29may70
14 803 039	LZ-ILD	Il-14P	TABSO/Balkan	d/d	23jul58	c/n from Aeroflot maintenance document, mfd given there as 01oct61, which is not correct
14 803 040	094 LZ-ILE	Il-14P Il-14P	Bulgarian AF TABSO/Balkan	SOF d/d	04may83 07aug58	c/n as such in MGA document
14 803 041	904	Il-14P	East German AF	f/f	07aug58	carried out the last regular Il-14 flight in the Soviet Union in spring 1991
	DM-VAS 488	Il-14P Il-14P	East German AF East German AF	rgd r/r	21nov58 unknown	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 registration visible at all
14 803 042	909	Il-14P	East German AF	f/f	11aug58	rgd 28aug58 with call-sign DM-VAD canx 07jan83; to Bautzen 15dec82; seen preserved Finow (N52.832807 E13.676390) mar95; bare metal c/s since sep07; l/n jun24
	DM-VAO 409	Il-14P Il-14P	East German AF East German AF	rgd r/r	21nov58 unknown	26 pax configuration; seen WAW 08aug73
14 803 043	915	Il-14P	East German AF	f/f	21aug58	soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00
	DM-VAP 405 405 DM-SAS 405 917	Il-14P Il-14P Il-14P(T) Il-14P(T) Il-14P(T) Il-14P	East German AF East German AF East German AF Interflug East German AF East German AF	rgd r/r rgd ret f/f	21nov58 unknown 20aug65 unknown 03sep58	26 pax configuration; Il-14S
14 803 044	DM-VAQ 416 416	Il-14P Il-14P Il-14F	East German AF East German AF East German AF	rgd r/r h/o	21nov58 unknown 07jan66	canx 25sep62 as returned to Polish Air Force
14 803 045	921	Il-14P	East German AF	f/f	17sep58	f/n KRK 20jun89; soc 07apr92; 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 mar16; fuselage seen jul17 in the centre of Warsaw at the junction ul. Marszałkowska / ul. Świętokrzyska, 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
	DM-VAR 422 422	Il-14P Il-14P Il-14F	East German AF East German AF East German AF	rgd r/r h/o	21nov58 unknown 05feb66	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 ?
	DDR-SAM (2)	Il-14F	Interflug/FIF	h/o	07jan83	26 pax configuration; seen BUD 12aug65; l/n SOF 21apr73 operational; canx 15nov74 and transferred to Bulgarian Air Force

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 14nov58; rgd only 14nov58
	662	II-14P	Civ Avn Adm China	toc	1958	based at Shanghai by 1960 and by 1986; f/n SHA 23apr79; grounded in 1986 as life-time expired; scrapped at Shanghai
14 803 047	DM-ZZY	II-14P	FW Dresden	f/f	11sep58	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 14nov58; rgd only 14nov58
14 803 048	664 DM-ZZZ	II-14P II-14P	Civ Avn Adm China FW Dresden	toc rgd	1958 31jul58	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, IKT, ULN to PEK 31jul59/07aug59; h/o at PEK 08aug59
	672	II-14P	Civ Avn Adm China	toc	1959	f/n RGN 16feb62; l/n CAN 01feb83; nearly out of hours by sep84, having been operational/based in Shanghai, and flown to Hunan as a gift for the Hunan Institute of Aviation; fate unknown
14 803 049	DM-ZZU	II-14P	FW Dresden	rgd	26jan58	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 Hang Khong Vietnam; fate unknown
14 803 050	670 DM-ZZV	II-14P II-14P	Civ Avn Adm China FW Dresden	rgd	20jul58	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, IKT, ULN to PEK 20/26jul59; h/o at PEK 27jul59
	666	II-14P	Civ Avn Adm China	rgd	1958/59	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 I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; in natural metal c/s; 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	II-14P II-14P	Civ Avn Adm China FW Dresden	rgd rgd	1958/59 31jul58	f/n KMG 16apr79; l/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 SXF, VNO, VKO, SVX, OVB and IKT to PEK 31jul59/07aug59; h/o at PEK 08aug59
	674	II-14P	Civ Avn Adm China	rgd	1958/59	f/n 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	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
	676	II-14P	Civ Avn Adm China	rgd	1958/59	f/n PEK sep78; still in fleet list in 1982; probably wfu in 1988; preserved at the Chengdu Guangan College (N30.946628 E104.32603), seen sep99/may18, in poor condition
14 803 054	DM-ZZL	II-14P(T)	FW Dresden	rgd	nov58	batch 10; version III/1; in 26 passenger/24 stretcher configuration; test-flight registration; f/f 27nov58; test-flown 03dec58
	009 SP-LNR (2) 009 47 3054	II-14P(T) II-14P(T) II-14P(T) II-14P(T) II-14P(T)	Polish Air Force LOT Polish Air Force Polish Air Force Polish Air Force	DRS rgd ret rgd r/r	15jan59 19jun62 25sep62 jul63 1982	test-flown 15jan59; h/o 24feb59 and ferried from DRS to WAW the same day; opb 36. SPLT at WAW canx 25sep62 as returned to the Polish Air Force; see c/ns 14803055 and 14803069
14 803 055	010	II-14P(T)	Polish Air Force	f/f	10dec58	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-Kamienna (N51.087230 E20.850527), seen apr92/jun24
	021 SP-LNR (3) 46 SP-LNW 46 SP-LNW 46 SP-LNW 46 3055	II-14P(T) II-14P(T) II-14P(T) II-14P(T) II-14P(T) II-14P(T) II-14P(T) II-14P(T) II-14P(T)	Polish Air Force LOT Polish Air Force LOT Polish Air Force LOT Polish Air Force LOT Polish Air Force	DRS rgd ret rgd ret rgd ret ret r/r	22jan59 05jun63 30jul63 04jun66 15jul66 10jun67 17jul67 06jun68 12jul68 1976	batch 10; version III/1; in 26 passenger/24 stretcher configuration; test-flight registration; did probably not carry Polish checkerboards; test-flown 15jan59 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
14 803 056	DM-ZZT	II-14P	FW Dresden	rgd	nov58	opb 13. PLT at KRK opb 13. PLT at KRK opb 13. PLT at KRK; f/n KRK 24feb76 opb 13. PLT at KRK; soc 22oct84; probably scrapped
		II-14P	FW Dresden	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 unknown
14 803 057	DM-ZZN	II-14P	FW Dresden	rgd	nov58	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	II-14P	FW Dresden	f/f	11dec58	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
	4217	II-14P	Chinese Air Force	DRS	28dec59	test-flown 28dec59 and h/o the same day; ferried from DRS via VNO to VKO 02jan60 (by 8 crew members, among them 2 Germans and 6 Chinese), the Chinese crew continued the ferry flight to China without the Germans then
14 803 059	DM-ZZP	II-14P	FW Dresden	f/f	22dec58	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 28dec59
	4219	II-14P	Chinese Air Force	DRS	24dec59	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 then
	30-59	II-14P	Albanian Air Force	trf	1971	opb Regiment 7594 at Tirana-Rinas; with red 'lightning bolt' cheatline; wfu by 1992 and stored at TIA, severely damaged by rebels mar97 and l/n oct02, serial not visible as the rudder had decayed away; broken up by apr03 and sent to the metallurgical plant at Elbasan to be melted down
14 803 060	DM-ZZQ	II-14P	FW Dresden	f/f	22jan59	batch 10; version I/4; in 26/32 passenger configuration; test-flight registration; stored at DRS feb59/dec59; rgd 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; rgd only 31dec59
	YR-ILO	II-14P	TAROM	DRS	22dec59	test-flown 22dec59; h/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; l/n BBU apr74; w/o 01mar76 when crashed on approach to Sibiu; 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	II-14P(T)	Polish Air Force	f/f	20feb59	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
	SP-LNO (1) 022 SP-LNP (2) 022 SP-LNT 022 3063 N163RR	II-14P(T) II-14P(T) II-14P(T) II-14P(T) II-14P(T) II-14P(T) II-14P(T) II-14P(T)	LOT Polish Air Force LOT Polish Air Force LOT Polish Air Force Polish Air Force Aviation Classics	rgd ret rgd ret rgd ret r/r MUC	05jun61 30nov61 18jun62 25sep62 04jun66 15jul66 apr82 14aug88	opb 36. SPLT at WAW see c/n 14803069 and 14803073 opb 36. SPLT at WAW opb 36. SPLT at WAW; reportedly received the serial '010' in 1968, but see c/n 14803076 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 Reno-Stead 24mar05; registration reserved 12jul05 and finally rgd 09aug05; canx 23jul14
14 803 064	YR-ILH	II-14P	TAROM	f/f	04apr59	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 CCCP-41887(2) 023	II-14P II-14P II-14P II-14P(T)	Romanian Air Force CIPA AFL/East Siberia Polish Air Force	trf no reports toc f/f	17apr74 10apr79 11mar59	CoFA re-issued 16may75; in TAROM c/s; canx 18jul78 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 see c/n 14803063
14 803 065	SP-LNO (2) 023	II-14P(T) II-14P(T)	LOT Polish Air Force	rgd ret	14jun62 25sep62	opb 36. SPLT at WAW

	SP-LNO 023 41 3065	(2)	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; l/n operational KRK 23may93; soc 30nov95; sat wfu at KRK, seen apr98 preserved (in bare metal c/s with only Polish checkerboard under the wing) in Luftfahrt und Technik Museumspark at Merseburg from summer 2004, l/n oct20; brought to euronova CAMPUS at Hürth near Cologne in summer 2021 (50°52'44"N 6°54'31"E); l/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
	no serial		II-14P(T)	no titles			
14 803 066	YR-ILI 066 ? YR-ILI CCCP-61778(2) RA-61778(2) RA-02117 RA-0543G		II-14P II-14P II-14P II-14P II-14P II-14P II-14P	TAROM Romanian Air Force CIPA AFL/East Siberia AK im. Ekzuypery A.A. Poddubny A.A. Poddubny	f/f trf ret toc photo rgd rgd	13apr59 17apr74 29may75 09sep78 photo 25apr94 27nov07	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 sold to Mirmiski Aeroklub im. Antuana de Sent-Ekzuypery (Antoine de Saint-Exupéry) in 1993; ferried from Ulan-Ude to Mirny 02oct93; in full standard 'blue' Aerofoil 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' Aerofoil c/s with 'Sov'yetski 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 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' Aerofoil c/s with 'Sov'yetski Soyuz' titles and a Soviet flag on the fin; was stored at Rzhhevka (which was closed in 2006); offered for sale sep10, for € 200,000; ferried from Rzhhevka to Gorelovo 09nov11; stored at Gorelovo (N59.766501 E30.063551), l/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; l/n Gorelovo 06apr23, stored 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 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 batch 11; version I/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; l/n BBU mid-apr74; see next line in TAROM c/s; canx 18jul78 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 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 see c/ns 14803054 and 14803055 opb 36. SPLT at WAW see c/n 14803063 and 14803073 opb 55. PLT (later redesignated 13. PLT) at KRK opb 13. PLT at KRK
14 803 067	024 48 3067	(1)	II-14P(T) II-14P(T) II-14P(T)	Polish Air Force Polish Air Force Polish Air Force	f/f r/r r/r	21apr59 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 batch 11; version I/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; l/n BBU mid-apr74; see next line in TAROM c/s; canx 18jul78 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 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 see c/ns 14803054 and 14803055 opb 36. SPLT at WAW see c/n 14803063 and 14803073 opb 55. PLT (later redesignated 13. PLT) at KRK opb 13. PLT at KRK
14 803 068	DM-ZXD YR-ILK 068 ? YR-ILK CCCP-41830(2)		II-14P II-14P II-14P II-14P II-14P	FW Dresden TAROM Romanian Air Force CIPA AFL/Arkhangelsk	f/f DRS trf rgd toc	04may59 15jun59 17apr74 10may75 05apr79	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 batch 11; version I/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; l/n BBU mid-apr74; see next line in TAROM c/s; canx 18jul78 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 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 see c/ns 14803054 and 14803055 opb 36. SPLT at WAW see c/n 14803063 and 14803073 opb 55. PLT (later redesignated 13. PLT) at KRK opb 13. PLT at KRK
14 803 069	025 SP-LNR 025 SP-LNP 45 SP-LNU 45 SP-LNU 45 3069 YR-ILJ		II-14P(T) II-14P(T) II-14P(T) II-14P(T) II-14P(T) II-14P(T) II-14P(T) II-14P(T) II-14P(T) II-14P	LOT Polish Air Force LOT Polish Air Force LOT Polish Air Force LOT Polish Air Force LOT Polish Air Force LOT Polish Air Force CIPA	rgd ret rgd ret rgd ret rgd ret r/r f/f	30may59 03jun61 30nov61 03jun63 30jul63 02jun66 15jul66 03jun68 12jul68 1982 15may59	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 batch 11; version I/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; l/n BBU mid-apr74; see next line in TAROM c/s; canx 18jul78 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 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 see c/ns 14803054 and 14803055 opb 36. SPLT at WAW see c/n 14803063 and 14803073 opb 55. PLT (later redesignated 13. PLT) at KRK op

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 Il-14P and Av-14-32A (32-40 pax) as Il-14M.

The Il-14 and Avia14 were built with two fuselage sizes 21,31m and 22,31m.

21.31m for the Il-14P, Il-14S(P), Il-14T, Il-14G, Avia14P, T, Mehrzweck, Avia14P converted to Avia14T

22.31m for the Il-14M, Il-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 VZLÚ from 04sep56
		OK-KAA	Av-14(P)	VZLÚ	rgd	12oct56	tests completed 20dec56; canx 15apr57
		D-10	Av-14(P)	Czechoslovak AF	rgd	28may57	in the Czech civil register with this rgd and owner as MNO (Ministry of National Defence)
		1101	Av-14(P)	Czechoslovak AF	r/r	1957	l/n 1982
002	601102	not known	Av-14(P)	Avia	f/f	11sep56	18 pax configuration; used c/n 1102 as registration; to Soviet Union 16mar57
		CCCP-L1609	Av-14(P)	AFL/Georgia-TBS	toc	16mar57	in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
		CCCP-61609	Av-14(M)	AFL/Georgia-TBS	rgd	1958/59	in document 01oct59/1983; f/n TBS 1983 wfu; soc 30dec86 as life-time expired
003	601103	D-02	Av-14(P)	Czechoslovak AF	f/f	27sep56	18 pax configuration; toc 08jan57; rgd 30jan57 to Ministry of National Defence
		1103	Av-14(P)	Czechoslovak AF	r/r	jul57	opb 2 spojlt VVO at Trenčín in 1966/67; converted by Aero Vodochody in 1968 to, see next line
		1103	Av-14FG	Czechoslovak AF	r/r		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 Kunovích at Kunovice (N49.034297 E17.458304) since, l/n with serial jun08, seen without rudder and hence without serial aug13/sep16; see jul20 with rudder and serial; l/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	Av-14(P)	Czechoslovak AF	r/r	jul57	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
		OK-14	Av-14(P)	VZLÚ	trf	may68	d/d 09apr57; 18 pax configuration; a/c with auxiliary fuel tanks; rgd 30jul57; canx 17apr68
005	601105	OK-LZY	Av-14(P)	Czechoslovak AF	mfd	dec56	black and white photo exists 07jul75, in white c/s with grey undersides and lightning-bolt (blue) cheatlines; 07jul75, l/n Sperenberg 29sep75; soc 1978
		1105	Av-14(P)	Czechoslovak AF	r/r	1968	on the Czech civil register with owner as MNO (Ministry of Defence)
006	601106	D-06	Av-14(P)	Czechoslovak AF	rgd	07jun57	18 pax configuration; converted to Avia-14FG jul68; based at Hradec Králové; f/n Sperenberg 31mar73;
		1106	Av-14(P)	Czechoslovak AF	trf	29aug57	black and white photo exists, in white c/s with grey undersides; soc 1988; the aircraft was selected for 'Semtex' explosion tests feb90, with the airframe eventually destroyed
007	601107	CCCP-L1610	Av-14(P)	AFL/GosNII GVF	d/d	dec56	in 18 passenger configuration; completed check trials in the Soviet Union 09may57
		CCCP-L1610	Av-14(P)	AFL/Ukraine	trf	20oct57	in a document 20dec57 as a cargo aircraft
		CCCP-61610	Av-14(P)	AFL/Ukraine	rgd	17may58	opb 86 AO; dbr 23jan61 on the leg from Stalino (now Donetsk) to Dnepropetrovsk of a flight from Lugansk 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 escaped unhurt; soc 24mar61
008	602101	CCCP-L1611	Av-14(P)	Aeroflot/USHVLP	d/d	feb57	Ulyanovsk Advanced Flying Training College; 18 pax configuration
		CCCP-61611	Av-14(P)	Aeroflot/USHVLP	trf	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as cargo aircraft
		CCCP-61611	Av-14(P)	AFL/Belarus-MHP	trf	19may59	in documents 23sep59/19sep67; converted to Avia-14T
		CCCP-61611	Av-14T	AFL/Northern-LED	trf	17apr72	with t/t 24,618 hours after repairs by ARZ-407, opb 1 LOAO; converted to Avia-14FKM; f/n MMK 02feb81
		CCCP-61611	Av-14FKM	AFL/Leningrad-RVH	trf	02feb82	opb 2 LOAO; l/n RVH jul87; soc 30apr87 as amortisation period expired; scrapped at Rzhnevka, remains seen apr91/may92; nose section still present feb10; the cabin of an Il-14 flight simulator preserved in the Civil Aviation Museum at St. Petersburg has a plate with '61611' on the instrument panel, suggesting some parts are from this aircraft
009	602102	CCCP-L1612	Av-14(P)	AFL/Georgia-TBS	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown; dbr, details unknown, soc 03jun58
010	602103	CCCP-L1613	Av-14(P)	Aeroflot/USHVLP	d/d	early57	18 pax configuration; Ulyanovsk Advanced Flying Training College; in document 20dec57 as cargo aircraft
		CCCP-61613	Av-14(P)	Aeroflot/USHVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College
		CCCP-61613	Av-14(P)	Aeroflot/KShVLP	trf	06jan62	Kirovograd Advanced Flying Training College
		CCCP-61613	Av-14(P)	Aeroflot/USHVLP	trf	29dec65	Ulyanovsk Advanced Flying Training College; soc 09apr74 as life-time expired
011	602104	CCCP-L1614	Av-14(P)	Aeroflot/USHVLP	d/d	early57	18 pax configuration; Ulyanovsk Advanced Flying Training College; in document 20dec57 as cargo aircraft
		CCCP-61614	Av-14(P)	Aeroflot/USHVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College
		CCCP-61614	Av-14(P)	AFL/Belarus-MHP	trf	07dec59	
		CCCP-61614	Av-14(P)	AFL/Yakutiya-YKS	trf	12oct60	
		CCCP-61614	Av-14(P)	AFL/Yakutiya-Nyu	trf	1967	f/n MRV 05jun62
		CCCP-61614	Av-14(P)	AFL/Yakutiya-MJZ	trf	12apr71	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	Av-14(P)	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College
		CCCP-61615	Av-14(P)	Aeroflot/KShVLP	trf	10oct61	Kirovograd Advanced Flying Training College
		CCCP-61615	Av-14(P)	AFL/Centr.Reg.-Mya	trf	21jan71	f/n VKO 03jun71; still in service 20sep86; soc 23may88 as life-time expired; l/n Myachkovo 26sep91 partly broken up, gone by aug92
013	602106	CCCP-L1616	Av-14(P)	AFL/Azerbaijan-BAK	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
		CCCP-61616	Av-14(M)	AFL/Azerbaijan-BAK	rgd	unknown	
		CCCP-61616	Av-14(M)	AFL/Yakutiya-YKS	trf	24dec61	soc 01jul75 as life-time expired
014	602107	CCCP-L1617	Av-14(P)	AFL/Georgia-TBS	mfd	23feb57	18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in document jan59; converted to Avia-14(M) date unknown according to MGA document
		CCCP-61617	Av-14(M)	AFL/Georgia-TBS	rgd	1958/59	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 found 25aug63; t/t 11,682 hours; soc 19sep63
015	602108	CCCP-L1618	Av-14(P)	Aeroflot/USHVLP	d/d	early57	18 pax configuration; Ulyanovsk Advanced Flying Training College; in document 20dec57 as cargo aircraft
		CCCP-61618	Av-14(P)	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College
		CCCP-61618	Av-14(P)	AFL/Belarus	trf	19may59	
		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	Av-14(P)	Aeroflot/USHVLP	d/d	early57	18 pax configuration; Ulyanovsk Advanced Flying Training College; in document 20dec57 as cargo aircraft
		CCCP-L2000	Av-14(P)	AFL/VAU	trf	29mar58	Higher Aviation College
		CCCP-52000	Av-14(P)	AFL/VAU	rgd	unknown	Higher Aviation College; in document mar59; f/n LED 27jul70
		CCCP-52000	Av-14(P)	Aeroflot/USHVLP	trf	23jan74	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; l/n apr59; converted to Avia-14(M) date unknown
		CCCP-52001	Av-14(M)	AFL/Belarus-MHP	rgd	unknown	in documents may59/jan60
		CCCP-52001	Av-14(M)	AFL/East Siberia	trf	05mar75	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	Av-14(P)	AFL/Azerbaijan-ASF	mfd	23mar57	18 pax configuration; in document 20dec57 as cargo aircraft
		CCCP-52003	Av-14(P)	AFL/Azerbaijan-ASF	rgd	1958/59	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	Av-14(P)	Aeroflot/USHVLP	mfd	27feb57	18 pax configuration; Ulyanovsk Advanced Flying Training College; in document 20dec57 as cargo aircraft
		CCCP-52004	Av-14(P)	Aeroflot/USHVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College
		CCCP-52004	Av-14(P)	AFL/Belarus-MHP	trf	19may59	
		CCCP-52004	Av-14(P)	AFL/Yakutiya-YKS	trf	18dec61	
		CCCP-52004	Av-14(P)	AFL/Yakutiya-ADH	trf	07feb74	l/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 602115; f/n MRV 04jun60
023	703101	CCCP-52007 CCCP-L2010 CCCP-52010	Av-14(P) Av-14(P) Av-14(P)	AFL/Moldova-KIV AFL/Georgia-TBS AFL/Georgia-TBS	rgd mfd rgd	1958/59 05may57 1958/59	in document 1968; f/n 04oct68; photo exists; soc 30may74 as life-time expired 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, 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 CCCP-L2016	Av-14(P) Av-14(P) Av-14(M) Av-14(M) Av-14(P)	AFL/Georgia-TBS AFL/Sykytykar-SCW AFL/Sykytykar-SCW AFL/Komi-SCW AFL/Estonia	d/d trf rgd trf d/d	early57 26feb58 1958/59 15feb66 early57	18 pax configuration; in document 20dec57 as cargo aircraft converted to Avia-14(M) date unknown according to MGA document in document 01apr59
025	703103	CCCP-52016 CCCP-52016 CCCP-L2017	Av-14(M) Av-14(M) Av-14(P)	AFL/Estonia AFL/Arkhangel.-ARH AFL/Estonia	trf trf d/d	unknown 05apr75 early57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
026	703104	CCCP-52017 CCCP-52017 CCCP-52017 CCCP-L2019	Av-14(M) Av-14(M) Av-14(M) Av-14(P)	AFL/Estonia AFL/Magadan-GDX AFL/Kazakhstan AFL/Georgia-TBS	rgd trf trf d/d	unknown 20jan63 26jan73 early57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
027	703105	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	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-52021 CCCP-52021 CCCP-L2022 CCCP-L2022	Av-14(M) Av-14(M) Av-14(P) Av-14(P)	AFL/Georgia-TBS AFL/Georgia-SUI AFL/Moldova AFL/Ukraine	rgd trf d/d trf	unknown 1960 jun57 unknown	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 jan58/may59; converted to Avia-14(M) date unknown according to MGA document
029	703107	CCCP-52021 CCCP-52021 CCCP-L2022 CCCP-L2022	Av-14(M) 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 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
030	703108	CCCP-52022 CCCP-52022 OK-LCZ SP-LNN SP-LNN CCCP-52066	Av-14(M) Av-14(M) Av-14(P) Av-14(P) Av-14(P) Av-14(P)	AFL/Ukraine-IEV AFL/Moldova-KIV Omnipol LOT LOT AFL/Central Region	trf trf rgd d/d AMS toc	unknown 21jan61 01jun57 31jul57 19may66 05jun73	on charge as of 01oct60 f/n 16jul72; soc 27oct72 as life-time expired in 24 passenger configuration; canx 12aug57 rgd 05aug57; converted to an Avia-14(PT) canx 20apr73 opb Myachkovskii 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' c/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 killed; soc 13sep89
031	703109	OK-LCA	Av-14-24	CSA	rgd	18may57	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 13jun77; canx 22jul77
032	703110	CCCP-61793 OK-LCB	Av-14T Av-14-24	AFL/Central Region CSA	toc d/d	26jul77 07jun57	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-Ruzyně; 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 1974 CSA c/s; wfu mar77; transferred to Soviet Union 18may77; canx 22jul77
033	703111	OK-LCC	Av-14-24	CSA	rgd	11jun57	damaged by Mi-4 D-55 11jun57 whilst parked at Prague-Ruzyně; d/d 12jun57; i/s 20jun57; converted to 32 pax configuration; wfu 1966; canx 25may66; see fake 'OK-LCC' c/n 913145
034	703112	3111	Av-14(P)	Czechoslovak AF	trf	1966	converted to Avia-14FG in 1967/1968; wfu 31may77; seen derelict Hradec Králové 1990/1992; wings only still present 17jul96; small pieces only seen Zruc Airpark 2005/2008
035	703113	CCCP-61792 CCCP-61794 OK-LCE OK-LCE	Av-14(P) Av-14T Av-14-24 Av-14(P)	AFL/Arkhangel.-ARH AFL/East Siberia CSA Czech Civ Aerodr.	toc toc d/d trf	06sep77 20jul77 31jul57 aug60	rgd same date; i/s 03jul57; converted to 32 pax configuration; last domestic service 31mar77 (flight OK476 to Kosice-Bрно-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 service in 1986; soc 28may87 as amortisation period expired soc 02mar87 as amortisation period expired rgd same date; i/s 15jul57; damaged on landing at PRG 08nov57, but repaired; wfu 1960 and converted to calibrator
036	703114	CCCP-61759 LZ-ILM	Av-14(P) Av-14(P)	AFL/Arkhangel.-ARH Bul AF/Balkan c/s	toc d/d	05aug77 1957	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
037	703115	CCCP-L2026	Av-14(P)	AFL/Kyrgyzstan	d/d	1957	mentioned in an incident report; still in service in 1986; soc 06feb89 as amortisation period expired
038	704101	CCCP-52026 CCCP-L2028 CCCP-52028 CCCP-52028	Av-14(P) Av-14(P) Av-14(P) Av-14(P)	AFL/Kyrgyzstan-FRU AFL/Kyrgyzstan AFL/Kyrgyzstan AFL/Kyrgyzstan	rgd d/d rgd trf	1958/59 end57 unknown 22jan60	seen VAR 10sep66; c/n not confirmed; airframe confirmed for Bulgaria 18 pax configuration; in document 20dec57 as cargo aircraft soc 29jul77 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft
039	704102	CCCP-L2035 CCCP-52035	Av-14(P) Av-14(M)	AFL/Moldova-KIV AFL/Moldova-KIV	d/d rgd	end57 1958/59	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-L2036	Av-14(P)	AFL/Belarus-MHP	rgd	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 aircraft
041	704104	CCCP-52036	Av-14(P)	AFL/Belarus-MHP	rgd	13may58	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) according to the MGA listing, date unknown (but after 1969)
042	704105	CCCP-52038 CCCP-52038 CCCP-L2045	Av-14(M) Av-14(M) Av-14(P)	AFL/Georgia-TBS AFL/Georgia-SUI AFL/Kyrgyzstan	rgd trf d/d	1958/59 1960 end57	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 (KIT GA), seen apr78/aug93; trf to the Oleg Antonov State Aviation Museum at Kiev, f/n there 16dec06
043	704106	CCCP-52045 CCCP-52045 CCCP-L2046	Av-14(M) Av-14(M) Av-14(P)	AFL/Kyrgyzstan-FRU AFL/Turkmenis.-ASB AFL/Azerbaijan-BAK	rgd trf d/d	unknown 13may77 end57	seen in the process of repainting 30jul08; preserved in these fake colours in Oleg Antonov State Aviation Museum at Kiev (N50.407080 E30.457902), seen aug08/sep21 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
044	704107	CCCP-52046 CCCP-52046 CCCP-52046 CCCP-L2047 CCCP-52047	Av-14(M) Av-14(M) Av-14(LIK-2) Av-14(P) Av-14(P)	AFL/Azerbaijan-BAK AFL/Northern-LED AFL/Ukraine AFL/Moldova AFL/Moldova	trf trf trf d/d rgd	20dec57 09sep73 08jul75 end57 unknown	photo soc 26oct76 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
045	704108	CCCP-L2051	Av-14(P)	AFL/Far East-KHV	trf	unknown	in document 23jun73
046	704109	CCCP-L2052	Av-14(P)	Soviet MVD	toc	06sep57	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
047	704110	CCCP-52052 CCCP-52052 CCCP-52052 CCCP-52052 CCCP-L2053 CCCP-52053 CCCP-52053	Av-14(M) Av-14(M) Av-14(LIK-2) Av-14(LIK-2) Av-14(P) Av-14(P) Av-14(P)	AFL/Estonia AFL/Estonia-TLL AFL/Northern-VGD AFL/Central Region AFL/Far East-KHV AFL/Georgia-TBS AFL/Georgia-TBS AFL/Yakutiya-YKS	rgd trf trf trf mfd rgd trf	unknown feb66 23jun67 25jun73 16dec77 21aug57 1958/58 07feb63	f/n mar69 with t/t 25,737 hours; in MGA document with trf date given as 24sep73; converted to Avia-14LIK-2 in MGA document with trf date given as 18aug75; soc 20jan84 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft f/n MRV 20nov61 on charge as of 01mar62; soc 29aug77 as life-time expired 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 according to MGA document
048	704111	CCCP-L2060	Av-14(P)	AFL/Moscow (MUTA)	d/d	end57	in documents mar59/20mar63; photo exists; converted to Avia-14LIK-2 in document as such by this date, but trf not mentioned in the MGA document reported seen in the Congo, date unknown i/n Korf-Tillichiki 1977, active; photo exists; soc 26jun86 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft

049	704112	CCCP-52060	Av-14(M)	AFL/Estonia-TLL	trf	13sep58	f/n LED 01aug70 converted to IL-14LIK-1; in 'polar' c/s 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) according to the MGA document, date unknown in the accident report still as an IL-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; soc 19apr63 in 18 pax configuration; in a document 20dec57 as a cargo aircraft; in another document jan58 as an Avia-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 unknown 18 pax configuration; toc 29oct57; in document 20dec57 as cargo aircraft; mentioned again in document jan59 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 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 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 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 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 18 pax configuration soc 17oct74 as life-time expired 18 pax configuration; see IL-14 CCCP-52042 with unknown c/n and c/n 705108 18 pax configuration; see IL-14T CCCP-52043 with unknown c/n and c/n 806110 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 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 Jõhvi (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/t 1,195 hours; soc 24oct58 18 pax configuration; converted to Avia-14(M) date unknown according to MGA document photo exists soc 17dec75 as life-time expired 18 pax configuration; toc 1958 18 pax configuration; toc 16jan58; converted to Avia-14(M) date unknown according to MGA document soc 30nov74 as life-time expired 18 pax configuration; in document feb59; converted to Avia-14(M) date unknown according to MGA document 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 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; i/n UUS 07jul94, derelict; scrapped at UUS in 1995 24 pax configuration; photo exists at KIV on charge as of 06nov63; opb 1 LOAO 1970/may82; i/n LED 23aug80 in 'polar' c/s; converted to Avia-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 c/n from Czechoslovak register as such i/s 08may58; was hijacked by 4 men on a flight from Karlov Vary to Prague 08jun70 and landed at 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 scrapped; see IL-14T CCCP-52042 with unknown c/n rgd same date; i/s 02jun58; converted to 20 pax configuration; hijacked to VIE 08aug70; dbr by belly-landing at Karlov Vary 01feb72; canx 22jun72; donated to Autoklub Zlúťice (near Karlov Vary); preserved until scrapped in mar82 24 pax configuration; in document 01apr59 damaged at Ust'-Tsylna dec76; soc 31may77 as life-time expired 24 pax configuration soc 29apr74 as life-time expired 24 pax configuration in document 1960; f/n MRV 26apr61; soc 16jul84 as life-time expired 24 pax configuration c/n configuration; canx 03may58 to Indonesia; was perhaps delivered as PK-MZK, on the basis that Czech CAA records show 10 IL-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 (57.789431 E110.417544) for re-assembly and permanent exhibition; officially inaugurated 24apr18; seen 16jan19; seen 05oct19, with 'AURI' titles and flag; i/n sep24 24 pax configuration 24 pax configuration 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 rgd 31mar58; i/s 01apr58; named 'Pisek'; 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 as amortisation period expired; f/n CYX 05jul92 partly broken up, in 'polar' c/s; i/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 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 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 28 pax configuration; in the Czech civil register with rgd 18jul58 and owner as MNO (Ministry of National Defence) rgd 07sep60; version given as IL-14M in Czech register; canx 18apr61 converted to Avia-14FG 1967/1968; wfu 1987; cockpit only remains in Dopravne Museum Presov, seen aug93/oct94 28 pax configuration; in the Czech civil register with rgd 18jul58 and owner as MNO (Ministry of National Defence), version given as Avia 14M rgd 14apr61; version from Czech register; canx 10oct61 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, i/n aug24
		CCCP-52060	Av-14(M)	AFL/Arkhangelsk	trf	19oct74	
		CCCP-52060	Av-14(M)	AFL/Central Region	trf	04may75	
		CCCP-52060	Av-14LIK-1	AFL/Kazakhstan-UKK	trf	03aug77	
		CCCP-L2062	Av-14(P)	AFL/Azerbaijan-BAK	toc	05oct57	
050	704113	CCCP-52062	Av-14(M)	AFL/Azerbaijan-BAK	rgd	09may58	12oct57
		CCCP-L2064	Av-14(P)	AFL/Georgia-TBS	toc	12oct57	
051	704114	CCCP-52064	Av-14(M)	AFL/Georgia-TBS	rgd	1958/59	29aug57
		CCCP-L2025	Av-14(P)	AFL/Moscow (MUTA)	mfd	29aug57	
		CCCP-52025	Av-14(P)	AFL/Moscow (MUTA)	rgd	unknown	
052	704115	CCCP-52025	Av-14(P)	AFL/Privolzhsk	trf	12may59	01oct57
		CCCP-L2024	Av-14(P)	AFL/Azerbaijan-BAK	mfd	01oct57	
053	704116	CCCP-52024(1)	Av-14(P)	AFL/Azerbaijan-BAK	rgd	unknown	21oct57
		CCCP-L2027	Av-14(P)	AFL/Ukraine-LWO	mfd	21oct57	
054	704117	CCCP-52027	Av-14(M)	AFL/Ukraine-LWO	rgd	1958/59	1958 ?
		CCCP-L2032	Av-14(P)	AFL/Ukraine	toc	21nov57	
		CCCP-52032	Av-14(P)	AFL/Ukraine	rgd	1958 ?	
055	704118	CCCP-L2041	Av-14(P)	AFL/Moscow (MUTA)	toc	02dec57	02dec57
		CCCP-52041	Av-14(P)	AFL/Moscow (MUTA)	trf	unknown	
		CCCP-52041	Av-14(P)	AFL/Moldova-KIV	trf	01jun59	
		CCCP-52041	Av-14(P)	AFL/Yakutiya	trf	04mar73	
		CCCP-L2042	Av-14(P)	Soviet MVD	toc	11dec57	
056	704119	CCCP-L2043	Av-14(P)	Soviet MVD	toc	09dec57	30dec57
057	704120	CCCP-L2043	Av-14(P)	Soviet MVD	toc	09dec57	
058	705101	CCCP-L2048	Av-14(P)	AFL/Ukraine	mfd	30dec57	
059	705102	CCCP-L2048	Av-14(P)	AFL/Estonia	trf	21jan58	21jan58
		CCCP-L2057	Av-14(P)	AFL/Moscow (MUTA)	toc	21jan58	
		CCCP-52057	Av-14(M)	AFL/Moscow (MUTA)	rgd	1958/59	
		CCCP-52057	Av-14(M)	AFL/Azerbaijan-BAK	trf	10dec59	
		CCCP-52057	Av-14(M)	AFL/Turkmenis.-ASB	trf	15jan73	
060	705103	not known	Av-14(P)	Soviet MVD	d/d	end57	18dec57
061	705104	CCCP-L1312	Av-14(P)	AFL/Ukraine-LWO	mfd	18dec57	
062	705105	CCCP-91478	Av-14(M)	AFL/Ukraine-LWO	rgd	1958/59	
063	805106	CCCP-L5096	Av-14(P)	AFL/Moscow (MUTA)	toc	23jan58	1959
		CCCP-41831(1)	Av-14(M)	AFL/Privolzhsk-RTW	trf	1959	
		OK-BYU	Av-14(P)	CS-Gvt (LSFMV)	rgd	28apr58	
064	805107	OK-MCD	Av-14-32	CSA	rgd	13dec73	unknown
		CCCP-41829	Av-14(P)	AFL/Far East	toc	unknown	
065	705108	CCCP-91606	Av-14(FKM)	AFL/Leningrad-RVH	trf	05jan82	14sep57
		OK-LCF	Av-14-32A	Avia	rgd	14sep57	
066	805109	OK-LCF	Av-14-32A	CSA	d/d	05may58	unknown
		CCCP-52042(2)	Av-14-32A	AFL/Arkhangelsk	rgd	unknown	
067	805110	OK-MCG	Av-14-32A	CSA	d/d	31may58	10jun58
		CCCP-91607	Av-14(M)	AFL/Syktvykar-SCW	toc	10jun58	
068	805111	CCCP-91607	Av-14(M)	AFL/Komi-SCW	trf	15feb66	15feb66
		CCCP-91608	Av-14(M)	AFL/Latvia-RSC	toc	01jun58	
		CCCP-91608	Av-14(M)	AFL/Lithuania-VNO	trf	01jun60	
069	805112	CCCP-91608	Av-14(M)	AFL/Arkhangelsk.-ARH	trf	08sep73	01jun58
		CCCP-91609	Av-14(M)	AFL/Latvia-RIX	trf	01jun58	
		CCCP-91609	Av-14(M)	AFL/Kazakhstan-AKX	trf	09jun60	
070	805113	not known	Av-14(M)	to Soviet Union	d/d	early58	26apr58
071	805114	OK-MZK	Av-14(M)	Omnipol	rgd	26apr58	
072	805115	T-414	Av-14(M)	Indonesian AF	ph.	jan09	early58
		not known	Av-14(M)	to Soviet Union	d/d	early58	
		not known	Av-14(M)	to Soviet Union	d/d	early58	
		"01" red	Av-14(M)	Soviet Air Force	d/d	early58	
075	805118	OK-MCH	Av-14-32A	CSA	d/d	30mar58	10mar75
		CCCP-61713	Av-14(M)	AFL/Yakutiya	trf	10mar75	
076	805119	OK-MCI	Av-14-32A	CSA	d/d	30mar58	30mar58
		OK-MCJ	Av-14-32A	CSA	d/d	30mar58	
077	805120	3X-GPE	Av-14-32A	Air Guinée	d/d	30mar58	02jan62
		OK-MCJ	Av-14-32A	CSA	rgd	02jan62	
078	806101	OK-MCA	Av-14-28	CSA	trf	07sep60	unknown
		6101	Av-14(M)	Czechoslovak AF	ret	unknown	
079	806102	6102	Av-14(M)	Czechoslovak AF	d/d	03jun58	10sep60
		OK-MCB	Av-14-28	CSA	trf	10sep60	
		6102	Av-14(M)	Czechoslovak AF	ret	unknown	
080	806103	6102	Av-14FG	Czech Air Force	trf	01jan93	unknown
		6102	Av-14FG	Czech Air Force	trf	01jan93	

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 (N49.808379 E13.415813) apr93; l/n sep24
081	806104	OK-MCK	Av-14-32A	CSA	d/d	30mar58	rgd 24jun58; i/s 19jul58, named 'Strakonice'; seen AMS 15may62; converted to 40 pax configuration; wfu 12jan74; canx 31jan74; scrapped at PRG 1975
082	806105	OK-MCL	Av-14-32A	CSA	d/d	20mar58	rgd 21jun58; i/s 23jun58, named 'Trencin'; at AMS 30sep61; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 17feb75; canx 01jun75
		CCCP-52086	Av-14(M)	AFL/Komi-SCW	toc	04dec75	soc 21jul83 as life-time expired; photo SCW 1990, preserved in a poor condition on a pedestal; removed 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	Av-14(M)	AFL/Far East-KHV	toc	02dec75	still in service by 20sep86; soc 27feb89
084	806107	CCCP-52048	Av-14(M)	AFL/Far East-UUS	UUS	1984	rgd 27aug58; i/s 01sep58; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 24jan75; canx 01jun75
		OK-MCN	Av-14-32A	CSA	d/d	27jul58	soc 31dec86 as life-time expired
085	806108	CCCP-52078	Av-14(M)	AFL/East Siberia	toc	30jan76	rgd 28jun58; i/s 01jul58; canx 28jul62 as to Guinea
		OK-MCO	Av-14-32A	CSA	d/d	27jun58	in full colours with titles; the photo was possibly taken at Abidjan and probably before it became 3X-CAG
		OK-MCO	Av-14(M)	Air Guinée	photo		reported in Guinean register
		3X-GAG	Av-14(M)	Air Guinée			converted to 40 passenger configuration; wfu mar77; sold to the Soviet Union 16may77
		OK-MCO	Av-14-32A	CSA	d/d	06jan75	opb Ulan-Udinski OAO; in post-1973 Aeroflot c/s with the red inscription 'Agitperelyot 60 let VSU GA' (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 Slavvansk to serve as a source of spares for the restoration of Il-12T CCCP-73975, seen there 13jul88, still with the inscription; probably scrapped at Slavvansk
		CCCP-41827	Av-14(M)	AFL/East Siberia	toc	10jan78	rgd same date; d/d 30jun58; i/s 03jul58; f/n AMS 17oct59; l/n LBG 02jun69; wfu dec74; sold to Soviet Union 29jan75; canx 01jun75
086	806109	OK-MCP	Av-14-32A	CSA	mfd	28jun58	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
		CCCP-52096	Av-14(M)	AFL/East Sib.-IKT	toc	28oct75	rgd same date; i/s 03jul58; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 20jan75; canx 01jun75
087	806110	OK-MCR	Av-14-32A	CSA	d/d	30jun58	on charge as of 01apr75; photo; soc 20apr82 as worn out; see Il-14T CCCP-52043 with unknown c/n
		CCCP-52043(2)	Av-14-32A	AFL/Arkhangel.-ARH	toc	unknown	rgd same date; i/s 19jul58; at AMS 31jul62; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 24jan75; canx 01jun75
		OK-MCS	Av-14-32A	CSA	d/d	18jul58	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
		CCCP-61612	Av-14(M)	AFL/East Siberia	toc	01sep75	rgd 19jul58; i/s 22jul58; w/o 10oct62 when crashed near Ujezd u Brna, mountain Stará hora on approach to Brno, 13 of the 42 occupants killed; canx 17oct62
089	806112	OK-MCT	Av-14-32A	CSA	d/d	18jul58	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
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 with unknown c/ns
093	806116	PK-MZO	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
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 01jun75
		CCCP-61664(2)	Av-14(M)	AFL/Yakutiya	toc	21oct75	opb Kolyma-Indigirski OAO; in 'polar' c/s; still in service in 1986; soc 29dec89 as life-time expired; t/t 33,831 hours; seen CYX 05jul92, wfu partly broken up; l/n sep03; see c/n 146001030
100	807105	OK-BYO	Av-14-32	CS-Gvt (LSFMV)	rgd	30jul58	version from Czech register; salon aircraft; canx 05feb73
		OK-MCC	Av-14-32A	CSA	rgd	24sep73	in natural metal c/s with titles, converted to 40 pax configuration; wfu 27mar77; transferred to Soviet Union 11may77; canx 22jul77
		CCCP-41828	Av-14(M)	AFL/East Siberia	toc	16sep77	photo exists and mentioned in an incident report as AFL/Arhangelsk, same aircraft ?; soc 01jul88 as life-time expired
101	807106	OK-MCV	Av-14-32A	CSA	d/d	29jul58	rgd same date; i/s 04aug58; named 'Lucenec'; converted to 40 pax configuration; damaged by fire at Brno aug72, flown to PRG and scrapped there, l/n PRG nov73, derelict; canx 10jan73
102	807107	OK-MCW	Av-14-32A	CSA	d/d	30aug58	rgd 04sep58; i/s 05sep58; named 'Olomouc'; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 10feb75; canx 01jun75
		CCCP-52051(2)	Av-14(M)	AFL/Far East	toc	unknown	on charge as of 01oct75; see Il-14T CCCP-52051 with unknown c/n
		CCCP-52051(2)	Av-14(M)	AFL/Kazakhstan-BXJ	end 80s		directorate not mentioned in MGA document; soc 02mar87; f/n ALA 22apr93; seen dumped this date
103	807108	OK-MCX	Av-14-32A	CSA	d/d	16sep58	rgd 18sep58; i/s 20sep58; named 'Prerov'; converted to 40 pax configuration; photo PRG apr74; wfu dec74; sold to Soviet Union 10mar75; canx 01jun75
		CCCP-52089	Av-14(M)	AFL/Komi-SCW	trf	03oct75	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 Il-14Lk-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 apr11/jun23 in white c/s with blue cheatline and 'Aeroflot' titles
105	807110	OK-MCZ	Av-14-32A	CSA	d/d	29sep58	rgd 30sep58; i/s 07oct58; hit power cables on take-off Hostvice 02jan61; canx 14jan61
106	807111	CCCP-61741	Av-14(M)	AFL/Krasnoyarsk	mfd	1958	in 32 passenger configuration; toc 26feb59; f/n ABA 02jul60
		CCCP-61741	Av-14(M)	AFL/Magadan	trf	13apr61	
		CCCP-61741	Av-14(M)	AFL/Far East	trf	20may61	dbt while taxiing to the apron at Khabarovsk when the fuselage suffered structural damage, date and details unknown; t/t 3,884 hours; soc 24oct61
107	807112	OK-MZS	Av-14(M)	Avia	d/d	oct58	Avia 14-40; transferred to China oct58, registration unknown
		9232	Av-14(M)	Chinese Navy	d/d	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 Qingdao (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 Jinguang from 1960 and retired from service in 1991; in natural metal c/s; l/n aug23
108	807113	OK-MZT	Av-14(M)	Avia	d/d	oct58	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; l/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 and 9 of the 28 passengers
109	807114	OK-MZU	Av-14(M)	Avia	d/d	oct58	Avia 14-40; transferred to China nov58, registration unknown
		B-4209	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; wfu dec91; l/n Wuhan-Hankou 02oct99
110	813101	3101	Av-14T	Czechoslovak AF	d/d	feb59	photo exists in natural metal c/s
111	813102	OK-MZV	Av-14T	to China	d/d	nov58	
		605	Av-14T	Civ Avn Adm China	rgd	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	Av-14T	Avia	d/d	nov58	prototype freighter version
		607	Av-14T	Civ Avn Adm China	rgd	nov58	f/n ZGC 29oct86; wfu 1989; seen ZGC 1990, wfu; l/n oct99
113	813104	OK-MZX	Av-14T	Avia	d/d	nov58	
		609	Av-14T	Civ Avn Adm China	rgd	nov58	f/n CKG 05nov86; l/n CKG oct87; fate unknown
114	813105	3105	Av-14T	Czechoslovak AF	d/d	feb59	see c/n 813102; photo in natural metal c/s
115	811101	CCCP-61742	Av-14(M)	AFL/Krasnoyarsk	d/d	feb59	32 pax configuration
		CCCP-61742	Av-14(M)	AFL/Magadan-GDX	trf	13apr61	
		CCCP-61742	Av-14(M)	AFL/Polat	trf	06jul69	
		CCCP-61742	Av-14(M)	AFL/Yakutiya-Niy	trf	01oct70	
		CCCP-61742	Av-14(M)	Aeroflot/USHVLP	trf	31dec72	Ulyanovsk Advanced Flying Training College
		CCCP-61742	Av-14(M)	AFL/Arkhangel.-ARH	trf	21mar75	soc 21jul83
116	813106	3106	Av-14T	Czechoslovak AF	d/d	mar59	photo exists in natural metal c/s
117	811102	CCCP-61743	Av-14(M)	AFL/Far East-KHV	d/d	mar59	toc 23apr59; 32 pax configuration; soc 28mar77 as life-time expired
118	813107	3107	Av-14T	Czechoslovak AF	d/d	mar59	photo exists in natural metal c/s, engines and many parts missing
119	813108	3108	Av-14T	Czechoslovak AF	d/d	mar59	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 Prostějov 29oct86; f/n Prostějov sep90, in natural metal c/s with fairings under the fuselage; soc oct86; preserved Bubovice (N49.972172 E14.175644) oct99/jun24
121	913110	OK-MZC	Av-14T	Avia			transferred to China, registration unknown
122	911103	CCCP-66751	Av-14(M)	MOM Vnukovo	rgd	23feb59	32 pax configuration
		CCCP-66751	Av-14(M)	MOM Kuibyshev	trf	15dec65	MOM 'Progress' Kuibyshev
		CCCP-66751	Av-14(M)	MAP Moskovski OAO	trf	01oct79	canx 26jan90
123	913111	OK-MZE	Av-14(T)	Avia			transferred to China jan59, registration unknown
		B-4205	Av-14(T)	Zhongyuan Airlines	rgd	may86	last flight 20oct92; l/n stored CGO 1999; was later preserved near an amusement park and wrecked by fire apr03; scrapped in jun03
124	913112	not known	Av-14T	Avia			transferred to China jan59, registration unknown
125	911104	CCCP-61744	Av-14(M)	AFL/Far East-KHV	toc	22mar59	32 pax configuration; soc 14jan77 as life-time expired
126	913113	OK-MZA (1)	Av-14(M)	Avia			Avia-14-40; transferred to China mar59, registration unknown; see c/n 911107
127	911105	CCCP-61745	Av-14(M)	AFL/Far East	d/d	jun59	32 pax configuration; toc 08jul59; f/n UUS 04aug63, in natural metal c/s with two blue cheatlines; seen KHV 1965 as such; soc 20sep79 as life-time expired
128	913114	OK-53	Av-14T		d/d	1959	photo, in natural metal c/s with c/n on the tail; another black and white photo exists, with cheatline and flag on the fin
		3114	Av-14T	Czechoslovak AF	rgd	18may60	on the Czech civil register with this rgd and owner as MNO (Ministry of National Defence); canx 09sep60; f/n preserved at Hrabyně 02sep89, in natural metal c/s; l/n 16aug91; transported to Zruč 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	CCCP-61746	Av-14(M)	AFL/Far East-KHV	d/d	jun59	32 pax configuration; toc 06jul59; soc 28apr79 as life-time expired
130	913115	3115	Av-14T	Czechoslovak AF	d/d	1959	photo exists in natural metal c/s
131	913116	3116	Av-14T	Czechoslovak AF	d/d	1959	photo exists in natural metal c/s
132	911107	OK-MZA (2)	Av-14-32A	Omnipol	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'; l/n Spereberg 27sep76; soc 1978 and scrapped
133	913117	not known	Av-14T	to China	d/d	may59	
134	913118	not known	Av-14T	to China	d/d	may59	
135	912101	OK-MZF	Av-14(M)	Avia			Avia-14-40F (photo mapping aircraft); transferred to China may59
		619	Av-14(M)	Civ Avn Adm China	rgd	may59	f/n TYN 01nov86; l/n TYN oct87
		619	Av-14(M)	China General Avn	trf	jul89	l/n NKG nov91, wfu; displayed in a park in Taiyuan in the mid 1990s, status by 1999 unknown
136	913119	not known	Av-14(M)	to China	d/d	may59	Avia-14-40
		B-4202	Av-14(M)	Zhongyuan Airlines	rgd	may86	still active as of apr92, before grounding of all Il-14s dec92 in China; fate unknown
137	912102	OK-MZG	Av-14(M)	Avia			Avia-14-40F (photo mapping aircraft); transferred to China may59
		621	Av-14(M)	Civ Avn Adm China	rgd	may59	f/n TYN oct87
		621	Av-14(M)	China General Avn	trf	jul89	seen Taiyuan nov93/may94, still in CAAC bare metal c/s; broken up 1996
138	913120	3120	Av-14T	Czechoslovak AF	d/d	1959	
139	912103	OK-MZH	Av-14(M)	Avia			Avia-14-40F (photo mapping aircraft); transferred to China jun59
		623	Av-14(M)	Civ Avn Adm China	rgd	jun59	f/n HFE aug87
		623	Av-14(M)	China General Avn	trf	jul89	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	Av-14T	to China	d/d	jul59	
		B-4207	Av-14T	Zhongyuan Airlines	f/f	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	Av-14(M)	Avia			Avia-14-40F (photo mapping aircraft); transferred to China jun59
		625	Av-14(M)	Civ Avn Adm China	rgd	jun59	l/n TYN 31oct86
		625	Av-14(M)	China General Avn	trf	jul89	in full c/s; seen dismantled Taiyuan 10nov93; moved to a park in Taiyuan for display on 11nov93, status by 1999 unknown
142	913122	OK-MZJ	Av-14T	Avia			transferred to China jul59, registration unknown
143	911108	1108	Av-14(M)	Czechoslovak AF	d/d	1959	32 pax configuration, with auxiliary fuel tanks
		OK-NCA	Av-14-32A	CSA	rgd	04apr61	Isd 05apr61; canx 17oct61
		1108	Av-14(M)	Czechoslovak AF	ret	unknown	
		OK-OCK	Av-14(M)	MNO	rgd	14aug63	on the Czech civil register as such with owner as MNO (Ministry of National Defence); canx 14apr68
		1108	Av-14(M)	Czechoslovak AF	ret	unknown	soc 1983; seen Brno-Cernovice 1986/08aug90, in white c/s with grey undersides and blue 'lightning-bolt' cheatlines; moved to Vinohrady sep92; destroyed by a fire in 1992 and seen there burnt out by apr93
144	913123	CCCP-46239	Av-14T	MOM Moscow	mfd	jan66	rgd 06jan66; 32 pax configuration, in Czech documents as such
		CCCP-46239	Av-14T	MOMS Kuibyshev	trf	22apr71 ?	
		CCCP-13339	Av-14T	MOM Arsenyev MSZ	rgd	1977	canx 26jan90
145	911109	1109	Av-14(M)	Czechoslovak AF	mfd	14jun59	rgd 09oct59; on the Czech civil register with owner as MNO (Ministry of Defence); salon aircraft; canx 13may60
		OK-BYQ (2)	Av-14-32	CS-Gvt (LSFMV)	rgd	23nov60	version from Czech register; salon aircraft; canx 17aug62; see next line; see c/n 4340508
		3X-KDA	Av-14(M)	Air Guinée	Isd	1961	l/n DKR 05nov62; c/n as such in letter from Guinean CAA 1989
		3X-SIG	Av-14(M)	Air Guinée	DKR	01dec62	c/n not confirmed
		3X-GAH	Av-14(M)	Air Guinée	r/r	unknown	seen DKR 22mar65; c/n from Guinean register
		1109	Av-14(M)	Czechoslovak AF	ret	1965	black and white photo exists, in white c/s with grey undersides and lightning-bolt (blue) cheatlines; soc 1984 and scrapped
146	913124	3124	Av-14T	Czechoslovak AF	d/d	1959	photo exists in natural metal c/s
147	911110	1110	Av-14(M)	Czechoslovak AF	rgd	09oct59	on the Czech civil register with owner as MNO (Ministry of Defence); canx 13may60
		OK-BYW	Av-14-32	CS-Gvt (LSFMV)	rgd	23dec60	version from Czech register; salon aircraft; photo Malmo-Bulltofta jul69; canx 05feb73
		OK-NCB	Av-14-32A	CSA	rgd	16mar73	photo, in basic ex Government c/s, no titles; wfu mar77; sold to Soviet Union 07jun77; canx 22jul77
		CCCP-41854	Av-14(M)	AFL/Far East	toc	29oct77	converted to Avia-14(RR); still in service 20sep86; t/t 24,696 hours 11,145 cycles as of 04jul89; soc 20jul89 as amortisation period expired; scrapped at UUS in 1990
148	913125	3125	Av-14T	Czechoslovak AF	mfd	24jun59	i/s 30jun59; soc 1973
149	913126	OK-NZJ	Av-14T	Avia			transferred to Soviet Union jul59, registration unknown
150	913127	OK-NZK	Av-14T	Avia			transferred to Soviet Union jul59, registration unknown
151	913128	OK-NZL	Av-14T	Avia			transferred to Soviet Union aug59, registration unknown
152	913129	MONGOL-111	Av-14T	MIAT Mongolia	d/d	sep59	
		CCCP-61720	Av-14T	AFL/Arkhangel.-ARH	toc	19mar76	
		CCCP-61720	Av-14T	AFL/Centr.Reg.-Mya	trf	25jan86	photo in 'polar' c/s; still in service 20sep86; soc 17jan90
153	913130	3130	Av-14T	Czechoslovak AF	d/d	1959	photo exists in natural metal c/s
154	913131	3131	Av-14T	Czechoslovak AF	d/d	1959	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 Il-28, with a small antenna (PPZ-1) from a housing above the nose and a pair of astrodomes on the top of 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 Společnost at Vyskov (N49.302359 E17.022993) in natural metal c/s with fairings under the fuselage, aug93/may24
157	913134	OK-NZM ?	Av-14T	Avia			or OK-MZM ? transferred to Soviet Union sep59, registration unknown
158	913135	OK-NZN ?	Av-14T	Avia			or OK-MZN ? transferred to Soviet Union sep59, registration unknown
159	913136	OK-NZO ?	Av-14T	Avia			or OK-MZO ? transferred to Soviet Union oct59, registration unknown
160	913137	OK-NZP ?	Av-14T	Avia			or OK-MZP ? transferred to Soviet Union late59, registration unknown
161	913138	OK-NZR ?	Av-14T	Avia			transferred to Soviet Union oct59
		"01"	Av-14T	Soviet Air Force	w/o	date ?	at Sredny-Ostrov (Sergeya Kirova Islands (N79.534851 E91.005071)
162	913139	OK-NZS ?	Av-14T	Avia			transferred to Soviet Union oct59, registration unknown
163	913140	OK-NZT ?	Av-14T	Avia			transferred to Soviet Union oct59, registration unknown
164	913141	3141	Av-14T	Czechoslovak AF	d/d	1959	
165	913142	3142	Av-14T	Czechoslovak AF	mfd	17oct59	i/s 12nov59; converted at Kbely into a training aircraft (Ucebna 1 - classroom 1) to train upto six navigators flying the Il-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
166	913143	3143	Av-14T	Czechoslovak AF	d/d	1959	photo exists in natural metal c/s
167	913144	3144	Av-14T	Czechoslovak AF	d/d	1959	seen preserved at Prostějov sep90, in natural metal c/s; moved to Letecká Historická Společnost at Vyskov (N49.302975 E17.023053) 29jun91 and preserved there, l/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 Bezručova street; moved again to Libhost dec99 for use as a pub, but eventually used as decoration in the backyard of a gas station, l/n 16jul03
		'OK-LCC'	Av-14T	CSA c/s			seen preserved at Zruč Airpark (N49.808821 E13.414128) in fake c/s and registration since jul03, l/n sep24; see real OK-LCC c/n 703111
169	913146	3146	Av-14T	Czechoslovak AF	d/d	nov59	f/n preserved at Studenka 1990 in natural metal c/s, l/n 1993; preserved at Zruč Airpark (N49.808445 E13.416199) f/n oct93, l/n sep24
170	913147	3147	Av-14T	Czechoslovak AF	d/d	nov59	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-converted; seen Prague-Kbely 08oct72; photo exists in natural metal c/s; soc 1982
171	913148	3148	Av-14T	Czechoslovak AF	d/d	1959	crashed into hill 22aug64 in poor visibility at Hurka, near Nový Jicín, killing six crew members and four passengers; photo exists in natural metal c/s
172	913149	3149	Av-14T	Czechoslovak AF	mfd	21nov59	d/d 1959; crashed in fog into hills 30mar60 at Litencicka pahorkatina; photo exists in natural metal c/s
173	913150	3150	Av-14T	Czechoslovak AF	mfd	nov59	d/d 1959; photo exists in natural metal c/s, with auxiliary fuel tanks; based Brno-Cernovice sep73
174	913151	3151	Av-14T	Czechoslovak AF	d/d	dec59	dbf 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, l/n apr96; moved to the Presov Dopravne museum seen jun99/aug11, missing outer wings and rudder; moved to the Múzeum letectva Kosice at Kosice-Barca (N49.017633 E21.271822) in jul14, photo as such dismantled; f/n 28aug14; l/n 30jun24
177	013154	3154	Av-14T	Czechoslovak AF	d/d	1960	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', l/n 24may05; photo aug06, again as just '3156' and being mounted on a small concrete plinth (N49.035457 E21.461662); l/n aug11; seen oct12 with 'Restauracia Lietadlo' titles; l/n aug23/jul24
180	013157	3157	Av-14T	Czechoslovak AF	d/d	1960	with salon interior and auxiliary fuel tanks; opb 1. dvlp at Mosnov; in natural metal c/s; f/n Pardubice aug68; preserved in Letecké muzeum v Kunovicih 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; l/n feb98 and scrapped there; parts of fuselage to Zruc Airpark may02, nose cone displayed attached to cockpit section from an Il-12; l/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 aerals on the top of the fuselage and fairings on the undersides; soc oct87; seen Hradec Králové sep90/sep93, derelict
184	013161	not known 31-61	Av-14(M) Av-14(M)	to China Albanian Air Force	d/d d/d	mar60 1971	Avia 14-40 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 B-4212	Av-14T Av-14T	to China Wuhan Airlines	d/d rgd	mar60 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	d/d		transferred to China apr60, registration unknown
188	013165	not known	Av-14T	to China	d/d	apr60	
189	013166	not known	Av-14T	to China	d/d	apr60	
190	013167	B-4206 OK-OCA	Av-14T Av-14T	Zhongyuan Airlines CSA	rgd d/d	may86 14apr60	wfu dec92; fate unknown rgd 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 B-4210	Av-14T Av-14T	to China Wuhan Airlines	d/d rgd	jun60 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	Av-14(M)	to China	d/d	jul60	Avia 14-40
196	013173	B-4204 OK-OZE	Av-14(M) Av-14T	Zhongyuan Airlines Avia	rgd mfd	may86 mar60	wfu dec92; fate unknown
197	014101	3X-BKE 3X-GAF 3173 LZ-ILF	Av-14T Av-14T Av-14T S.AV-14	Air Guinée Air Guinée Czechoslovak AF TABSO/Balkan	d/d r/r trf d/d	28aug60 1963 1966 jun60	seen DKR 26sep60 in natural metal c/s; seen preserved Nove Mesto Nad Metuje jun95; scrapped 1999 with auxiliary fuel tanks; f/n PRG apr61; l/n BUD 30jan64 in TABSO/Bulgarian Air Transport c/s; crashed Provdadia, 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	jun60	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 OK-OZC 3X-PDG 3X-GAE 4105	S.AV-14 S.AV-14 S.AV-14 S.AV-14 S.AV-14	Avia Air Guinée Air Guinée Air Guinée Czechoslovak AF	mfd photo photo r/r photo	1960 photo photo 1963 photo	in flight in natural metal c/s with auxiliary fuel tanks; moved to the Soviet Union in 1968 after the Soviet Union invaded Czechoslovakia
202	014106	OK-OZD 3X-CKY 3X-GAD 4106	S.AV-14 S.AV-14 S.AV-14 S.AV-14	Avia Air Guinée Air Guinée Czechoslovak AF	mfd DKR r/r trf	25jun60 20jul60 1963 1966	with auxiliary fuel tanks l/n DKR 09apr63; photo with auxiliary fuel tanks returned to Czechoslovakia in 1964; photo PRG 26may65, without auxiliary fuel tanks seen Prague-Kbely 08oct72; soc 1983
203	015101	OK-OZB 3X-PRG 3X-GPA 5101	Av-14S(M) Av-14S(M) Av-14S(M) Av-14S(M)	Avia Air Guinée Air Guinée Czechoslovak AF	mfd d/d r/r trf	07jul60 28jul60 1961 1965	with auxiliary fuel tanks seen DKR sep60 returned to Czechoslovakia in 1964 seen Prague-Kbely 08oct72; soc 28dec85; seen preserved at Trenčin aug91; l/n jul11; moved to Slavnica (N48.998042 E18.188693) airfield at Dubnica nad Vahom f/n sep11; l/n sep24

IL-14s with unknown c/ns include

---	CCCP-L476	Il-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	Il-14P	AFL/West Siberia	no	reports	in document 20dec57 as Il-14P, 18 pax configuration and again in document 11apr59 but not in the register or MGA documents !
---	CCCP-N813	Il-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; l/n MOW sep59
---	CCCP-N814	Il-14	Polyarnaya Aviats.	rgd	unknown	opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56
---	CCCP-N823	Il-14	Polyarnaya Aviats.	rgd	unknown	opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56
---	CCCP-00061	Il-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; l/n Krasnoyarsk-Severnoy 22sep86; had possibly carried the code "61" or "061" before
---	CCCP-10585	Il-14	Aeroflot	ph.	nov58	
---	CCCP-29101	Il-14	Aeroflot	ALA	26mar86	
---	CCCP-29108	Il-14	MRP Solntsevo	rgd	06may58	on Soviet register without c/n !; avionics test-bed, trf to LNPO Leninetes possibly 03jan67
---	CCCP-33682	Il-14	Soviet AF/AFL c/s	CCU	19mar63	overall-white c/s with red cheatline
---	CCCP-33692	Il-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	19nov61	
---	CCCP-41887(1)	Il-14P	Soviet AF/AFL c/s	Spr	03jul71	see c/n 146000726
---	CCCP-48068	Il-14P	MOMS Neptun	STW	sep86	in Aeroflot c/s; seen many times at STW during 1984/86
---	CCCP-48073	Il-14	Aeroflot	VKO	06apr72	probably a MOM or MAP operated aircraft
---	CCCP-52008(1)	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 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)	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; 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)	Il-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 grey c/s, no titles; see c/n 806110
---	CCCP-52051(1)	Il-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)	Il-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	Il-14	Aeroflot		photo	1973-standard polar c/s; probably an Air Force aircraft
---	CCCP-61796	Il-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	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 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
---	CCCP-61799	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-61800	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 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
---	CCCP-67242	Il-14P	Soviet AF/AFL c/s	PRG	20aug68	landed at PRG in the evening of 20aug68 as an advance party to secure the Soviet occupation of the airfield
---	CCCP-71415	Il-14	Aeroflot			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	Il-14	Aeroflot	Spr	05jul82	probably an Air Force operated aircraft
---	not known	Il-14	not known	ph.	may02	preserved at Yenakiyevo town centre (N48.224669 E38.207731) in natural metal c/s with light blue/yellow fin, l/n may02 on Google Earth; scrapped
---	not known	Il-14M			photo	converted from Il-14P; preserved in a park at Veliky Ustyug and in use as a cinema, in white c/s with dark blue cheatline, grey undersides and 'Cheburashka' titles, Aeroflot logo by the nose
---	not known	Il-14	AFL/Magadan-Anadyr	w/o	01sep69	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 preserved at Mys Shmidt
---	"002" black	Il-14P	Soviet Air Force		photo	VIP version (salon); photo in natural metal c/s with 1930s type Red Star on rudder; colour of code not confirmed; see also c/n 4340305
---	"004" black	Il-14P	Soviet Air Force	LHR	15mar56	VIP version (salon); photo in natural metal c/s with 1930s type Red Star on rudder; colour of code not 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
---	"008" black	Il-14P	Soviet Air Force	CAI	19jun56	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	Il-14P	Soviet Air Force	LHR	13aug56	VIP version (salon); in natural metal c/s with 1930s type Red Star on rudder
---	"01" black	Il-14P	Soviet Air Force		photo	in Germany, two-tone red star; VIP version (salon), as per standard Il-14P externally
---	"01" red	Il-14T	Soviet Air Force		06jan08	preserved at the Balashov Higher Aviation School (N51.538877 E43.190984); l/n apr16
---	"01" red	Il-14M	Soviet Air Force	ph.	1989	VIP version (salon); black and white; preserved at Luts'k (Vysh'kiv) in white c/s, grey undersides with Red star on tail
---	"01" yellow	Il-14	Soviet Air Force		photo	preserved at the Balashov Higher Aviation School (N51.530420 E43.200607)
---	"01" blue	Av-14T	Soviet Air Force	ph.	08sep13	preserved at Cape Schmidt, (N68.879530 W179.374260) in colours similar to Aeroflot with Red Stars, port wing damaged; visible on GE from 2003 onwards; still visible on image dated 07jul09
---	"01"	Av-14M	Soviet Air Force		photo	black and white, with 'lightning-bolt' cheatline and Red star on the tail
---	"01"	Il-14P	Soviet Air Force		photo	in all-grey c/s; in use as a Cafe at Vozdvizhenka, with 'Liner' titles
---	"02" blue	Av-14T	KGB/Border Guards	ph.	1990	in basic 'blue' Aeroflot c/s with red stripe on fin, no titles; hulk sat at Provideniya, l/n 1990; scrapped
---	"02" green	Il-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 Begoml (Vitebsk region of Belarus) from 1991; moved to its new location (see below) jul04
---	"02" red	Il-14T	Soviet Air Force	ph.	07apr05	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 Begoml to Glubokoye at Begoml (N54.72947 E28.06549) from jul04, seen apr05/may24
---	"02" red	Il-14	Soviet Air Force		04may97	preserved in town, Krupets (Ukraine)
---	"03" blue	Av-14T	Soviet Air Force	ph.	16aug07	in all-grey c/s, hulk sat at Provideniya (N64.381551 W173.232934)
---	"03" red	Il-14T	Soviet Air Force	ph.	dec83	in all-grey c/s; preserved in the city of Dalnegorsk in the early 1980s, destroyed by fire and dismantled in the 1990s
---	"03"	Il-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 Sprenberg
---	"03"	Il-14T	Soviet Air Force	ph.	1982	in white/light grey c/s with red cheatline; was preserved in front of the "Nadezhda" metallurgical factory on 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	Il-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	Il-14T	Soviet Air Force	IEV	1978	black and white photos exist with 'lightning-bolt' cheatline, Red star on the fin; l/n Melitopol 19jun83
---	"04"	Il-14T	Soviet Air Force		photo	black and white photo, in natural metal c/s with Red star on the fin,
---	"04"	Il-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"	Il-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 Sprenberg; see c/n 147001821
---	"05"	Il-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 Sprenberg; see c/n 147001823
---	"05" red	Il-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	Il-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"	Il-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	Il-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"	Il-14T	Soviet Air Force	ph.	1974/76	black and white photo at Mikhailovskoye
---	"08" red	Il-14	Soviet Air Force	OSF	1982	opb 2 otae DA at Ostafyevoye; in white/light grey c/s with 'lightning-bolt' cheatline; wfu in 1985
---	"09" red	Il-14	Soviet Air Force	WAW	18apr90	with Red Star on tail
---	"10" white	Il-14T	Soviet Air Force		13aug01	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 Chalt'yr area (N47.292072 E39.474056) but photos show more or less scrapped
---	"10"	Il-14T	Soviet Air Force	ph.	1962	at Bataysk, in all-grey c/s
---	"11" red	Il-14T	Soviet Air Force	ph.	1962	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, l/n aug06; scrapped in 2012, only part of the nose remained by sep12
---	"14"	Il-14P	KGB/Border Guards		photo	black and white photo, in camouflage c/s
---	"15"	Il-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"	Il-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	Il-14T	Soviet Air Force		oct56	in natural metal c/s, opb 2 adon; line drawing exists, was despatched to Hungary in oct/nov56
---	"17" red	Il-14T	KGB/Border Guards	ph.	sep83	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 down by a missile fired from a Su-15 01sep83
---	"20" red	Il-14P	KGB/Border Guards	Vkm	13apr10	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; l/n 10sep20
---	"50"	Il-14	Soviet Air Force	ph.	18aug74	operational at Smolensk-Severnoy, black and white photo, in white c/s with natural metal undersides and 'lightning-bolt' cheatline, Red star on the fin
---	"51"	Il-14P	Soviet Air Force	ph.	18aug74	VIP version (salon); operational at Smolensk-Severnoy, black and white photo, in white c/s with natural metal undersides and 'lightning-bolt' cheatline, Red star on the fin
---	"51" blue	Il-14	Soviet Air Force	ph.	07jul96	at Kacha, Crimea, seemed to still be operational !
---	"53"	Il-14P	Soviet Air Force	ph.	18aug74	VIP version (salon); operational at Smolensk-Severnoy, black and white photo, in white c/s with natural metal undersides and 'lightning-bolt' cheatline, Red star on the fin
---	"54"	Il-14T	Soviet Air Force	ph.	18aug74	operational at Smolensk-Severnoy, black and white photo, in all-grey c/s, Red star on the fin
---	"62" red	Il-14M	Soviet Air Force	ph.	2022	at Amderma-2 Rogachevo (N71.61355 E52.45031); salon version, in faded c/s, derelict
---	"63"	Il-14P	Soviet Air Force	ph.	1970s	black and white photo; in white c/s with lightning-bolt cheatline and natural metal undersides; opb 195 otap (Uvolski-Uprun)
---	"70" red	Il-14P	Soviet Navy			in white c/s with natural metal undersides and red lightning-bolt cheatline; preserved with YeARZ at Yevpatoriya (N45.215618 E33.390158) from 23feb88, seen may98/2023
---	"94" blue	Il-14T	Soviet Air Force	f/f	22jun56	photo; Il-14T prototype; in all-grey c/s except rudder, with dorsal turret; completed OKB tests 15aug56 after 44 hours and 49 flights; trf to GK NII VVS for state trials 04sep56/30dec56
---	no code	Il-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 four large radomes on the underside of the fuselage; opb oraz (independent reconnaissance aviation section) at Berlin-Schönefeld until 1960 and then to Sprenberg

---	not known	Il-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	Il-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 minutes after take-off, all 7 crew killed
---	not known	Il-14	KGB/Border Guards			opb 14 oae at Ozyorski; w/o 13jul67 on a training flight from Ozyorski, practising ILS approaches in poor visibility at dusk, when crashed into a hill after having gone around, all crew (pilot: Captain N. Shavsha) killed
---	not known	Il-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	Il-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 cinema, seen 1984; scrapped
---	not known	Il-14	Soviet Navy		jan75	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 small missile control radar mounted at the base of the tail
---	not known	Il-14	no titles		photo	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 (Khmelnitsky region of Ukraine), already in poor condition by late 1980s; probably scrapped
---	601	Il-14P	Civ Avn Adm China	d/d	1956 ?	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 injured
---	602	Il-14P	Civ Avn Adm China	rgd	1954	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 CAFU Mianyang College (N31.434842 E104.74374) Nanjiao f/n sep05; l/n jun10
---	612	Il-14P	Civ Avn Adm China	rgd	1955	f/n CAN 10dec82; was Shanghai based in 1980S and transferred to the College training flight in may84; l/n SIA 04apr85; fate unknown
---	616	Il-14	Civ Avn Adm China			no records available; crashed into a mountain near KWE 14nov70, 6 crew were killed and 1 crew member injured; no passengers on board
---	618	Il-14	Civ Avn Adm China		photo	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 the 6 crew
---	632	Il-14	Civ Avn Adm China	rgd	1956	f/n Hanoi-Gia Lam 17nov56, in conjunction with Zhou Enlai's visit to Vietnam; w/o 05apr58 whilst on a passenger flight Chengdu-Xian-Taiyuan-Beijing, crashed 70 km from Xian, 5 crew and 9 passengers killed
---	640	Il-14P	Civ Avn Adm China	rgd	1956	f/n RGN 15mar64; no records available; photo exists; crashed PEK 05dec68, 5 crew and 5 passengers killed
---	642	Il-14	Civ Avn Adm China	rgd	1956	damaged 11apr58; no records available, repaired; l/n BPX jul81
---	644	Il-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	Il-14	Civ Avn Adm China	rgd	1956	fuselage damaged 11oct59 during a flight from Lanzhou to Urumqi, repaired; f/n CTU 06dec82
---	682	Il-14FK	Civ Avn Adm China	ph.	jan79	at Baoshan airport, operating remote sensing flights for the Chinese Academy of Sciences
---	not known	Il-14	Civ Avn Adm China			crashed 26aug76 on landing at Chengdu, killing 12 passengers
---	B-4201	Av-14	Zhongyuan Airlines	rgd	may86	wfu dec92; fate unknown
---	B-4213	Il-14	Civ Avn Adm China			broken up CTU 1989
---	B-4214	Il-14	Civ Avn Adm China			broken up CTU 1989
---	B-4215	Il-14	Civ Avn Adm China			broken up CTU 1989
---	B-4219	Il-14P	Shanxi Air Lines	rgd	mar88	wfu oct91; f/n TYN 10nov93; l/n TYN 20sep94; scrapped; not c/n 147001211 as previously reported
---	3226	Il-14P	Chinese Air Force		photo	VIP version (salon); in natural metal c/s
---	3246	Il-14	Chinese Air Force	w/o	09feb62	opb 34th Division; crashed into a mountain during a night flight
---	3266	Il-14P	Chinese Air Force	TYN	oct87	in natural metal c/s with observation blister
---	3281	Il-14	Chinese Air Force	w/o	08apr73	opb 34th Division; hit trees whilst landing at the airport in Jiayang
---	3286	Il-14T	Chinese Air Force	SIA	08apr86	
---	4102	Il-14	Chinese Air Force	w/o	15dec60	opb 13th Division/39th Regiment; mentioned in documents this date, performing an emergency delivery of aid supplies, crashed on return from Changsha to Zhengzhou, 8 killed
---	4203	Il-14	Chinese Air Force	w/o	1957	opb 34th Division; hit trees on landing, location unknown
---	5051	Il-14T	Chinese Air Force	NKG	15oct88	l/n NKG nov91
---	5061	Il-14T	Chinese Air Force	NKG	15oct88	l/n NKG nov91
---	5415	Il-14M	Chinese Air Force	TYN	sep87	photo in natural metal c/s
---	5425	Il-14P	Chinese Air Force	TYN	31oct86	photo in natural metal c/s; l/n TYN oct87
---	5513	Il-14P	Chinese Air Force	TYN	31oct86	in natural metal c/s with light blue rudder; l/n TYN 06mar87
---	9212	Il-14T	Chinese Navy		photo	with 'China Navy Surveillance' titles on the nose
---	34041	Il-14T	Chinese Air Force		photo	in natural metal c/s
---	50736 ?	Il-14	Chinese Air Force	TV	dec00	serial ended 736; the aircraft was destroyed
---	50753	Il-14	Chinese Air Force	Shh	20apr86	
---	50755	Il-14	Chinese Air Force	Shh	20apr86	
---	50756	Il-14	Chinese Air Force	Shh	20apr86	
---	50757	Il-14	Chinese Air Force	Shh	20apr86	
---	not known	Il-14	Chinese Air Force	w/o	28jun70	opb 13th Division/39th Regiment; at Yichang, exact details unknown
---	CU-T321	Il-14P	Cubana	SCU	08mar80	VIP version (salon); photo proof exists in full Cubana c/s; l/n SCU 26mar80
---	CU-T323	Il-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	Il-14	Cubana		photo	in full Cubana de Aviacion c/s; photo MZO 1976 in standard Cubana c/s; l/n KIN 09mar79
---	CU-T815	Il-14M	Cubana	d/d	1961	in full Cubana de Aviacion c/s; seen KIN 09mar79
---	CU-T817	Il-14	Cubana	no	reports	
---	CU-T818	Il-14M	Cubana	ph.	1965	seen SXF 11jul67; photo HAV in full Cubana de Aviacion c/s
---	CU-T819	Il-14	Cubana			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	Il-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 Calle 100, then towed to the Central Palace of Pioneers; photo shows damage to the right hand side of the fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, l/n jan96; gone by nov97
---	CU-T821	Il-14M	Cubana		photo	in full Cubana de Aviacion c/s
---	CU-T822	Il-14M	Cubana		photo	of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642
---	CU-T823	Il-14	Cubana	KIN	21jan71	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
---	CU-T824	Il-14P	Cubana			VIP version (salon); reported to be the personal aircraft used by Fidel Castro; seen 21nov97 preserved in the DAFAR museum (N23.068248 W82.458503) on the outskirts of Havana, l/n aug08
---	CU-F888	Il-14T	Cubana		photo	black and white photo exists, with small lightning-bolt cheatline
---	12-01	Il-14P	Cuban Air Force	ph.	1973	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
---	12-33	Il-14T	Cuban Air Force	SCU	1977	VIP version (salon) exists with passengers disembarking; in white c/s with grey undersides, thin cheatline
---	12-49	Il-14P	Cuban Air Force		photo	near Jose Marti airport, Havana, killing all 6 on board; details from 'Aviacion en Cuba' facebook page;
---	12-50	Il-14T	Cuban Air Force	w/o	28dec68	photo exists
---	12-51	Il-14T	Cuban Air Force	HAV	04oct81	probably wfu this date
---	12-52	Il-14T	Cuban Air Force		photo	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; l/n HAV 04oct81; probably wfu this date
---	12-53	Il-14T	Cuban Air Force		photo	at Havana-Ciudad Libertad; in white c/s with grey undersides; thin 'lightning-bolt' cheatline; l/n SCU 15nov81, seen derelict this date
---	12-54	Il-14T	Cuban Air Force		photo	in white c/s with grey undersides, thin 'lightning-bolt' cheatline; weather research aircraft; photo exists with extra windows on the port side and without blister window
---	12-55	Il-14T	Cuban Air Force	HAV	04oct81	probably wfu this date; photo in white c/s with grey undersides, thin 'lightning-bolt' cheatline
---	12-56	Il-14T	Cuban Air Force			existence reported
---	12-57	Il-14T	Cuban Air Force			existence reported
---	not known	Il-14	Ethiopian AF		photo	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
---	81	Il-14P	Bulgarian AF		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
---	082	Il-14T	Bulgarian AF	VAR	20jun71	seen still active SXF 1975
---	82	Il-14T	Bulgarian AF	SXF	aug78	black and white photos exist in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in natural metal c/s with black code; wfu in 1979; was preserved in the town of Bozhurishte; l/n 1995 and gone by 1999
---	085	Il-14T	Bulgarian AF	SOF	17mar75	
---	85	Il-14T	Bulgarian AF		photo	black and white photo, probably in dark green c/s
---	91	Il-14T	Bulgarian AF	PRG	02jul68	seen in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; l/n Dobroslavtsi sep96 as such
---	93	Il-14T	Bulgarian AF	BUD	07aug64	in natural metal c/s; seen SXF 07sep67; l/n ODS 1981 with red code; photo Dobroslavtsi also in dark green c/s with red code, in poor condition and wfu

---	95	Il-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 c/s with red code; preserved at Dobroslavtsi (N42.816606 E23.301551), seen sep96/sep16 as such
---	96	Il-14	Bulgarian AF	SOF	jul78	
---	97	Il-14T	Bulgarian AF	SXF	19sep69	photo in natural metal c/s with black code exists; photo also in dark green c/s with red code; preserved in 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	Il-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	Il-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	Il-14M	MIAT Mongolia		photo	with prefix and 8 cabin windows; possibly an Avia-14(M) ?
---	103	Il-14M	MIAT Mongolia		photo	taken at ULN; the prefix MONGOL was initially only on the wings
---	MONGOL-103	Il-14M	MIAT Mongolia		photo	initially with 6 cabin windows, later converted with 8 cabin windows and additional seating; l/n ULN 20jun79, stored
---	MONGOL-106	Il-14	MIAT Mongolia			existence surmised
---	MONGOL-107	Il-14	MIAT Mongolia			returned to Soviet Union
---	MONGOL-108	Il-14	MIAT Mongolia			returned to Soviet Union
---	MONGOL-109	Il-14	MIAT Mongolia			returned to Soviet Union
---	MONGOL-110	Il-14	MIAT Mongolia			returned to Soviet Union
---	MONGOL-112	Il-14	MIAT Mongolia			returned to Soviet Union
---	OK-51	Av-14T	VZLU		photo	in natural metal c/s with roundel on the fin; test registration used on different aircraft
---	OK-51	Av-14M(S)	VZLU		photo	in Putnam book; prototype of Avia-14M with auxiliary fuel tanks; test registration used on different aircraft
---	D-01	Av-14P	Czechoslovak AF			details from Czech forum; could also be an Il-14P, five of which were delivered to Czechoslovakia; re-registered with a four digit serial after jul57
---	D-20	Av-14P	Czechoslovak AF	ph.	1957	in a magazine; in natural metal c/s; could also be an Il-14P, five of which were delivered to Czechoslovakia; re-registered with a four digit serial after jul57
---	L-06	Il-14P	Czechoslovak AF		photo	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 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
---	509 ?	Il-14	Chosonminhang		photo	
---	701	Il-14	Chosonminhang			
---	704	Il-14	Chosonminhang			
---	706	Il-14	Chosonminhang			
---	707	Il-14	Chosonminhang			
---	709	Il-14	Chosonminhang			
---	BL541	Il-14	Indian Air Force	DEL	21jan68	sighting correct as serial BZ541 was a Bell 47 ?
---	BL559	Il-14	Indian Air Force	ph.	22dec66	
---	IL859	Il-14	Indian Air Force	DEL	24dec55	donated 24dec55, named 'Meghaduta I'
---	IL860	Il-14P	Indian Air Force	DEL	dec55	VIP version (salon); donated dec55; named 'Meghaduta II'; photo Sharjah-AI Mahatah 31jul65; preserved 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	Il-14P	Indonesian AF	h/o	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	Il-14	Indonesian AF	no	reports	existence surmised
---	T-403	Il-14T	Indonesian AF		photo	in all-grey c/s; see c/ns 148001909/12 and 1917/22
---	T-404	Il-14T	Indonesian AF		photo	named 'Binaja'; in all-grey c/s; see c/ns 148001909/12 and 1917/22
---	T-405	Il-14	Indonesian AF	no	reports	opb Skuadron 17 at Halim-Perdanakusama (Jakarta), used by state officials and named 'Merbabu'
---	T-406	Il-14	Indonesian AF	no	reports	existence surmised
---	T-407	Il-14	Indonesian AF	no	reports	existence surmised
---	T-408	Il-14	Indonesian AF	no	reports	existence surmised
---	T-409	Il-14T	Indonesian AF		photo	in all-grey c/s
---	T-410	Il-14	Indonesian AF	no	reports	existence surmised
---	T-411	Il-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	Il-14	Indonesian AF	no	reports	existence surmised
---	T-413	Il-14	Indonesian AF	no	reports	existence surmised
---	T-415	Il-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 'lightning-bolt' cheatlines, TNI-AU titles; see c/ns 806113-806118, 807101-807103
---	T-417	Av-14	Indonesian AF	d/d	1958	opb Skuadron 2 at Halim-Perdanakusama (Jakarta); photo exists; see c/ns 806113-806118, 807101-807103
---	T-418	Av-14(T)	Indonesian AF	ph.	oct65	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	Il-14	Indonesian AF	no	reports	existence surmised
---	T-420	Il-14	Indonesian AF	no	reports	existence surmised
---	T-421	Av-14	Indonesian AF	d/d	1958	opb Skuadron 2 at Halim-Perdanakusama (Jakarta); photo exists; see c/ns 806113-806118, 807101-807103
---	not known	Il-14	Iraqi Air Force			in silver c/s; stored at Habbaniya (N33.371524 E43.560442) in derelict condition, no code/reg visible, f/n may03
---	01	Il-14	Polish Air Force	ph.	in 1959	later re-registered
---	43	Il-14	Polish Air Force	KRK	10aug73	later re-registered
---	030	Il-14	Polish Air Force	WAW	26jan73	later re-registered
---	SU-AIP	Il-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	Il-14P	United Arab Airl.	PZU	jun62	at the old airport
---	SU-AOE	Il-14	Egyptian Air Force			
---	SU-AOF	Il-14	Egyptian Air Force			
---	SU-AOH	Il-14	Egyptian Air Force			
---	SU-BAK	Il-14	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 overshot the landing strip at Lisala, Congo, most likely oct60 with SU-BAK as the call-sign
---	SU-BBF	Il-14	Egyptian Air Force	PRG	dec71	
---	SU-BBF	Il-14	Egyptian Air Force	CAI	20jul73	
---	SU-BBN	Il-14	Egyptian Air Force	WAW	02oct70	
---	SU-BBO	Il-14P	Egyptian Air Force	WAW	02oct70	l/n PRG sep72, in camo c/s with light blue undersides; probably a VEB-built aircraft
---	SU-BBT	Il-14	Egyptian Air Force	Cal	mar72	
---	SU-BBU	Il-14	Egyptian Air Force	Cal	mar72	
---	1092	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1094	Il-14	Egyptian Air Force	ph.	1967	of this aircraft after it crashed
---	1096	Il-14	Egyptian Air Force	PRG	aug66	photo
---	1097	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1101	(1)	Il-14P	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 shot down over the Mediterranean Sea with the fighter's guns, all 7 crew and 16 passengers killed
---	1101	(2)	Il-14P		18aug63	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 Eagle coat of arms behind the nose
---	'1101'	Il-14P	Egyptian Air Force		photo	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	Il-14	Egyptian Air Force	ph.	sep64	VIP aircraft; in natural metal c/s with 'lightning-bolt' cheatline and white tail
---	1103	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1106	Il-14	Egyptian Air Force	Cal	30oct84	l/n CAI sep87
---	1107	Il-14	Egyptian Air Force	Cal	06nov83	
---	1108	Il-14	Egyptian Air Force	Cal	aug75	
---	1113	Il-14P	Egyptian Air Force		photo	black and white photo, in camo c/s
---	1116	Il-14P	Egyptian Air Force			features in video footage, in natural metal c/s
---	1121	Il-14	Egyptian Air Force	ph.	09aug75	at Aswan; seen Cairo Almaza 06nov83 again 30oct84, stored
---	1122	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1124/SU-BBM	Il-14	Egyptian Air Force	Cal	20jul73	
---	1125/SU-BAE	Il-14T	Egyptian Air Force	CPH	24jun63	l/n CPH 26jun63
---	1128	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1131	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1132	Il-14T	Egyptian Air Force	ph.	nov67	opb 7 squadron; black and white photo exists in camo c/s
---	1133	Il-14	Egyptian Air Force	CPH	24jun63	
---	1133/SU-BEM	Il-14	Egyptian Air Force	Cal	mar72	
---	1134	Il-14T	Egyptian Air Force	Cal	02aug88	photo exists, in all grey c/s with a blue/white unknown emblem by the nose

---	1135	Il-14	Egyptian Air Force	Cal	02nov84	
---	1136	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1138	Il-14T	Egyptian Air Force			transferred to North Yemen Air Force
---	1140	Il-14T	Egyptian Air Force			opb 14 squadron; transferred to North Yemen Air Force before may63
---	1141	Il-14T	Egyptian Air Force			transferred to North Yemen Air Force
---	1146	Il-14T	Egyptian Air Force	ph.	1960s	opb 14 squadron; black and white photo exists with 'lightning-bolt' cheatline above the windows and white 'Pegasus' emblem by the nose; seen Cairo-Almaza 06nov83 and 30oct84, stored
---	1147	Il-14T	Egyptian Air Force		photo	dbf 05jun67 while attempting to take off from Jabel-Libni airfield; black and white photo exists with damage to the rudder and tail-plane, with 'lightning-bolt' cheatline above the windows and white 'Parachute' emblem by the nose
---	1148	Il-14T	North Yemen AF	ph.	may63	transferred from Egyptian Air Force (ex 14 squadron) with SU-NGI ? visible on top and below the wings; 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'; l/n ADE 25oct67
---	1149	Il-14	Egyptian Air Force			transferred to North Yemen Air Force before may63
---	1161	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1200	Il-14	Egyptian Air Force	Cal	06nov83	
---	203	Il-14	Congolese Gvt	d/d	jul60	possibly TN-203, presidential aircraft
---	TN-104	Il-14	Congo Air Force	BZV	09nov71	
---	TN-225	Il-14	Congo Air Force			
---	TN-105	Il-14	Congo Air Force	NDJ	25apr75	reported in Trait d'Union (issue 44)
---	TN-109	Il-14	Congo Air Force	BZV	09nov71	
---	TN-226	Il-14	Congo Air Force			
---	TN-112	Il-14	Congo Air Force	BZV	09nov71	
---	TN-227	Il-14	Congo Air Force			
---	TN-117	Il-14	Congo Air Force	BZV	09nov71	
---	TN-228	Il-14	Congo Air Force			
---	TN-120	Il-14	Congo Air Force	BZV	09nov71	
---	TN-229	Il-14	Congo Air Force			
---	TN-215	Il-14T	Congo Air Force	BZV	oct81	photo in white c/s with red cheatlines and grey undersides; seen Brazzaville 15oct91 wfu; still present
---	TN-240	Il-14T	Congo Air Force	BUD	mid70s	31mar96
---	61022	Il-14	Congo Air Force	BZV	19oct71	in dark green c/s with red cheatline
---	no serial	Il-14P	Rep. Congolese Gvt	ph.	aug60	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
---	58482	Il-14P	North Vietnam AF	ph.	aug57	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
	VN-C482	Il-14P	Hàng Không Việt Nam	SGN	jan91	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 Il-14 delivered by the Soviet Union to Vietnam and a VIP aircraft until 1964 and then used to transport soldiers/combat equipment until 1975; became, see next line
---	502	Il-14	North Vietnam AF			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; l/n 02mar22; see VN-C516 with unknown c/n
---	506	Il-14	North Vietnam AF	w/o	07feb68	opb 919th Transport Regiment; w/o 07feb68 when crashed into a mountain near Tam Giang, all 5 crew killed
---	512	Il-14	North Vietnam AF			reported to have crashed this date, during a re-supply flight to Hue, one of four Il-14s that went missing during the Mau campaign in feb68
---	514	Il-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 dbf 07feb68 on landing Sao Vang, Th anh Hoa airport
---	522	Il-14	North Vietnam AF			opb 919th Transport Regiment; was known locally as a T-14 (modified IL-14) with an external bomb rack; dbf 07feb68 on landing at Tho Xuan, no casualties
---	not known	Il-14	North Vietnam AF		photo	first digit not 100% confirmed
---	22-B	Il-14P	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
---	82516	Il-14T	North Vietnam AF	mfd	photo 1958	see next line
---	VN-C516	Il-14T	Hàng Không Việt Nam	HAN	apr80	seen wfu Hanoi Gia-Lam jan91/nov09; l/n 10oct11, missing many parts and previous serial 82516 showing under the paint, restored in early 2012 and preserved at the Hanoi Military History Museum (N21.032028 E105.84021); f/n apr12
	'C-482'	Il-14T	Hàng Không Việt Nam	ph.	jan13	preserved at the Hanoi Military History Museum with this fake serial; l/n 01mar22; not present dec23, all 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 Il-14 delivered by the Soviet Union to Vietnam and opb 919th Transport Regiment; see VN-C482 with unknown c/n
---	XY-VIP	Il-14P	Burmese Government	d/d	13jan56	VIP version (salon)
---	YE-AAE	Il-14P	Yemen Government	d/d	16sep58	
---	YE-AAG	Il-14P	Yemen Airlines	rgd	sep58	photo with titles as such
---	YE-AAR	Il-14P	Yemen Government			
---	1138	Il-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	Il-14T	Yemen Air Force			originally transferred from Egyptian Air Force to North Yemen Air Force; a black and white photo exists, with an Egyptian flag on the tail ?; became the Yemen Arab Republic Air Force from 20nov67
---	1140	Il-14T	North Yemen AF	ph.	may63	transferred from Egyptian Air Force (ex 14 squadron); black and white photo exists with 'lightning-bolt' cheatline above the windows, white top and white 'Pegasus' emblem by the nose
---	1148	Il-14T	North Yemen AF	ph.	may63	transferred from Egyptian Air Force (14 squadron) with SU-NGI ? visible on top and below the wings; 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'; l/n ADE 25oct67
---	1149	Il-14	North Yemen AF	ph.	may63	transferred from Egyptian Air Force
---	200	Il-14T	Afghan Air Force			
---	201	Il-14T	Afghan Air Force			
---	202	Il-14T	Afghan Air Force			
---	203	Il-14T	Afghan Air Force			
---	205	Il-14T	Afghan Air Force			
---	206	Il-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 E69.315417) Kabul
---	207	Il-14T	Afghan Air Force		photo	preserved Kabul Museum, (N34.463724 E69.109615); in light grey c/s; l/n may04; photos exist derelict, without engines and tail
---	208	Il-14T	Afghan Air Force			
---	209	Il-14T	Afghan Air Force			
---	210	Il-14T	Afghan Air Force			
---	1114	Il-14P	Syrian Air Force		14apr66	at Flugzeugwerft Dresden
---	not known	Il-14	Guinea-Bissau AF	no	reports	two delivered by sea via Conakry in early 1971

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 the Il-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 Il-18 production, production continued into the mid-seventies of the Il-20, Il-22 and Il-38 for all sorts of covert work. By 2004 probably no more than a few dozen original Il-18s remained airworthy. Of the Il-38 we can tell the following. The first prototype first flew on 28 September 1961 and the second prototype on 28 September 1962. At least 59 Il-38s were built for 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 c/n 10106 and was handed over to the Soviet Navy on 23 December 1967. The first Il-38 test-bed, a converted Il-18, flew on 28 September 1961. The last aircraft was delivered on 22 February 1972. Their c/ns fit perfectly between the regular Il-18 production at Khodynka. By 2000 the Russian Navy still operated 36 Il-38s. At least 120 Il-18s were exported to seventeen countries.

As can be seen in the list below ARZ-402 (BASCO - Bykovo Air Service Company) was the leading repair and overhaul plant for the Il-18. Another ARZ famous for repairs of GVF/MGA Il-18s was ARZ-243 in Tashkent, mainly concentrating on the servicing of planes of the Central Asian Republics and the South Asian countries. The repair facility at Pushkin in the Leningrad Region (20 ARZ) was known for the repairs of most military Il-18s and their modifications, specifically the Soviet Navy anti-submarine and patrol birds. However, it overhauled some civil (notably ex-military) Il-18s. Many BASCO maintained Il-18s were finally broken up at Bykovo. This was confirmed by 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 Il-18s.

The life limit for the Il-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 Il-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, Il-18 production by variants was split as follows: Il-18 sans suffixe (the prototypes) batch 0; Il-18A batches 1 through 4 (c/ns 187000101 through 188000405); Il-18B batches 5 through 17 (c/ns 188000501 through 189001801); Il-18V batches 18 through 84 (c/ns 189001802 through 185008501); Il-18E and Il-18D mixed batches 85 through 92 (c/ns 185008502 through 186009205); Il-18D batches 93 through 113 (c/ns 186009301 through 189011304)

However, there were Il-18V to Il-18D conversions. The Il-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 Il-18V converted to 100 or 105-seat configuration also had this additional window.

The Il-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 Il-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 Il-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 = Il-18 (passenger versions), izdeliye 17 = Il-20M ELINT aircraft and Il-20RT space tracker/telemetry relay aircraft, izdeliye 8 = Il-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 Il-18 built by MMZ No. 30 "Znamya Truda" ('Banner of Labour') at Moscow-Khodynka from 1957 to 1968

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

18700 00 01	CCCP-L5811	Il-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
18700 00 02	CCCP-75420	Il-18A	MAP Zhukovski	rgd	30apr66	canx 13dec66
	CCCP-L5812	Il-18	Ilyushin OKB	f/f	jul57	c/n in documents as '2'; second prototype, with NK-4 engines
	CCCP-L5888	Il-18	Ilyushin OKB	no	reports	converted to, see next line
	CCCP-75888	Il-18I	Ilyushin OKB	f/f	1961	the sole Il-18I; 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	Il-18A	Soviet Air Force	f/f	26oct57	first production aircraft, initially with NK-4 engines; opb 2 akdon (Aviatsionnaya Krasnoznamennaya 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	Il-18A	AFL/GosNII GVF	toc	jan58	75 pax configuration; rgd 03apr58
	CCCP-L5818	Il-18A	Ilyushin OKB	trf	18jun58	received AI-20 engines jul59
	CCCP-L5818	Il-18A	AFL/GosNII GVF	trf	11oct58	photo exists; with 'lightning-bolt' cheatline and a Soviet flag on the tail
	CCCP-33569	Il-18A	Soviet Air Force	WAW	14jul59	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
	CCCP-75634	Il-18A	Aeroflot/USHVLP	rgd	23jun60	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
18700 01 02	CCCP-L5819	Il-18A	AFL/Moscow (MUTA)	mfd	02oct57	the new registration was probably never painted on
	CCCP-75635	Il-18A	AFL/Moscow (MUTA)	rgd	09may58	had probably still the old registration painted on; trf to the Kharkov Aviation Institute (KhAI) as a ground instructional airframe 06nov59; t/t 317 hours and 370 cycles
	CCCP-L5819	Il-18A	AFL/GosNII GVF	trf	22aug59	with AI-20 engines; in 75 pax configuration; rgd 31jan58; registration used on a Yak-12R at the same time
	CCCP-L5820	Il-18A	AFL/Moscow (MUTA)	toc	23jan58	the new registration was never painted on, see below
18700 01 03	CCCP-75636	Il-18A	AFL/Moscow (MUTA)	rgd	09may58	had still the old registration painted on; new CoFR issued 14nov58, but the respective line in the post-1961 Soviet register was left blank; established several world records 14/17nov58, 19aug59, 25nov59 and 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 registration CCCP-L5820
	CCCP-L5820	Il-18A	MAP Ilyushin OKB	trf	28jul58	with NK-4 engines; opb 2 akdon (Aviatsionnaya Krasnoznamennaya 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 Sheremetevski settlement, all 5 crew and 5 passengers killed; t/t 67 hours and 120 cycles
	CCCP-L5820	Il-18A	MAP Ilyushin OKB	trf	28jul58	with NK-4 engines; opb 2 akdon (Aviatsionnaya Krasnoznamennaya 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 Sheremetevski settlement, all 5 crew and 5 passengers killed; t/t 67 hours and 120 cycles
18700 01 04	"002" red	Il-18A	Soviet Air Force	toc	01feb58	with NK-4 engines; opb 2 akdon (Aviatsionnaya Krasnoznamennaya 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 Sheremetevski settlement, all 5 crew and 5 passengers killed; t/t 67 hours and 120 cycles
18700 01 05	not known	Il-18A	Soviet Air Force	mfd	26oct57	rgd 06aug59; 89 pax configuration; a photo shows a Soviet Air Force style red cheatline and black 'Aeroflot' titles
18800 02 01	CCCP-75748	Il-18A	AFL/Moscow (MUTA)	trf	01aug59	f/n VKO 30jun70
	CCCP-75748	Il-18A	AFL/Azerbaijan-BAK	trf	13nov62	soc 24sep73 as worn out; t/t 16,592 hours and 9,030 cycles
	CCCP-75748	Il-18A	AFL/Moscow (MUTA)	trf	15feb63	toc 18apr58; initially with NK-4 engines; 75 pax configuration
	CCCP-75748	Il-18A	AFL/Tajikistan-DYU	mfd	30jun71	(p/ya 12 LII GKAT); received AI-20 engines sep59
	CCCP-L5821	Il-18A	AFL/Moscow (MUTA)	trf	31mar58	test-bed, used as a 'tanker' for de-icing systems tests and later for tests of the equipment for the Il-20RT(SIP) missile tracking aircraft; t/t 4,237 hours and 3,929 cycles
	CCCP-75637	Il-18A	AFL/Moscow (MUTA)	rgd	08may58	toc 01aug58; initially with NK-4 engines; rgd 07aug58; 80 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75637	Il-18A	MAP Zhukovski	trf	27may58	on charge as of 01aug60; f/n TAS 31aug60; l/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); l/n jan12
18800 02 02	CCCP-75638	Il-18A	AFL/Moscow (MUTA)	mfd	30apr58	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-75638	Il-18A	AFL/Tajikistan-DYU	trf	jul60	l/n DYU jun73; soc 24sep73 as worn out; t/t 20,159 hours and 9,226 cycles
	CCCP-75639	Il-18A	AFL/Northern-LED	trf	14nov59	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
	CCCP-75639	Il-18A	AFL/Tajikistan-DYU	trf	01dec59	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 02 04	CCCP-75639	Il-18A	AFL/Northern-LED	trf	1961	soc 24sep73 as worn out and canx same date; t/t 16,952 hours and 9,445 cycles
	CCCP-75640	Il-18A	AFL/Moscow (MUTA)	toc	30aug58	toc 28aug58; initially with NK-4 engines; rgd 11nov58; 80 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75640	Il-18A	AFL/Moscow (MUTA)	trf	19jul58	f/n DYU 01mar61; l/n AER 30jun70
18800 02 05	CCCP-75641	Il-18A	AFL/Moscow (MUTA)	mfd	19jul58	transfer not mentioned in MGA document; in Aeroflot c/s; soc 24sep73 as worn out and canx same date; t/t 17,151 hours and 10,125 cycles; used as a ground instructional airframe by the Kryvyi Rih Aeronautical School; f/n jul96; seen may98 with outer wings, engines and tail missing; scrapped by apr99
	CCCP-75641	Il-18A	AFL/Turkmenis.-ASB	trf	01feb60	in 75 passenger configuration; initially with NK-4 engines; toc 05sep58; rgd 11nov58; opb 63 AO
	CCCP-75642	Il-18A	AFL/Moscow (MUTA)	mfd	02jul58	in Aeroflot c/s; sold after modification to GK NII VVS 15nov60 (based on a decree of the Council of Ministers issued 18jun60)
	CCCP-75642	Il-18A	AFL/Tajikistan-DYU	trf	12may60	in Aeroflot c/s; a test-bed for the Il-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 02	CCCP-75643	Il-18A	AFL/Moscow (MUTA)	mfd	jul58	toc 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
	CCCP-75643	Il-18A	NII VVS	trf	27aug59	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-75643	Il-18SL	MRP NPO "Leninets"	VKO	26jun65	in Aeroflot c/s; received AI-20 engines 03sep60
18800 03 03	CCCP-75644	Il-18A	AFL/Moscow (MUTA)	mfd	aug58	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, l/n sep94 (derelict by then); reportedly broken up in late 1994
18800 03 04	CCCP-75645	Il-18A	AFL/Moscow (MUTA)	mfd	30aug58	
	CCCP-75645	Il-18A	AFL/GosNII GVF	trf	30may60	
	CCCP-75645	Il-18A	AFL/Moscow (MUTA)	trf	17jun63	

18800 03 05	CCCP-75646 CCCP-75646	Il-18A Il-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 Spenberg 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 (MGU GA) at SVO mar90/sep95
18800 04 01	CCCP-75647 CCCP-75647 CCCP-06180 CCCP-27220	Il-18A Il-18A Il-18A Il-18RTL	Aeroflot/USHVLP LII GKAT MAP LII Zhukovski MAP LII Zhukovski	mfd trf rgd rgd	aug58 06jan61 12dec64 31jan66	toc 06oct58; Ulyanovsk Advanced Flying Training College; initially with NK-4 engines; rgd 19nov58; 95 pax configuration according to MGA document by a decree issued 06aug60 avionics test-bed in Aeroflot c/s; converted to Il-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 toc 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
18800 04 02	CCCP-75648 CCCP-75648	Il-18A Il-18A	Aeroflot/USHVLP AFL/Urals-SVX	mfd trf	aug58 10sep59	opb 120 ATO; w/o 27apr60 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 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 Ulyanovsk Advanced Flying Training College; rgd 02dec58; f/n BAK dec58; received AI-20 engines 12nov59
18800 04 03	CCCP-75649 CCCP-75649 CCCP-75649 CCCP-75649	Il-18A Il-18A Il-18A Il-18A	AFL/Moscow (MUTA) Aeroflot/USHVLP AFL/Moscow (MUTA) Aeroflot/USHVLP	mfd trf trf trf	08sep58 18oct58 28may64 20nov64	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 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 18,471 cycles
18800 04 04	CCCP-75650 CCCP-75650	Il-18A Il-18A	AFL/Moscow (MUTA) Aeroflot/USHVLP	mfd trf	sep58 unknown	initially with NK-4 engines; toc 09oct58; 95 pax configuration; rgd only 08feb59; received AI-20 engines dec60
18800 04 05	CCCP-75651 CCCP-75651	Il-18A Il-18A	AFL/Moscow (MUTA) Aeroflot/USHVLP	mfd trf	18sep58 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 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 Il-18 powered by AI-20 turboprops
18800 05 01	not known CCCP-75473 "21"	Il-18B Il-18B Il-18B	Soviet AF/AFL c/s Soviet Air Force	mfd rgd photo	30sep58 20dec73 photo	c/n confirmed; d/d reported as 02feb68; opb 223 LO at Chkalovsk; f/n KBP 27nov70; third overhaul at Bykovo 1976; l/n Stendal 26oct77; t/t 5,733 hours and 3,393 cycles as of 01jan86; canx but date unknown 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	Il-18B Il-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 Il-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 from the river Daugava, all 8 crew escaped basically unhurt; soc 08sep61 and canx the same day; t/t 901 hours and 1,650 cycles
18800 05 03	CCCP-75654	Il-18B	AFL/Moscow (MUTA)	mfd	30oct58	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 CCCP-75655 CCCP-75655 CCCP-75656	Il-18B Il-18B Il-18B Il-18B	Aeroflot/USHVLP AFL/GosNII GVF Aeroflot/USHVLP AFL/Moscow (MUTA) Aeroflot/USHVLP	mfd trf trf trf mfd	21apr58 01oct60 31mar62 20feb65 30sep58	Ulyanovsk Advanced Flying Training College; on charge as of 01dec58; rgd 02dec58; 95 pax configuration, later converted to 89 pax configuration, date unknown
18800 05 05	CCCP-75656	Il-18B	AFL/Azerbaijan-BAK	trf	30jun60	Ulyanovsk Advanced Flying Training College 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, 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 13,890 cycles
18800 06 01	CCCP-75657	Il-18B	SibNIA	no reports		canx 1959; t/t 20 hours and 15 cycles according to Ilyushin OKB document; not mentioned in the MGA document and line left blank in the Soviet register
18800 06 02	CCCP-75658 CCCP-75658 CCCP-75658	Il-18B Il-18B Il-18B	AFL/Moscow (MUTA) AFL/Uzbekistan AFL/Ukraine-LWO	mfd trf trf	25mar58 25mar60 29nov7.	toc 22nov58; rgd 10feb59; 95 pax configuration, later converted to 89 pax configuration, date unknown 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 CCCP-75659 CCCP-75659	Il-18B Il-18B Il-18B Il-18B	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA AFL/Kazakhstan-KGF Aeroflot/USHVLP	mfd trf trf trf	25oct58 11nov59 apr72 23mar79	toc 09dec58; rgd 17feb59; 80 pax configuration f/n ALA 20mar61 Ulyanovsk Advanced Flying Training College; soc 22dec80 as life-time expired; t/t 33,695 hours and 14,630 cycles; preserved at UCK (N50.761291 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 CCCP-06187 CCCP-48093 CCCP-48093	Il-18B Il-18B Il-18B Il-18B	AFL/Northern-LED GKAT LII Zhukovski MAP LII Zhukovski MRP NPO "Leninets"	toc trf rgd trf	11dec58 16aug60 11mar66 unknown	initially with NK-4 engines; the first Il-18 based at LED; rgd 20dec58; mfd 29dec58, according to Ilyushin OKB document; 95 pax configuration 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 0703 in Aeroflot c/s; decommissioned in 1981; last flight to Gromovo; t/t 5,018 hours and 2,783 cycles; transported may83 and preserved in a pioneers' camp at Losevo (N60.683629 E03.055326) NW of St. Petersburg, l/n aug11; scrapped before 2012
18800 06 05	CCCP-75661 CCCP-75661	Il-18B Il-18B	AFL/Moscow (MUTA) AFL/Azerbaijan-BAK	toc trf	12dec58 04sep59	in 80 passenger configuration; rgd 20dec58 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, l/n oct19
18800 07 01	CCCP-75662	Il-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 CCCP-75663	Il-18B Il-18B	AFL/Northern-LED AFL/Northern-ARH	mfd trf	17nov58 05nov59	toc 09dec58; rgd 20dec58; the second Il-18 based at LED; f/f to LED dec58; 80 pax configuration, later converted to 89 pax configuration; date unknown f/n LED 26mar60; l/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, no casualties; t/t 20,488 hours and 9,326 cycles; soc 24jan73
18800 07 03	CCCP-75664	Il-18B	AFL/Azerbaijan-BAK	mfd	22sep58	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; l/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	Il-18B Il-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 CCCP-75666 CCCP-75666 CCCP-75666 CCCP-75666 CCCP-75666	Il-18B Il-18B Il-18B Il-18B Il-18D Il-18D	Ilyushin OKB AFL/GosNII GVF Ilyushin OKB MAP Zhukovski Sov. Navy/AFL c/s Soviet AF/AFL c/s	mfd trf trf rgd HEL rgd	30dec58 07jun62 24aug62 26jan66 07oct72 13feb73	trf 28feb64 by decree to GU GVF, see next line 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 Spenberg 10feb82; opb mil. unit 35451 (Chita) according to Ilyushin OKB document; canx 1989

18800 08 01	CCCC-04330	Il-18B	Polyarnaya Aviats.	mfd	15dec58	rgd 23feb59; toc 13mar59; opb Moskovski AO; in basic pre-1973 Il-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; 95 pax configuration, later converted to 89 pax configuration, date unknown
	CCCC-04330	Il-18B	AFL/Polar	trf	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 SVO Jun65
	CCCC-75479	Il-18B	AFL/Moscow	trf	06feb68	f/n VKO 06apr72
	CCCC-75479 CCCC-75668(1) CCCC-75668(1)	Il-18B Il-18B Il-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 1,089 cycles; see c/n 183005704
18800 08 03	CCCC-75669	Il-18B	AFL/Moscow (MUTA)	mfd	22dec58	toc 13jan59; rgd 10feb59; first flight 22apr59 with passengers VKO-ALA; 95 pax configuration, later converted to 89 pax configuration, date unknown
	CCCC-75669	Il-18B	AFL/Azerbaijan-BAK	trf	06jun59	f/n VKO sep59; soc 14jan77 due to its poor technical condition; t/t 28,360 hours and 15,233 cycles; photo BAK 1981, fuselage only without tail section
18900 08 04	CCCC-75670	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	CCCC-75671	Il-18B	Aeroflot/USHVLP	mfd	26jan59	toc 16feb59; rgd 14apr59; Ulyanovsk Advanced Flying Training College; 80 pax configuration
	CCCC-75671	Il-18B	AFL/GosNII GVF	trf	unknown	on charge as of 01jul75; f/n SVO 19dec75; soc 30dec76 as life-time expired and canx same date; t/t 6,826 hours and 16,577 cycles; seen SVO 14apr78, wfu; l/n SVO apr91/apr97, derelict
18900 09 01	CCCC-75672	Il-18B	AFL/Moscow (MUTA)	mfd	feb59	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/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 airframe by the Riga Aviation Institute (RKIIGA); soc 03aug61
18900 09 02	CCCC-75673	Il-18B	Ilyushin OKB	f/f	26feb59	mfd 28feb59; in Aeroflot c/s; joint trials of the autopilot and other systems started 24mar59; toc 01apr59; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n LBG 11jun59
	CCCC-75673	Il-18B	AFL/GosNII GVF	trf	12apr60	CoFR renewal 27apr60
	CCCC-75673	Il-18B	AFL/Latvia	trf	05nov68	
	CCCC-75673	Il-18B	AFL/Ukraine-KBP	trf	21nov72	soc 17dec79 as life-time expired; t/t 25,052 hours and 13,297 cycles
18900 09 03	CCCC-75674	Il-18B	AFL/GosNII GVF	mfd	10feb59	toc 25mar59; rgd 14sep59; in Aeroflot c/s; first passenger service 20apr59 (MOW-AER); 95 pax configuration
	CCCC-75674	Il-18B	AFL/VAU	trf	03oct61	Higher Aviation College
	CCCC-75674	Il-18B	AFL/GosNII GVF	trf	30dec62	f/n SVO 24may68
	CCCC-75674	Il-18B	Aeroflot/USHVLP	trf	04mar71	Ulyanovsk Advanced Flying Training College
	CCCC-75674	Il-18B	AFL/GosNII GA	trf	15jun71	
	CCCC-75674	Il-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 (N53.192685 E45.028404) near the River Sura
18900 09 04	CCCC-75675	Il-18B	AFL/Moscow (MUTA)	mfd	04mar59	toc 04mar59; rgd 26mar59; 95 pax configuration, later converted to 89 pax configuration, date unknown
	CCCC-75675	Il-18B	AFL/Azerbaijan-BAK	trf	06jun59	f/n VKO 01aug59
	CCCC-75675	Il-18B	AFL/Moscow (MUTA)	trf	13sep62	
	CCCC-75675	Il-18B	AFL/Azerbaijan-BAK	trf	01mar63	soc 14jan77 as worn out and canx same date; t/t 29,570 hours and 15,417 cycles
18900 09 05	CCCC-75676(1)	Il-18B	AFL/Moscow (MUTA)	mfd	mar59	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 decided to withdraw the aircraft from use; see c/n 185008605
	CCCC-75676(1)	Il-18B	AFL/VAU GVF	trf	17dec59	Higher Aviation College (at Leningrad); used as a ground instructional airframe only; soc 25mar61 as for 'display' and canx the same day; t/t 405 hours and 180 cycles
18900 10 01	CCCC-75749	Il-18B	AFL/Moscow (MUTA)	mfd	31mar59	toc 01aug59; rgd 06aug59; 89 pax configuration
	CCCC-75749	Il-18B	Soviet Gvt/AFL c/s	trf	unknown	on charge as of 01oct59; 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
18900 10 02	CCCC-75749	Il-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
	CCCC-75749	Il-18B	AFL/Azerbaijan	trf	04jun76	soc 30nov77 as life-time expired; t/t 34,995 hours and 13,159 cycles
	CCCC-75677	Il-18B	AFL/Northern-LED	mfd	07mar59	toc 22may59; rgd 13jul59; 80 pax configuration; f/n LED 07mar60
	CCCC-75677	Il-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	CCCC-75678	Il-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
18900 10 04	CCCC-75678	Il-18B	AFL/Azerbaijan-BAK	trf	04apr60	
	CCCC-75678	Il-18B	AFL/Ukraine-KBP	trf	30may72	soc 14jan77 as worn out and canx same date; t/t 28,405 hours and 15,827 cycles
	CCCC-75679	Il-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	CCCC-75680	Il-18B	AFL/Kyrgyzstan-FRU	mfd	28mar59	rgd 02jun59; toc 02jun59; f/f to FRU 02jun59; first Il-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	CCCC-75681	Il-18B	AFL/Moscow (MUTA)	mfd	04apr59	toc 06jun59; rgd 08aug59; 80 pax configuration; f/n VKO 13may61 on a test flight
	CCCC-75681	Il-18B	AFL/GosNII GVF	trf	26nov63	used to test the de Havilland QX-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	CCCC-75682	Il-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	CCCC-75683	Il-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	CCCC-75683	Il-18B	AFL/Urals	trf	29may74	photo PEE sep77; soc 30nov77 as life-time expired; t/t 34,979 hours and 12,914 cycles
	CCCC-75684	Il-18B	AFL/Moscow (MUTA)	mfd	28may59	toc 30may59; rgd 09jun59; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n VKO 23apr60, in old c/s
18900 11 05	CCCC-75684	Il-18B	AFL/West Sib.-OVB	trf	30jan72	soc 27oct77 as life-time expired; t/t 34,992 hours and 11,756 cycles
	CCCC-75685	Il-18B	AFL/Moscow (MUTA)	mfd	21may59	mfd also given as 30may59; soc 18jun59; rgd 08aug59; 80 pax configuration
	CCCC-75685	Il-18B	AFL/Kazakhstan-ALA	trf	16apr60	opb 240 LO; f/n VKO 05sep64; w/o 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 23jan65
	CCCC-75686	Il-18B	AFL/Moscow (MUTA)	mfd	may59	in 75 pax configuration; toc 10jun59; f/n LBG jun59; rgd 04jul59; opb Vnukovskoye PO
18900 12 01	CCCC-75686(1)	Il-18B	Aeroflot	mfd	14oct59	c/n confirmed, but registration not mentioned in the MGA document; operated the first Il-18 service from Moscow to London via Amsterdam (rather than via Copenhagen due to poor weather that day); see c/n 181003502
	CCCC-75686	Il-18B	AFL/Uzbekistan	trf	05jul60	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 out, all 5 (cockpit) crew and 70 passengers escaped unhurt; t/t 2,971 hours and 1,483 cycles; soc 29dec63 and canx the same day
18900 12 02	CCCC-75687	Il-18B	AFL/Azerbaijan-BAK	mfd	30jun59	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; soc 15aug73 and canx same date
18900 12 03	CCCC-75688	Il-18B	AFL/Moscow (MUTA)	mfd	03jul59	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	CCCC-75689	Il-18B	AFL/Kazakhstan-ALA	mfd	30jun59	toc 04jul59; rgd 11sep59; 80 pax configuration; f/n ALA 10dec62
	CCCC-75689	Il-18B	AFL/Azerbaijan-BAK	trf	unknown	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, l/n 29apr99 and broken up jun99/apr00
18900 12 05	CCCC-75690	Il-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

18900 13 01	CCCP-75691	Il-18B	AFL/Kazakhstan-ALA	mfd	25jul59	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; l/n FRU 09may95, rear part of the fuselage only 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	Il-18V	AFL/Uzbekistan-TAS	f/f	10dec59	
18900 13 03	CCCP-75693	Il-18B	AFL/Kyrgyzstan-FRU	mfd	02jul59	Il-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 show; soc 30nov77 as life-time expired; canx 24oct78; t/t 34,862 hours and 12,983 cycles
18900 13 04	CCCP-75693	Il-18B	AFL/Azerbaijan-BAK	trf	04jun76	toc 30jul59; rgd 12aug59; 80 pax configuration, later converted to 89 pax configuration, date unknown; the rear outer fuselage was damaged by a motor vehicle at SVX 19jan60, repaired; f/n FRU 26feb73
	CCCP-75694	Il-18B	AFL/Moscow (MUTA)	mfd	30jul59	f/n AER 16jun76; soc 24apr78 as life-time expired; t/t 34,854 hours and 16,068 cycles
18900 13 05	CCCP-75694	Il-18B	AFL/Latvia-RSC	trf	unknown	toc 01aug59; f/n VKO 17aug59; rgd 05sep59; 80 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75694	Il-18B	Aeroflot/USHVLP	trf	07may75	on charge as of 01jul60; l/n RIX 13sep68
18900 14 01	202 B-202	Il-18B	Civ Avn Adm China	mfd	nov59	Ulyanovsk Advanced Flying Training College; soc 30nov77 as life-time expired; t/t 28,324 hours and 19,367 cycles
		Il-18B	Civ Avn Adm China	CAN	20dec80	toc 01aug59; rgd 08aug59; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n LED 06jul70; l/n DYU may73; soc 07sep73 for research in order to increase the assigned resource life of the Il-18; t/t 24,266 hours and 9,899 cycles
18900 14 02	CCCP-75699	Il-18B	AFL/Moscow (MUTA)	mfd	31aug59	the first export Il-18, exported to China by Aviaexport; d/d 21nov59
	CCCP-75699	Il-18B	AFL/Urals-SVX	trf	09apr60	opb 8th Flight Group (Shaaxi); 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 03	CCCP-75696	Il-18B	Soviet Gvt/AFL c/s	rgd	16sep59	the first Il-18 with AI-20 series 2 turboprops; toc 09sep59; rgd 26sep59; 80 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75696	Il-18B	AFL/Urals-SVX	trf	25jun60	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 04	CCCP-75696	Il-18B	AFL/Urals-PEE	trf	1973	salon configuration; mfd 30sep59; soc 17oct59; in USAF documents 17nov59, routed YHZ-MEX; opb 235 OAO
	CCCP-75697	Il-18B	AFL/Turkmenis.-ASB	mfd	sep59	converted to 89 pax configuration, date unknown; f/n VKO 04oct72
18900 14 05	CCCP-75698	Il-18B	AFL/Kazakhstan-ALA	rgd	17sep59	soc 27jul78 as life-time expired; t/t 34,864 hours and 15,384 cycles
	CCCP-75698	Il-18B	AFL/Azerbaijan-BAK	trf	unknown	toc 10sep59; f/n VKO 30sep59; rgd 25oct59; 80 pax configuration, later converted to 89 pax configuration, date unknown; l/n VKO 04oct72; soc 27feb79 as life-time expired; t/t 32,819 hours and 16,500 cycles
18900 15 01	CCCP-75700	Il-18B	AFL/Urals-SVX	f/f	09sep59	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
						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 1981/82), further damaged by a storm 09jun84; broken up in 1984
18900 15 02	CCCP-75701	Il-18B	AFL/Moscow (MUTA)	mfd	30sep59	mfd 10sep59; toc 07oct59; rgd 09dec59; the first Il-18 based at SVX; 80 pax configuration, later converted to 89 pax configuration, date unknown; l/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
	CCCP-75701	Il-18B	AFL/Turkmenis.-ASB	trf	11may60	toc 17oct59; rgd 24nov59; 80 pax configuration, photo RBA 03dec59; later converted to 89 pax configuration, date unknown
18900 15 03	CCCP-75702	Il-18B	AFL/Moscow (MUTA)	mfd	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; f/n LHR 08nov59; l/n DME summer 1967 at the Air show
18900 15 04	CCCP-75702 (1)	Il-18B	AFL/Magadan	trf	10may71	soc 16oct79 as life-time expired; t/t 35,000 hours and 13,209 cycles
		Il-18B	Civ Avn Adm China	no	reports	c/n not confirmed, but mentioned in a document that the second Il-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	Il-18B	Civ Avn Adm China	photo		c/n from Chinese register book by C. Ballantine; not in official CAAC files
	B-240	Il-18B	Civ Avn Adm China	CZX	mar75	c/n not confirmed, photo as such; mentioned in documents having visited CGK 12apr63 along with Il-18 230, also visited Vietnam, Birma and Cambodia with Liu Shaoqi on board
	B-240	Il-18B	Civ Avn Adm China	ph.	sep85	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	Il-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 Il-18B; in the same document it is confirmed that Zhou Enlai had also used this aircraft previously, see 208 above; l/n oct09
18900 15 05	CCCP-75703	Il-18B	AFL/Latvia-RSC	mfd	03sep59	mfd also given as 30oct59; toc 13apr60; rgd 28apr60; 80 pax configuration; opb 1-y Rizhski OAO
	CCCP-75703	Il-18B	MRP NPO "Leninets"	trf	30mar62	in Aeroflot c/s; f/n RIX may65
	CCCP-75703	Il-18B	MRP Solnechnoye	trf	03jan67	Il-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 08apr91; l/n DME 20jul91, active
	RA-75703	Il-18B	NPO "Vzlyot"	BAKA	06may94	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	Il-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 Il-18 to fly into Lhasa in 1959; Vice Premier Chen Yi visited Afghanistan 17aug60 using this aircraft
	B-206	Il-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	Il-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	Il-18B	Civ Avn Adm China	rgd	1974	w/o Shenyang 27feb77 on a flight Lanzhou-XiEan-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	Il-18B	AFL/Turkmenis.-ASB	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	Il-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 19,999 cycles; canx 20apr79; seen Kbely 19sep21, to be restored as an exhibit for display; l/n aug24
18900 16 05	OK-NAB	Il-18B	CSA	mfd	09nov59	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 lake, all 76 occupants killed; canx 16may77; t/t 22,079 hours and 18,453 cycles
18900 17 01	230 (1)	Il-18B	Civ Avn Adm China	CGK	12apr63	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 Il-18B 240, CGK this date; operator not confirmed; see c/n 181003602 and 184007605
18900 17 02	CCCP-75705	Il-18B	Soviet Gvt/AFL c/s	mfd	29dec59	toc 29dec59; rgd 20jan60; opb 235 AON at VKO; 80 pax configuration; f/n DKR jun60; w/o 17aug60 on a flight from Cairo to Moscow (Vnuukovo), 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-Zhuliany airport) and exploded, all 7 crew and 27 passengers (among them Uganda National Congress leader John Muhimma 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	Il-18B	Soviet Gvt/AFL c/s	mfd	13nov59	toc 31dec59; rgd 20jan60; opb 235 LO; 80 pax configuration; f/n LHR 07aug60
	CCCP-75706	Il-18B	Aeroflot/USHVLP	trf	27jan61	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	Il-18B	Soviet Gvt/AFL c/s	mfd	22dec59	toc 25jan60; rgd 03feb60; opb 235 LO; 80 pax configuration; f/n DKR jun60
	CCCP-75707	Il-18B	AFL/Moscow (MUTA)	trf	15may61	f/n DME summer77; soc 23mar79 as life-time expired; t/t 34,858 hours and 14,439 cycles
18900 17 05	CCCP-75707	Il-18B	AFL/Turkmenis.-ASB	trf	22jan72	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); l/n CAI 23jul61, with Yuri Gagarin aboard
	CCCP-75708	Il-18B	Soviet Gvt/AFL c/s	mfd	26dec59	opb 247 AO at SVO
	CCCP-75708	Il-18B	AFL/Polar	trf	12oct61	opb 65 LO of Vnuukovski OAO; w/o 26aug69 on the leg from Sochi to Moscow-Vnuukovo (at night) of a flight from Sochi to Norilsk when the crew (pilot: A.I. Khomchenko) forgot to lower the undercarriage due to

						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; struck off charge 25dec69
18900 18 01	CCCP-75709 CCCP-75709	Il-18B Il-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 cycles
18900 18 02	CCCP-75711(1) CCCP-75711(1) CCCP-75711(1)	Il-18V Il-18V Il-18V	AFL/Urals-SVX AFL/Moscow (MUTA) AFL/Urals-SVX	mfd trf trf	13feb60 24mar60 28oct61	toc 15feb60; rgd 01apr60; 78 pax configuration, later converted to 89 pax configuration, date unknown
18000 18 03	CCCP-75712	Il-18V	AFL/Tajikistan-DYU	mfd	12feb60	f/n AER 06jul70; soc 30nov77 as life-time expired; t/t 34,998 hours and 15,185 cycles; l/n SVO 01sep81 wfu; see c/n 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	CCCP-75713(1) CCCP-75713(1)	Il-18V Il-18V	AFL/GosNII GVF MRP Zhukovski	f/f trf	28jan60 07sep67	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
18900 18 05	CCCP-75714	Il-18V	AFL/Moscow (MUTA)	mfd	22feb60	toc 25mar60; rgd 13apr60; 78 pax configuration, later converted to 89 pax configuration, date unknown; f/n VKO 09jun60; l/n VKO 14nov77
18000 19 01	CCCP-75714 CCCP-75715	Il-18V Il-18V	AFL/Kazakhstan AFL/Moscow (MUTA)	trf mfd	07jun78 07mar60	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; f/n ARN 1960
18000 19 02	CCCP-75715 CCCP-75716	Il-18V Il-18V	AFL/Krasnoyarsk-KJA Soviet Gvt/AFL c/s	trf mfd	12sep61 10mar60	photo KJA 1970; l/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 personal aircraft of Soviet leader Nikita Khrushchov, photos exist of him with this aircraft in the background
	CCCP-75716 CCCP-75716	Il-18V Il-18V	AFL/Moscow (MUTA) AFL/Polar	trf trf	05apr63 26dec63	converted to a meteorological research aircraft by Factory No. 30 in 1963; carried large 'Aeroflot' and small 'Polymayaya Aviatsiya' titles; mentioned in a document 25aug64
	CCCP-75716 CCCP-75716	Il-18V Il-18V	AFL/GosNII GA AFL/International	trf trf	24sep70 16nov70	transfer to be confirmed, mentioned neither in MGA document nor in register opb 63 LO on behalf of GosNII GA; the belly-pod was removed mar74 and transferred to CCCP-75598 in 1977
	CCCP-75716 CCCP-75716	Il-18V Il-18V	AFL/GosNII GA Aeroflot/USHVLP	trf trf	06apr76 24may77	Ulyanovsk Advanced Flying Training College; last flight 14mar79 (to ARZ No. 402 GA at Bykovo); soc 17apr80 as life-time expired; t/t 9,665 hours and 5,453 cycles; broken up
18000 19 03	HA-MOA	Il-18V	MALÉV	mfd	22feb60	mfd 26feb60 according to Ilyushin OKB document; d/d 01apr60; 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 cargo 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 was renamed Ferenc Liszt in may11 and the museum was renamed Aeropark in nov14; l/n feb24
18000 19 04	CCCP-75717	Il-18V	Soviet Gvt/AFL c/s	mfd	31mar60	mfd also given as 18apr60; toc 15apr60 according to MGA document; salon configuration; first Il-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	Il-18V Il-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 cycles
18000 19 05	DM-STA DM-STA DDR-STA	Il-18V Il-18V Il-18V	Deutsche Lufthansa Interflug Interflug	mfd trf rgd	05mar60 01sep63 22jul81	rgd 28apr60; photo DRS aug60 l/n SXF 30apr80
	DM-STA	Il-18V	Deutsche Lufthansa	LEJ	13sep09	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 Leipzig airport seen mar90/jun09; in the process of being repainted 30aug09
18000 20 01	DM-STB DM-STB DDR-STB	Il-18V Il-18V Il-18V	Deutsche Lufthansa Interflug Interflug	mfd trf rgd	mar60 01sep63 08sep81	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); l/n LEJ (N51.422252 E12.223342) may13/aug24
						rgd 02apr60; photo exists in full c/s seen BUD 05oct65; l/n LGW 15jun80
18000 20 02	HA-MOD	Il-18V	MALÉV	mfd	15mar60	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 Leipzig-Plagwitz in summer 1999; preserved on the roof of the "Da Capo" company at Karl-Heine-Strasse, (N51.328927 E12.326689) seen may00/jun24
18000 20 03	CCCP-75431	Il-18V	MRP Zhukovski	mfd	17oct60	d/d 02apr60; rgd 24may60, rather than as HA-MOB, because of the English word 'mob'; named 'MoDénés' (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; t/t 1,138 hours and 633 cycles (overhaul history not given)
	CCCP-75431	Il-18V	MPR "Vzlyot"	rgd	20mar91	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 No. 402 GA at Bykovo jul85 for last overhaul with them; t/t 11,818 hours
	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	f/n ZIA 11aug92 in modified Aeroflot polar c/s with red cheatline but white tail, survey equipment removed; c/n checked; converted to Il-18Gr returned this day after lease
	9Q-CHB	Il-18Gr	Comp. Afriq. d'Avn	rgd	19oct00	l/n MST 18nov99, Aeroflot c/s, no titles; seen Zhukovski 18aug00 freshly painted and with 'CAA' (= Compagnie Africaine d'Aviation) titles c/s; canx 14sep00 as to Congo
18000 20 04	CCCP-75719 3X-NZE (1)	Il-18V Il-18V	AFL/Moscow (MUTA) Air Guinée	toc lsd	11may60 1960	acquired by CAA 09sep00; in light grey c/s with red cheatline and fin, 'Il-18B' painted on nose; f/n FIH 15mar01; l/n intact FIH 23sep07; seen FIH 04mar08, minus rear fuselage, being broken up
18000 20 05	CCCP-75719 CCCP-75718	Il-18V Il-18V	AFL/Turkmenis.-ASB AFL/Moscow (MUTA)	trf mfd	01jun62 30apr60	rgd 25may60; 78 pax configuration, later converted to 89 pax configuration, date unknown returned the same year; see c/n 181003704
	CCCP-75718 CCCP-75718	Il-18V Il-18V	Aeroflot/USHVLP AFL/Moscow (MUTA)	trf trf	05apr62 28may64	f/n ASB 17jun62; l/n DME 13nov77; soc 17apr80 as life-time expired; t/t 34,517 hours and 16,179 cycles toc 10may60; rgd 25may60; 78 pax configuration, later converted to 89 pax configuration, date unknown; f/n SVO 24aug60
18000 21 01	OK-OAC	Il-18V	CSA	mfd	26may60	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 mar90/sep95, dumped; an Il-18 fuselage was seen at the fuel depot at Domodedovo 20sep98, registration not visible, but probably the same aircraft
18000 21 02	OK-OAD	Il-18V	CSA	d/d	31may60	d/d 31may60; rgd 18jun60; named 'Iiacské Kupele'; f/n AMS 05aug62; wfu PRG 30may80; t/t 24,856 hours and 20,957 cycles; canx 29dec81; destroyed during Semtex tests 19/20nov84
18000 21 03	CCCP-04356	Il-18V	Polyarnaya Aviats.	mfd	31may60	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 cycles
	CCCP-04356 CCCP-04356 CCCP-75422 CCCP-75720	Il-18V Il-18V Il-18V Il-18V	AFL/Polar AFL/VAU AFL/Moscow-DME AFL/Northern-LED	trf trf trf mfd	1960 sep63 14apr66 14jun60	toc 03jun60; rgd 10jun60; in basic pre-1973 Il-18 c/s with bold titles above the windows instead of 'Aeroflot' titles and a small 'GUSMP' (GlasSevMorPut') pennant on fin in lieu of Soviet flag; 89 pax configuration; in document 22jun60 as just delivered
	CCCP-75720	Il-18V	AFL/Azerbaijan-BAK	trf	unknown	in document may62
18000 21 05	CCCP-75721	Il-18V	AFL/Moscow (MUTA)	mfd	20jun60	Higher Aviation College rgd 18may66; soc 30nov78 as life-time expired; t/t 34,700 hours and 12,235 cycles
18000 22 01	CCCP-75721 CCCP-75722	Il-18V Il-18V	AFL/Krasnoyarsk AFL/Moscow (MUTA)	trf mfd	11jan77 30jun60	toc 15jun60; rgd 11aug60; 84 pax configuration, later converted to 89 pax configuration, date unknown; f/n HEL 07aug68; l/n TAS apr73
	CCCP-75722 CCCP-75722	Il-18V Il-18V	Aeroflot/USHVLP AFL/Latvia	trf trf	16mar62 18apr67	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 VKO 09jun60; l/n DME 27aug75
						soc 30nov77 as life-time expired; t/t 34,964 hours and 10,483 cycles 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 l/n RIX 27may69

	CCCC-75722	Il-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	Il-18V	Deutsche Lufthansa	mfd	16jul60	rgd 16jul60
	DM-STC	Il-18V	Interflug	trf	01sep63	seen AMS 24jun78
	DDR-STC	Il-18V	Interflug	rgd	06oct81	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
	OK-018	Il-18V	VZLÚ	rgd	30nov87	converted to Il-18LL test-bed; with a Walter M-602 turboprop, five bladed VJ-518 propellers (for the L-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; t/f 26may88 and flown 06jul88 with a working turboprop; initially in basic ex Interflug c/s, tail later repainted by aug88; with small 'VZLU PRAHA' titles and named 'Golden Rake', type painted as 'LL IL-18; last flight PRG-Kbely 08jun92; subsequently stored at Kbely; broken up jan96
18000 22 03	CCCC-75723	Il-18V	AFL/Moscow (MUTA)	mfd	23jul60	toc 23jul60; rgd 06aug60; 84 pax configuration, later converted to 89 pax configuration, date unknown; f/n BMA 1960
	CCCC-75723	Il-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	CCCC-75724	Il-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
	CCCC-75724	Il-18V	AFL/Urals-SVX	trf	26jul62	f/n DME 27aug75
	CCCC-75724	Il-18V	AFL/Urals-PEE	trf	27apr76	f/n PEE 30jun76; soc 30nov77 as life-time expired; t/t 34,998 hours and 14,892 cycles; was reportedly preserved in a park at Perm, broken up before 1997
18000 22 05	CCCC-75725	Il-18V	AFL/Latvia-RSC	mfd	05aug60	toc 05aug60; rgd 12aug60; 84 pax configuration, later converted to 110 pax configuration, date unknown; last flight 27jan77 and the last Il-18 at RIX
	CCCC-75725	Il-18V	Aeroflot/UShVLP	trf	13apr77	Ulyanovsk Advanced Flying Training College; soc 22sep78 as life-time expired; t/t 29,087 hours and 19,097 cycles
18900 23 01	CCCC-75726	Il-18V	AFL/Moscow (MUTA)	mfd	25sep60	toc 25sep60; rgd 03oct60
18000 23 02	CCCC-75726	Il-18V	AFL/Kazakhstan-ALA	trf	31jan62	seen LED 11oct75; soc 27mar78 as life-time expired; t/t 34,570 hours and 15,109 cycles
	493	Il-18V	East German AF	mfd	aug60	salon version; i/s 28oct60; rgd 28oct62 with call-sign DM-VAX
	DM-STD	Il-18V	EGAF/DLH c/s		1964	
	DM-STD	Il-18V	Interflug	rgd	03sep64	l/n SXF 30apr80
	DDR-STD	Il-18V	Interflug	rgd	01jul81	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 'Fanny-Fly' on the road to Helmstedt since 1992, l/n aug08; offered for sale around 2006; arrived Teuge, Holland, (N52.241219 E6.0526306) 24apr09 to become a hotel; l/n 26jun09; repainted in brown/white colours with 'hotelsuites.nl' on forward fuselage; f/n 30jul09, as such; l/n jun23
18000 23 03	CCCC-75727	Il-18V	AFL/GosNII GVF	mfd	13jan61	toc 25jan61; rgd 23mar61
	CCCC-75727	Il-18V	AFL/Moscow (MUTA)	trf	06jul61	f/n LHR 17apr67
	CCCC-75727	Il-18V	AFL/Kazakhstan-ALA	trf	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 suffered 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 cycles
18000 23 04	CCCC-75728	Il-18V	AFL/Moscow (MUTA)	mfd	29sep60	toc 01oct60; rgd 07oct60; 89 pax configuration; f/n AER 1960; l/n DME 03oct72
18000 23 05	CCCC-75728	Il-18V	AFL/Krasnoyarsk	trf	14jan77	soc 27oct77 as life-time expired; t/t 34,988 hours and 10,790 cycles
	CCCC-75729	Il-18V	AFL/Urals-SVX	mfd	21sep60	toc 30sep60; rgd 29oct60; 90 pax configuration; f/n SVX 23feb63
	CCCC-75729	Il-18V	AFL/Urals-CEK	trf	jan65	based on a decree dated 11jan65
	CCCC-75729	Il-18V	AFL/Urals-SVX	trf	early77	based on a decree dated 16feb77, for a period of one month
	CCCC-75729	Il-18V	AFL/Urals-CEK	trf	early77	l/n DME 1977; soc 30nov78 as life-time expired; t/t 34,915 hours and 16,139 cycles
18000 24 01	CCCC-75730	Il-18V	AFL/Moscow (MUTA)	mfd	30sep60	toc 22oct60; rgd 21nov60; 89 pax configuration; f/n VKO 24dec60; l/n DME 27aug75
	CCCC-75730	Il-18V	AFL/Krasnoyarsk	trf	12jan77	soc 28sep77 as life-time expired; t/t 33,976 hours and 10,480 cycles
18000 24 02	9G-AAI	Il-18V	Ghana Airways	mfd	18nov60	d/d 03dec60; f/n DKR 19jan61; returned to the Soviet Union jun63
	CCCC-75534	Il-18V	AFL/Polar	toc	31jan64	rgd 29feb64; 89 pax configuration; in fleet list 25aug64
	CCCC-75534	Il-18V	AFL/Moscow	trf	09feb68	
	CCCC-75534	Il-18V	AFL/Ukraine-LWO	trf	09jan73	soc 16oct79 as life-time expired; t/t 34,386 hours and 14,645 cycles
	SP-LSA	Il-18V	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
	SP-LSA	Il-18Gr	LOT			with 'CARGO' titles; arrived ARZ No. 402 GA at Bykovo for last overhaul 15jan84 with t/t 25,709 hours; t/t 25,827 hours and 13,400 cycles from OKB document dated 01jan86 (last overhaul 1981)
	SP-LSA	Il-18Gr	Excel AI Ghana	OST	09mar87	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	Il-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
	CCCC-75535	Il-18V	AFL/Northern-LED	toc	unknown	on charge as of 01mar64; rgd 28mar64; 89 pax configuration; f/n LED 06jul70
	CCCC-75535	Il-18V	AFL/Arkhangel.-ARH	trf	01jan73	
	CCCC-75535	Il-18V	Hàng Không Vietnam	lsd	oct72	returned to the Soviet Union, see next line
	CCCC-75535	Il-18V	AFL/Kazakhstan-KGF	trf	20jul77	seen LED 1978 in 1973-standard Aeroflot c/s (photo proof exists); soc 18may81 as life-time expired; l/yushin OKB document also gives 1981 as life-time expired with t/t 34,266 hours and 15,450 cycles, but last flight 16feb84 ARZ No. 402 GA at Bykovo and scrapped according to BASCO document
18000 25 01	9G-AAK	Il-18V	Ghana Airways	DKR	21feb61	returned to the Soviet Union jun63
	CCCC-75532	Il-18V	AFL/Uzbekistan-TAS	toc	02dec63	rgd 14jan64; 89 pax configuration; f/n TAS 12dec66; soc 30nov78 as life-time expired; t/t 34,998 hours and 13,267 cycles
18000 25 02	9G-AAL	Il-18V	Ghana Airways	DKR	06feb61	seen LGW 06jun61; l/n LHR jul62; returned to the Soviet Union jun63
	CCCC-75533	Il-18V	AFL/Uzbekistan-TAS	toc	06dec63	rgd 14jan64; 89 pax configuration; dbr 05jun70 on take-off from Samarkand when the crew had forgotten 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
18000 25 03	not known	Il-18V	AFL/GosNII GVF	mfd	1960	relegated to static tests/secondary stress loads in 1961; canx
18000 25 04	101 (1)	Il-18V	Polish Air Force	mfd	31dec60	d/d 02mar61; see c/n 185008305 and 185008503
	SP-LSE	Il-18V	LOT	rgd	11sep65	named 'Lenino'; f/n AMS 19aug67; arrived ARZ No. 402 GA at Bykovo for last overhaul 26may86 with t/t 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 Bridge in downtown Warsaw where it was destroyed by vandalism 26sep95
18000 25 05	CCCC-75731	Il-18V	Soviet Gvt/AFL c/s	mfd	29dec60	toc 12jan61, in MGA document in error as 12jan60; rgd 06feb61; opb 235 OAO; 89 pax configuration; photo DEL 20feb61
	CCCC-75731	Il-18V	AFL/Armenia-EVN	trf	05apr61	
	CCCC-75731	Il-18V	AFL/Urals-CEK	trf	05sep66	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 Rovno
18100 26 01	CCCC-75732	Il-18V	AFL/Polar	toc	28jan61	rgd 06feb61; 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 Yemilinskogo (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	CCCC-75733	Il-18V	AFL/Krasnoyar.-KJA	mfd	31jan61	toc 24feb61; first Il-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	CCCC-75734	Il-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	CCCC-75735	Il-18V	AFL/Kyrgyzstan-FRU	mfd	31jan61	toc 07feb61; rgd 02mar61; f/n jul68; canx 1978; t/t 34,999 hours and 16,067 cycles
18100 26 05	CCCC-75736	Il-18V	AFL/Moscow (MUTA)	mfd	20jan61	toc 06feb61; rgd 18feb61; 89 pax configuration
	CCCC-75736	Il-18V	AFL/Urals-SVX	trf	31jul63	
	CCCC-75736	Il-18V	AFL/Urals-CEK	trf	1975	
	CCCC-75736	Il-18V	AFL/Urals-SVX	trf	29nov78	
18100 27 01	102 (1)	Il-18V	Polish Air Force	mfd	28feb61	was converted to IL-18Gr 16sep78 with t/t 35,000 hours and 15,159 cycles; arrived ARZ No. 402 GA at Bykovo 15may80 for last overhaul; soc 16aug82 as life-time expired; t/t 40,000 hours and 16.866 cycles
	SP-LSH	Il-18V	LOT	rgd	16jul66	d/d 09mar61; see c/n 186008905
	SP-LSH	Il-18Gr	LOT		jun82	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 Rohatce (N50.4595451 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	CCCC-75737	Il-18V	AFL/GosNII GVF	mfd	24mar61	toc 30mar61; 89 pax configuration
	CCCC-75737	Il-18V	AFL/Northern-LED	trf	10jun61	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	Il-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 destroyed by arson and scrapped toc 11apr61; rgd 05may61; 89 pax configuration
18100 27 04	CCCP-75739 CCCP-75739 CCCP-75739 CCCP-75740 CCCP-75740 CCCP-75741	Il-18V AFL/International AFL/Uzbekistan-TAS Soviet Gvt/AFL c/s AFL/Turkmenis.-ASB AFL/Krasnoyarsk.-KJA	AFL/Moscow (MUTA) AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow	mfd trf trf mfd trf mfd	28feb61 15feb64 19dec65 28feb61 10apr63 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 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 kulury i otdykha "Komsomolski" at Abakan from 1977 and used as a children's cinema; broken up in the mid-1990s 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 f/n DKR 15may61; photo ADE 1963; CoFA expired 31dec63; returned to the Soviet Union toc 23jun66; 89 pax configuration f/n AER 30jun70; soc 17dec79 as life-time expired; t/t 34,552 hours and 12,336 cycles 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 rgd 21apr61; according to other sources 23mar61; named 'Narvik'; f/n AMS 22dec61; converted 09feb76/27feb76 for use as cargo aircraft similar to Il-18Gr; seen NUE 03dec77 with 'Cargo' titles; t/t 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 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 'Polymarna Aviatiya' 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'; l/n SYD dec66 converted to a standard Il-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 Zhukovsk 16aug92, c/n checked
18100 28 02	CCCP-75742	Il-18V	Soviet Gvt/AFL c/s	mfd	28feb61	
18100 28 03	CCCP-75742 9G-AAX CCCP-75426 CCCP-75426 9G-AAY CCCP-75421 SP-LSC	Il-18V AFL/Uzbekistan-TAS Ghana Airways AFL/Moscow AFL/West Sib.-OVB Ghana Airways AFL/Krasnoyarsk.-KJA LOT	AFL/Moscow (MUTA) AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow	trf mfd rgd trf mfd mfd mfd	18apr63 mar61 20jun66 20sep67 24mar61 09jul66 18mar61	
18100 29 01	LZ-BEI CCCP-75743	Il-18V Il-18V-26A	Balkan AFL/Polar	d/d mfd	18apr88 18apr61	
18100 29 02	CCCP-75743 CCCP-75743	Il-18V Il-18V	AFL/Moscow (MUTA) AFL/Krasnoyarsk	trf trf	02feb68 27jan78	
18100 29 02	OK-PAE	Il-18V	CSA	f/f	22feb61	
18100 29 03	HA-MOC	Il-18V	MALÉV	mfd	07mar61	
18100 29 04	OK-PAF	Il-18V	CSA	d/d	22apr61	
18100 29 05	CCCP-75744 CCCP-75744 CCCP-75744	Il-18V Il-18V Il-18D	AFL/Polar AFL/Moscow (MUTA) AFL/Krasnoyarsk.-KJA	mfd trf trf	26mar61 14jun68 23jan78	
18100 30 01	CCCP-75745	Il-18V	AFL/Krasnoyarsk.-KJA	mfd	18apr61	
18100 30 02	CCCP-75746 CCCP-75746 CCCP-75747	Il-18V Il-18V Il-18V	AFL/Krasnoyarsk AFL/Azerbaijan AFL/Kazakhstan-ALA	mfd trf mfd	28apr61 unknown 30apr61	
18100 30 04	CCCP-75750 CCCP-75750 CCCP-75751	Il-18V Il-18V Il-18V	AFL/Latvia-RSC AFL/Krasnoyarsk.-KJA AFL/Turkmenis.-ASB	mfd trf mfd	28apr61 04sep63 29apr61	
18100 30 05	CCCP-75751	Il-18V	AFL/Turkmenis.-ASB	mfd	29apr61	
18100 31 01	CCCP-75752 CCCP-75752 CCCP-75753	Il-18V Il-18Gr Il-18V	AFL/Kyrgyzstan AFL/Magadan AFL/Krasnoyarsk.-KJA	mfd trf mfd	13apr61 20jul79 11may61	
18100 31 03	CCCP-75754	Il-18V	AFL/Armenia-EVN	mfd	13may61	
18100 31 04	CCCP-75755 CCCP-75755 OK-BYP OK-PAI	Il-18V Il-18Gr Il-18V Il-18V	AFL/Tajikistan-DYU AFL/West Sib.-OVB CS-Gvt (LSFMV) CSA	mfd trf mfd trf	may61 18feb80 jun61 21jan77	
18100 32 01	CCCP-75756	Il-18V	AFL/Tajikistan-DYU	mfd	25may61	
18100 32 02	CCCP-75757	Il-18V	AFL/Armenia-EVN	toc	17jun61	
18100 32 03	CCCP-75758 CCCP-75758 CCCP-75758 CCCP-75758 CCCP-75758 CCCP-75758 CCCP-75758	Il-18V Il-18V Il-18V Il-18V Il-18V Il-18V Il-18V	Soviet Gvt/AFL c/s Aeroflot/USHVLP AFL/Latvia Aeroflot/USHVLP AFL/Latvia Aeroflot/USHVLP	mfd trf trf trf trf trf trf	27may61 23mar62 21jun65 01aug66 19aug67 02nov67	
18100 32 04	CCCP-75759	Il-18V	AFL/Urals-SVX	mfd	15jun61	
18100 32 05	CCCP-75760 CCCP-75760 CCCP-75761	Il-18V Il-18V Il-18V	AFL/Latvia-RSC AFL/Azerbaijan-BAK AFL/Uzbekistan-TAS	mfd trf mfd	27jun61 15aug64 27jun61	
18100 33 01	CCCP-75762	Il-18V	AFL/Kazakhstan-ALA	mfd	29jun61	
18100 33 03	TZ-ABD	Il-18V	Air Mali	mfd	jul61	
18100 33 04	CCCP-75477 CCCP-75477 TZ-ABE	Il-18V Il-18V Il-18V	AFL/Moscow-DME AFL/Krasnoyarsk Air Mali	toc trf mfd	27jul68 14jan77 jul61	
18100 33 05	9G-AAM CCCP-75424 CCCP-75424 CCCP-75424	Il-18V Il-18V Il-18V Il-18V	Ghana Airways AFL/Northern AFL/Arkhangelsk AFL/Magadan	mfd toc trf trf	23jul61 unknown 01mar73 04may77	
18100 34 01	CCCP-75763 CCCP-75763	Il-18V Il-18V	Soviet Gvt/AFL c/s Aeroflot/USHVLP	mfd trf	31aug61 03oct63	
18100 34 02	CCCP-75764	Il-18V	Soviet Gvt/AFL c/s	mfd	sep61	
18100 34 03	7T-VRA	Il-18V	Algerian Gvt	d/d	06jan64	
18100 34 03	9G-AAN CCCP-75425	Il-18V Il-18V	Ghana Airways AFL/Urals-SVX	mfd toc	27jul61 06jul66	

18100 34 04	CCCP-75765	Il-18V	AFL/Turkmenis.-ASB	toc	26jul61	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 05	CCCP-75766(1)	Il-18V	MAP zavod # 30	mfd	jul61	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 35 01	CCCP-75767 CCCP-75767	Il-18V Il-18V	AFL/Moscow (MUTA) AFL/Armenia	mfd trf	29jul61 26jan62	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 Lkhovitsy-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 187009803
	no reg	Il-18V	no titles	ph.	29aug09	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 Spenberg 12may75; l/n KBP 20aug75; arrived at ARZ No. 402 GA at Bykovo for its last overhaul nov77 and was partially modified to Il-18D standard; soc 26jun79 as life-time expired; last flight may81 to the grass strip at Stavropol-Grushovoy; t/t 34,995 hours and 15,251 cycles; was preserved and used as the café "Liner" in Park Pobedy (Victory Park) at Stavropol from may81
18100 35 02	CCCP-75768(2) CCCP-75768(2) CCCP-75768(2)	Il-18V Il-18V Il-18V	AFL/GosNII GVF AFL/Uzbekistan AFL/Azerbaijan	toc trf trf	unknown 28aug64 04jun76	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 '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-75769 CCCP-75769	Il-18V Il-18V	AFL/Urals-SVX AFL/Azerbaijan-BAK	mfd trf	03jul61 07jun76	soc 24jan79 as life-time expired; t/t 34,924 hours and 13,456 cycles
18100 35 04	CCCP-75770	Il-18V	AFL/Kazakhstan-ALA	mfd	24aug61	toc 03aug61; rgd 15sep61; 89 pax configuration; f/n DME 03oct72
18100 35 05	CCCP-75771 CCCP-75771 CCCP-75771	Il-18V Il-18V Il-18V	AFL/Moscow (MUTA) AFL/Kyrgyzstan AFL/Krasnoyarsk-KJA	mfd trf trf	31aug61 26feb62 31jul62	soc 29aug77 as life-time expired; t/t 34,992 hours and 15,290 cycles
18100 36 01	CCCP-75772 CCCP-75772	Il-18V Il-18V	AFL/GosNII GVF AFL/Kyrgyzstan-FRU	toc trf	16sep61 27jan62	toc unknown; rgd 07sep61; f/n DME 18dec64; l/n LED 11aug75; soc 27oct77 as life-time expired; t/t 34,098 hours and 14,997 cycles
18100 36 02	YR-IMA B-230 (2)	Il-18V Il-18V	TAROM Civ Avn Adm China	mfd rgd	10sep61 28mar85	transfer not mentioned in MGA document
18100 36 03	YR-IMA CCCP-75773	Il-18V Il-18V	TAROM AFL/Armenia-EVN	ret mfd	30mar87 24aug61	l/n DME 04oct72; soc 29aug77 as life-time expired; t/t 34,982 hours and 11,149 cycles
18100 36 04	CCCP-75774 CCCP-75774	Il-18V Il-18V	AFL/Moscow (MUTA) AFL/Armenia-EVN	mfd trf	30aug61 27jun62	rgd 18oct61; 89 pax configuration
18100 36 05	CCCP-75775 CCCP-75775 CCCP-75775	Il-18V Il-18V Il-18V	AFL/Northern-LED AFL/Arkhangel.-ARH AFL/Uzbekistan-TAS	mfd trf trf	31aug61 01jan73 18nov77	f/n DME 18dec64 in Aeroflot c/s; soc 25oct78 as life-time expired; t/t 34,999 hours and 15,636 cycles
18100 37 01	CCCP-75776 CCCP-75776	Il-18V Il-18V	AFL/Moscow (MUTA) AFL/Kyrgyzstan-FRU	toc trf	08sep61 05jul62	d/d 14sep61; rgd 15sep61
18100 37 02	YR-IMB	Il-18V	TAROM	mfd	oct61	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 1981)
18100 37 03	3X-KKN 3X-GAB	Il-18V Il-18V	Air Guinée Air Guinée	mfd r/r	02oct61	wfu 07aug91; canx 01feb96; l/n OTP 23sep98, used for fire training
18100 37 04	3X-NZE (2) 3X-GAC CCCP-75428 CCCP-75428 CCCP-75428	Il-18V Il-18V Il-18V Il-18V Il-18V	Air Guinée Air Guinée AFL/Uzbekistan-TAS AFL/Latvia-RIX AFL/Kazakhstan-KGF	mfd r/r toc trf trf	25sep61 18jun77 24sep66 04dec74 23may76	toc 03sep61; rgd 12sep61; 89 pax configuration; opb 279 LO; w/o 31dec70 on a flight from Leningrad-Shosseinoe (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 37 05	3X-LBE (2)	Il-18V	Air Guinée	mfd	30sep61	photos exist at Kiev-Borispol 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 01apr90, broken up
18100 38 01	3X-GAA CCCP-74299 CCCP-74299 CCCP-74299	Il-18V Il-18V Il-18V Il-18V	Air Guinée AFL/Krasnoyarsk AFL/West Siberia AFL/Moscow	r/r toc trf trf	18jun77 18mar78 02mar83 12apr85	toc 05sep61; rgd 15sep61; 89 pax configuration; f/n HEL 30jun67
18100 38 02	CCCP-75777	Il-18V	AFL/Krasnoyarsk-KJA	mfd	27sep61	soc 30nov78 as life-time expired; t/t 34,999 hours and 16,349 cycles
18100 38 03	CCCP-75778	Il-18V	AFL/Uzbekistan-TAS	mfd	30sep61	rgd 29sep61; 89 pax configuration
18100 38 04	CCCP-75780(1)	Il-18V	LII Zhukovski	mfd	oct61	f/n Spenberg 14jun73; soc 30nov78 as life-time expired; t/t 35,000 hours and 15,992 cycles
18100 38 05	CCCP-75781	Il-18V	AFL/Turkmenis.-ASB	mfd	28sep61	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; trf to Omsk (Omskoye ATU - Omskoye aviatsionno-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 ex TAROM c/s without titles and registration with a Soviet flag on the fin
	'CCCP-190979' CCCP-75781	Il-18V Il-18V	Aeroflot Aeroflot	Msb Msb	25jan10 18jun17	d/d 1961; l/n DKR 16mar63
18100 39 01	CCCP-75782	Il-18V	AFL/Azerbaijan-BAK	mfd	16oct61	dbf 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 cycles; the wreck was still present Casablanca-Anfa 1992
18100 39 02	CCCP-75783	Il-18V	AFL/Krasnoyarsk-KJA	mfd	28oct61	d/d 1961; see c/n 180002004; f/n DKR 16feb63
18100 39 03	CCCP-75784 CCCP-75784 CCCP-75784	Il-18V Il-18V Il-18V	AFL/Northern-LED AFL/Arkhangel.-ARH AFL/Kazakhstan-ALA	mfd trf trf	30oct61 01mar73 04feb78	rgd 10oct66; 89 pax configuration
18100 39 04	CCCP-75785	Il-18Gr	AFL/Moscow	trf	22sep78	soc 18jan80 as life-time expired; t/t 34,983 hours and 12,645 cycles; f/n PPK 11jul93, preserved
18100 39 05	CCCP-75786 CCCP-75786	Il-18V Il-18V	AFL/Moscow (MUTA) MRP NPO "Leninets"	mfd trf	04nov61 30mar63	d/d 1961; seen DKR 22dec62; photo SVO 1963, with coat of arms of the city of Labe, between the forward cabin windows; see 3X-LBE(1) Il-18V with unknown c/n
	RA-75786	Il-18V	MRP NPO / AFL c/s	Siv	26oct94	seen GVA 27nov67; l/n SVO 08oct77, wfu
18100 40 01	75786 CCCP-75787 CCCP-75787	Il-18V Il-18V Il-18V	MRP NPO / AFL c/s AFL/Urals-SVX AFL/Urals-CEK	Pus mfd trf	05aug01 31mar62 06feb65	rgd 06apr78; f/n SVO apr79; arrived ARZ No. 402 GA at Bykovo 03aug81 for last overhaul with them

18100 40 02	CCCP-75787	Il-18V	AFL/Kazakhstan-KGF	trf	13jun82	arrived ARZ No. 402 GA at Bykovo 07mar84 for last overhaul
	CCCP-75787	Il-18V	AFL/Turkmenis.-ASB	trf	03aug84	t/t 38,683 hours and 17,814 cycles as at 01jan86; soc 31dec86 as life-time expired
	CCCP-75788	Il-18V	Soviet Gvt/AFL c/s	mfd	07dec61	toc 11dec61; rgd 22dec61; opb 235 OAO; 89 pax configuration; f/n CAI 29jan62; l/n PIK 12aug62
	CCCP-75788	Il-18V	AFL/Krasnoyarsk.-KJA	trf	02jun63	arrived ARZ No. 402 GA at Bykovo for last overhaul 16may79 with t/t 34,989 hours and 10,546 cycles; converted to Il-18Gr 20jun79; soc 18mar83 as life-time expired; t/t 39,995 hours and 12,299 cycles
18100 40 03	CCCP-75789	Il-18V	Soviet Gvt/AFL c/s	mfd	14dec61	toc 31dec61; rgd 13jan62; opb 235 OAO; 89 pax configuration; l/n PIK 12jun62
18100 40 04	CCCP-75789	Il-18V	AFL/Northern	trf	07may63	f/n LED 06jul70; l/n HEL 10aug74; soc 30jun77 as life-time expired; t/t 34,995 hours and 13,578 cycles
	CCCP-75790	Il-18V	AFL/Azerbaijan-BAK	mfd	30nov61	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
18100 40 05	CCCP-75791	Il-18V	AFL/Krasnoyarsk.-KJA	mfd	03nov61	toc 10dec61; rgd 05jan62; 89 pax configuration; opb 1-y Krasnoyarski OAO; dbr 10sep69 during the 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 severely injured; unable to read soc date in MGA document; t/t 13,613 hours and 4,620 cycles
18100 41 01	CCCP-75792	Il-18V	AFL/Kazakhstan-ALA	mfd	30nov61	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	Il-18V	AFL/Krasnoyarsk.-KJA	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	Il-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
18100 41 04	CCCP-78732	Il-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	Il-18V	LII Zhukovski	ZIA	03sep93	t/t 6,049 hours and 3,662 cycles as of 20jan92; l/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; soc 23nov01 as life-time expired and canx same date
	CCCP-75797	Il-18V	AFL/Northern-LED	mfd	18dec61	toc 30dec61; rgd 13jan62; 89 pax configuration; f/n HEL 18may74
	CCCP-75797	Il-18V	AFL/Latvia-RIX	trf	21dec74	converted to Il-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	CCCP-75797	Il-18V	AFL/Krasnoyarsk.-KJA	trf	14jan76	rgd 13feb62
	DM-STF (1)	Il-18V	Deutsche Lufthansa	mfd	19dec61	photo exists in basic ex Deutsche Lufthansa c/s with Interflug titles; damaged by fire on overhaul, ARZ No. 402 GA at Bykovo 19jan67; canx 28feb67; repaired/upgraded and to Aeroflot, see next line
	DM-STF (1)	Il-18V	Interflug	trf	01sep63	rgd 29feb68; 100 pax configuration; soc 16oct79 as life-time expired; t/t 34,992 hours and 11,171 cycles; see c/n 184007401
	CCCP-75475(1)	Il-18D	AFL/Krasnoyarsk.-KJA	toc	24jan68	d/d 04jan62; named 'Vysoké Tatry'; rgd 10jan62; f/n AMS 23mar63; wfu 21feb80; 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 2001
18100 42 01	OK-PAG	Il-18V	CSA	mfd	25dec61	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 02	OK-PAH	Il-18V	CSA	mfd	28dec61	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 Demmin-Tutow 28jun93
18100 42 03	CCCP-75602	Il-18V	Soviet AF/AFL c/s	mfd	25dec61	last CorR renewal 28apr94; wfu 1998; canx 12mar01 reportedly as destroyed
18200 42 04	RA-75602	Il-18V	Russian AF/AFL c/s	CKL	28aug95	toc 24jan72; rgd 06feb62; 89 pax configuration; f/n DKR 11oct62
	CCCP-75799	Il-18V	AFL/Moscow (MUTA)	mfd	12jan62	f/n DME 04oct72; l/n DME 14nov77
	CCCP-75799	Il-18V	AFL/International	trf	15feb64	arrived ARZ No. 402 GA at Bykovo 25jun79 for last overhaul with t/t 34,992 hours; converted to Il-18Gr 25jul79
	CCCP-75799	Il-18V	AFL/Armenia	trf	24apr64	soc 22nov82 as life-time expired; t/t 40,000 hours and 16,264 cycles
	CCCP-75799	Il-18V	AFL/West Siberia	trf	16jan78	toc 24jan62; rgd 06feb62; 89 pax configuration and Abidjan 1964, leased for a short time
18200 42 05	CCCP-75799	Il-18Gr	AFL/Far East	trf	13aug79	seen DME 04oct72 and 27aug75; soc 30jan78 as life-time expired; t/t 34,442 hours and 9,795 cycles
	CCCP-75800	Il-18V	AFL/Moscow (MUTA)	mfd	12jan62	toc 24jan62; rgd 06feb62; 89 pax configuration; rgd 06feb62; soc Domodedovski OAO; f/n oct73; dbr 12feb75 on a flight from Moscow to Krasnoyarsk-Severnoy 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 cycles; soc 31aug76
	75800	Il-18V	Air Guinée	DKR	30mar63	toc 09feb62; rgd 01mar62
	CCCP-75800	Il-18V	AFL/International	trf	15feb64	f/n AER 06jul70; soc 25oct78 as life-time expired; t/t 34,997 hours and 16,153 cycles
	CCCP-75800	Il-18V	AFL/Moscow (MUTA)	trf	26aug64	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 01	CCCP-75801	Il-18V	AFL/Moscow (MUTA)	mfd	17jan62	in 89 passenger configuration; toc 06feb62; rgd 01mar62
18200 43 02	CCCP-75802	Il-18V	AFL/Latvia	mfd	jan62	leased, returned to Aeroflot
	CCCP-75802	Il-18V	AFL/Kazakhstan-ALA	trf	06aug63	opb Krasnoyarski OAO; f/n DME 13nov77; arrived with ARZ No. 402 GA at Bykovo for its last overhaul 14may79, with t/t 34,994 hours; converted to an Il-18Gr 12jun79
	CCCP-75798	Il-18V	AFL/Uzbekistan-TAS	mfd	29jan62	opb Krasnoyarski OAO; l/n operational Krasnoyarsk-Severnoy 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 Kedrovoy (formerly Krasnoyarsk-66), preserved there in a square and used as a café and video saloon, f/n 20aug91 (was not yet there 15jun91); damaged by arson and scrapped in 1994
	CCCP-75803	Il-18V	Air Guinée	DKR	30mar63	rgd 19jun62
	CCCP-75803	Il-18V	AFL/International	trf	15feb64	in standard Aeroflot c/s; was used for radar tests and designated Sl-181, 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 removed in 1993
18200 43 03	CCCP-75798	Il-18V	AFL/Uzbekistan-TAS	mfd	29jan62	still with large external antenna pods and long nose, with green tail, logo on forward fuselage and nose cone, standard Aeroflot cheatline; l/n JIB sep93
18200 43 04	CCCP-75803	Il-18V	AFL/Moscow (MUTA)	mfd	30jan62	f/n Pushkin 05aug01; canx 08dec03
	75803	Il-18V	Air Guinée	DKR	30mar63	with 'RA-' totally faded; seen in service BKA aug05, prefix not visible; l/n Pushkin 07jul06/01jun08 in poor condition without engines; photo Pushkin 21may11, fuselage cut off forward of the wings; broken up
	CCCP-75803	Il-18V	AFL/International	trf	15feb64	toc 28feb62; Ulyanovsk Advanced Flying Training College; rgd 07apr62; 90 pax configuration
	CCCP-75803	Il-18V	AFL/Krasnoyarsk	trf	28jul64	f/n jun75; trf 29apr77 from CEK to SVX for 15 days, based on a order dated 25apr77; soc 30nov78 as life-time expired; t/t 28,709 hours and 16,497 cycles
	CCCP-75803	Il-18Gr	AFL/Krasnoyarsk	trf	28jul64	rgd 24mar62; still in DLH c/s until may64, see next line
18200 44 01	DM-STG	Il-18V	Deutsche Lufthansa	mfd	17feb62	f/n BUD 27jun64; l/n SXF 30apr80
	DM-STG	Il-18V	Interflug	trf	01aug63	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
	DDR-STG	Il-18V	Interflug	rgd	19aug81	repainted in full Interflug colours f/n 08aug19 again as DDR-STG; l/n dec21
	CCCP-75807	Il-18V	AFL/Azerbaijan-BAK	mfd	27feb62	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 03	CCCP-75807	Il-18V	AFL/Azerbaijan-BAK	mfd	27feb62	rgd 29mar62; f/n DME 19aug75; soc 30jan78 as life-time expired; t/t 34,999 hours and 15,133 cycles
18200 44 04	CCCP-75806	Il-18V	AFL/Kazakhstan-ALA	toc	12mar62	rgd 20dec73; with additional HF communications equipment and later opb 223 osap at Chkalovski; f/n Sperebneg 09may74; arrived ARZ No. 402 GA at Bykovo for last overhaul jan87 with them, t/t 11,820 hours; last CorR renewal 28apr94; l/n Pushkin 06jul94
18200 44 05	CCCP-75606	Il-18V	Soviet AF/AFL c/s	mfd	27feb62	seen CKL 15aug96, c/n checked; wfu 1998; l/n CKL 05aug00; canx 12mar01 reportedly as destroyed
18200 45 01	RA-75606	Il-18V	Russian AF/AFL c/s	Pus	24oct94	toc 26apr62; rgd 19jun62; 89 pax configuration
	CCCP-75808	Il-18V	AFL/Northern-LED	mfd	27mar62	f/n HEL 31may67; soc 27dec78 as life-time expired; t/t 34,705 hours and 15,659 cycles with AFL/West Siberia, but transfer not mentioned in the MGA document
	CCCP-75808	Il-18V	AFL/Arkhangel.-ARH	trf	01mar73	toc 22mar62; rgd 12jun62; 89 pax configuration
18200 45 02	CCCP-75809	Il-18V	AFL/Moscow (MUTA)	mfd	15mar62	f/n AER 30jun70; soc 30nov77 as life-time expired; t/t 34,999 hours and 13,482 cycles
18200 45 03	CCCP-75809	Il-18V	AFL/Urals-SVX	trf	15dec67	toc 23apr62; rgd 19jul62; 89 pax configuration; f/n VKO 1965; l/n DME 13nov77; converted to Il-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
	CCCP-75810	Il-18V	AFL/Moscow (MUTA)	mfd	24mar62	toc 24apr62; rgd 17jul62
18200 45 04	CCCP-75811	Il-18V	AFL/Moscow (MUTA)	mfd	24mar62	on the basis of a decree issued 17jun64
	CCCP-75811	Il-18V	MRP Solnechnoye	trf	04sep64	operated as an Il-18REO avionics test-bed; arrived ARZ No. 402 GA at Bykovo 23aug84 for last overhaul with them, t/t 6,788 hours; l/n DME 04sep91 in Aeroflot c/s, no titles
	CCCP-75811	Il-18V	MRP Zhukovski	trf	03jan67	in Aeroflot c/s, no titles
	RA-75811	Il-18V	MRP Zhukovski	SHJ	05mar93	l/n SHJ feb97, photo available
	RA-75811	Il-18V	Ilavia	ZIA	11may96	l/n SHJ 29dec01
18200 45 05	RA-75811	Il-18V	Eif Air	MST	04feb98	l/n DME 25aug02
	RA-75811	Il-18V	no titles	VKO	28jun02	Grizodubovoy was a highly decorated female pilot during the Great Patriotic War and a Hero of the Soviet Union; f/n ZIA 23aug03, no titles; l/n FJR 19apr04, with titles ?; canx 17mar04 as sold to Kyrgyzstan
	RA-75811	Il-18V	Grizodubova AvCo	rgd	24oct02	l/n RKT 15apr05; c/n checked
	EX-028	Il-18V	blue/white, n/t	FRU	09sep04	
	EX-028	Il-18V	blue/white, n/t	FRU	09sep04	

	CU-T830	Il-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 cycles
18200 50 01	CCCP-75827	Il-18V	AFL/Armenia-EVN	mfd	07jul62	on charge as of 01jul62; rgd 03aug62; 89 pax configuration; arrived ARZ No. 402 GA at Bykovo for last overhaul 05may79 with t/t 34,993 hours and 15,162 cycles; converted to Il-18Gr 29may79
18200 50 02	CCCP-75827	Il-18Gr	AFL/Magadan-GDX	trf	12jun79	canx oct82; soc 22nov82 as life-time expired; t/t 39,993 hours and 16,873 cycles
	CCCP-75828	Il-18V	AFL/Moscow (MUTA)	mfd	18jul62	in 110 passenger configuration; toc 26jul62; rgd 01aug62; f/n PIK 28nov62; l/n PIK 02dec62
	CCCP-75828	Il-18V	AFL/International	trf	15feb64	
	CCCP-75828	Il-18V	AFL/Latvia	trf	06oct66	opb 62 LO Rzhskogo OAO
	CCCP-75828	Il-18V	AFL/Krasnoyarsk	trf	21may75	opb 214 LO Krasnoyarskogo OAO; seen TAS 29oct77; arrived at ARZ No. 402 GA at Bykovo for its last overhaul 24jul79, with t/t 34,998 hours; converted to an Il-18Gr 21aug79
	CCCP-75828	Il-18Gr	AFL/Krasnoyarsk			opb 214 LO Krasnoyarskogo OAO; l/n operational Krasnoyarsk-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 rested near the maintenance workshops
18200 50 03	CCCP-75829	Il-18V	AFL/Turkmenis.-ASB	mfd	jul62	toc 28jul62; rgd 16nov62; 89 pax configuration; f/n LED 09jul70; l/n DME 14nov77; soc 22sep78 as life-time expired; t/t 35,000 hours and 16,460 cycles
18200 50 04	CCCP-75830	Il-18V	AFL/Polar	mfd	25jul62	toc 26jul62; rgd 11aug62; 89 pax configuration
	CCCP-75830	Il-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 Il-18Gr 04apr79; soc 20dec82 as life-time expired; t/t 39,842 hours and 14,039 cycles
18200 50 05	CCCP-75831	Il-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	Il-18V	East German AF	mfd	sep62	salon version; rgd 27sep62; registration not taken up, see below
		Il-18V	East German AF	ph.	1964	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	Il-18V	Interflug	trf	03jun64	converted to passenger version; l/n SXF 30apr80
		Il-18V	Interflug	rgd	01oct81	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 German aviation pioneer Hans Grade, l/n jun24
18200 51 02	CCCP-75832	Il-18V	AFL/Northern-LED	mfd	01aug62	toc 08aug62; rgd 30aug62; 89 pax configuration; f/n HEL 25nov72; l/n HEL 03apr76; soc 31may77 as life-time expired; t/t 34,994 hours and 13,810 cycles
18200 51 03	CCCP-75833	Il-18V	AFL/Urals-SVX	mfd	18jul62	toc 15aug62; rgd 05sep62; 90 pax configuration
	CCCP-75833	Il-18V	AFL/Urals-CEK	trf	25jan65	based on a decree dated 11jan65; trf 29apr77 from CEK to SVX for 15 days, based on a decree dated 25apr77; converted to Il-18Gr 31jan79
18200 51 04	CCCP-75833	Il-18Gr	AFL/Far East-KHV	trf	19feb79	soc 29jun82 as life-time expired; t/t 39,810 hours and 17,146 cycles
	CCCP-75834	Il-18V	MAP Zhukovski	mfd	25jul62	122 pax configuration; became the Il-18E prototype, in Aeroflot c/s; trials completed 14nov64; rgd 26jan66, late rgd reported in register; f/n SVO 12jul68; underwent special trials at Norilsk 14/19feb74
	CCCP-75834	Il-18V	Ilyushin OKB	trf	15mar85	in Aeroflot c/s; arrived ARZ No. 402 GA at Bykovo for last overhaul 12jan87 with them, t/t only 2,532 hours; l/n ZIA 03sep93
	RA-75834	Il-18V	Ilyushin OKB	ZIA	06may94	in Aeroflot c/s; l/n ZIA 07jul95
	RA-75834	Il-18V	Ilavia	ZIA	jan96	l/n ZIA 08jul98
	RA-75834	Il-18V	Titan Aero	rgd	20oct99	f/n SHJ 21nov99; l/n DME 24oct01, operational
	RA-75834	Il-18V	ASK	DME	28aug02	l/n SHJ 24sep02
	RA-75834	Il-18V	Tretyakovo AI	SHJ	04dec02	rgd 28oct03 to Tital Aeri
	RA-75834	Il-18V	AstAir	RKT	14mar04	wfu at DME (N55.405331 E37.915091) and seen parked on the grass jun06/jun20
	RA-75834	Il-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; l/n 02aug24 but no titles visible
18200 51 05	CCCP-75835	Il-18V	AFL/Moscow (MUTA)	mfd	20aug62	toc 25aug62; rgd 05sep62; 89 pax configuration; featured in the 1963 Soviet movie 'Vystrel v tumanye'
	CCCP-75835	Il-18V	AFL/International	trf	15mar64	
	CCCP-75835	Il-18V	AFL/Ukraine	trf	11mar67	opb 235 OAO; f/n DME 04oct72
	CCCP-75835	Il-18V	Soviet Gvt/AFL c/s	trf	28aug69	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
	CCCP-75835	Il-18V	AFL/Ukraine-KBP	trf	18may73	rgd 24dec62; 89 pax configuration
18200 52 01	CCCP-75842	Il-18V	AFL/GosNII GVF	toc	12oct62	converted to Il-18Gr 18jan80
	CCCP-75842	Il-18V	AFL/Uzbekistan	trf	29jul64	arrived ARZ No. 402 GA at Bykovo 26may81 for last overhaul with t/t 30,750 hours; last flight 26may81; soc 30dec82 as life-time expired; t/t 39,993 hours and 20,296 cycles
	CCCP-75842	Il-18Gr	AFL/Leningrad	trf	22feb80	toc 05sep62; rgd 20sep62; trf to Cuba 29sep62 according to MGA document; canx 12sep63
18200 52 02	CCCP-75836	Il-18V	AFL/Moscow	mfd	30aug62	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
	CU-T831	Il-18V	Cubana	d/d	jan64	toc 10sep62; rgd 14sep62; 89 pax configuration
18200 52 03	CCCP-75837	Il-18V	AFL/Latvia	mfd	31aug62	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-75837	Il-18V	AFL/Azerbaijan-BAK	trf	10jul63	toc 26sep62; rgd 10oct62; 89 pax configuration
	CCCP-75838	Il-18V	AFL/Moscow	mfd	18swp62	
	CCCP-75838	Il-18V	AFL/International	trf	15feb64	
	CCCP-75838	Il-18V	AFL/Far East	trf	25oct65	
	CCCP-75838	Il-18V	AFL/Tajikistan	trf	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	CCCP-75839	Il-18V	AFL/Uzbekistan-TAS	toc	22sep62	rgd 30nov62; 89 pax configuration; f/n LED 11aug75; soc 28feb78 as life-time expired; t/t 34,813 hours and 12,878 cycles
18200 53 01	CCCP-75840	Il-18V	AFL/Moscow (MUTA)	mfd	25sep62	toc 29sep62; rgd 24dec62; f/n VKO sep64; converted by OKB Ilyushin in 1964/65 to, see next line
	CCCP-75840	Il-18RT	Sov. Navy/AFL c/s	trf	10feb65	on the basis of a decree of the Council of Ministers issued 15may64; missile tracking aircraft (SIP) with special aeriels 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 Sazonovo 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	Il-18V	IRS Aero	slid	02oct98	rgd 08feb99; in all-white c/s with titles; f/n ZIA 18aug99; l/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	Il-18V	AFL/Moscow (MUTA)	mfd	27sep62	toc 08oct62; rgd 18nov62
	CCCP-75841	Il-18V	AFL/International	trf	15feb64	
	75841	Il-18V	Air Guinée	DKR	20mar65	leased, returned to Aeroflot based at DME
	CCCP-75841	Il-18V	AFL/Moscow-DME	trf	14oct66	
	CCCP-75841	Il-18V	AFL/Kazakhstan-ALA	trf	17jan68	arrived ARZ No. 402 GA at Bykovo 12jan79 for last overhaul; soc 18jan80 as life-time expired; t/t 34,889 hours and 13,183 cycles
	CCCP-75841	Il-18V	AFL/Kazakhstan-KGF	trf	1973	toc 03oct62; rgd 16oct62; trf to Cuba 29sep62 according to MGA document; canx 29nov62
18200 53 03	CCCP-75843	Il-18V	AFL/Moscow (MUTA)	mfd	20sep62	c/n originally reported as 182005501, but this c/n seems more likely; l/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 11,637 cycles (last overhaul 1976)
	CU-T832	Il-18V	Cubana	MEX	mar67	toc 15nov62; rgd 30nov62; was the first Il-18V-26A long-range polar version; later converted to a standard Il-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 E32.034201) jul96/sep21
18200 53 04	CCCP-75844	Il-18V-26A	AFL/Moscow (MUTA)	mfd	23oct62	toc 05nov62; rgd 23nov62; delivered as Il-18V-26A long-range polar version; 89 pax configuration
18200 53 05	CCCP-75845	Il-18V-26A	AFL/Moscow (MUTA)	mfd	13oct62	Higher Aviation College
	CCCP-75845	Il-18V-26A	AFL/VAU	trf	07feb63	took part in Antarctic expeditions 20nov63/11jan64 and 24dec65/1966; later converted to a standard Il-18V
	CCCP-75845	Il-18V-26A	AFL/Polar	trf	23aug63	arrived ARZ No. 402 GA at Bykovo for last overhaul 23apr80; converted to Il-18Gr 09jun80 with t/t 34,991 hours and 13,055 cycles
18200 54 01	CCCP-75845	Il-18Gr	AFL/West Sib.-OVB	trf	28jun80	soc 21jul83 as life-time expired; t/t 39,307 hours and 14,523 cycles
	CCCP-75846	Il-18V-26A	AFL/Moscow (MUTA)	mfd	04nov62	toc 05nov62; rgd 29nov62; delivered as Il-18V-26A long-range polar version; 89 pax configuration; later converted to a standard Il-18V
	CCCP-75846	Il-18V	AFL/International	trf	15feb64	f/n NIC 1964
	CCCP-75846	Il-18V	AFL/Armenia	trf	11nov65	l/n BKA 13nov77 (on overhaul)
	CCCP-75846	Il-18V	AFL/Uzbekistan	trf	24dec77	arrived ARZ No. 402 GA at Bykovo for last overhaul 28jul81
	CCCP-75846	Il-18V	AFL/Krasnoyarsk	trf	15sep81	soc 18oct84 as life-time expired; t/t 39,793 hours and 16,289 cycles
18200 54 02	CCCP-75847	Il-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-75847	Il-18V	AFL/International	trf	15feb64	f/n oct73; converted to Il-18Gr 08aug79 with t/t 34,986 hours and 11,098 cycles
	CCCP-75847	Il-18V	AFL/Krasnoyarsk	trf	25jun64	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
	CCCP-75847	Il-18Gr	AFL/Magadan	trf	18sep79	

18200 54 03	CCCP-75848	Il-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	Il-18V	AFL/International	trf	15feb64	
	CCCP-75848	Il-18V	AFL/Uzbekistan	trf	21jan65	f/n DME 19aug75; converted to Il-18Gr 14aug79; t/t 34,982 hours and 13,958 cycles
	CCCP-75848	Il-18Gr	AFL/Far East	trf	06nov81	soc 23sep82 as life-time expired; t/t 39,789 hours and 15,524 cycles
18200 54 04	CCCP-75849	Il-18V	AFL/Krasnoyarsk	mfd	14nov62	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 Krasnoyarsk-Zelyonaya Roshcha and used as the café "Morozhenoye (icecream)" 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
						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 2,688 cycles from OKB document dated 01jan86; CofR renewal 26dec91
18200 54 05	CCCP-75850(1)	Il-18V	AFL/Uzbekistan-TAS	mfd	30oct62	reconverted to standard by this date; in Aeroflot c/s
18200 55 01	CCCP-75851	Il-18V	AFL/Northern-LED	mfd	28nov62	returned to Russia this date after lease; converted to Il-18Gr
	CCCP-75851	Il-18V	MRP Zhukovski	trf	19sep64	in Aeroflot c/s, no titles; leased to IRS Aero 18jun99/29nov01; seen RKT 03mar02 with 'RA-' faded; l/n DME 27aug02
	CCCP-75851	Il-18V	LII Zhukovski	ZIA	16aug92	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 RKT 19apr04
	RA-75851	Il-18Gr	Rep Guinea-Bissau	MLA	16dec92	c/n checked; l/n RKT 24jun05
	RA-75851	Il-18Gr	Elf Air	SHJ	23feb93	c/n confirmed; offered for sale with t/t 14,493 hours; l/n RKT 24nov05
						l/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
						toc 03dec62; rgd 07jan63; 89 pax configuration; f/n LED 27may70; l/n LED 29aug72
						converted to Il-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 02	CCCP-75852	Il-18V	AFL/Northern-LED	mfd	27nov62	toc 08dec62; rgd 24dec62; soc 30jan78 as life-time expired; t/t 34,276 hours and 14,618 cycles; seen AKX apr93/jan03, derelict
18200 55 03	CCCP-75852	Il-18V	AFL/Latvia-RIX	trf	29jun74	toc 11dec62; rgd 07jan63; 89 pax configuration; f/n may68; l/n DME 03oct72; converted to Il-18Gr 07mar79 with t/t 34,860 hours and 14,809 cycles
	CCCP-75852	Il-18V	AFL/Weib Sib.-OVb	trf	01aug75	
18200 55 04	CCCP-75854	Il-18V	AFL/Kazakhstan-ALA	mfd	28nov62	
18200 55 05	CCCP-75854	Il-18V	AFL/Armenia-EVN	mfd	29nov62	
	CCCP-75854	Il-18Gr	AFL/Uzbekistan-TAS	trf	22mar79	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
	CCCP-75854	Il-18Gr	AFL/Far East-KHV	trf	21dec81	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 Il-18Gr 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
	HA-MOE	Il-18V	MALÉV	mfd	14nov62	rgd 07jan63; was a test aircraft
18200 56 01	CCCP-06160	Il-18V	G.K. Electronic	mfd	14dec62	environmental monitoring and research aircraft during the 1980s; arrived ARZ No. 402 GA at Bykovo
	CCCP-75423	Il-18V	MRP Zhukovski	rgd	16may66	31jul85 with only 6,912 hours for last overhaul with them
	CCCP-75423	Il-18V	LII Zhukovski	rgd	23jul92	f/n ZIA 16aug92; c/n checked; in Aeroflot c/s
	RA-75423	Il-18V	LII Zhukovski	ZIA	03sep93	l/n Pushkin 24may99 and 07aug99; in Aeroflot c/s, no titles
18200 56 02	RA-75423	Il-18V	IRS Aero	rgd	15jun00	l/n DME 15aug00; l/n 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
	EX-603	Il-18V	Trast Aero	rgd	29dec07	in light grey c/s, no titles; canx 19mar09; f/n ZIA 19aug09; seen stored at Zhukovski aug11/dec16
	LZ-BEM	Il-18V	TABSO	mfd	18dec62	d/d 06mar63; f/n LGW 25aug63; l/n CPH 13apr68
	LZ-BEM	Il-18V	Bulair	trf	1968	photo; seen DUS 1971; photo DUS apr72
18200 56 03	LZ-BEM	Il-18V	Balkan	trf	1972	l/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
						toc 14mar63; rgd 28mar63; 89 pax configuration; f/n LED 09jul70; l/n HEL 19apr75; soc 30jan78 as life-time expired; t/t 35,000 hours and 13,617 cycles
						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 apr93/sep06, but not present aug07
						toc 14mar63; rgd 28mar63; 89 pax configuration; was in former East Germany 13nov75 for troop exchanging; soc 23aug78 as life-time expired; t/t 34,290 hours and 14,620 cycles
18200 56 04	CCCP-75857	Il-18V	AFL/Urals-SVX	mfd	19dec62	toc 14mar63; rgd 28mar63; 89 pax configuration; soc 30nov77 as life-time expired; t/t 34,789 hours and 10,531 cycles
18200 56 05	CCCP-75877	Il-18V	AFL/Kazakhstan-ALA	mfd	23dec62	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 01	CCCP-75878	Il-18V	AFL/Krasnoyarsk-KJA	mfd	22dec62	on charge as of 01feb63; rgd 18feb63; c/n in MGA document as 183005703; 89 pax configuration
18200 57 02	CCCP-75858	Il-18V	AFL/Azerbaijan-BAK	mfd	16jan63	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 Rzhnevka, remains seen 1991/2002
18200 57 03	CCCP-75859	Il-18V	AFL/Latvia	mfd	19jan63	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
18300 57 04	CCCP-75668(2)	Il-18V	Soviet AF/AFL c/s	mfd	1963	toc 24jan63; rgd 05mar63; 89 pax configuration
	CCCP-75860	Il-18V	AFL/Uzbekistan	mfd	17jan63	opb 235 OAO
	CCCP-75860	Il-18V	Soviet AF/AFL c/s	trf	04aug69	arrived ARZ No. 402 GA at Bykovo 06aug79 for last overhaul; converted to Il-18Gr 12sep79 with t/t 34,997 hours and 11,472 cycles
	CCCP-75860	Il-18V	AFL/Krasnoyarsk	trf	18feb72	soc 12nov82 as life-time expired; t/t 30,193 hours and 12,954 cycles
18300 58 01	CCCP-75860	Il-18Gr	AFL/West Siberia	trf	02oct79	toc 11feb63; rgd 22feb63; 89 pax configuration; soc 28feb78 as life-time expired; t/t 34,995 hours and 10,750 cycles
18300 58 02	CCCP-75861	Il-18V	AFL/Krasnoyarsk-KJA	mfd	30jan63	toc 08feb63; rgd 18feb63; 89 pax configuration; soc 14jan77 due to its poor technical condition; t/t 27,033 hours and 13,056 cycles
						toc 08feb63; rgd 22feb63; 89 pax configuration; f/n HEL 12jul67; soc 24apr78 as life-time expired; t/t 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 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 life-time expired; t/t 39,997 hours and 16,519 cycles
18300 58 03	CCCP-75863	Il-18V	AFL/Northern-LED	mfd	31jan63	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 Urakhscha (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 58 04	CCCP-75864	Il-18V	AFL/Kyrgyzstan-FRU	mfd	14feb63	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 58 05	CCCP-75865	Il-18V	AFL/Urals-SVX	mfd	feb63	toc 05mar63; rgd 25mar63; 89 pax configuration; f/n TAS 01apr68
18300 59 01	CCCP-75866	Il-18V	AFL/Krasnoyarsk-KJA	mfd	26feb63	converted to Il-18Gr 21nov79 with t/t 34,986 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
						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 Zulo' on the right-hand side) in the 1990s, in poor condition by oct07; l/n sep21 according Google Earth
						toc 31mar63; rgd 15apr63; opb 235 OAO; 89 pax configuration; trf 09may64 as to Yemen and canx same date, see next line
						VIP aircraft; carried 'Yemen Arab Republic Aviation' titles; first overhaul carried out in 1968
18300 59 02	CCCP-75867	Il-18V	AFL/Uzbekistan-TAS	mfd	16feb63	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 07jun74, now without fairing on the top of the fuselage by the tail; third overhaul carried out at Bykovo in 1976; seen LHR
18300 59 03	CCCP-75868	Il-18V	AFL/Armenia-EVN	mfd	23feb63	
18300 59 04	CCCP-75868	Il-18V	AFL/Magadan-GDX	trf	16dec77	
	CCCP-75868	Il-18V	AFL/Urals-SVX	trf	29oct79	
18300 59 05	CCCP-75870	Il-18V	Soviet Gvt/AFL c/s	mfd	22mar63	
18300 59 05	YE-AYE	Il-18V	Yemen Government	d/d	24nov63	
	4W-ABO	Il-18V	Yemen Government	r/r	1971	

	CCCC-75427	Il-18V		no	reports	11apr77 and 15mar78; fourth overhaul carried out in 1979; l/n SXF 03sep81, now with standard window configuration
	LZ-BEU	Il-18V	Balkan	d/d	24sep84	registration given as such in Ilyushin OKB document dated 01jan86 with operator as 'Bulgaria'; see next line
	LZ-BFU	Il-18V	Bulg. Flying Cargo	ATH	10apr00	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	Il-18V	Inter Tropic Al	SHJ	22sep00	still in basic ex Balkan c/s; l/n SHJ 25sep00 with small 'Inter Tropic Airlines' titles and Honduran flag on the tail
	LZ-BFU	Il-18V	no titles	SHJ	11oct00	being repainted, see next line
	EX-75427	Il-18V	Daallo Airlines	SHJ	19oct00	l/n SHJ 20feb02; c/n checked; leased from Phoenix
	EX-75427	Il-18V	Intal Air, n/t	DIR	23mar02	l/n SHJ 15may05
	EX-75427	Il-18V	Daallo Airlines	NBO	30sep05	l/n JIB 22aug06; offered for sale by Intal Air sep06, t/t 21,556 hours; l/n JIB 29sep08/FJR 08oct08, no titles
18300 60 01	3X-GEZ CCCC-75871	Il-18V	GR Avia	FJR	01nov08	c/n confirmed, in blue/green c/s, no titles; l/n FJR 17feb09/12dec09, being broken up
18300 60 02	CCCC-75872	Il-18V	AFL/Uzbekistan-TAS	mfd	22mar63	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 03	CCCC-75873	Il-18V	Soviet Gvt/AFL c/s	mfd	28mar63	toc 31mar63; rgd 15apr63; 89 pax configuration; soc 22may78 as life-time expired; t/t 34,997 hours and 12,870 cycles
	CCCC-75873	Il-18V	AFL/Krasnoyarsk-KJA	trf	27dec67	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
18300 60 04	CCCC-75874	Il-18V	Soviet Gvt/AFL c/s	toc	01apr63	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
	CCCC-75874	Il-18V	AFL/Far East-KHV	trf	28feb66	rgd 15apr63; mfd 24apr63 from Ilyushin OKB document; opb 235 OAO; 89 pax configuration; f/n LHR 01may64; l/n CAI 22nov64
	CCCC-75874	Il-18V	AFL/Northern-LED	trf	22jun69	
	CCCC-75874	Il-18V	AFL/Far East-KHV	trf	02mar70	
	CCCC-75874	Il-18V	AFL/Turkmenis.-ASB	trf	02mar79	
18300 60 05	CCCC-75875	Il-18V	AFL/Krasnoyarsk-KJA	mfd	15may63	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 airport, in good condition and complete; broken up and by jan17 just pieces remain
18300 61 01	CCCC-75876	Il-18V	AFL/Armenia-EVN	mfd	16apr63	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
	CCCC-75876	Il-18V	AFL/Azerbaijan-BAK	trf	unknown	toc 25apr63; rgd 18may63; 89 pax configuration; f/n EVN 12nov70; l/n DME 03oct72
	CCCC-75876	Il-18V	AFL/Krasnoyarsk-KJA	trf	11may79	on charge as of 01jul76
18300 61 02	CCCC-75879	Il-18V	Soviet Gvt/AFL c/s	mfd	18apr63	soc 16oct79 as life-time expired; t/t 34,987 hours and 15,696 cycles
	CCCC-75879	Il-18V	AFL/Far East-KHV	trf	08may68	toc 25apr63; rgd 02may63; opb 235 OAO; 89 pax configuration; f/n DAR 1963
	CCCC-75879	Il-18V	AFL/Azerbaijan-BAK	trf	06jun76	
	CCCC-75879	Il-18V	AFL/Kazakhstan-KGF	trf	28may79	
18300 61 03	CCCC-75880	Il-18V	Soviet Gvt/AFL c/s	toc	25apr63	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, Kazakhstan, (N42.387246 E69.627812) oct05/nov06, but not visible on GE image dated jun08
	CCCC-75880	Il-18V	AFL/Uzbekistan	trf	31mar66	rgd 08may63; opb 235 OAO; 89 pax configuration; f/n PIK 15sep63
18300 61 04	CCCC-75880	Il-18Gr	AFL/Kyrgyzstan	trf	14mar80	arrived ARZ No. 402 GA at Bykovo 27nov79 for last overhaul with t/t 34,998 hours; converted to Il-18Gr 13feb80
	CCCC-75881	Il-18V	AFL/Latvia-RSC	mfd	24apr63	soc 20may83 as life-time expired; t/t 39,364 hours and 14,719 cycles
	CCCC-75881	Il-18V	AFL/Moscow-DME	trf	10jun74	first Il-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	CCCC-75882	Il-18V	Soviet Gvt/AFL c/s	toc	10may63	seen VKO 18nov77; soc 30nov78 as life-time expired; t/t 31,952 hours and 16,329 cycles
	CCCC-75882	Il-18V	AFL/Kazakhstan	trf	25oct66	rgd 12jun63; opb 235 OAO; 89 pax configuration
	CCCC-75882	Il-18V	AFL/Moscow	trf	18oct73	f/n DME 19aug75; converted to Il-18Gr 21sep79 with t/t 35,000 hours and 15,597 cycles; soc 31jul83 as life-time expired; t/t 39,950 hours and 16,984 cycles
18300 62 01	CCCC-75883	Il-18V	Soviet Gvt/AFL c/s	mfd	15may63	in 89 passenger configuration; toc 23may63; rgd 05jun63; opb 235 OAO at VKO; on a photo at TLV before 1964
	CCCC-75883	Il-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 Il-18Gr 22mar80 with t/t 34,995 hours and 10,061 cycles
18300 62 02	CCCC-75883	Il-18Gr	AFL/Far East	trf	31oct80	opb Khabarovsk OAO; soc 23nov83 as life-time expired; t/t 38,416 hours and 11,301 cycles
	CCCC-75884	Il-18V	AFL/Moscow (MUTA)	mfd	31jul63	toc 06aug63; rgd 19aug63; 100 pax configuration, later converted to 110 pax configuration, date unknown; f/n VKO 30jun70; l/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 attached instead to the top of the fin with small struts !
18300 62 03	CCCC-75885	Il-18V	AFL/Latvia-RSC	mfd	22may63	toc 25may63; rgd 05jun63; 100 pax configuration, later converted to 110 pax configuration, date unknown; f/n VKO 02oct72
	CCCC-75885	Il-18V	AFL/Krasnoyarsk-KJA	trf	21oct76	opb Krasnoyarsk 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	CCCC-75886	Il-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)	Il-18V	TAROM	mfd	15may63	mfd given as 22may63 from Ilyushin OKB document; rgd 07jun63; f/n LGW 15jun63; l/n LGW 01sep84
	YR-IME	Il-18V	Civ Avn Adm China	lsd	sep85	was leased only for a short time; photo SIA sep85, retained the Tarom red cheatline and 'E' still worn by the nose; see c/n 184007605
	YR-IME	Il-18V	TAROM	MAN	30nov85	arrived ARZ No. 402 GA at Bykovo may87 for last overhaul with t/t 35,134 hours; CoFA expired 15jun91; wfu 26jun91; canx 14apr98
	3D-AHO EL-AHO	Il-18V	Southern Cross		1998	believed not taken up; was in official register
		Il-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 cycles; see also An-26 c/n 8610
18300 63 01	HA-MOF	Il-18V	MALÉV	mfd	07jun63	mfd aslo given 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	CCCC-75887	Il-18V	AFL/Moscow (MUTA)	mfd	18jun63	toc 24jun63; rgd 04jul63; 110 pax configuration; f/n VKO 06apr72; seen Spereberg 19nov72; arrived ARZ No. 402 GA at Bykovo 17apr80 for last overhaul with 34,994 hours and 14,945 cycles; converted to Il-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 hours and 15,839 cycles
18300 63 03	CCCC-75500	Il-18V	AFL/Moscow (MUTA)	mfd	jun63	toc 24jun63; rgd 04jul63; 110 pax configuration; f/n VKO 30jun70; arrived ARZ No. 402 GA at Bykovo 02sep80 for last overhaul; l/n STW jun83; soc 21sep83 as life-time expired; t/t 39,555 hours and 16,975 cycles
18300 63 04	CCCC-75501	Il-18V	AFL/Latvia-RSC	mfd	20jun63	toc 26jun63; rgd 02jul63; 110 pax configuration; f/n AER 06jul70
	CCCC-75501	Il-18V	AFL/West Sib.-OVB	trf	12aug76	soc 30jan78 as life-time expired; t/t 28,483 hours and 16,262 cycles
18300 63 05	CCCC-75502	Il-18V	AFL/Moscow (MUTA)	mfd	28jun63	toc 03jul63; rgd 31jul63; 110 pax configuration; f/n VKO 30jun70
	CCCC-75502	Il-18V	AFL/Far East	trf	25mar75	transfer not mentioned in MGA document; converted to Il-18Gr 19aug80 with t/t 34,976 hours and 14,810 cycles
	CCCC-75502	Il-18Gr	AFL/Urals	trf	03sep80	arrived ARZ No. 402 GA at Bykovo sep83 for last overhaul; soc 16nov84 as life-time expired; t/t 39,999 hours and 16,584 cycles
18300 64 01	CCCC-75503	Il-18V	AFL/Moscow (MUTA)	toc	02jul63	mfd 08jul63; rgd 31jul63; 110 pax configuration; f/n VKO 04oct72
	CCCC-75503	Il-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	CCCC-75503	Il-18Gr	AFL/West Siberia	trf	09oct79	soc 22nov82 as life-time expired; t/t 39,538 hours and 15,659 cycles
	CCCC-75504	Il-18V	AFL/Latvia-RSC	mfd	10jul63	toc 29jul63; rgd 09aug63; 110 pax configuration; f/n VKO 02oct72
	CCCC-75504	Il-18V	AFL/Leningrad-LED	trf	21dec74	f/n LED 11oct75; soc 30jan78 as life-time expired; t/t 30,204 hours and 16,498 cycles
18300 64 03	CCCC-75505	Il-18V	AFL/Latvia-RSC	mfd	25jul63	toc 29jul63; rgd 09aug63; 110 pax configuration; f/n SVO 08jul70
	CCCC-75505	Il-18V	AFL/Uzbekistan-TAS	trf	04dec74	soc 30nov77 as life-time expired; t/t 29,846 hours and 12,263 cycles
18300 64 04	CCCC-75506	Il-18V	AFL/Moscow (MUTA)	mfd	31jul63	first Il-18 with AI-20K (AI-20 series 5) engines; toc 06aug63; rgd 19aug63; 110 pax configuration; later converted by ARZ-402 to 100 pax configuration, trials completed 16dec66
	CCCC-75506	Il-18V	AFL/Armenia	trf	24apr71	f/n Spereberg 14may72; seen EVN 01jul72; arrived ARZ No. 402 GA at Bykovo 08may79 for last overhaul with t/t 34,998 hours; converted to Il-18Gr 28jun79
18300 64 05	CCCC-75506	Il-18Gr	AFL/Urals	trf	13jul79	soc 23sep82 as life-time expired; t/t 39,326 hours and 13,836 cycles
	CCCC-75507	Il-18V	AFL/GosNII GVF	mfd	03aug63	toc 16aug63; 110 pax configuration
	CCCC-75507	Il-18V	AFL/Moscow (MUTA)	trf	19sep63	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	CCCC-75508	Il-18V	Soviet Gvt/AFL c/s	mfd	30nov63	toc 30nov63; rgd 14dec63; opb 235 OAO; 89 pax salon configuration
	CCCC-75508	Il-18V	AFL/Northern	trf	07jan67	f/n TAS 12jun71; arrived ARZ No. 402 GA at Bykovo 03jun80 for last overhaul; converted to Il-18Gr 03jul80 with t/t 34,998 hours and 13,338 cycles
18300 65 02	CCCC-75508	Il-18Gr	AFL/Leningrad	trf	01aug80	l/n LED 04sep81; last flight 11apr83; soc 28jun83 as life-time expired; t/t 28,288 hours and 16,237 cycles
	CCCC-75509	Il-18V	AFL/Latvia-RSC	mfd	15aug63	toc 22aug63; rgd 10sep63; 110 pax configuration; f/n VKO 06apr72
	CCCC-75509	Il-18V	AFL/West Sib.-OVB	trf	13aug76	soc 30jan78 as life-time expired; t/t 34,976 hours and 14,810 cycles

18300 65 03	CCCP-75510	Il-18V	AFL/Latvia-RSC	mfd	17aug63	toc 28aug63; rgd 10sep63; 110 pax configuration; f/n jun69
	CCCP-75510	Il-18V	AFL/Leningrad-LED	trf	28jun74	soc 30jan78 as life-time expired; t/t 30,957 hours and 16,498 cycles
18300 65 04	CCCP-75511	Il-18V	AFL/Moscow (MUTA)	mfd	20aug63	toc 28aug63; rgd 24sep63; 110 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75511	Il-18V	AFL/West Siberia	trf	25mar67	arrived ARZ No. 402 GA at Bykovo for last overhaul 23jul79; converted to Il-18Gr 29aug79 with t/t 34,992 hours and 12,766 cycles
18300 65 05	CCCP-75511	Il-18Gr	AFL/Magadan	trf	05oct79	soc 17jan83 as life-time expired and canx same date; t/t 39,771 hours and 14,470 cycles
	CCCP-75512	Il-18V	AFL/Northern	mfd	29aug63	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
18300 66 01	CCCP-75518	Il-18V	Soviet Gvt/AFL c/s	mfd	jan64	toc 11feb64; rgd 22feb64; photo IKT 23jun65; opb 235 OAO; 90 pax configuration
	CCCP-75518	Il-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 Volodga; t/t 39,999 hours and 13,332 cycles; preserved in the Tsiolkovski (or rather Mozhaiski ?) museum at Volodga-Zarechye (N59.283684 E39.933997) since 1984, l/n sep09/jul24
18300 66 02	CCCP-75514	Il-18V	AFL/Krasnoyarsk-KJA	mfd	12sep63	toc 08oct63; rgd 17oct63; 89 pax configuration; f/n VKO 31aug81; converted to Il-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	Il-18V	AFL/Kazakhstan	mfd	17sep63	toc 27sep63; rgd 22oct63; f/n DME 04oct72
	CCCP-75515	Il-18V	AFL/Moscow	trf	20mar79	photo in experimental Aeroflot c/s with additional small 'Soviet Airlines' titles in English; converted to Il-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	Il-18V	Soviet AF/AFL c/s	mfd	25sep63	f/n Spereberg 29may71; opb 223 LO at Chkalovsk; 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); l/n Demmin-Tutov 06jul93
	RA-75516	Il-18V	Russian AF/AFL c/s	CKL	08aug99	latest CoFR 28apr94; l/n CKL 22aug05; photo feb06 in flight; featured in tender issued 04apr07
	RA-75516	Il-18V	Russian Air Force	CKL	06may08	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	Il-18V	Russian Air Force	Pus	14oct17	in basic Rossiya c/s, no titles; l/n ZIA 15sep23
	CCCP-75517	Il-18V	AFL/Kyrgyzstan-FRU	mfd	25sep63	rgd 22oct63; on charge as of 01nov63; 89 pax configuration; arrived ARZ No. 402 GA at Bykovo 22mar79 for last overhaul with t/t 34,998 hours and 14,633 cycles; converted to Il-18Gr 08may79
	CCCP-75517	Il-18Gr	AFL/Magadan-GDX	trf	30may79	soc 18mar83 as life-time expired; t/t 39,292 hours and 16,208 cycles
18300 67 01	not known	Il-18V	SibNIA	mfd	1963	static test airframe
18300 67 02	CCCP-75519	Il-18V	AFL/Northern-LED	mfd	19oct63	toc 02nov63; rgd 13nov63; dbr when landed 700 metres short of runway Karaganda, Kazakhstan 09jan68; soc 31may68; t/t 7,131 hours and 3,130 cycles
18300 67 03	CCCP-75520	Il-18V	AFL/Uzbekistan-TAS	mfd	19oct63	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	Il-18V	AFL/Kazakhstan	toc	05nov63	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 Il-18Gr 13jul79
18300 67 05	CCCP-75521	Il-18Gr	AFL/Magadan	trf	04aug79	soc 20may83 as life-time expired; t/t 39,993 hours and 16,842 cycles
	CCCP-75522	Il-18V	AFL/Urals-SVX	mfd	17oct63	toc 04nov63; rgd 28nov63; 90 pax configuration
	CCCP-75522	Il-18V	AFL/Urals-CEK	trf	25jan65	based on a decree dated 11jan65; was involved in an incident at Balandino 21aug69, made an emergency landing after the power supply failed at 200m and sustained some minor damage; repaired; f/n oct73
	CCCP-75522	Il-18V	AFL/Urals-SVX	trf	unknown	based on a decree dated 30jan78; f/n DME aug79; converted to Il-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 fuselage, outer wings and many other parts
18300 68 01	CCCP-75523	Il-18V	AFL/GosNII GVF	mfd	30dec63	rgd 15feb64; on charge as of 01mar64
	CCCP-75523	Il-18V	AFL/Far East	trf	18may64	photo UUS 1965
	CCCP-75523	Il-18V	AFL/VAU	trf	01apr66	Higher Aviation College; was converted to an Il-18USh navigator trainer (had two dorsal astrosextant blisters located in tandem on top of the forward fuselage and two staggered strake aeralis on top of the centre fuselage); testing was undertaken in early 1972
	CCCP-75523	Il-18V	OLAGA	trf	05jan73	transfer not mentioned in MGA document; f/n LED 11oct75; l/n LED 04sep81
	CCCP-75523	Il-18V	AFL/Central Region	trf	23jun83	converted back to standard Il-18V
	CCCP-75523	Il-18V	AFL/Moscow	trf	dec85	reported 23feb87 in an incident report with 22,102 hours and 15,036 cycles; arrived ARZ No. 402 GA at Bykovo feb88 for last overhaul; soc 13feb90 as life-time expired; canx 13nov91; l/n DME aug92/sep93 derelict
18300 68 02	CCCP-75524	Il-18V	AFL/Kazakhstan	toc	29nov63	rgd 11dec63; f/n DME 03oct72; converted to Il-18Gr 30jul79 with t/t 34,991 hours and 15,204 cycles
	CCCP-75524	Il-18Gr	AFL/Urals	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	Il-18V	AFL/Northern-LED	mfd	22nov63	toc 04dec63; rgd 03jan64; 89 pax configuration; f/n HEL 08feb75; converted to Il-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	Il-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	Il-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	Il-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
	CCCP-75528	Il-18RT	Sov. Navy/AFL c/s	trf	28oct65	missile tracking aircraft (SIP) with special aeralis 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
	RA-75528	Il-18V	Russ. Navy/AFL c/s	Sev	08aug06	still retained the probe at the base of the fin and the fairings at the end of the tailplane; opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; f/n with a 'polar bear' badge below the cockpit CKL jun07; l/n Severomorsk-1 04nov09; stored at Severomorsk-1 from 2012
18300 69 02	CCCP-75529	Il-18V	AFL/Moscow (MUTA)	mfd	24dec63	toc 04jan64; rgd 14jan64; 89 pax configuration; f/n DME 03oct72; arrived ARZ No. 402 GA at Bykovo for last overhaul 02sep79 with t/t 34,993 hours; converted to Il-18Gr 30oct80; t/t 35,130 hours and 10,690 cycles
18300 69 03	CCCP-75529	Il-18Gr	AFL/Far East	trf	08nov80	soc date unknown as life-time expired; canx 1983; t/t 39,853 hours and 12,359 cycles
	CCCP-75530	Il-18V	AFL/Northern	mfd	12dec63	mfd also given as 24dec63 in Ilyushin OKB document; rgd 15jan64; on charge as of 01feb64
	CCCP-75530	Il-18V	MMZ "Strela"	trf	19jan65	p/y/a 2418 according to MGA document; f/n LHR 16jan66; arrived ARZ No. 402 GA at Bykovo may83 for last overhaul with them
	CCCP-75530	Il-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	Il-18V	Air Zory	LJU	03dec93	in basic ex-Aeroflot c/s; l/n IST 22sep97
	LZ-AZC	Il-18V	Air Cess	SHJ	jul97	l/n SHJ 06feb98; seen SHJ 11mar98 with registration removed
	3D-SBC	Il-18V	Air Cess	SHJ	16mar98	l/n SHJ 04apr98; c/n checked
	3C-KKJ	Il-18V	Air Cess	SHJ	22nov98	l/n SHJ 20feb91; c/n checked
	3C-KKJ	Il-18V	Air Cess, n/t	SHJ	13mar01	photo CMB 01may02 with additional large red 'airlanka.org' titles on forward fuselage; l/n SHJ 05aug02, no titles
	UN-75003	Il-18V	IRBIS	SHJ	19aug02	c/n from JP-03; in basic Air Cess c/s, no titles; l/n JED 03jan08, reported operating for Jubba Airways; operator reported as Mega Aircompany FJR 23mar08
	UP-11803	Il-18V	Mega Aircompany	JIB	29jul08	c/n confirmed; in basic Air Cess c/s, no titles; seen JIB feb12; l/n BBO 15jun14 stored, still present oct20/apr23 according to Google Earth
18300 69 04	CCCP-75531	Il-18V	AFL/Krasnoyarsk-KJA	mfd	24dec63	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 day
18300 69 05	CCCP-75536	Il-18V	AFL/Urals-SVX	mfd	25dec63	toc 04jan64; rgd 21jan64; 90 pax configuration; f/n LED 11aug75
	CCCP-75536	Il-18V	AFL/Urals-CEK	trf	04mar66	based on a decree dated 30jan78
	CCCP-75536	Il-18V	AFL/Urals-PEE	trf	unknown	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 cycles
	CCCP-75536	Il-18V	AFL/Urals-CEK	trf	dec78	cycles
18400 70 01	CCCP-75537	Il-18V	AFL/Tajikistan-DYU	mfd	30dec63	toc 31jan64; rgd 22feb64; 89 pax configuration; f/n DME sep65; seen Spereberg 05may75; l/n TAS 29oct77; arrived ARZ No. 402 GA at Bykovo for last overhaul 15dec80
18400 70 02	CCCP-75537	Il-18V	AFL/Turkmenis.-ASB	trf	22feb81	soc 11feb83 as life-time expired; t/t 38,884 hours and 18,000 cycles
	CCCP-75538	Il-18V	AFL/International	mfd	25mar64	toc 01apr64; rgd 07apr64
	CCCP-75538	Il-18V	AFL/Urals-SVX	trf	14apr66	opb 120 LO; w/o 16nov67 when crashed after take-off from Sverdlovsk-Koltsovo; soc 12feb68; t/t 5,239 hours and 2,064 cycles
18400 70 03	CCCP-75539	Il-18V	AFL/Northern	mfd	31jan64	toc 11feb64; rgd 22feb64; 89 pax configuration; f/n LED 22apr72; l/n HEL 09dec72; seen SXF 30aug75, in post 1973 Aeroflot c/s
	CCCP-75539	Il-18V	AFL/Leningrad	trf	18feb78	converted to Il-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

18400 70 04	CCCP-75540 CCCP-75540 CCCP-75540 CCCP-75540	Il-18V Il-18V Il-18V Il-18V	AFL/Urals-SVX AFL/Urals-CEK AFL/Urals-PEE AFL/Urals-SVX	mfd trf trf trf	17jan64 1972 1975 unknown	last flight, landed in a field 5km from Vetluzhski and was dismantled; used for trials at the NPP "Polyot" test-site at Vetluzhski (N57.206869 E45.138451) seen nov06/may18 toc 05feb64; rgd 18apr64; 89 pax configuration 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 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 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 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; l/n WAW 11jul90; canx 21sep90; seen by the roadside near Podlaski 02jul93; was used as a restaurant near Wiklow (on road # 1 from Katowice to Lodz, just north of Kruszyzna), in basic LOT c/s without titles; registration checked in cockpit; moved near to village of Koscielec, close to Czeszochowa in 1999; seen aug07 on a site close to road # 1; l/n 06oct19; moved to Bauerówka Airpar Village (N50,0968492 E21,7250867) and seen there oct20 at Volista Lugova; l/n may24 mfd 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 Il-18Gr 25may79; arrived ARZ No. 402 GA at Bykovo for last overhaul 13dec83 with t/t 32,399 hours; last commercial flight 13oct88 BUD-CZL-BUD; wfu 06dec88, handed over to MALEV educational centre and preserved at Ferihegy (later Ferenc Liszt) airport, l/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 nov14; l/n may24 mfd also given as 06feb64; 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 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 13,449 cycles from OKB document dated 01jan86 (last overhaul 1984) converted to Il-18Gr; l/n OTP 26sep95; repainted into new dark blue/white Tarom c/s; l/n MLA 04oct96 in basic ex Tarom blue c/s; l/n IST 1st may98 in basic ex Tarom blue c/s; l/n ALA 29mar98; CofA expired 15apr98; canx 01jun98 f/n IST 20jun98; in basic ex Tarom blue c/s; l/n DME 01jun01 l/n DME 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 28apr14; l/n jul14; fuselage only by 29jul14; forward fuselage seen jan15 at the museum of national culture (N55.688151 E37.772459); l/n jul16 toc 08may64; 89 pax configuration 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 hours and 13,837 cycles
18400 71 05	YR-IMF B-234 YR-IMF YR-IMF YR-IMF UN-75111 UN-75111 UN-75111	Il-18V Il-18V Il-18V Il-18Gr Il-18Gr Il-18Gr Il-18Gr Il-18Gr	TAROM Civ Avn Adm China TAROM Alfa Line, n/t Air GVG Company Air GVG Company Tretyakovo Al Aeroflot c/s, n/t	mfd lsd ret trf WAW rgd DME DME	15feb64 28mar85 21mar86 13nov97 27feb98 04jun98 29jun01 30jun04	
18400 72 01	CCCP-75543 CCCP-75543 CCCP-75543	Il-18V Il-18V Il-18V	AFL/GosNII GVF AFL/Far East AFL/Krasnoyarsk	mfd trf trf	30mar64 23jul64 31jan79	
18400 72 02	CCCP-75544	Il-18V	AFL/Moscow (MUTA)	mfd	29apr64	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 Il-18Gr 11apr80 with t/t 34,994 hours and 14,475 cycles; soc 20jan84 as life-time expired; t/t 39,630 hours and 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) completed 29mar71
18400 72 03	LZ-BER CCCP-74297 CCCP-74297 CCCP-74297	Il-18V Il-18V Il-18V Il-18V	TABSO AFL/Urals-SVX AFL/Urals-PEE AFL/Urals-CEK	mfd toc trf trf	28apr64 23apr71 unknown unknown	on charge as of 01jan79, based on a decree dated 25oct78; soc 13feb80 (Ilyushin OKB document gives 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 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 29aug79 for last overhaul; converted to Il-18Gr 08oct79 with t/t 35,000 hours and 15,441 cycles soc 18aug83 as life-time expired; t/t 39,775 hours and 16,902 cycles mfd given as 27apr64 from Ilyushin OKB document; mfd given by Moldovan CAA as 03mar64; f/n LGW 20jun64; rgd 30apr64; t/t 29,026 hours and 12,532 cycles from OKB document dated 01jan86 (last overhaul 1984); l/n FRA 07sep89 on lease to Cubana, with TAROM cheatline and Cubana tail c/s; l/n SNN 07aug90 photo ATH apr94, with TAROM titles and a white tail; l/n DUS 27sep94; repainted into new dark blue/white Tarom c/s in 1995; f/n DUS 09may95; l/n OTP 18sep95; CofA expired 15feb96; canx 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 toc 08may64; rgd 21may64; 89 pax configuration; photo THR 1967; seen HEL 06jun69 and 18jan75; l/n in East Germany 12may75; soc 17dec79 as life-time expired; t/t 34,921 hours and 13,293 cycles toc 23may64; rgd 17jun64; 89 pax configuration first Il-18 based at OV8; f/n dec69; photo AAQ 1978; converted to Il-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 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 on charge as of 01dec65 f/n PPK may68 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 rgd 12sep64 (mfd also reported as 08aug64 which seems late) l/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 Augsburg; moved to Hermeskeil (N49.684714 E6.9590455) in spring 1994 and preserved at Flugausstellung Junior since; l/n 31oct20 mfd also given as 27jun64 from Ilyushin OKB document; rgd 06jul64; registered with call-sign DM-VAZ; photo exists, with old type antenna on top of fuselage and eight centre windows (salon aircraft) see next line officially registered as such 02jul70; in full Interflug c/s; modernised to Il-18D by the mid 1970s, with standard window configuration; l/n SXF 30apr80 arrived ARZ 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 Il-18D; in all-grey c/s; f/n SXF 03oct90; l/n SXF 24aug91 bill of sale dated 30oct92 to Kryla; canx jan93 see c/n 181004105 l/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 19may01; l/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; l/n LAD 06feb03 on charge as of 01jul64; rgd 01jul64; 89 pax configuration f/n KBP 06apr72; seen FRA 24jun73; l/n KBP 10aug75 arrived ARZ No. 402 GA at Bykovo 21may80 for last overhaul; converted to Il-18Gr 04aug80 with t/t 29,769 hours and 16,510 cycles 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 Il-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 rgd 20jul64; 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 runway, 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 71 04	HA-MOH	Il-18V	MALÉV	mfd	23mar64	
18400 71 01	LZ-BEN	Il-18V	TABSO	d/d	30mar64	
18400 71 02	SP-LSO	Il-18V	LOT	mfd	04apr64	
18400 71 03	HA-MOG	Il-18V	MALÉV	mfd	23mar64	
18400 74 01	497 DM-STP DM-STP DDR-STP D-AOAQ D-AOAQ UR-75475(2) UR-75475(2) UR-75475(2) D2-FAM	Il-18V Il-18V Il-18V Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D	East German AF EGAF/Interflug c/s Interflug Interflug BerLine BerLine Avialini. Ukrayiny Kryla Alada	mfd PRG trf rgd res SXF SXF LED SIP HLA	04jun64 02feb70 01apr70 08sep81 03sep90 mar92 27jan93 16jun93 24jun99 13jan03	
18400 74 02	CCCP-75550 CCCP-75550 CCCP-75550	Il-18V Il-18V Il-18V	AFL/International AFL/Ukraine-KBP AFL/Ukraine-LWO	mfd trf trf	13jun64 15mar67 jul77	on charge as of 01jul64; rgd 01jul64; 89 pax configuration f/n KBP 06apr72; seen FRA 24jun73; l/n KBP 10aug75 arrived ARZ No. 402 GA at Bykovo 21may80 for last overhaul; converted to Il-18Gr 04aug80 with t/t 29,769 hours and 16,510 cycles 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 Il-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 rgd 20jul64; 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 runway, 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 03	CCCP-75550 CCCP-75551	Il-18Gr Il-18V	AFL/Far East AFL/Kyrgyzstan-FRU	trf toc	16dec80 22jun64	
18400 74 04	CCCP-75552	Il-18V	AFL/Latvia-RSC	toc	30jun64	

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 see c/n 181004105; seen SXF 23mar69; modernised to Il-18D before mar74; seen LHR 11mar74; l/n SXF 30apr80 t/t 27,164 hours and 15,868 cycles from OKB document dated 01jan86 (last overhaul 1983) f/n SXF 02oct90; rgd 03oct90, CoFA and CoFR give version as Il-18D; photo ZRH oct90 with additional 'Volvo' titles below the cheatline
	DM-STF (2)	Il-18V	Interflug	rgd	07mar67	
	DDR-STF D-AOAO	Il-18D Il-18D	Interflug Interflug	rgd res	21aug81 03sep90	
	D-AOAO D-AOAO	Il-18D Il-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; l/n SXF 05feb94; ceased operations 31mar94 l/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 l/n SHJ 03apr97; small 'chartered by Air Zory' titles l/n SHJ 16mar98, but registration removed; see c/n 182004804 l/n SHJ 22jan99; opb Bio Air Company l/n SHJ 13feb00; carried additional 'Sudan Airways' titles from late 1999 l/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 toc 18jul64; rgd 11sep64; 110 pax configuration; l/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 Il-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 ekipazhei" at Lyublino and was seen there as installation art (together with parts of An-2T c/n 1G236-35 and Il-14T c/n 148001908) nov14 rgd 13aug64; 89 pax configuration; f/n 31mar67; seen DME 03oct72; converted to Il-18Gr 11aug80 with t/t 35,519 hours and 15,986 cycles 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
	D-AOAO RA-75553	Il-18D Il-18D	German European Al Viola Avia Trans	SXF rgd	26may94 20dec95	
	LZ-AZO EL-ADY (1) T9-ABB T9-ABB T9-ABB EX-405 EX-405	Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D	European Al tit European Al tit European Al tit Phoenix, n/t Phoenix, n/t Anikay Air	SHJ SHJ SHJ DXB SHJ PMI	04oct96 07may97 07may98 feb99 30oct00 28dec01 11mar05	
18400 75 01	CCCP-75554(1) CCCP-75554(1)	Il-18V Il-18V	AFL/Latvia-RSC AFL/Krasnoyarsk	mfd trf	14jun64 02dec76	
18400 75 02	CCCP-75555	Il-18V	AFL/Turkmenistan	toc	30jul64	
	CCCP-75555	Il-18Gr	AFL/Urals	trf	27aug80	
18400 75 03	CCCP-75556 CCCP-75556	Il-18V Il-18V	AFL/Latvia AFL/Leningrad	mfd trf	27may64 16dec74	
18400 75 04	CCCP-75557 CCCP-75557	Il-18V Il-18V	AFL/International AFL/Latvia	mfd trf	18aug64 18nov67	
	CCCP-75557	Il-18V	AFL/Krasnoyarsk	trf	01jul75	
18400 75 05	CCCP-75558 CCCP-75558 CCCP-75558 CCCP-75558	Il-18V Il-18V Il-18V Il-18V	AFL/Moscow (MUTA) MRP Zhukovski Soviet Gvt/AFL c/s AFL/Kyrgyzstan-FRU	mfd trf trf trf	26aug64 01apr67 04aug69 18may72	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 17,652 hours 27 minutes and 7,623 cycles; soc 16mar76 and canx same 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 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, l/n SIA 14nov91; to Lanzhou city 1998, see also B-212; c/n 184007702 c/n confirmed as exported to China by Aviaexport; photo exists; B- prefix added 1974 t/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); l/n mar24 mfd 27mar65; rgd 18may65; 89 pax configuration; f/n TAS 12jun71 arrived ARZ No. 402 GA at Bykovo 10jul80 for last overhaul; converted to Il-18Gr 04sep80 with t/t 35,310 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 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 Chairman Mao Tseong, flew Wuhan Hankou-Shanghai Honggiao 21jul67 after the Wuhan 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 article written in 2020 about Chairman Mao Tseong 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 Tseong 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 189001701 ? and 181003602 repainted with its original period serial; preserved in the China Aviation Museum at Shahezhen AFB, Changping (N40.183353 E116.36004); l/n 07may24 rgd 29jan65; toc 29jan65; 90 pax configuration; f/n HEL 20apr67 converted to Il-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 document - see previous line); soc 18oct84 as life-time expired; t/t 39,724 hours and 11,962 cycles c/n not confirmed, but c/n confirmed as exported to China by Aviaexport and delivered in the last quarter of 1964; with old antenna on top of the fuselage; also mentioned in documents that this aircraft was used as a backup aircraft for the visit of Premier Zhou Enlai and Vice Premier Chen Yi to Tanzania in jun65; l/n 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, preserved; no longer visible on GE image by apr14 toc 24oct64; rgd 16jan65; the first Il-18 with the cyclical de-icing system; 110 pax configuration opb 67 LO 1-go Leningradskogo OAO; f/n SXF 06sep69; l/n Spenberg 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 return 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 rgd 23nov64; opb 235 OAO; f/n PIK sep65 dbr 24feb68, when overrun the runway at Donetsk after an aborted take off; soc 26apr68; t/t 3,657 hours 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 soc 27dec83 as life-time expired; t/t 38,781 hours and 15,311 cycles toc 26nov64; rgd 30dec64; opb 235 OAO; 89 pax configuration
18400 76 01	208 (2)	Il-18V	Civ Avn Adm China	d/d	1964	
	218 B-218	Il-18V Il-18V	Civ Avn Adm China Civ Avn Adm China	r/r SIA	1966 06apr85	
18400 76 02	210 B-210	Il-18V Il-18V	Civ Avn Adm China Civ Avn Adm China	d/d CTU	1964 02nov86	
18400 76 03	CCCP-75564 CCCP-75564	Il-18V Il-18V	AFL/Uzbekistan AFL/Tajikistan	toc trf	26mar65 01jul73	
18400 76 04	CCCP-75564 CCCP-75574	Il-18Gr Il-18V	AFL/Far East Aeroflot/USHVLP	trf mfd	18sep80 30apr65	
18400 76 05	not known 232 (1)	Il-18V Il-18V	Civ Avn Adm China Civ Avn Adm China	mfd ph.	1964 1967	
	50854	Il-18V	Chinese Air Force	NAY	27oct86	
	B-230 (3)	Il-18V	China United Al	SVO	may89	
	232 (1)	Il-18V	Chinese Air Force		dec03	
18400 77 01	CCCP-75569 CCCP-75569 CCCP-75569	Il-18V Il-18V Il-18Gr	AFL/International AFL/Krasnoyarsk AFL/Urals-CEK	mfd trf trf	30sep64 18nov67 28mar80	
18400 77 02	212	Il-18V	Civ Avn Adm China	BBU	17jul65	
	B-212	Il-18V	Civ Avn Adm China	SIA	04apr85	
18400 77 03	CCCP-75559 CCCP-75559	Il-18V Il-18V	AFL/GosNII GA AFL/Northern-LED	mfd trf	15oct64 10mar67	
18400 77 04	CCCP-75560 CCCP-75560	Il-18V Il-18V	Soviet Gvt/AFL c/s AFL/Urals-CEK	toc trf	05nov64 07jan67	
18400 77 05	CCCP-75561	Il-18V	AFL/Far East-KHV	mfd	30oct64	
18400 78 01	CCCP-75561 CCCP-75562 CCCP-75562 CCCP-75562 CCCP-75562	Il-18V Il-18V Il-18V Il-18V Il-18V	AFL/Kazakhstan-KGF Soviet Gvt/AFL c/s AFL/Far East-KHV AFL/Krasnoyarsk-KJA AFL/Kazakhstan-KGF	trf mfd trf trf trf	15mar83 19nov64 01jul67 15mar79 14feb82	
						transfer not mentioned in MGA document; f/n TAS 28apr84

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 overhaul history)
	B-228	Il-18D	China United AI	NAY	1988	c/n 8702 checked on the tail 19mar96; preserved in the China Agricultural Museum in north Beijing, f/n late 1995, l/n nov06; not present by sep07; reportedly broken up
18500 87 03	825	Il-18E	Chosonminhang	mfd	dec65	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; l/n SXF 07may68; reported became '525', but not confirmed
	525	Il-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; l/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	Il-18D Il-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 31may02, the cabin in use as a supermarket
18500 87 05	CCCP-75595 CCCP-75595 CCCP-75595	Il-18E Il-18E Il-18E	Soviet Gvt/AFL c/s AFL/Kazakhstan-ALA AFL/Kazakhstan-KGF	toc trf trf	15jan66 12aug67 1972	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 fire station on the airfield, minus engines and rudder scrapped by 18sep10, only the wings remain
18600 88 01	CCCP-75596	Il-18E	AFL/Far East	mfd	19jan66	toc 11feb66; rgd 14feb66; 90 pax configuration; arrived ARZ No. 402 GA at Bykovo for last overhaul nov82 with t/t 34,891 hours
18600 88 02	CCCP-75596 CCCP-75598 CCCP-75598	Il-18E Il-18D Il-18DTs	AFL/Moscow-DME AFL/GosNII GA AFL/GosNII GA	trf mfd	01apr85 28feb66	soc 23dec85 as life-time expired; t/t 39,705 hours and 15,884 cycles toc 21feb67; rgd 22mar67; 90 pax configuration; in Aeroflot c/s converted by Factory No. 240 to Il-18DTs 'Meteor' weather research aircraft until jun77, received the meteo equipment from Il-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 with A-723 SLA radar on the port side and other radio-electronic equipment for research of the earth's surface; in Aeroflot c/s; l/n SVO 30aug95 as such; converted back to a 'normal' Il-18D late 1995 ?; involved in incident in 1996 (report gives the mfd as 18jul67, but this seems doubtful); l/n SVO 23apr97 f/n ZIA 19aug97; l/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 NAS 25mar07 with orange/red tail logo; seen HAV 04feb08, in full c/s with blue/orange undersides and blue engines; l/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
	RA-75598	Il-18DTs	GosNII GA	SVO	19mar93	toc 05feb66; rgd 16feb66; 100 pax configuration; f/n AER 30jun70; arrived ARZ No. 402 GA at Bykovo 27aug80 for last overhaul; converted to Il-18Gr 05sep80 with t/t 34,994 hours and 11,017 cycles
	RA-75598 CU-T1546	Il-18D Il-18D	IRS Aero Aerocaribbean	lsd BKA	09apr97 08aug04	16jul84 as life-time expired; t/t 39,994 hours and 12,642 cycles involved in an accident Nanking 04jan67, details unknown; canx
18600 88 03	CCCP-75597	Il-18E	AFL/Krasnoyarsk-KJA	mfd	22jan66	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 88 04	VN-B... ?	Il-18D	Hãng Không Vietnam	mfd	29nov66	toc 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 88 05	CCCP-75599 CCCP-75599 CCCP-75599	Il-18E Il-18E Il-18E	AFL/Urals-SVX AFL/Urals-CEK	mfd mfd trf	30jan66 1972	rgd 27mar66; toc 08apr66; 100 pax configuration; f/n ARN 30aug66 arrived ARZ No. 402 GA at Bykovo jul82 for last overhaul soc 15feb85 as life-time expired; t/t 39,998 hours and 16,427 cycles
18600 89 01	CCCP-75400 CCCP-75400	Il-18E Il-18E	Soviet Gvt/AFL c/s AFL/West Sib.-OVb	mfd trf	10feb66 unknown	toc 12mar66; rgd 26mar66; opb 235 OAO; 110 pax configuration; f/n LHR mar66 reported in East Germany 04nov75
18600 89 02	CCCP-75401 CCCP-75401 CCCP-75401	Il-18D Il-18D Il-18D	AFL/International AFL/Urals-SVX AFL/Ukraine-LWO	mfd trf trf	29mar66 27mar68 26sep83	arrived ARZ No. 402 GA at Bykovo 20sep80 for last overhaul; soc 22nov82 as life-time expired; t/t 34,999 hours and 15,455 cycles
18600 89 03	CCCP-75402 CCCP-75402 CCCP-75402	Il-18E Il-18E Il-18E	Soviet Gvt/AFL c/s AFL/Latvia AFL/Magadan	mfd trf trf	29mar66 15nov67 14apr76	d/d 24may66; trf to Bulair in 1968 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 04	LZ-BET LZ-BET LZ-BET	Il-18D Il-18D Il-18D	TABSO Bulair Balkan	mfd SXF trf	21apr66 11may68 1972	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
18600 89 05	102 (2) SP-LSI LZ-BEH	Il-18E Il-18Gr Il-18Gr	Polish Air Force LOT Balkan	d/d rgd photo	08apr66 28mar75 nov91	with 'Cargo' titles on starboard side; l/n AYT 15jun95, as such; seen SXF 20jul98 with additional larger Balkan titles in red; l/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 removed; l/n SHJ 05mar00
	LZ-ZAH EX-75905(2) EX-75905(2)	Il-18Gr Il-18Gr Il-18Gr	Phoenix Phoenix Phoenix c/s, n/t	SHJ SHJ SHJ	10mar00 04oct00 15mar05	in full blue/red c/s with titles; l/n SHJ 30sep00, reg seen being removed this date confirmed in Daallo Airlines fleet list jan04 as lsf Phoenix; l/n SHJ 20feb05 opb Intal Air from 2005; f/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	Il-18E	AFL/Far East	mfd	25mar66	rgd 28mar66; toc 08apr66; 100 pax configuration; opb Khabarovsk OAO; photo UUS 1966; arrived with ARZ No. 402 GA at Bykovo dec82 for its last overhaul
	CCCP-75403	Il-18E	AFL/Krasnoyarsk	trf	30dec85	ferried to KJA the same day; opb Krasnoyarski 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 LZ-BED	Il-18D Il-18D Il-18D	TABSO Bulair Balkan	d/d trf w/o	24apr66 1968 18jan71	mfd 26apr66; f/n CPH 22jul66; l/n LGW 14may67 seen LGW 27jul69 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	Il-18E Il-18E	Soviet Gvt/AFL c/s AFL/Krasnoyarsk-KJA	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-VAZ	Il-18D Il-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 without registration and titles; destroyed during fire-fighting practice
18600 90 05	CCCP-75405	Il-18E	AFL/Uzbekistan-TAS	mfd	21may66	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	Il-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	Il-18D	TAROM	mfd	22jun66	rgd 25jun66; l/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 EL-ALY ER-ICJ	Il-18D Il-18D Il-18D Il-18D	Renan Renan/Tavria Mac Renan/West Afr AS Renan	rgd SIP KIV	06oct97 24jun99 03apr03	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 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 the runway; canx 30mar05
18600 91 03	CCCP-75406	Il-18E	AFL/Far East	mfd	31may66	toc 07jun66; rgd 22jun66; 100 pax configuration; photo UUS 1969; l/n DME 06oct75; arrived ARZ No. 402 GA at Bykovo apr85 for last overhaul with t/t 38,138 hours
18600 91 04	CCCP-75406 YR-IMK	Il-18E Il-18D	AFL/Moscow TAROM	trf mfd	24dec85 07jul66	soc 31dec86 as life-time expired; t/t 39,065 hours and 16,445 cycles 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	Il-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 Il-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 1980s
18600 92 01	CCCP-75408	Il-18E	AFL/Armenia-EVN	mfd	29jun66	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 30apr76
18600 92 02	DM-STK DDR-STK	Il-18D Il-18D	Interflug Interflug	mfd rgd	29jun66 12aug81	rgd 12jul66; seen LHR 17jan74; l/n SXF 30apr80
	D-AOAR SP-FNB	Il-18D Il-18D	Interflug Polnippon	rgd rgd	03oct90 18dec90	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
	SP-FNB SP-FNW SP-FNW SP-FNW SP-FNW SP-FNW 3D-SBW 3C-KKK	Il-18Gr Il-18Gr Il-18Gr Il-18Gr Il-18Gr Il-18Gr Il-18Gr Il-18Gr	ex Polnippon c/s Polonia Airways Daallo Airlines green c/l, n/t Polonia Airways Air Cess Air Cess Air Cess	WAW rgd WAW WAW WAW SHJ SHJ SHJ	mar96 01mar96 27mar96 23sep96 jul97 12oct97 20nov97 29nov98	canx 21dec90 converted to Il-18Gr; seen Warsaw 28dec90; named 'Agata' still with ex Interflug cheatline; seen WAW 10aug95 with additional Caritas Polska logo behind the cockpit; l/n WAW feb96 titles removed, canx date unknown photo as such WAW mar96 with titles and tail logo; l/n WAW aug96; leased from Polonia Airways ex Daallo Airlines with dark blue cheatline, titles and tail logo l/n SHJ 17nov97; canx 18nov97 l/n SHJ 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
	3C-KKK 3C-KKK UN-75004	Il-18Gr Il-18Gr Il-18Gr	Air Kazakhstan Air Cess, n/t IRBIS, n/t	SHJ SHJ SHJ	jun00 oct00 14sep02	l/n SHJ 06oct00, titles removed this date l/n SHJ 19aug02; c/n checked c/n from JP-03; in basic ex Air Cess c/s; small cargo door added in 2005, f/n BUD 19oct05 as such; reported for Mega Airlines jul06; l/n ALA 20jun08
	UP-I1804	Il-18Gr	Mega Aircompany	SAW	07sep08	c/n confirmed; in basic ex Air Cess c/s, no titles; ceased operations by jul13; l/n ALA 01may14/26may15, stored; serial overpainted by dec15; l/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 Il-18 was still present Wadi Seidna (N15.810693, E32.497659) jun18/apr22, probably stored, according to GE
18600 92 03	CCCP-75409 CCCP-75409 CCCP-75409 CCCP-75410	Il-18E Il-18E Il-18E Il-18D	AFL/Far East AFL/Krasnoyarsk AFL/West Siberia AFL/Urals-SVX	mfd trf trf mfd	27jul66 27oct80 31mar83 06aug66	toc 04aug66; rgd 17aug66; 100 pax configuration arrived ARZ No. 402 GA at Bykovo 02oct81 for last overhaul with t/t 34,865 hours 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 Il-18E, Ilyushin document gives version as Il-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 SVO 1970
	CCCP-75410 CCCP-75410 CCCP-75410	Il-18D Il-18D Il-18D	AFL/Urals-CEK AFL/Urals-SVX AFL/Urals-CEK	trf trf trf	15aug73 1977 1979	l/n DME 13nov77; made an emergency landing at Ufa 17jan78 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	Il-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 RA-75411	Il-18E Il-18E Il-18E	MRP-MIR NPP "MIR" Aeroflot c/s, n/t	Siv trf RKT	26oct94 24dec95 19apr01	still in full in Aeroflot c/s; l/n VKO 22aug95 f/n VKO 13may96; l/n Pushkin 24may99 l/n RKT 23oct01; latest CoFr 06mar03; current on Russian register as NPP "MIR" feb04; 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; l/n may11, as such; broken up 2011; still current on register apr16
18600 93 01	CCCP-75412 CCCP-75412 CCCP-75412 CCCP-75412	Il-18D Il-18D Il-18D Il-18D	Soviet Gvt/AFL c/s MAP Soviet Gvt/AFL c/s AFL/Moscow	mfd trf trf trf	oct66 31jan69 15sep69 20oct69	toc 11oct66; rgd 25nov66; opb 235 OAO; f/n LHR 06feb67 and LGW 12feb67; l/n BUD 06sep57 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	Il-18D Il-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 hours and 15,461 cycles
18600 93 03	CCCP-75414	Il-18D	Soviet Gvt/AFL c/s	mfd	19sep66	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 CCCP-75414	Il-18D Il-18D Il-18D	AFL/Urals-SVX AFL/Urals-CEK AFL/Urals-SVX	trf trf trf	07mar69 unknown 30nov78	l/n DME 13nov77 based on a decree dated 25oct78 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	Il-18D Il-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 CCCP-75416	Il-18D Il-18D Il-18D	AFL/International AFL/Ukraine AFL/Krasnoyarsk	mfd trf trf	06oct66 07jun68 16dec68	toc 06oct66; rgd 07dec66; 100 pax configuration; f/n SVO 24may68 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	Il-18D	AFL/Krasnoyar.-KJA	mfd	06oct66	toc 07oct66; rgd 06apr67; 100 pax configuration; arrived ARZ No. 402 GA at Bykovo 15jan81 for last overhaul with t/t 34,996 hours
18600 94 02	CCCP-75417 DM-STL	Il-18D Il-18D	AFL/Kazakhstan-KGF Interflug	trf rgd	15mar81 09sep66	soc 18oct83 as life-time expired; t/t 39,719 hours and 11,985 cycles mfd 29sep66; seen LHR 26apr78; converted to Il-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 passengers were killed; t/t 19,771 hours and 8,892 cycles
18600 94 03	not known CCCP-75713(2)	Il-18D Il-20	Soviet Air Force MRP NPO "Leninets"	mfd rgd	07oct66 24aug75	mfd also quoted as 15jul66; Il-20 prototype, conversion by MMZ # 30 started 06may67; f/f 25mar68 from 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 Il-18D by 20 ARZ in late 1992
	75713(2) RA-75713(2) RA-75713(2) RA-75713(2) 75713(2)	Il-18D Il-18D Il-18D Il-18D Il-18D	NPP "MIR" Daallo Airlines Aeroflot c/s, n/t NPP "MIR" NPP "MIR"	LED JIB Siv trf Pus	17sep93 sep93 26oct94 16jun95 07aug99	l/n SHJ 08may94, reported returned to Russia oct94 returned to NPP "MIR" ? seen LED late95 with large 'Olimpiada 2004' titles and blisters removed 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; sold to new owners jul21; l/n jul21, active; reported by Russian sources as delivered to Africa as TL-ARN, see next line
	TL-KBR	Il-18D	no titles	BGF	13oct21	still in basic 'NPP "MIR"' c/s; l/n BGF 21feb22 active on a passenger flight; destroyed by fire at Al-Khadim Air Base, Libya 27jan23, with only the tail section intact
18600 94 04	CCCP-75418 CCCP-75418 CCCP-75418	Il-18D Il-18D Il-18D	AFL/International AFL/Kazakhstan-KGF AFL/Ukraine-LWO	mfd trf trf	11nov66 30apr68 04apr84	toc 11nov66; rgd 07dec66 in MGA document as 31apr68; arrived ARZ No. 402 GA at Bykovo for last overhaul 14sep81
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	soc 16nov84 as life-time expired; t/t 39,998 hours and 16,572 cycles 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 hours and 13,984 cycles
18600 95 01	CCCP-75432 CCCP-75432	Il-18D Il-18D	AFL/International AFL/Moscow-DME	mfd trf	30nov66 07jun68	toc 28mar67; rgd 04apr67; 100 pax configuration; f/n CPH 28apr67 seen Spenenberg 08nov72; arrived ARZ No. 402 GA at Bykovo 04jun81 for last overhaul; soc 23nov83 as life-time expired; t/t 39,850 hours and 11,191 cycles
18600 95 02	CCCP-75433 CCCP-75433 CCCP-75433	Il-18D Il-18D Il-18D	AFL/International AFL/Armenia AFL/Turkmenistan	mfd trf trf	25mar67 10jul69 12oct77	toc 04apr67; rgd 10apr67; 85 pax configuration; f/n CPH 16jun68 f/n BEY 15jun71; l/n Spenenberg 16may73 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
18600 95 03	CCCP-75434	Il-18D	Aeroflot/UShVLP	mfd	26mar67	toc 28mar67; Ulyanovsk Advanced Flying Training College; rgd 11may67; f/n CPH 16jun68; soc 31may77 as life-time expired; t/t 8,778 hours and 19,950 cycles
18600 95 04	CCCP-75435 CCCP-75435 CCCP-75435	Il-18D Il-18D Il-18D	AFL/International AFL/Urals AFL/Moscow	mfd trf trf	26mar67 19jun69 30mar84	toc 01apr67; rgd 06apr67; 100 pax configuration; f/n BHX 17dec67; l/n SXF 21may68 seen DME 04oct72; arrived ARZ No. 402 GA at Bykovo may82 for last overhaul with t/t 34,998 hours
18600 95 05	CCCP-75436	Il-18D	Soviet Gvt/AFL c/s	toc	11jan67	soc 18oct84 as life-time expired; t/t 39,997 hours and 15,649 cycles rgd 06feb67; opb 235 OAO; f/n PIK 05jul67;

	226	Il-18D	Chinese Air Force		07sep10	prefix removed, preserved in the China Aviation Museum at Shahezhzen AFB, Changping (N40.185134 E116.36231); l/n may24
18700 99 03	YR-IML	Il-18D	TAROM	mfd	04may67	mfd also given as 20may67 in an Ilyushin OKB document; rgd 22may67; f/n LGW 10jun67; t/t 29,406 hours and 9,729 cycles from an Ilyushin OKB document dated 01jan86; l/n in its old c/s ZRH may94; repainted in the 1990s 'blue' c/s; f/n PRG may97
	YR-IML	Il-18D	Alfa Line	PRG	22jul97	canx 02jul98
	ER-ICL	Il-18D	Renan	rgd	02jul98	in all-white c/s with titles; f/n BUD 11dec98; canx 15jun00
	UR-TMD	Il-18D	Tavriya-MAK	SHJ	13feb01	in white/light grey c/s with blue cheatline, with titles; l/n SHJ 24apr01
	UR-TMD	Il-18D	Sevastopol Avia	SHJ	mar02	in white/light grey c/s with blue cheatline, with titles; l/n SIP 24jul04
	UR-CEO	Il-18D	Sevastopol Avia	SIP	30may05	initially in white/light grey c/s with blue cheatline, with titles; l/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	Il-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; l/n without cargo door KIV 19aug14; modified with a cargo door (as per Il-18GrM); f/n as such KIV 30may15; canx 08jul15; see next line
	ER-ICS	Il-18D	Sky Prim Air SRL		15sep16	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 worn on top of the wing from another photo dated 29nov20
	5A-AND	Il-18D	Space Cargo Inc.		02oct21	still in white c/s with blue/yellow/red cheatline, no titles and Libyan flag on the tail; seen MJJ 27nov21; opb for the Haftar Affiliated Forces (HAF); l/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 GA at Bykovo may87 for last overhaul with them, t/t only 7,373 hours; photo exists 1990 still with TAROM titles
	YR-IMM	Il-18D	Rom Gvt/Romavia	SXF	16dec90	initially in basic ex TAROM c/s, photo exists without Romavia badge; was probably leased to Kish Air before 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); l/n MLA jun98, as such; seen BUD sep99, repainted in all-white c/s with grey undersides and Romavia titles; l/n PMI 25aug01
	UN-75001	Il-18D	Yuzhnaya	ALA	03sep02	c/n from JP-03; in white/blue c/s with titles; seen FRU aug05; l/n FRU 23feb08 without engines, see next line
	EX-115	Il-18D	Trast Aero	rgd	11jan08 ?	f/n FJR 30aug09; c/n confirmed and given in Romavia fleet list mar07 as such; l/n FJR 17oct09
	EX-18001	Il-18D	Trast Aero, n/t	MCT	28jan10	c/n confirmed; in light blue c/s, subsequently became EX-18005
	EX-18005	Il-18D	Trast Aero, n/t	TSN	11mar10	c/n confirmed; in light blue c/s with light grey belly, EX-1800 (last digit missing) under the wings; l/n DMB 05oct10
	EX-18006	Il-18D	Sky KG Airlines	rgd	27jan12	in light blue c/s, no titles; photo exists taken in Somalia; for sale on web apr13, with t/t 19,169 hours and 12,510 cycles;
	EX-18006	Il-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; seen MGQ 14may14; broken up at FRU sep15
18700 99 05	CCCP-75446	Il-18D	AFL/Northern	mfd	31may67	toc 05jun67; rgd 30jun67; 100 pax configuration; f/n HEL 19jun67; seen HEL 21feb76; l/n LED 11may78
	CCCP-75446	Il-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	Il-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 expired; t/t 35,939 hours and 17,785 cycles
1870 100 02	HA-MOI	Il-18D	MALÉV	mfd	may67	d/d 22jun67; CofA issued 14jun67; named 'Mollona' (a Hungarian given name, but not worn); first commercial flight BUD-SVO-BUD 24jun67; almost crashed on approach to Damnas 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 Il-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 Il-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 Győr to serve as a restaurant; l/n jun12; dismantled and moved by road 17nov14 to the Múzeum Ictectva Kosice at Kosice-Barca (N48.667939 E21.234704), Slovakia 17nov14, arrived at the Museum 18nov14; still dismantled by aug15; seen 10jul16, complete but missing outer wings; seen aug17, complete; l/n 18may24
1870 100 03	CCCP-75448	Il-18D	Soviet Gvt/AFL c/s	toc	30jun67	rgd 14jul67; opb 235 OAO; f/n PIK 18sep67; l/n LHR 12dec67
	CCCP-75448	Il-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 Il-22 CCCP-75928 with the same c/n, for further details see Il-22 section; t/t 37,409 hours and 11,593 cycles
1870 100 04	CCCP-75449	Il-18D	Soviet Gvt/AFL c/s	mfd	30jun67	converted to, see next line
	CCCP-75449	Il-18D	AFL/Kyrgyzstan	trf	14jan74	ice-reconnaissance aircraft, equipped with 'Nit'-D' side-looking radar; in Aeroflot 'polar' c/s; t/t 35,121 hours and 13,105 cycles from OKB document dated 01jan86 (last overhaul 1984)
	CCCP-75449	Il-18D	AFL/Magadan	trf	10apr80	in Aeroflot 'polar' c/s; f/n LED 20jan89; l/n SVO 18aug92
	CCCP-75449	Il-24N	MAP	trf	02jan85	in Aeroflot 'polar' c/s; leased/sold to Nadym-Aero 01may97; l/n SHJ 07may97, without titles
	CCCP-75449	Il-24N	AFL/GosNII GA	trf	22dec86	f/n SHJ 12oct97; with light blue tail and ex Aeroflot cheatline; seen SHJ may98 with 'Daallo' sticker
	RA-75449	Il-18D	GosNII GA	SVO	19mar93	in blue c/s, no titles
	RA-75449	Il-18D	Ramaer	lsd	01jan97	in blue c/s, no titles; l/n SHJ 17oct99
	RA-75449	Il-18D	no titles	SHJ	30jun98	in blue/red and white c/s; l/n SHJ 01apr00, as such; seen SHJ 10may/19aug00 with additional 'Jubba Airways' titles
	ST-APZ	Il-18D	no titles	SHJ	13aug98	in blue/red and white c/s; l/n SHJ 01oct00; soc and canx 23nov01
	ST-APZ	Il-18D	Phoenix	SHJ	12dec99	in blue/red and white c/s; l/n SHJ 26may01
	RA-75449	Il-18D	Jubba Airways	SHJ	18sep00	in blue/red and white c/s; l/n SHJ 26may01
	EX-75449	Il-18D	Jubba Airways	SHJ	04oct00	in blue/red and white c/s; l/n SHJ 26may01
	EX-75449	Il-18D	Phoenix c/s, n/t	SHJ	15sep01	soc 23nov01 as life-time expired and canx same date; opb Intal Air from 2005; offered for wet-lease by Intal Air sep06 with t/t 44,811 hours; seen FJR 16nov07; mentioned in FJR ground log 01nov08, having arrived 08jul06; l/n FJR 12dec09
1870 100 05	CCCP-75450	Il-18D	AFL/International	mfd	23jun67	toc 14jul67; rgd 15aug67; 85 pax configuration; f/n SVO 27mar68
	CCCP-75450	Il-18D	AFL/Krasnoyarsk	trf	11may69	arrived ARZ No. 402 GA at Bykovo 17jun81 for last overhaul; soc 23nov83 as life-time expired; t/t 39,455 hours and 11,468 cycles
1870 101 01	OK-WAJ	Il-18D	CSA	d/d	21jun67	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 Prague-Liberec (N50.465230 E14.942293) since 17sep86, initially used as a restaurant, carrying 'Moto-Auto' titles (no longer visible aug05), repainted jul11 into new orange/white c/s with 'Kofola' titles; seen aug17; 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; l/n 26aug24
1870 101 02	CCCP-75452	Il-18D	Soviet Gvt/AFL c/s	mfd	13jul67	toc 07aug67; rgd 29aug67; opb 235 OAO; f/n LHR 23nov67
	CCCP-75452	Il-18D	AFL/Tajikistan	trf	09jul71	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
	CCCP-75452	Il-18D	AFL/Krasnoyarsk	trf	17jan80	mfd also given as 26jun67 from Ilyushin OKB document; toc 07aug67; rgd 29aug67; opb 235 OAO; f/n PIK 18dec67
1870 101 03	CCCP-75453	Il-18D	Soviet Gvt/AFL c/s	mfd	26jul67	c/n confirmed; returned aug68
	3X-GOF	Il-18D	Air Guinée	rgd	mar68	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
	CCCP-75453	Il-18D	Soviet Gvt/AFL c/s	SXF	27jun73	in basic Aeroflot c/s with grey tail and Rossiya titles below the cockpit; l/n VKO 12jul94
	RA-75453	Il-18D	Russ. Gvt/AFL c/s	VKO	23may94	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; l/n VKO 01sep07; broken up at VKO around 03mar08
	RA-75453	Il-18D	Rossiya	trf	22jul94	toc 09aug67; rgd 29aug67; opb 235 OAO; 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 from OKB document dated 01jan86 (last overhaul 1984); l/n VKO 06sep93, still with Aeroflot titles
1870 101 04	CCCP-75454	Il-18D	Soviet Gvt/AFL c/s	mfd	31jul67	in basic Aeroflot c/s with grey tail and Rossiya titles below the cockpit
	RA-75454	Il-18D	Russ. Gvt/AFL c/s	VKO	11jul94	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; l/n CKL 13aug12, c/n checked; trf Russian Air Force in 2012; l/n Pushkin 13jul13
	RA-75454	Il-18D	Rossiya	trf	22jul94	in basic Rossiya c/s with 'VVS Rossii' titles on tail; l/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	Il-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 President Mohammad Daoud Khan; f/n MUC 02apr68; l/n LHR 26jun73; returned to the Soviet Union feb79
	CCCP-75451	Il-18D	AFL/Krasnoyarsk	toc	29jan79	rgd 22feb79; arrived at ARZ No. 402 GA at Bykovo jan83 for its last overhaul with them, with t/t 11,213 hours
	CCCP-75451	Il-18D	Minaviaprom	trf	22mar83	converted to Il-22M-II CCCP-75917 based on a decree issued 06dec82; for further details see the Il-22 section under c/n 2964010105; t/t 11,214 hours and 3,353 cycles
8700 101 06	"10" red	Il-38	Soviet Navy	mfd	23dec67	Il-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	Il-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 Jun08/oct13, still bare metal
101 07	not known	Il-38	Soviet Navy			Il-38 line # 2; reported as broken up/destroyed, details unknown
8700 101 08	not known	Il-38	Soviet Navy	mfd	25may68	Il-38 line # 3
	"02" red	Il-38	Russian Navy	no	reports	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; see c/n 087010109
0870 101 09	not known	Il-38	Soviet Navy	mfd	25may68	Il-38 line # 4
	"02" red	Il-38	Russian Navy	Nev	11apr12	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18; see c/n 870010108
8700 101 10	not known	Il-38	Soviet Navy	mfd	1968	Il-38 line # 5; c/n given as such in Russian customs data base, but as 880010110 in a Russian court order in 2010
	not known	Il-38	Russian Navy			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 03apr06/04Jan10
	IN306	Il-38SD	Indian Navy	ZIA	19aug07	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 Goa according to one source; still present GOI 15Jan24
1870 102 01	CCCP-75455	Il-18D	AFL/Far East	mfd	22aug67	mfd also given as 23aug67; toc 11sep67; rgd 08Jan68; 100 pax configuration; opb Khabarovsk OAO; collided in the ground at Irkutsk 20may76 with Yak-40 CCCP-87573 during taxi for take off, repaired; 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
	CCCP-75455	Il-18D	AFL/Krasnoyarsk	trf	11Jan86	ferried to KJA the same day; opb Krasnoyarsk OAO; reported in an incident report at KJA 09Jul87, t/t 38,886 hours and 16,649 cycles as of this date; soc 01feb89 and canx the same day
1870 102 02	CCCP-75456	Il-18D	AFL/Moscow	mfd	31aug67	toc 07sep67; rgd 04oct67; 100 pax configuration
	CCCP-75456	Il-18D	AFL/International	trf	15Jan71	f/n CAI feb71; seen ARN apr71 with small 'leased to UAA' sticker
	CCCP-75456	Il-18D	AFL/Moscow-DME	trf	19Jul71	f/n Spereberg 17nov71; arrived ARZ No. 402 GA at Bykovo 19Jun81 for last overhaul; soc 23nov83 as life-time expired; t/t 39,980 hours and 11,597 cycles
1870 102 03	CCCP-75457	Il-18D	AFL/Far East	mfd	25aug67	toc 11sep67; rgd 22sep67; 100 pax configuration; f/n oct73; arrived ARZ No. 402 GA at Bykovo Jan83 for last overhaul with t/t 30,615 hours
	CCCP-75457	Il-18D	AFL/Moscow	trf	19mar85	soc 21sep85 as life-time expired; t/t 34,818 hours and 14,298 cycles
	CCCP-75497	Il-18D	MOM Vnukovo	mfd	19aug67	mfd also given as 31aug67 in Ilyushin OKB document; in Aeroflot c/s; rgd 09sep67
	CCCP-75497	Il-18D	MOM 'Zlatoust'	trf	22apr71	f/n DME 24mar86; arrived ARZ No. 402 GA at Bykovo Jul86 for last overhaul with them, t/t 15,249 hours; l/n PHX 01may92
	RA-75497	Il-18D	Ural Aviali Comp	trf	19apr94	was already f/n DME 20may93
	RA-75497	Il-18D	SP Air	BRE	21aug94	l/n SXF 04nov04
	RA-75497	Il-18D	ex SP Air c/s	SHJ	07nov95	no titles; soc and canx 24oct95 as to Angola
	EL-AKQ	Il-18D	ex SP Air c/s	SHJ	12dec95	rgd 14dec95 to Air Cess; l/n SHJ 13mar96; no titles
	EL-AKQ	Il-18D	Air Cess	SHJ	04oct96	l/n SHJ 18nov97; named 'Zlatoust'; has additional 'Aviatrack' titles
	3D-SBQ	Il-18D	Air Cess	SHJ	23Jan98	seen DEL 27sep98; named 'Zlatoust'; has additional 'Aviatrack' titles; l/n SHJ dec98
	3C-KKL	Il-18D	Air Cess	SHJ	25feb99	l/n SHJ 17oct99; named 'Zlatoust'; 'Aviatrack' titles removed 25feb99
	3C-KKL	Il-18D	Air Cess	SHJ	17feb00	l/n SHJ 03nov00; named 'Zlatoust'; carried additional 'Sudan Airways' titles; l/n SHJ 15sep01, titles not reported
	3C-KKL	Il-18D	Air Cess c/s, n/t	SHJ	03nov01	l/n SHJ 19aug02; named 'Zlatoust'
	UN-75005	Il-18D	Air Cess c/s, n/t	HLA	19sep03	c/n on wing read off as 1.204; named 'Zlatoust'; l/n SHJ 03nov03
	UN-75005	Il-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	Il-18D	IRBIS, n/t	SHJ	08feb04	in basic Air Cess c/s; named 'Zlatoust'; reported for Mega Airlines Jul06; converted to Il-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	Il-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	not known	Il-38	Soviet Navy			Il-38 line # 6
8800 102 07	not known	Il-38	Soviet Navy	mfd	1968	Il-38 line # 7
	not known	Il-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
	IN307	Il-38SD	Indian Navy	ZIA	12mar09	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
8800 102 08	not known	Il-38	Soviet Navy	mfd	31Jul68	Il-38 line # 8
	"06" red	Il-38	Russian Navy	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; l/n Severomorsk-1 09sep10; see c/n 089010506
8800 102 09	not known	Il-38	Soviet Navy	mfd	31aug68	Il-38 line # 9
	"07" red	Il-38	Russian Navy	no	reports	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; see c/n 089010507
102 10	not known	Il-38	Soviet Navy			Il-38 line # 10
	"08" red	Il-38	Russian Navy	no	reports	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	Il-18D	AFL/International	mfd	25sep67	toc 12oct67; rgd 25oct67; 100 pax configuration; f/n PIK 13dec71; sold to Mali 18oct74, see next line
	TZ-ADF	Il-18D	Air Mali	lsd	02apr74	f/n JED 26Jan75; seen CDG 08nov81; stored Bamako from mar84; returned to the Soviet Union
	CCCP-75459	Il-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	Il-18D	Cubana	d/d	26may87	photo PRG 1988; seen HAV 22oct89; l/n BGI 30may90
	CU-T1270	Il-18D	East West Chile	lsd	20feb92	f/n HAV may92, returned to Cuba Jun92
	CU-T1270	Il-18D	Aerocaribbean	HAV	nov92	w/o 15Nov92 on a flight from Santo Domingo to Havana with an intermediate stop at Puerto Plata; on 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 and 6 crew; t/t 20,277 hours and 7,164 cycles
1870 103 02	CCCP-75460	Il-18D	AFL/International	mfd	28sep67	toc 13oct67; rgd 25oct67; f/n SVO 17Apr68
	CCCP-75460	Il-18D	AFL/Tajikistan	trf	19sep74	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
	CCCP-75460	Il-18D	AFL/Krasnoyarsk	trf	17Jan80	toc 19oct67; rgd 25oct67; 100 pax configuration; f/n LHR 17Apr69
1870 103 03	CCCP-75461	Il-18D	AFL/International	mfd	29sep67	arrived ARZ No. 402 GA at Bykovo Jun83 for last overhaul; soc 19Jul85 as life-time expired; t/t 39,328 hours and 12,127 cycles
	CCCP-75461	Il-18D	AFL/Moscow	trf	22aug75	toc 03nov67; rgd 08dec67; opb 235 OAO; f/n PIK 11Jun68
1870 103 04	CCCP-75462	Il-18D	Soviet Gvt/AFL c/s	mfd	26oct67	arrived ARZ No. 402 GA at Bykovo 24Feb84 for last overhaul with them, t/t 29,843 hours
	CCCP-75462	Il-18D	AFL/Turkmenistan	trf	25May74	converted to Il-18DORR long-range ocean fishery reconnaissance aircraft
	CCCP-75462	Il-18D	AFL/Far East	trf	24dec83	Il-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; l/n ATH oct92, titles on starboard side
	CCCP-75462	Il-18D	AFL/Moscow-DME	trf	20Apr85	reconverted back to a standard Il-18D; t/t 36,302 hours and 13,861 cycles as of 01Apr93; l/n DME 23sep94 in Aeroflot red c/s, see next line
	CCCP-75462	Il-18D	AFL/Domodedovo	trf	oct86	f/n DME 15Jan95; l/n DME 26Aug95; soc 01mar96 as life-time expired and canx same date; seen wfu at DME aug96; broken up at DME Jan/apr98
RA-75462	Il-18D	Aeroflot		SHJ	25feb93	toc 16Nov67; rgd 08dec67; opb 235 OAO at VKO; f/n PIK 04oct69
RA-75462	Il-18D	Domodedovo Airl.		trf	25Jul94	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 Il-22M-11 CCCP-75923, retaining its c/n 187010305; for further details see the Il-22 section
1870 103 05	CCCP-75463	Il-18D	Soviet Gvt/AFL c/s	mfd	31oct67	Il-38 line # 11
	CCCP-75463	Il-18D	AFL/Krasnoyarsk	trf	25dec74	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
	CCCP-75463	Il-18D	AFL/Turkmenistan	trf	06mar83	Il-38 line # 12
8800 103 06	not known	Il-38	Soviet Navy	mfd	31Nov68	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; l/n Pushkin 25Aug99
	"09" red	Il-38	Russian Navy	Pus	07Jul94	Il-38 line # 13
8800 103 07	not known	Il-38	Soviet Navy	mfd	24dec68	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; seen Severomorsk 22sep11; l/n Pushkin feb15/apr15
	"10" red	Il-38	Russian Navy	Pus	07Jul94	in bare metal c/s, with just Russian Stars and registration on the; fin; l/n ZIA 12sep16; photo oct16, in overall dark grey c/s with 'MA VMF Rossii' titles, also carried code "111" yellow on the nose, named æMikhail Verbitski/E after the distinguished Soviet naval aviator of WWII; l/n Kubinka 18Aug23
8800 103 08	not known	Il-38	Soviet Navy	mfd	18dec68	Il-38 line # 14
	"11" red	Il-38	Russian Navy	Pus	07Aug99	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; l/n Pushkin mar16
RF-75308	Il-38N	Russian Navy		ZIA	10sep16	Il-38 line # 15
8800 103 09	not known	Il-38	Soviet Navy	mfd	24dec68	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; l/n Severomorsk-1 29Apr10
	"12" red	Il-38	Russian Navy	Sev	20Apr06	
8900 103 10	not known	Il-38	Soviet Navy	mfd	28feb69	
	"14" red	Il-38	Russian Navy	Sev	06sep06	

1870 104 01	CCCP-75464	Il-18D	Soviet Gvt/AFL c/s	mfd	30oct67	toc 04nov67; damaged 14nov67 when veered off the runway; rgd 08dec67; opb 235 OAO; relay aircraft for government communications; f/n CPH 05jun68; t/t 9,897 hours and 4,184 cycles from OKB document dated 01jan86 (last overhaul 1983); l/n BKA 24sep94, see trf date next line
	RA-75464	Il-18D	Rossiya	trf	22jul94	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 red shield on the tail; l/n CKL 13aug12; trf Russian Air Force in 2012; l/n Pushkin 13jul13
	RF-75937	Il-18D	Russian Air Force	Pus	mar14	in basic Rossiya c/s with 'VVS Rossi' 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; l/n CKL 20may22
1870 104 02	CCCP-75465 CCCP-75465 VN-B196	Il-18D Il-18D Il-18D	Soviet Gvt/AFL c/s AFL/Moscow Hàng Không Vietnam	mfd trf h/o	28oct67 12oct78 17apr79	toc 17nov67; rgd 08dec67; opb 235 OAO; f/n 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	Il-18D Il-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 SVO 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 Il-18 unit at Krasnoyarsk stated that this aircraft was never on charge of that unit and that no Il-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); converted to, see next line
	CCCP-75466	Il-24N	AFL/GosNII GA	trf	22dec86	ice-reconnaissance aircraft, equipped with a "Nit-D" side-looking radar; in 'polar' c/s; t/t 11,072 hours by sep89; l/n with the pod under the fuselage SVO 18jul91; the pod was removed by jul92; l/n SVO 14aug92
	RA-75466 RA-75466 RA-75466 RA-75466	Il-18D Il-18D Il-18D Il-18D	GosNII GA Air Transp. Office GosNII GA Ramaer	SVO OST IST rgd	20apr93 09oct93 04apr96 15jul97	in 'polar' Aeroflot c/s leased from GosNII GA; in basic 'polar' Aeroflot c/s; l/n SVO 02jul95 in basic 'polar' Aeroflot c/s, no titles; sold 10jun97
	EX-75466	Il-18D	Phoenix	SHJ	17apr99	owned by Feniks OAE; with dark blue tail and cheatline; f/n SHJ 20jan98; l/n with titles SHJ 14oct98; f/n without titles SHJ 22nov98; soc 02feb99 and canx the same day; l/n SHJ 27mar99
	EX-75466 EX-75466	Il-18GrM Il-18GrM	no titles Anikay Air	FRU SHJ	16oct04 19feb05	received the cargo door of c/n 185008404 when was converted to an Il-18GrM (with side cargo door) mar01/apr01; in white/blue c/s with red cheatline, with titles; l/n SHJ 15may04; was reported as 4R-EXE of Expo Aviation in JP-03, but never seen as such
	EX-75466	Il-18GrM	National Paints	DXB	15nov07	l/n DXB 19nov04 l/n ADJ 26dec05; reportedly delivered to Botir Avia jan06; still with 'Anikay Air' titles when seen BUD 12may06, but operated a Botir Avia flight
	EX-18008	Il-18GrM	S. Group Internat.	rgd	19jul13	opb S Group Aviation; in golden c/s with red cheatline and blue engines and fin, with titles; l/n JUB 05aug13
1870 104 04	CCCP-75467	Il-18D	AFL/Moscow-VKO	mfd	23nov67	flew KRW-ISU 31mar14; in basic National Paints c/s, no titles; f/n EBB 05jun14; l/n EBL 27aug15; not on register dated 17jan20; seen stranded at Al Dhafra air base, UAE, may16/may23
1870 104 05	CCCP-75468 CCCP-75468	Il-18D Il-18D	AFL/Northern AFL/Krasnoyarsk	mfd trf	24nov67 08jan80	toc 09dec67; rgd 01mar68; 100 pax configuration; l/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 toc 24nov67; rgd 20feb68; 100 pax configuration; f/n CPH 26jan68; l/n SXF 23may73; seen SXF 30jun76, in post 1973 Aeroflot c/s
8900 104 06	"13" red "18" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd Sev	28feb69 28jun07	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 Il-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
8900 104 07	not known "15" red "15" yellow "15" yellow	Il-38 Il-38 Il-38 Il-38N	Soviet Navy Russian Navy Russian Navy Russian Navy	mfd photo no reports ZIA	25apr69 photo reports 17aug09	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 Il-38 line # 17 c/n not confirmed
0890 104 08	not known "16" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd	28may69 photo	overhauled and modernised by the detachment of OAO "Ilyushin" at Zhukovskii 26dec08/04feb11 the first Il-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; l/n Severomorsk-3 11apr14
0890 104 09	not known "09" red	Il-38 Il-38	Soviet Navy Ukrainian Navy	Kke	09may97	Il-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 Strike Group operating in the area, no RF- registration worn
0890 104 10	not known "10" red no code	Il-38 Il-38 Il-38	Soviet Navy Ukrainian Navy Ukrainian Navy	no reports NLV Mkk	photo 1996 08may98	Il-38 line # 19 painted with '14-09' on the nose-wheel door, in all grey c/s with Soviet Armed Forces 'quality' badge on nose; l/n Kirovskoye 26aug00 with just '09' on the nose-wheel door Il-38 line # 20 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
1870 105 01	CCCP-75469	Il-18D	AFL/Ukraine-KBP	mfd	21nov67	c/n checked and painted as just '10410', stored with markings painted out; l/n Mykolayiv-Kulbakino 30apr99
1870 105 02	CCCP-75470	Il-18D	AFL/Moscow-VKO	mfd	13dec67	mfd also given as 29nov67 from Ilyushin OKB document; toc 08dec67; d/d 06jan68; rgd 13mar68; f/n PRG jun68; 100 pax configuration; l/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
1870 105 03	CCCP-75471	Il-18D	AFL/Ukraine-KBP	mfd	15dec67	toc 13dec67; rgd 03jan68; 100 pax configuration; f/n VKO 02oct72; l/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 04	CCCP-74250 CCCP-74250 CCCP-74250	Il-18D Il-18D Il-18D	AFL/Moscow AFL/International AFL/Moscow-DME	mfd trf trf	21dec67 15jan71 18jun71	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
1870 105 05	CCCP-74251 CCCP-74251 CCCP-74251 CCCP-74251	Il-18D Il-18D Il-18D Il-18D	AFL/Far East-KHV AFL/Kazakhstan-KGF AFL/Turkmenis.-ASB MAP "Znamya Truda"	mfd trf trf trf	27dec67 04nov83 08dec83 21dec83	toc 29dec67; rgd 23feb68; 100 pax configuration f/n CAI feb71 f/n Spereberg 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 aug24
0890 105 06	not known "06" red RF-75332	Il-38 Il-38 Il-38	Soviet Navy Russian Navy Russian Navy	mfd Nev VVO	15aug69 11apr12 oct13	mfd also given as 30dec67 from Ilyushin OKB document; toc 08jan68; rgd 08feb68; 100 pax configuration; f/n DME 02oct72 arrived ARZ No. 402 GA at Bykovo 29may85 for last overhaul with t/t 37,523 hours; converted to Il-22M CCCP-75929; canx 10apr85 ?; for further details see the Il-22 section
0890 105 07	not known "07" red RF-75343	Il-38 Il-38 Il-38	Soviet Navy Russian Navy Russian Navy	mfd PKC PKC	01sep69 30mar07 06dec13	Il-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; l/n Nikolayevka 16jul12, active; see 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; l/n PKC oct21
0890 105 08	not known "08" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd EIK	25sep69 jul11	Il-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; l/n as such PKC 30mar07; later with Russian stars and Russian Navy flag behind the cockpit, no titles; f/n as such PKC 15aug10; rudder repaired by 20 ARZ at Pushkin apr12/aug12; l/n PKC 17apr13; see c/n 880010209
0890 105 09	not known "05" red RF-75333	Il-38 Il-38 Il-38	Soviet Navy Russian Navy Russian Navy	mfd Nev PKC	25oct69 01jul10 25apr17	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 fuselage; l/n PKC feb22
0890 105 10	not known "04" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd Nev	14nov69 11apr12	Il-38 line # 23 opb 859 tSBP i PLS MA at Yeisk; in grey c/s with code on fin; l/n Yeisk aug12, code very faded; photo EIK 25jul15 wfu, engines and rudder missing, sitting on its tail; l/n EIK apr19
1870 106 01	CCCP-74252	Il-18D	AFL/Far East-KHV	mfd	29dec67	Il-38 line # 24 c/n not painted on; 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; l/n VVO 09apr12, active
						also carried code "05" red; in all grey c/s with 'MA VMF Rossii' titles; seen PKC 27feb18, with badge overpainted; seen PKC 07aug20 now coded "05" blue; l/n PKC 29jan21
						Il-38 line # 25 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18
						mfd also given as 30dec67 from Ilyushin OKB document; toc 11jan68; rgd 14feb68; opb 198 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

		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 l/n SVO 09feb96 l/n HAV 09mar00 undergoing maintenance without reg; f/n HAV 01sep01 with reg; seen CCS 09jan09 with 'Cargo' titles; in official Cuban documents jul03 as Il-18D; l/n MEX 06may14; wfu HAV; l/n 25mar19/20mar20 in dirty condition; moved to a small apron between the International terminal and the maintenance area and seen there oct21; l/n aug24, in fair condition, but with fading paintwork
0800 108 06	not known "27" red		Il-38 Il-38	Soviet Navy Russian Navy	mfd Nev	30oct70 11apr12	Il-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		Il-38N	Russian Navy	ZIA	24oct14	the second Il-38N from 'series modernisation'; also carried code "27" yellow; in dark grey c/s with 'MA VMF Rossii' titles and Russian stars; named 'Yakov Kutepov' after an aircraft designer from the Ilyushin Design Bureau; opb 859 TsBP I PLS MA at Yeisk; l/n 25jul21 location unknown
0800 108 07	not known "20" red		Il-38 Il-38	Soviet Navy Russian Navy	mfd no	30nov70 reports	Il-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		Il-38 Il-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	Il-38 line # 39 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/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	Il-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 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 t/c 15may68; rgd 04jun68; 85 pax configuration; f/n MLA 08aug68; l/n ARN 25mar72 arrived ARZ No. 402 GA at Bykovo may83 for last overhaul with t/t 34,954 hours l/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; l/n SXF jul75 l/n VKO 31aug81; arrived ARZ No. 402 GA at Bykovo nov82 for last overhaul; soc 16nov84 t/t 39,809 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 cycles from OKB document dated 01jan86 (last overhaul 1980); l/n NCL 28jun90 f/n SXF 04oct90, departed SXF 07dec90, see line below; converted to Il-18Gr; canx 21dec90 f/n WAW 28dec90; named 'Hubert'; still with ex Interflug cheatline; seen JIB aug92, operating for Daallo Airlines
1880 109 01	CCCP-74261 CCCP-74261 CCCP-74261 CCCP-74262		Il-18D Il-18D Il-18D Il-18D	AFL/International AFL/West Siberia AFL/International AFL/International	mfd trf trf toc	30apr68 01aug75 08may85 01jun68	l/n SHJ 17nov97; canx 18nov97 l/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 02	CCCP-74262		Il-18D	AFL/Moscow-DME	trf	30apr76	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 l/n SXF 24aug91 l/n MLA 19dec93; canx jan94
1880 109 03	DM-STN DDR-STN		Il-18D Il-18D	Interflug Interflug	mfd rgd	14may68 25aug81	f/n SNN 18dec95 on delivery to Aerocaribbean l/n SNN 27sep00; named 'Capitán Fernando Alvarez' f/n HAV 11jan01; l/n CCS 05mar04 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
	D-AOAT SP-FNC		Il-18D Il-18Gr	Interflug Polnippon	rgd rgd	03oct90 dec90	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 30,583 hours and 11,037 cycles; converted to Il-22M-11
	SP-FNC SP-FNC SP-FNC SP-FNZ		Il-18Gr Il-18Gr Il-18Gr Il-18Gr	Air Transp. Office Polnippon ex Polnippon c/s Polonia Airways	KIN WAW WAW rgd	30nov94 07jul95 05may96 01mar96	Il-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
	SP-FNZ 3D-SBZ		Il-18Gr Il-18Gr	Air Cess Air Cess	SHJ SHJ	08oct97 25nov97	the third Il-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 Il-38N to enter regular service); seen Kipelovo 30jul17, with 'a Sea Eagle carrying a submarine' badge behind the cockpit; l/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; l/n over St. Petersburg 25jul21
1880 109 04	DM-STO DDR-STO D-AOAU D-AOAU LZ-AZR CU-T131 CU-T131 CU-T1532		Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D	Interflug Interflug Interflug BerLine Air Zory BerLine c/s, n/t Aerocaribbean Aerocaribbean	mfd rgd rgd SXF SXF rgd HAV rgd	29may68 02nov81 03oct90 dec91 06jan94 12dec95 17nov96 <nov00	Il-38 line # 42 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; l/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; l/n PKC 20aug18
1880 109 05	CCCP-74263 CCCP-74263		Il-18D Il-18D	AFL/International AFL/Kazakhstan	mfd trf	26jun68 25jan78	Il-38 line # 43 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18
0810 109 06	not known "24" red		Il-38 Il-38	Soviet Navy Russian Navy	mfd PKC	23mar71 17jun06	Il-38 line # 44 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 toc 05jul68; rgd 15jul68; 85 pax configuration; f/n PIK 13sep68 seen ACC oct77; l/n DME 13nov77; arrived ARZ No. 402 GA at Bykovo oct82 for last overhaul with t/t 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 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) 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; l/n FAB 11dec92 opb 223 LO at Chkalovski; latest CoFR 04aug00; l/n CKL 15aug02 opb 223 LO at Chkalovski; in basic Rossiya c/s without titles; carried a '223 LO' badge since mid-2005; l/n CKL 11oct14 opb 223 LO at Chkalovski; in basic Rossiya c/s without titles; l/n CKL 2019 d/d 18oct68; f/n PRG 11dec68; seen LHR 1969 l/n LHR sep73; returned to the Soviet Union but date unknown rgd 27feb75
0810 109 07	not known "25" red RF-75323		Il-38 Il-38 Il-38	Soviet Navy Russian Navy Russian Navy	mfd Pus VVO	27apr71 05aug01 jul18	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 as life-time expired
0810 109 08	not known "26" red		Il-38	Soviet Navy	mfd	27may71	Il-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 '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
0810 109 09	not known		Il-38	Soviet Navy	mfd	1971	in bare metal c/s, with just registration and non-standard Red Stars; ferried from Pushkin to ZIA apr16 the eighth Il-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 at Yeisk; l/n Pushkin 2022
0810 109 10	not known "21" red		Il-38 Il-38	Soviet Navy Russian Navy	mfd ph.	17aug71 nov96	Il-38 line # 47 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 nov15/dec16; last flight 17jan22 and decommissioned at Dabolim (N15.382319 E73.825867); l/n mar22; earmarked for preservation according to one source
1880 110 01	CCCP-74264 CCCP-74264		Il-18D Il-18D	AFL/International AFL/Moscow-DME	mfd trf	04jul68 26nov75	Il-38 line # 48 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, seen apr12/jul12; see "28" red with unknown c/n
1880 110 02	CCCP-74265		Il-18D	AFL/Krasnoyarsk	mfd	26jul68	Il-38 line # 49 flying
1880 110 03	SU-AOV SU-AOV		Il-18D Il-18D	United Arab Airl. EgyptAir	i/s CAI	09aug68 04apr72	
1880 110 04	CCCP-75499		Il-18D	Soviet AF/AFL c/s	mfd	30aug68	
	RA-75499 RA-75499		Il-18D Il-18D	Russian AF/AFL c/s Russian Air Force	SXF CKL	20sep94 sep05	
1880 110 05	RF-75499 SU-AOX SU-AOX CCCP-75430 CCCP-75430 CCCP-75430 CCCP-75430		Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D	Russian Air Force United Arab Airl. EgyptAir AFL/Uzbekistan-TAS AFL/Kazakhstan-KGF AFL/Ukraine-LWO AFL/Turkmenis.-ASB	CKL mfd MUC toc trf trf trf	mar16 18sep68 01feb72 02feb75 18oct79 03apr84 28feb85	
0810 110 06	not known "22" red RF-75345 RF-75345		Il-38 Il-38 Il-38N	Soviet Navy Russian Navy Russian Navy	mfd FFD Pus ZIA	03aug71 16jul96 mar16 dec16	
0810 110 07	not known IN301 IN301		Il-38 Il-38 Il-38SD	Soviet Navy Indian Navy Indian Navy	mfd d/d SVO	1971 02sep77 24jun05	
0810 110 08	not known "28" red		Il-38 Il-38	Soviet Navy Russian Navy	mfd Nev	05nov71 11apr12	
0810 110 09	not known 302		Il-38 Il-38	Soviet Navy primer		photo	

	IN302	II-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 killed
0810 110 10	not known IN303	II-38 II-38SD	Soviet Navy Indian Navy	d/d	02sep77	II-38 line # 50 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 11feb05/01apr06
	IN303	II-38SD	Indian Navy	DME	31mar06	opb INAS 315 at Dabolim; in grey c/s; overhauled by EMZ at ZIA nov13/oct15; left ZIA for India 07oct15; l/n GOI 26feb20; wfu 23jan23; earmarked for preservation according to one source; still present GOI 15jan24
1880 111 01	SU-AOY	II-18D	United Arab Airl.	mfd	30sep68	given as 31sep68 in Ilyushin OKB document; d/d 19dec68; seen LHR mar70; l/n FRA 13mar71
	SU-AOY	II-18D	EgyptAir	CAI	07mar73	returned to the Soviet Union but date unknown
	CCCP-75429	II-18D	AFU/Krasnoyarsk	toc	31jan75	rgd 07mar75; f/n DME 19aug75
	CCCP-75429 CCCP-75429	II-18D II-18D	AFU/Urals AFU/Moscow	trf 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 workman's hut
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; 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	AFU/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 repainted in full 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	II-18D II-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; l/n SNN feb92; photo HAV dec95, in all white c/s with light blue tail and orange tail logo, with titles; l/n HAV apr98/nov99, wfu; was due to become a restaurant, but nothing became of that
1880 111 05	CCCP-74267	II-18D	Soviet Gvt/AFU c/s	mfd	27nov68	salon version; toc 12dec68; rgd 14jan69; opb 235 OAO; f/n DEL 06aug69; shows c/n 187011105 on the tail (wrong year)
	CCCP-74267 CCCP-74267	II-18D II-18D	AFU/Moscow AFU/GosNII GA	trf trf	07jun79 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	II-18D II-18D	AFU/Moscow-DME AFU/Domodedovo	trf trf	31may84 oct86	arrived ARZ No. 402 GA at Bykovo 28sep85 for last overhaul with them, t/t only 5,137 hours seen DME 12apr91 in Aeroflot red c/s; photo still with APM-60 'Orsha' MAD tail probe at HAJ mar92; l/n JIB 05nov92; reconverted back and probe removed in 1993
	RA-74267 RA-74267 RA-74267 RA-74267 RA-74267 RA-74267	II-18D II-18D II-18D II-18D II-18D II-18D	Aeroflot Domodedovo Airl. Nadym Tyumen Al African Airlines Phoenix Phoenix c/s, n/t	DME trf DME SHJ SHJ SHJ	20mar93 25jul94 06aug99 18jan00 02feb00 15sep00	still in red c/s; t/t 12,760 hours and 3,474 cycles as of 01apr93 f/n SKG 16nov94; l/n DME 03nov98 l/n SHJ 20nov99
	EX-105 EX-005	II-18D II-18D	Phoenix c/s, n/t Phoenix c/s, n/t Phoenix c/s, n/t	SHJ SHJ SHJ	19feb02 04dec02	l/n SHJ 19aug00 l/n SHJ 25jan02; soc and canx 14feb02 as sold to Kyrgyzstan l/n SHJ 19mar02
0820 111 06	not known "79" red	II-38 II-38	Soviet Navy Russian Navy	Pus mfd	06jul94 26feb72	II-38 line # 51 l/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	Nev mfd	11apr12	II-38 line # 52 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18; photo 12jul19, in bare metal c/s, active and reported that it had not flown for 24 years; to be converted to II-38N
0820 111 08	not known "74" red	II-38 II-38	Soviet Navy Russian Navy	mfd Nev	29mar72 11apr12	II-38 line # 53 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18
0820 111 09	not known "75" red	II-38 II-38	Soviet Navy Russian Navy	mfd VVO	30apr72 aug93	II-38 line # 54 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, l/n apr12/aug18
1880 112 01	CCCP-74268	II-18D	Soviet Gvt/AFU c/s	toc	07dec68	salon version; mfd 09dec68, according to Soviet register and Ilyushin OKB document; rgd 31jan69; f/n SXF 24feb70; l/n ARN 08apr74; converted back to passenger configuration
	CCCP-74268	II-18D	AFU/Moscow	trf	06jun79	arrived ARZ No. 402 GA at Bykovo 30nov84 for last overhaul with with them, t/t 16,580 hours; converted to II-18DORR long-range ocean fishery reconnaissance aircraft
	CCCP-74268 RA-74268 RA-74268 RA-74268 RA-74268	II-18D II-18D II-18D II-18D II-18D	AFU/Domodedovo Aeroflot Domodedovo Airl. Nadym Tyumen Al Phoenix c/s, n/t	trf DME trf UFA DME	oct86 20mar93 25jul94 18aug99 03sep00	reconverted back to II-18D standard; seen DME 12apr91 in Aeroflot red c/s; l/n DME 12apr92, as such in red colours f/n DME 23sep94; in ex-Aeroflot red colours; l/n DME 18nov98 l/n TEQ 06oct99
	EX-201	II-18D	Phoenix c/s, n/t	HGA	26mar02	l/n SHJ 17apr01; canx 25jan02 as sold to Kyrgyzstan; soc 05feb02
						official rgd
						official rgd 03dec04, to Central Asian Aviation Services, see lines above; l/n FJR 28may09; canx 05mar10
1880 112 02	EX-505 CCCP-74269	II-18D II-18D	Phoenix c/s, n/t AFU/Magadan	CTU mfd	may08 28jul68	toc 30dec68; rgd 11feb69; 94 pax configuration; arrived ARZ No. 402 GA at Bykovo 18mar81 for last overhaul with t/t 31,530 hours
	CCCP-74269 CCCP-74270	II-18D II-18D	AFU/Moscow AFU/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 for last overhaul with them, t/t 34,881 hours
	CCCP-74270	II-18D	Minaviaprom	trf	21feb85	based upon a decree issued 28dec84; last date mentioned on Soviet register 11mar85; t/t 35,068 hours 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); mentioned in documents at Gia Lam 18dec72 as BH-195
	195	II-18D	North Vietnam Govt	rgd	23jan73	salon version; no titles; seen LBG 25jan73 with '195' on the fuselage and 'BH-195' on the nose; 'BH' stood for 'Bác Hồ' (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'; l/n SGN 15may75
	VN-B195	II-18D	Háng Không Vietnam		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 cycles; l/n PRG oct90; became Air Koryo 28mar92
0820 112 06	P-835 "72" red	II-18D II-38	Air Koryo Soviet Navy	PEK mfd	20jun96 30jun72	l/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 "71" red	II-38 II-38 II-38	Russian Navy Soviet Navy Russian Navy	Nev mfd Pus	11apr12 1972 07jul94	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18 II-38 line # 57 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; l/n as such Pushkin jun12/2020, stored
0820 112 08	not known "70" red RF-75342	II-38 II-38 II-38	Soviet Navy Russian Navy Russian Navy	mfd PKC ph.	07sep72 29sep04 2014	II-38 line # 58 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; l/n Nikolayevka aug10 also carried code "70" red; in all-grey c/s with 'MA VMF Rossii' titles on the tail; seen EIK 14nov14; l/n near Vladivostok 19jun20
0820 112 09	not known "73" red	II-38	Soviet Navy	mfd	28sep72	II-38 line # 59
0820 112 10	not known "08" red	II-38 II-38	Russian Navy Russian Navy	Nev Pus	11apr12	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 from russianplanes.net and c/n checked feb20 as ending '210'
1880 113 01	SU-APC	II-18D	United Arab Airl.	d/d	04mar69	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

1890 113 02	CCCP-75478	Il-18D	Soviet AF/AFL c/s	mfd	28feb69	rgd 11oct77; was a test-bed for Il-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 RF-75478	Il-18D Il-18D	Russian AF/AFL c/s Russian Air Force	Spr Pus	16jul93 18jul12	still with the Il-22 style TA-6A APU; opb 223 LO at Chkalovski; latest CoFR 09jan01; l/n OSW 27jul11
1890 113 03	CCCP-75496	Il-18D	Soviet AF/AFL c/s	mfd	26mar69	opb 223 LO at Chkalovski; in basic Rossiya c/s with a '223 LO' badge, no titles; l/n CKL 28mar12; seen CKL mar13 with additional 'VVS Rossi' titles on tail; l/n OVB may21
	RA-75496	Il-18D	Russian AF/AFL c/s	CKL	03jul95	on Soviet register without c/n or rgd; was a test-bed for Il-22 type 36 by oct71, before trf to 223 LO at Chkalovski; l/n Sperenberg 30sep77; rgd only by 21feb80 1, paperwork ?; arrived ARZ No. 402 GA at Bykovo for last overhaul sep86 with them, t/t only 4,569 hours; seen FRA 24aug91; l/n FEL 27jul92
1890 113 04	RF-75496 5T-CJL 198 VN-B198	Il-18D Il-18D Il-18D Il-18D	Russian Air Force Air Mauritanie North Vietnam Govt Hàng Không Việt Nam	CKL mfd SXF SVO	03jan15 17apr69 14jun71 20jun77	opb 223 LO at Chkalovski; latest CoFR 19jun00; seen CKL 13aug12, still with Aeroflot titles, c/n checked; l/n Pushkin jan14
	VN-B198	Il-18D	Vietnam Airlines	fr.	1990	in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossi' titles; l/n CKL jul19 the last Il-18 built; d/d 17apr69; delivered to North Vietnam in 1971; canx only 21jan74
						carried only '198'; in old style Aeroflot c/s with Vietnamese flag, no titles; l/n SXF 10oct75
						arrived ARZ No. 402 GA at Bykovo for last overhaul mar85 with t/t 11,850 hours and 6,712 cycles; l/n HAN dec89
						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; l/n PEK 27may93, active; seen HAN (N21.211605 E105.81369) apr96 wfu; l/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 Il-38, the Il-20 c/ns seem to run in the same sequence as the Il-18, continuing where the Il-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 Il-20s and 4 Il-20RTs (the last four were based at Baikonor-Kraini). The prototype Il-20 is now known to be 186009403. The Il-20s belong to the system of the GRU, the Main Reconnaissance Directorate of the General Staff.

113 05	not known	Il-20				reported in ORD's 02jan69 and 17jan69; at Akhtubinsk Test Centre 04/10dec70; probably 2nd prototype as series production commenced in 1972
172 0114 01	not known	Il-20	Soviet Air Force	mfd	21may74	converted by Lviv Airlines to, see below; reported by some sources as "07" red, was possibly based at Odessa
	UR-BXD	Il-18D	Lviv Airlines	LWO	21jun98	Lvivski avialiniyi; c/n checked on both sides of the fin and on the wings SHJ mar01; initially in all-grey c/s with just 'Il-18D' on the forward fuselage; with small forward cargo door installed; l/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 06feb06; canx 01oct08; offered for sale 29dec10 with t/t 5,897 hours and 2,939 cycles; stored at LWO, seen 25mar11 without titles (reported for Air Sirin), l/n there 04apr11
	3X-GGQ	Il-18D	Air Sirin, n/t	rgd	29apr11	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; l/n MZR 21jan13
	TT-WAK	Il-18D	Air Sirin	MLE	03dec13	with small 'UNHCR' sticker on forward fuselage; seen KGL 24may14, without titles or stickers; l/n FJR 24jan15
	TT-WAK	Il-18D	Airinteri	BOM	18dec15	latest CoFR dated 11jun15 with owner given as Dastero Group Corp; in all-white c/s with green tail and nose cone, no titles; l/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 'Aghalieku Airways' titles; l/n KIV 16aug16; seen THR 03jul17 without the additional titles; l/n FRU 08may18
	UP-11805	Il-18D	Jupiter Jet	FRU	oct18	in light grey c/s with dark grey undersides and red cheatline, no titles; seen FRU 10jul19; 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)	Il-18D Il-20	Soviet AF/AFL c/s	BEN mfd	02nov23 1973	in light grey c/s with dark grey undersides and red cheatline
	CCCP-75903(2) RA-75903(2)	Il-18 Il-18D	Soviet AF/AFL c/s Russian AF/AFL c/s	Spr Pus	02sep90 06jul94	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 Il-22 c/n 0393610235
	RF-93954	Il-18D	Russian Air Force	Pus	09jul11	demodified in 1988, without any pods now; type painted on the nose as 'Il-18'
						has got an Il-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 Il-22s; type painted on the nose as 'Il-18D'; in 223rd Flight Unit fleet list mar95; canx 09dec99, but obviously restored (not on register aug10); seen Engels jul06; featured as an Il-18 (not Il-20) in a tender issued 04apr07; l/n IKT 19aug09, still with 'Aeroflot' titles
173 0114 03	not known not known	Il-20 Il-20	Soviet Air Force Soviet Navy	mfd trf	1973 1990	in basic Aeroflot c/s, no titles and no trace of the former registration; type painted on the nose as 'Il-18D'; l/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; l/n Tambov-Vostochny aug22
						based in Mongolia
173 0114 04	"88" white RF-75931	Il-20M Il-20M	Russian Air Force Russian Air Force	Vob Pus	12aug01 11nov10	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 escaped unhurt
						and Voronezh-Baltimor 30apr03; photo 2007, location not given
173 0114 05	CCCP-75480	Il-20RT	Strat.Rocket Force	mfd	27jul73	c/n from Russian sources; in greenish grey c/s with Russian stars, small 'VVS Rossi' titles and small registration on fin; based at Voronezh-Baltimor; l/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 Rossi' titles
	CCCP-75480	Il-20RT	Sov. Navy/AFL c/s	trf	1989	Il-20RT(SIP) missile tracking aircraft, converted by MMZ "Strela"; in Aeroflot c/s; opb mil. unit 43009 at Baikonor-Kraini; photo in summer 1976
173 0115 01	"90" red	Il-20M	Russian Air Force	photo		opb 403 oplap (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 t/t 2,207 hours and 1,515 cycles, but could not be sold; reported wfu at Severomorsk-1 mar08, prefix not mentioned
	RA-75923(2)	Il-20M	Russian Air Force	CKL	14aug99	in dark grey c/s with normal antenna fit, taken at Shaikovka in summer 1995; the first Il-20M upgraded with a Vishnya COMINT mission system in 1999, see next line
	no code	Il-20M	Russian Air Force	Pus	29jul09	c/n checked; based at Chkalovski; in dark grey c/s; see also Il-18 c/n 187010305, both the Il-18 and this Il-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; l/n CKL 26sep08
	RF-95671	Il-20M	Russian Air Force	Pus	12jul19	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; l/n CKL jan15
173 0115 02	"20" red	Il-20M	Soviet Air Force	Orn	jul78	c/n from Russian sources; in grey c/s with Russian Stars and 'VKS Rossi' titles on the fin, same configuration as previous line; l/n over the Baltic Sea apr24
	no code RF-93611 CCCP-75481	Il-20M Il-20M Il-20RT	Russian Air Force Russian Air Force Strat.Rocket Force	Kub Pus mfd	07apr10 sep18 30sep73	opb 39 orao at Sperenberg since around 1978; l/n Sperenberg 25may94, returned to Russia jun94; "20" red was seen Kubinka 17may99 and 14aug01; c/n checked Kubinka 05may07; l/n Kubinka 22mar08
173 0115 03	CCCP-75481	Il-20RT	Sov. Navy/AFL c/s	trf	1989	in grey c/s without code; l/n Kubinka sep16
	RA-75481	Il-20	Russian Navy	Osv	21aug05	in light grey c/s with "VKS Rossi" titles and Russian stars on the fin; l/n over the Baltic sea 09may24
	RF-75344	Il-20	Russian Navy	Pus	nov12	Il-20RT(SIP) missile tracking aircraft, converted by MMZ "Strela"; in Aeroflot c/s; opb mil. unit 43009 at Baikonor-Kraini from 1975; l/n Lensk jul88
173 0115 04	"21" red "21" red	Il-20M Il-20M	Soviet Air Force Russian Air Force	Spr Kub	1990 17may99	re-converted to a normal transport aircraft in 1996; opb 240 iisap at Ostrov, serving as a crew trainer and camera platform
	RF-93610	Il-20M	Russian Air Force	Pus	20aug11	opb 240 iisap at Ostrov and later by 859 UTs MA at Yeisk, used as a trainer for Il-38 crews; in basic Aeroflot c/s without titles, with a 'polar bear' badge below the cockpit from aug11; version painted on as 'Il-20'; l/n Pushkin 16aug12
173 0115 05	CCCP-75482	Il-20RT	Strat.Rocket Force	mfd	08jan74	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 'Il-18'; seen OVB 14aug17, now wearing large 'Severnii Flot Rossi' (Northern Fleet Russia) titles on the fuselage and 'MA VMF Rossi' on the tail; l/n OSF dec21
	CCCP-75482 RA-75482	Il-20RT Il-20RT	Sov. Navy/AFL c/s Russ. Navy/AFL c/s	trf Pus	1989 24oct94	opb 39 orao at Sperenberg from around 1978; l/n Sperenberg 09nov93; returned to Russia may94
						based at Kubinka; in grey c/s; reportedly converted to an Il-20ME after the millennium; "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; l/n Kubinka aug10
						possibly an Il-20ME; in grey c/s with 'VVS Rossi' titles and Russian stars; seen Kubinka 06jul15; l/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 Il-20M to prevent being locked on by the SAM) and crashed into the sea 27 km west of Baniyas, all 15 crew killed
						Il-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 Baikonor-Kraini in 1975/88; photo at PKC 16feb82
						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	Il-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 Rossi' titles and Russian stars; version now painted on as 'Il-18'; l/n Khabarovsk-Tsentralny 2023
173 0116 01	CCCP-75483	Il-20RT	Strat.Rocket Force	mfd	31jan74	Il-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	Il-20RT	Sov. Navy/AFL c/s	trf	1989	opb 403 oplap (later renamed 403 osap) at Severomorsk-1
174 0116 02	RA-75483 no code	Il-20RT Il-20M	Russ. Navy/AFL c/s Russian Air Force	Pus Pus	aug97 18aug03	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; l/n Severomorsk-1 28mar08, stored 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
174 0116 03	RF-75936 not known no code no code	Il-20M Il-20M Il-20M Il-20MS ?	Russian Air Force Soviet Air Force Russian Air Force Russian Air Force	Pus mfd Pus ZIA	dec17 1974 23may01 10feb14	in bluish grey c/s with 'VVS Rossi' titles and Russian stars on the fin; l/n Khabarovsk-Tsentralny 07dec21
	90924	Il-20MS ?	Russian Air Force	ZIA	apr14	underwent overhaul with 20 ARZ at Pushkin in 2010
174 0116 04	no code RF-95687	Il-20M Il-20M	Russian Air Force Russian Air Force	Pus Roc	24may99 17oct14	modernised ELINT aircraft (izdeliye 17MS), designation of the version not known; modernised by EMZ im. Myasishcheva under the "Retsezent" programme; in bluish grey c/s with Red Stars, no other markings; f/f 20feb14; l/n ZIA 28feb14
175 0116 05	no code	Il-20M	Russian Air Force	ph.	05apr11	'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 feb22, active
175 0117 01	RF-95979 no code	Il-20M Il-20M	Russian Air Force Russian Air Force	ph. Kub	25jul14 03sep93	in primer; painted in dark grey c/s after overhaul; l/n active Rostov-na-Donu Tsentralny mar14
	RF-95688	Il-20M	Russian Air Force	Roc	06mar15	in dark grey c/s with 'VVS Rossi' 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
17. 0117 02	not known	Il-20	history unknown			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; l/n Pushkin 16aug12; photo Levashovo dec12; l/n Pushkin jan14
17. 0117 03	not known	Il-20	history unknown			in bluish grey c/s and Russian Stars with 'VVS Rossi' titles; l/n OVB aug18
17. 0117 04	not known	Il-20	history unknown			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
17. 0117 05	not known	Il-20	history unknown			in grey c/s and Russian Stars with 'VVS Rossi' 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 20 ARZ at Pushkin 29mar20; l/n active early 2021 freshly painted now with 'VKS Rossi' titles
175 0117 06	no code	Il-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 Red Stars; l/n Pushkin apr14
	RF-95980	Il-20M	Russian Air Force	CKL	dec14	in bluish grey c/s and Russian Stars with 'VVS Rossi' titles and the same radome configuration on rear fuselage as above; l/n CKL 28aug19; c/n only mentioned in a tender for the supply of parts issued by 20 ARZ at Pushkin 29mar20
176 0117 07	"07"	Il-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; l/n OVB 2013
	no code	Il-20M	Russian Air Force	Khb	15may14	in all-grey c/s with Red stars; photo proof this date; based at Khabarovsk-Tsentralny; l/n OVB 26aug17; c/n only mentioned in a tender issued 28nov19 by 20 ARZ for the supply of spare parts
	RF-91820	Il-20M	Russian Air Force	Pus	12feb20	c/n from Russian sources; in light grey c/s with Russian stars and 'VKS Rossi' titles; seen Pushkin 06nov20, active; l/n 15sep23 near Japan
176 0117 08	no code	Il-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; featured in tender issued 25nov09; photo OVB 29mar12; l/n Pushkin nov12, c/n from russianplanes.net
	RF-91819	Il-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 Rossi' 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; l/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 Il-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 Il-18 production list. It was thought that all were reworked Il-18s, converted for their military task in the early 1980s, however, most Il-22s are new-built aircraft, which is why they have a separate construction number system. 039 and 296 are codes for the Moscow Aircraft Production Association named after Pyotr V. Dementyev (MAPO imeni P.V. Dementyeva); not just a single factory, since MAPO includes two factories at Moscow-Khodynka and at Lukhovitsy (Moscow region).

construction numbers starting with 039 36 - Il-22 'Bizon' (type 36), built from 1976 to 1979

construction numbers starting with 039 40 - Il-22M-11 'Zebra' (type 40), built from 1982 to 1983

construction numbers starting with 296 40 - Il-22M-11 'Zebra' (type 40), built from 1983 to 1986

The construction number end with the famous five digit 'post 1974 nonsense' number.

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

Although confirmed as being Il-22s, they all carry 'Il-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 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 Il-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 Il-22 list is in registration order.

03936 07050	CCCP-75895	Il-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 30aug93
	RA-75895	Il-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/jul18, wfu, without outer wings and with only 2 engines, 'CCCP-' prefix bleeding through
03936 07150	CCCP-75896 75896 UR-75896 D2-FFR	Il-18D36 Il-18D36 Il-18D36 Il-18D	Soviet Air Force Ukraine Air Force Ukraine Air Force Alada	no VIN KBP LAD	reports 13may97 15may98 07feb03	l/n VIN 09may98, still without prefix
03936 07430	CCCP-54460 CCCP-75897 RA-75897	Il-22 Il-22 Il-22	Soviet AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s	mfd ph. CKL	30jun77 mar99 17aug03	l/n VIN 28jun99; converted to, see next line
03936 07950	CCCP-75898 CCCP-75898	Il-22 Il-22	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Lev	1978 22may99	in all-white c/s with small titles at the base of the fin only; damaged on take-off from Cabinda 26sep08 when aborted the take-off run and overran the runway, repaired; l/n operational LAD 02nov11; seen stored at LAD nov12/oct14; since broken up
	RF-90786	Il-22	Russian Air Force	Pus	jun13	registration may have been a call-sign only
	RF-90786	Il-22PP	Russian Air Force	ZIA	11dec15	in "Mir Aviatssi" magazine; l/n CKL 15aug99, stored seen CKL 23aug04; l/n Akhtubinsk 2010, still in full Aeroflot c/s with titles, without propellers
03936 09306	CCCP-75899	Il-22	Strat.Rocket Force	mfd	26dec77	f/n OMS 07sep89
	RA-75899 RA-75899	Il-22 Il-22	Russian AF/AFL c/s Russian Air Force	Nvk Roc	21may99 15aug09	c/n read off as 0393607930 22may99; stored at Levashovo, seen aug03/mar12, still with the prefix 'CCCP-'; ferried for overhaul to Pushkin in summer 2012; l/n Pushkin aug12
	RF-75899	Il-22	Russian Air Force	ph.	jul18	in basic Aeroflot c/s with 'VVS Rossi' titles and Russian stars; ferried to Zhukovski for modernisation by EMZ im. Myasishcheva
03936 09681	CCCP-75900 RA-75900	Il-18D36 Il-18D36	Sov. Navy/AFL c/s Russ. Navy/AFL c/s	mfd Sev	31mar78 22jun09	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 Rossi' titles and Russian stars; to be h/o nov16; seen Kubinka 12aug17; l/n 2020 location withheld
	RF-75317	Il-18D36	Russian Navy	Pus	oct15	aircraft of the commander of the Strategic Rocket Forces; f/n Pushkin 28may90, in Aeroflot c/s; l/n CKL 17aug92
03936 09935	CCCP-75901 RA-75901 RF-75600	Il-22 Il-22 Il-22	Soviet AF/PVO Russian AF/AFL c/s Russian Air Force	mfd ZIA Pus	29jun78 31aug93 oct15	l/n Pushkin 02jun07
03936 10226	CCCP-75902 75902 RA-75902	Il-22 Il-22 Il-22	Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s	IKT ZIA	aug88 11may95 22aug03	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-Severn around 2010; seen Ivanovo-Severn 22aug12, with 'VVS Rossi' titles on the tail; l/n ARH jan18
						in basic Aeroflot c/s with 'VVS Rossi' titles on the tail; c/n only mentioned in a tender issued 28nov19 by 20 ARZ for the supply of spare parts; l/n Ivanovo-Severn (oct?)21
						f/n over the Moscow region near Chkalovski feb88; photo at Pushkin
						opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; seen Severomorsk-3 28feb12; l/n Pushkin 01mar14, still with Aeroflot titles
						in white c/s, blue cheatline and grey undersides, Russian Stars on the tail and 'VMF Rossi' titles, carried a 'polar bear' on the nose; l/n OVB 2021
						aircraft of the commander of the Air Defence Forces; f/n Pushkin 28may90, in Aeroflot c/s
						l/n CKL aug14, still in full Aeroflot c/s with titles
						in c/s similar to Rossiya; l/n ZIA mar17; seen ZIA apr18, now with an additional tall radome on top of the forward fuselage; l/n CKL 2021; type Il-18 painted on aircraft
						seen over Moscow Region near Chkalovski; l/n IKT 06jun92
						l/n Novgorod-Krechevitsy 20aug95
						l/n CKL 22aug05, modernised to Il-22M11-RT (recognisable by new antenna fit), relay aircraft with "Sokol-SURT" complex

		RA-75902	Il-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 'GLITs' badge; l/n CKL 12sep14, active
		RF-95920	Il-22M11RT	Russian Air Force	Pus	12aug16	details from Russian forum mar18; in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossii' titles; l/n CKL early 2021
03936 10235		CCCP-75903(1)	Il-22	Soviet AF/AFL c/s	Kub	14may94	c/n checked; it is confirmed that two CCCP-75903s, an Il-18 and an Il-22, were in service at the same time; l/n Kubinka 22apr97; see c/n 172011402
		RA-75903(1)	Il-22	Russian AF/AFL c/s	Kub	17may99	c/n checked Kubinka 22mar03; seen mar03 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; l/n Pushkin 04jan09
		RA-75903(1)	Il-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; l/n Pushkin 14apr18
		RF-90923	Il-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.. ?	CCCP-75904	Il-22	Soviet AF/AFL c/s			aug88	seen flying over the Moscow area near Chkalovski
03936 10270	CCCP-75905(1)	Il-18D36	Sov. Navy/AFL c/s	mfd	07mar79		f/n over the Moscow region near Chkalovski aug88; see c/n 186008905
	RA-75905(1)	Il-18D36	Russ. Navy/AFL c/s	Pus	28sep02		opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; l/n VVO 28jan13, still with 'Aeroflot' titles
	RF-75337	Il-18D36	Russ. Navy/AFL c/s		27jul14		active, Vladivostok Navy Day; l/n OSF 27may16, still with 'Aeroflot' titles
	RF-75337	Il-18D36	Russian Navy	Pus	2018		in basic Aeroflot c/s with Russian stars on the fin, 'VMF Rossii' titles; l/n VVO 30apr21
03936 10501	CCCP-75906	Il-22	Soviet AF/AFL c/s	mfd	25jun79		not the same airframe as Il-18 c/n 187010501; f/n near CKL aug88; l/n CKL 13apr92
	RA-75906	Il-22	Russian AF/AFL c/s	CKL	15aug99		c/n checked; opb 1338 its at Chkalovski; tender for repair of scientific equipment published 21nov08; (might be the Il-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; repainted by 20 ARZ at Pushkin nov11
	RF-95673	Il-22	Russian Air Force	CKL	dec11		c/n from russianplanes.net; the antenna fit seems to be the same as that of RA-75906; in basic Aeroflot c/s with a 'GLITs' badge behind the cockpit, no titles; l/n apr16
	RF-95673	Il-22PP	Russian Air Force	ZIA	21oct16		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 at Pushkin 24sep20; l/n active early 2021 location unknown
03936 10...	CCCP-75907	Il-22	Soviet AF/AFL c/s	no	reports		probably this is the aircraft the following applies to: Strategic Rocket Forces, not Air Force I!; opb 105 osae 33 RA at Omsk-Severy; 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 high-ranking officers) killed and reportedly one survived
03940 11091	CCCP-75908	Il-22M-11	Soviet AF/AFL c/s	mfd	1982 ?		no reports
	RA-75908	Il-22M-11	Russian AF/AFL c/s	CKL	19aug01		c/n checked; modernised to Il-22M11-RT (recognisable by new antenna fit), relay aircraft with "Sokol-SURT" complex; since at least aug02; l/n CKL 17aug03
	RA-75908	Il-22M11RT	Russian Air Force	CKL	20aug07		in basic Aeroflot c/s with a large 'GLITs' badge behind the cockpit, no titles; l/n CKL 19sep12
	RF-95677	Il-22M11RT	Russian Air Force	Pus	dec13		in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossii' titles; l/n VVO aug21
03940 11092	CCCP-75909	Il-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 Il-22M11-RT (recognisable by new antenna fit), relay aircraft with "Sokol-SURT" complex from aug98, see next line
	RA-75909	Il-22M11RT	Russian AF/AFL c/s	CKL	15aug99		opb 929 GLITs at Akhtubinsk; seen Mozdok 27jul00 with an eagle emblem under the cockpit; l/n Pushkin 18jul/22aug12, awaiting rework
	RF-95676	Il-22M11RT	Russian Air Force	CKL	jul13		in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossii' titles; l/n CKL may21
03940 11094	CCCP-75910	Il-22M-11	Soviet AF/AFL c/s	no	reports		modernised to Il-22M11-RT (recognisable by new antenna fit), relay aircraft with "Sokol-SURT" complex; life-time extended by 2 years in 2010, l/n Pushkin 17jul11, still with Aeroflot titles
	RA-75910	Il-22M11RT	Russian AF/AFL c/s	ZIA	05aug05		in basic Aeroflot c/s with 'GLITs' badge, no titles; l/n as such CL: 2019; seen Pushkin 06nov20 after overhaul now with 'VKS Rossii' titles in pristine condition; l/n CKL 15feb21
	RF-94417	Il-22M11RT	Russian Air Force	Pus	01mar12		taken at ULN
03940 11096	CCCP-75911	Il-22M-11	Soviet AF/AFL c/s		photo		
	75911	Il-22M-11	Russian AF/AFL c/s	Pus	07jul94		
	RA-75911	Il-22M-11	Russian AF/AFL c/s	Pus	26oct94		l/n CKL 20aug99; modernised to Il-22M11-RT (recognisable by new antenna fit), relay aircraft with "Sokol-SURT" complex; see next line
	RA-75911	Il-22M11RT	Russian AF/AFL c/s	CKL	26aug02		l/n Pushkin jun10
	RA-75911	Il-22M11RT	Russian AF/AFL c/s	CKL	27jul11		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; l/n OVB oct17
	RF-95921	Il-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; l/n CKL 05may21
03940 11097	CCCP-75912	Il-22M-11	Russian AF/AFL c/s		aug86		seen over Moscow region near Chkalovski; l/n CKL 03sep93
	RA-75912	Il-22M-11	Russian AF/AFL c/s	Pus	26oct94		l/n CKL 22aug05; modernised to Il-22M11-RT (recognisable by new antenna fit) relay aircraft with "Sokol-SURT" complex, see next line
	RA-75912	Il-22M11RT	Russian AF/AFL c/s	CKL	14aug06		l/n Astrakhan-Privolzhskii 18aug09
	RF-95675	Il-22M11RT	Russian Air Force	CKL	25jan12		in basic Aeroflot c/s, with 'GLITs' badge, no titles; l/n CKL jan19; c/n only mentioned in a tender issued 28nov19 by 20 ARZ for the supply of spare parts; l/n ZIA dec21
03940 11098	CCCP-75913	Il-22M-11	Soviet AF/AFL c/s	mfd	1982		opb 39 orao at Sperenberg from 1990/1991, replacing CCCP-75926; f/n Sperenberg 27apr90; l/n Sperenberg 30apr91
	RA-75913	Il-22M-11	Russian AF/AFL c/s	Pus	06jul94		seen CKL 07may15, in full Aeroflot c/s and titles; l/n CKL jul19, in faded c/s
03940 17100	CCCP-75914	Il-22M-11	Soviet AF/AFL c/s	mfd	1983 ?		seen over Moscow region near Chkalovski aug88
	RA-75914	Il-22M-11	Russian AF/AFL c/s	OSF	26aug95		based at Pushkin; f/n as such aug06; modernised to Il-22M11-RT (recognisable by new antenna fit), relay aircraft with "Sokol-SURT" complex before apr07; l/n CKL 05may10
	RA-75914	Il-22M11RT	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; l/n CKL aug20, see next line
	RF-95674	Il-22M11RT	Russian Air Force	no	reports		details from russianplanes.net dec20
29640 17101	CCCP-75915	Il-22M-15	Soviet AF/AFL c/s	mfd	1983 ?		product code (izdeliye) 41, the arrangement of antennas on the fuselage and underside were changed; f/n ALA 22apr93
	UN-75915	Il-22M-15	Kazakh AF/AFL c/s	IST	20jun93		with Kazakhstan flag; l/n 07jul94
	UN-75915	Il-22M	Kazakh Government	ALA	23may96		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	Il-22M-11	Soviet AF/AFL c/s	mfd	27sep83		based at Lipki
	CCCP-75916	Il-22M-11	Belarus Air Force	trf	1992		f/n BRU 01apr93; stored at Machulishchi around 1994/95; l/n Minsk-Machulishchi 18aug97; arrived ARZ No. 402 GA at Bykovo jun98 for last overhaul with them, t/t 1,329 hours and 1,266 cycles
	YL-LAO	Il-22M-11	Aeroflot c/s, n/t	KA	11jul98		rgd 17nov98 to Concors and converted to Il-18D
	YL-LAO	Il-18D	Concours	RIX	feb99		l/n RIX 05apr02; rgd 18apr01 to SIA Concors; for sale feb02 for \$ 2,000,000 with t/t 2,078 hours and 1,484 cycles; l/n RIX 07oct03, no titles being prepared for Cuba
	CU-T1539	Il-18D	Concours c/s, n/t	KEF	03nov03		l/n HAV 02jan05; Aero Caribbean fleet list dec03; photo with 'Aero Caribbean' titles; damaged beyond 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
29640 10105	CCCP-75917	Il-22M-11	Soviet AF/AFL c/s	mfd	03jun67		for the early history of the aircraft see c/n 187010105; in all documents with this Il-22 type c/n, but the c/n plate still shows the original Il-18 type c/n 187010105 (checked as such Ivanovo-Severyn 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	Il-22M-11	Russian AF/AFL c/s	Iva	26may99		l/n Minsk-Machulishchi 20sep09; overhaul completed 17sep10
	RA-75917	Il-22M-11	Russian Air Force	Iva	14jun11		opb 610 TsBPIPLS VTA at Ivanovo-Severyn; in basic 'blue' Aeroflot c/s, initially no titles; f/n with small 'VVS Rossii' titles on the fin Ivanovo-Severyn 29mar12; deployed to Syria oct15/nov15; l/n Ivanovo-Severyn 19aug17
	RF-75917	Il-22M-11	Russian Air Force	Iva	11aug18		opb 610 TsBPIPLS VTA at Ivanovo-Severyn; 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 Artiyom Sharoglazov) were killed; there is a photo of the remains of the tail section with the registration still visible
29640 17104	CCCP-75918	Il-22M-11	Soviet Air Force	mfd	1984		opb 456 osap at Vinnitsa-Gavriushovka, serving the HQ of the 24th Air Army
	75918	Il-22M-11	Ukraine Air Force	trf	1991		opb 456 osap (redesignated 456 BrTrA aka military unit A-1231) at Vinnitsya-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	CCCP-75919	Il-22M-11	Soviet AF/AFL c/s		jul89		seen over Moscow Region near Chkalovski; l/n OSF 16may99; ex Il-18 c/n 187009805
29640 17551	CCCP-75920	Il-22M-11	Soviet AF/AFL c/s	mfd	08jun84		
	RA-75920	Il-22M-11	Russian AF/AFL c/s	ZIA	06jul94		l/n CKL 10jun08, flying; tender for conversion into SURT "Sokol" (Il-22M11-RT) issued 01sep08
	RA-75920	Il-22M11RT	Russian Air Force	CKL	may10		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 service life by 5 years
	RF-95678	Il-22M11RT	Russian Air Force	ph.	aug18		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 Strikove/Strelkovoye (northern Arabat Spit), the tail was heavily punctured by shrapnel, but the aircraft managed to land at Anapa, 2 crew members (among them Colonel Burmistrov) were killed and 1 was seriously injured
29640 10905	CCCP-75921 ?	Il-22M-11	Soviet AF/AFL c/s	Pus	aug91		registration for this c/n surmised; this c/n was scrapped by 929 GLITs at Akhtubinsk between 1998 and 2006
29640 17552	CCCP-75922	Il-22M-11	Soviet AF/AFL c/s	mfd	30sep84		f/n CKL aug87; l/n ZIA 16aug92

	RA-75922	Il-22M-11	Russian AF/AFL c/s	ZIA	31aug93	opb 1338 its at Chkalovski; l/n as such CKL 25aug03; seen ZIA 23aug07 with a GLITs badge behind the cockpit; modernised to Il-22M11-RT (recognisable by new antenna fit), relay aircraft with "Sokol-SURT" complex by 2008
	RA-75922	Il-22M11RT	Russian Air Force	CKL	07aug08	opb 1338 its at Chkalovski; in basic Aeroflot c/s, no titles but with a GLITs badge behind the cockpit; l/n CKL apr14
	RF-95919	Il-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 Rossi' titles; l/n CKL aug23 active still with 'VVS Rossi' titles
1870 103 05	CCCP-75923(1)	Il-22M-11	Soviet AF/AFL c/s	CKL	aug88	l/n CKL 30aug93; see Il-18D CCCP-75463 for earlier details about this same c/n; see Il-20M c/n 173011501 (both aircraft used the same registration at the same time)
29640 17554	RA-75923(1) CCCP-75924 RA-75924 RA-75924	Il-22M-11 Il-22M11 Il-22M11 Il-22M11	Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	CKL mfd ZIA CKL	15aug99 30dec84 03sep93 14aug06	c/n checked; scrapped by mil. unit 22737 at Chkalovski, gone by aug03 version in documents as Il-18SRT; f/n CKL 19aug92 l/n CKL may03 opb filial GLITs at Chkalovski; in basic 'blue' Aeroflot c/s with a 'GLITs' badge behind the cockpit, no titles; tender for conversion into an Il-22M11-SURT ("Sokol-SRT") published 21apr08 the Il-22M11-RT is recognisable by the new antenna fit; opb filial GLITs at Chkalovski; in basic 'blue' Aeroflot c/s with a 'GLITs' badge behind the cockpit, no titles; l/n CKL 05nov15; c/n only given in a document dated 30nov16 with regards to maintenance and extension of the service life by 5 years c/n from russianplanes.net; opb filial GLITs at Chkalovski; in basic 'blue' Aeroflot c/s with 'VVS Rossi' titles and Russian stars; l/n CKL 09dec20 f/n CKL 24sep91 in full Aeroflot c/s with titles; l/n CKL 20aug07
	RF-95680	Il-22M11RT	Russian Air Force	Pus	04jun17	opb 1338 its at Chkalovski; in basic Aeroflot c/s, no titles but with GLITs badge behind the cockpit; l/n CKL 12jun09; converted to relay aircraft with "Sokol-SURT" complex by EMZ im. Myasishcheva in 2010 (Il-22M11-RT), see next line
29640 17557	CCCP-75925 RA-75925 RA-75925	Il-22M-11 Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd LED CKL	19nov85 20aug93 26feb09	in basic Aeroflot c/s, no titles but with GLITs badge behind the cockpit; l/n CKL 09sep16 in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossi' titles; l/n ZIA dec20 and Spr 15sep89; with this c/n; based at Poznan-Krzesiny (Poland); l/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 Il-18 with this c/n; seen Kubinka aug12/apr13, stored in a fenced compound; l/n may15, being worked upon, still with Aeroflot titles and Soviet flag
29640 11203	RA-75925 RF-95681 CCCP-75926	Il-22M11RT Il-22M11RT Il-22M-11	Russian Air Force Russian Air Force Soviet AF/AFL c/s	Chh CKL Orn	17aug11 jun18 1987	still with Aeroflot titles, but with Russian flag, l/n Kubinka aug20/aug22 wfu; still carries CCCP- on top of the left wing f/n over Moscow Region near Chkalovski aug87; l/n CKL 17aug92 was stored at Levashovo with faded prefix, seen may01/aug12; l/n Pushkin 02nov12 in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossi' titles; l/n CKL jul19 seen wfu this date; photo proof exists with this c/n; see Il-18D CCCP-75448 for earlier details about this same c/n had an Il-22 c/n beginning with 29 plus eight more digits, photo proof of this; see Il-18D CCCP-74251 for earlier details about this same c/n in basic Aeroflot c/s, c/n checked as 187010505; was still equipped with various Il-22 type antenna fairings carried a badge and 'VICH1' titles on the nose full titles 'Acvila Air Romanian carrier'; l/n ALA 13nov97 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
	75926	Il-22M-11	Russian AF/AFL c/s	Kub	jun15	
29640 17558	CCCP-75927 RA-75927 RF-90785	Il-22M-11 Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Lev CKL	30sep85 10aug96 04dec13	
1870 100 03	CCCP-75928	Il-22M-11	Soviet AF/AFL c/s	Pus	07jul94	
1870 105 05	CCCP-75929	Il-22M-11	Soviet AF/AFL c/s		photo	
	ER-75929 ER-75929 ER-75929 ER-75929	Il-18D Il-18D Il-18D Il-18D	Air Moldova Aeroflot c/s, n/t Acvila Air Vichi Air Company	SHJ BKA LCA SHJ	01nov93 24may94 30aug95 01feb98	

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

---	CCCP-75601	Il-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	Il-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 Il-18B and photos shows the window configuration is of an Il-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) was preserved at Kramatorsk (Ukraine); scrapped in 1985 was preserved as a café at Solnechny (Uzhur district of the Krasnoyarsk region); scrapped
---	not known	Il-18	Aeroflot		photo	
---	not known "08"	Il-18	Aeroflot			
---	not known	Il-20	Soviet Air Force	SVO	01sep81	
---	not known	Il-22	Russian Air Force			
---	no code	Il-38	Soviet Navy	f/f	28sep61	probably an Il-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
---	"18"	Il-38	Soviet Navy	ph.	1975	photos exist, in natural metal c/s with Red star, the aerodynamic prototype of the Il-38 built by MMZ # 240 at Khodynka, with AI-20A engines and without the "Berkut" mission equipment in the ventral radome
---	"23" red	Il-38	Russian Navy	Pus	05aug01	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
---	"28" red	Il-38	Soviet Navy	no	reports	at 20 ARZ; later with large Russian flag and coat of arms on fin; see c/n 081010810, same aircraft ? opb 77 oplaup 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 by shells; see c/n 081011008
---	"74" red	Il-38	Ukrainian Navy	no	reports	was probably based at Mykolayiv-Kulbakino; see c/n 082011108
---	not known	Il-38	Ukrainian Navy	mfd	1972	in official document sep08 for disposal; was with military unit A3186 at Lutsk at the time; should be line # 47 or greater if mfd is correct
---	3082	Il-18D	Chinese Air Force		photo	black and white only (in white c/s with blue cheatline, grey undersides, red roundels and serial from a separate line drawing); opb 34th Division
---	824	Il-18V	Chosonminhang	SVO	jun65	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 Il-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); l/n SXF 12sep68
---	not known	Il-18	Egyptian Govern.		photo	at VKO with Egyptian flag on the tail, maybe an Il-18V (salon) as only has eight centre windows port side; l/n CMN 13sep65
---	38	Il-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	Il-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	Il-38	Indian Navy			one to be preserved in the National Maritime Heritage Museum at Lothal and one to be preserved Nipani, Karnataka
---	3X-LBE (1)	Il-18V	Air Guinée	CAI	08may61	with Sekou Toure on a state visit to Egypt; presumably leased from Aeroflot and looks to have an Aeroflot cheatline from the black and white photo; cannot be c/n 181003705 as this was not built until sep61
---	3X-GOC	Il-18D	Air Guinée			leased from Aeroflot ? dates unknown, reports from Guinea
---	3X-GOE	Il-18D	Air Guinée			leased from Aeroflot ? 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, -74286, -74287, -74288, -74289, -74290, -74291, -74292, -74293, -74294, -75476, -75484, -75485, -75486, -75487, -75488, -75489, -75490, -75491, -75492, -75493, -75494, -75495, in the Il-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 Il-18 series have never been seen and are not mentioned in any documents; -75443, -75542, -75600 (became an Il-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.

Ilyushin Il-28

The Il-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 Il-28s (58 Il-28s in the bomber version, ten Il-18Rs and nine Il-28Us) which initially received the designation B-228. The last one of them was withdrawn from use in 1975.

The Hungarian Air Force took delivery of nine Il-28s (seven Il-28s in the bomber version and two Il-28Us). The last one of them was withdrawn from use in 1969.

The Finnish Air Force received four Il-28Rs which were used for target-towing.

It is known that Aeroflot operated several Il-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 Il-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

The construction number consisted of the factory code (1), the type code (5), a 0 (meaning unknown), the batch and the number in the batch.

1 5 0 00 01	not known	Il-28	Soviet Air Force	mfd	aug53	line # 00-01; the first Il-28 built by Factory No. 1, assembled partially from parts built by Factory No. 18; underwent factory trials sep53
1 5 0 10 17	not known	Il-28	Soviet Air Force	mfd	1953	line # 10-17
CCCP-63945	Il-28	AFL/North Kavkaz	toc	03jun62		used as a meteorological reconnaissance aircraft; on charge of 77 AO as of 01aug62, but still without registration by then
not known	Il-28	Soviet Air Force	trf	20jun64		opb military unit 13837

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

2 Il-28 built by Factory No. 23 at Moscow-Fili in 1953. No c/ns could be allocated to this factory yet.

3,897 Il-28 (2,490 Il-28, 1,405 Il-28U and 2 Il-28R) built by Factory No. 30 at Moscow-Khodynka from 1950 to 1955

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

6 30 005 22	not known	Il-28U	Soviet Air Force	mfd	1953	
CCCP-63952	Il-28U	AFL/East Siberia	toc	28jun63		used as a meteorological reconnaissance aircraft; canx 30dec64
not known	Il-28U	Soviet Air Force	trf	1964		opb military unit 13850
6 30 010 11	not known	Il-28U	Soviet Air Force	mfd	1953	w/o, details unknown
50 30 03 01	"4"	Il-28	Soviet Air Force	mfd	1950	c/n from engine cover; in natural metal c/s
50 30 09 06	not known	Il-28	MAP LII Zhukovski	mfd	1950	damaged 19may53 on landing at Zhukovski
50 30 11 04	not known	Il-28T	MAP Ilyushin OKB	mfd	1950	first prototype of the Il-28T torpedo-bomber version
50 30 11 06	not known	Il-28T	MAP Ilyushin OKB	f/f	09jan51	a prototype of the Il-28T torpedo-bomber version; converted to, see next line
"4"	Il-28TM	MAP Ilyushin OKB	no reports			
50 30 14 08	not known	Il-28T	Soviet Navy	mfd	1950	
50 30 18 01	not known	Il-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	Il-28	Soviet Navy				opb 1535 mtap; w/o 15feb55
50 30 19 05	not known	Il-28	Soviet Air Force	mfd	1950	underwent state check trials feb/apr51
53005 20 40	CCCP-63938	Il-28	AFL/North Kavkaz	toc	20feb62	used as a meteorological reconnaissance aircraft; canx 30dec64
not known	Il-28	Soviet Air Force	trf	1964		opb military unit 13837
5305 120 07	not known	Il-28	MAP Ilyushin OKB	mfd	jan51	used for parachute trials
4305 123 01	not known	Il-28RM	Soviet Air Force	mfd	1951	Il-28RM prototype; started state check trials with GK NII VVS 25apr51
5305 126 03	not known	Il-28	Soviet Air Force	mfd	1951	equipped with an ARK
5305 127 10	not known	Il-28	Soviet Air Force	mfd	1951	
10	Il-28	Hungarian AF	d/d	mar62		struck off charge 03sep69; t/t 1,248 hours 19 minutes
5305 127 19	not known	Il-28	Soviet Air Force	mfd	1951	
19	Il-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	Il-28U	Soviet Air Force	mfd	1951	
CCCP-36599	Il-28U	AFL/Moscow (MUTA)	rgd	14sep59		used as a meteorological reconnaissance aircraft; opb 200 LO at VKO
5305 129 11	CCCP-36594	Il-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	Il-28	Soviet Air Force	mfd	1952	
CCCP-63932	Il-28	AFL/Uzbekistan	toc	17sep62		used as a meteorological reconnaissance aircraft; canx 30dec64
not known	Il-28	Soviet Air Force	trf	01jul64		opb military unit 13837
5 2 0037 01	not known	Il-28RM	MAP Ilyushin OKB	mfd	1952	powered by VK-5 engines, engine nacelles and undercarriage like on the Il-28 sans suffixe; underwent trials with NII VVS
5 2 0037 07	not known	Il-28	Soviet Air Force	mfd	1952	
CCCP-36589	Il-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	Il-28RM	MAP Ilyushin OKB	mfd	1952	
5 2 0037 19	not known	Il-28RM	MAP Ilyushin OKB	mfd	1952	powered by VK-5 engines, engine nacelles and undercarriage like on the Il-28R; underwent trials with NII VVS
5 2 0038 21	not known	Il-28	Soviet Air Force	mfd	1952	equipped with an ARK-5
4 4 0040 17	"22" blue	Il-28	Soviet Air Force	mfd	1954	opb obmae at Ribnitz-Damgarten; wfu around 1985
6 2 0041 08	not known	Il-28U	Polish Air Force	d/d	20jun52	c/n also given as 64108 (export number)
5 3 0041 20	11264	Il-28	Chinese Air Force	mfd	1953	c/n also given as 54120 (export number) and also painted on like that; opb 5th Division; in natural metal c/s; preserved without serial in the China Aviation Museum at Shahezhen AFB oct93/may09 c/n checked preserved with this fake serial (would mean opb 1st Division) in the China Aviation Museum at Shahezhen AFB, l/n nov20
'10290'	Il-28	Chinese Navy	Shh	20sep10		to Bydgoszcz; opb 7. PLB; c/n also given as 64204 (export number); trf 33. PLB at Modlin; details from polot.net
6 2 0042 04	S1	Il-28U	Polish Air Force	d/d	11dec52	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 0043 35	84103	Il-28	Chinese Navy	mfd	1953	c/n also given as 54665 (export number)
5 3 0046 65	not known	Il-28	Czechoslovak AF	mfd	1953	armed with RAT-52 torpedoes; presented for state trials with the NII VMS 28mar53
5 3 0047 02	not known	Il-28	Soviet Navy	mfd	1953	version not confirmed
5 3 0047 04	"03" red	Il-28	Soviet Air Force	mfd	1953	armed with RAT-52 torpedoes; presented for state trials with the NII VMS 28mar53
5 3 0047 05	not known	Il-28	Soviet Navy			
5 3 0050 05	not known	Il-28	Soviet Air Force	mfd	1953	
5 3 0050 16	CCCP-63944	Il-28	AFL/Urals	mfd	1953	used as a meteorological reconnaissance aircraft; canx 30dec64
not known	Il-28	Soviet Air Force	trf	04jul64		opb military unit 19011
5 3 0051 12	"12" red	Il-28LSH	MAP Ilyushin OKB	mfd	1953	
5 3 0051 15	"21"	Il-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"	Il-28	Soviet Air Force	mfd	1953	photo exists, in natural metal c/s
5 3 0052 07	"17"	Il-28	Soviet Air Force	mfd	1953	photo exists, in natural metal c/s
5 3 0052 17	"38" red	Il-28	Soviet Air Force	mfd	1953	
5 3 0052 23	not known	Il-28	Soviet Air Force	mfd	1953	
CCCP-63933	Il-28	AFL/Uzbekistan	toc	01oct62		used as a meteorological reconnaissance aircraft; canx 30dec64
not known	Il-28	Soviet Air Force	trf	1964		opb military unit 13837
5 3 0052 39	"34" blue	Il-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	Il-28	Soviet Air Force	mfd	1953	
CCCP-36592	Il-28	AFL/North Kavkaz	toc	07dec59		rgd 19dec59; used as a meteorological reconnaissance aircraft; opb 77 AO at Rostov-na-Donu; struck off charge 30jan63 as life-time expired
5 3 0054 50	CCCP-36598	Il-28	AFL/Urals	mfd	1953	used as a meteorological reconnaissance aircraft; opb 120 ATO; soc soc 31jul61 as amortisation period expired; t/t 1,144 hours
5 3 0054 51	CCCP-36591	Il-28	AFL/Ukraine-KBP	mfd	1953	used as a meteorological reconnaissance aircraft; opb 208 LO; canx 07aug61 as life-time (1,300 hours) expired
5 3 0055 07	"01"	Il-28	Soviet Air Force	mfd	1953	photo exists, in natural metal c/s
5 3 0055 74	80002	Il-28	Chinese Navy	mfd	1953	c/n also given as 55574 (export number); preserved in the Chinese Navy museum at Qingdao (N36.05360 E120.323126), c/n checked, seen sep09/jul22
6 3 0056 78 ?	"14"	Il-28U	Soviet Air Force	Chh	summ79	photo; opb CHVAKUSh at Chelyabinsk-Shagol; in natural metal c/s
5 3 0057 02	"85"	Il-28	Soviet Air Force	mfd	1953	photo exists, in natural metal c/s
5 3 0057 10	"10" blue	Il-28LL	MAP LII Zhukovski	mfd	1953	used for ejection seat trials, photo exists with very modified rear fuselage behind the fin
5 3 0057 23	not known	Il-28	Soviet Air Force	mfd	1953	
CCCP-63935	Il-28	AFL/Moscow (MUTA)	toc	01oct62		used as a meteorological reconnaissance aircraft; canx 30dec64 as trf to TsKB zavoda "Krasnoye Sormovo" at Gorki
5 3 0057 71	"04" red	Il-28	Soviet Air Force	mfd	1953	preserved in the Russian Air Force museum at Monino (N55.83254 E38.18657); photo 1987; seen apr91/2018
5 4 0057 75	CCCP-L5401	Il-28	AFL/Moscow (MUTA)	mfd	1954	designated Il-20 by Aeroflot; new documents issued between 31dec53 and 23feb54; latest CoFA issued 21jun55
not known	Il-28	Soviet Air Force	trf	21apr57		opb military unit 06814

5 4 0057 77	CCCP-L5402	Il-28	AFL/Moscow (MUTA)	mfd	1954	designated Il-20 by Aeroflot; in natural metal c/s with small titles only; new documents issued between 31dec53 and 23feb54; photo in 1954; latest CoFA issued 26may55
5 4 0057 79	not known CCCP-L5403	Il-28 Il-28	Soviet Air Force AFL/Moscow (MUTA)	trf mfd	21apr57 1954	opb military unit 06814 designated Il-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"	Il-28 Il-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 1970s
6 3 0058 11	not known CCCP-63927	Il-28U Il-28U	Soviet Air Force AFL/Uzbekistan-TAS	mfd toc	1953 13mar62	used as a meteorological reconnaissance aircraft; opb 203 LO; canx 30dec64
5 4 0058 79	not known not known not known not known not known	Il-28 Il-28U Il-28 Il-28 Il-28	Soviet Air Force AFL/Kazakhstan Soviet Air Force Soviet Air Force Soviet Air Force	trf mfd toc trf mfd	01jul64 1954 28nov63 1964 1954	used as a meteorological reconnaissance aircraft; canx 30dec64 opb military unit 13837
5 4 0059 17	not known	Il-28	Soviet Air Force	trf	1964	opb obmae at Ribnitz-Damgarten; wfu around 1985
5 4 0059 47	CCCP-36595	Il-28	AFL/Far East-KHV	mfd	1954	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	"23"	Il-28	Soviet Air Force		1970s	in natural metal c/s; used as a ground instructional airframe by Kirsanovski ATU GA at Kirsanov
5 4 0059 79	not known	Il-28	Soviet Air Force	mfd	1954	opb VVAUL
5 4 0059 80	not known	Il-28	Soviet Air Force	mfd	1954	
6 3 0060 05	not known CCCP-63948	Il-28 Il-28U	AFL/Ukraine Soviet Air Force	toc trf	10aug62 1964	used as a meteorological reconnaissance aircraft; canx 30dec64
5 4 0060 17	not known CCCP-36582	Il-28U Il-28U	Soviet Air Force AFL/N.Kavkaz-ROV	mfd toc	1953 24nov60	opb military unit 13850 used as a meteorological reconnaissance aircraft; opb 77 LO; canx 30dec64 as worn out
5 4 0060 21	not known	Il-28	Soviet Air Force	trf	1954	used as a meteorological reconnaissance aircraft; canx 30dec64
5 4 0060 25	"68" blue not known CCCP-63924	Il-28 Il-28 Il-28	Soviet Air Force Soviet Air Force AFL/East Siberia	mfd mfd toc	1954 1954 01nov61	opb military unit 13850 preserved at AKX, in natural metal c/s, l/n 25apr93
5 4 0060 47	not known 47	Il-28 Il-28	Soviet Air Force Hungarian AF	trf d/d	1954 oct62	used as a meteorological reconnaissance aircraft; canx 30dec64 opb military unit 13850 attrition replacement for '14'; struck off charge 31dec66; t/t 1,317 hours 58 minutes; in natural metal c/s; dumped at Kecskefő (N46.92665 E19.73731), without serial, seen aug05/jul20
5 4 0061 04	not known CCCP-36588	Il-28 Il-28	Soviet Air Force AFL/Moscow (MUTA)	mfd rgd	1954 19dec59	used as a meteorological reconnaissance aircraft; opb 200 LO at VKO; photo exists with Aeroflot titles
5 4 0061 38	CCCP-63921	Il-28	AFL/Georgia	mfd	1954	used as a meteorological reconnaissance aircraft; canx 20feb63 as amortisation period expired; t/t 1,500 hours
5 4 0061 70	CCCP-36593	Il-28	AFL/East Sib.-IKT	mfd	1954	used as a meteorological reconnaissance aircraft; opb 201 LO; canx 08jun61 as worn out
5 4 0061 75	112	Il-28	Polish Air Force	d/d	13aug54	c/n also given as 56175 (export number); opb 33. PLB, photo exists after a landing accident at Powidz 12dec58; details from galeria.aviateam.pl
5 4 0061 79	not known	Il-28	Polish Air Force	d/d	13aug54	c/n also given as 56179 (export number); opb 33. PLB at Modlin; given in a Polish listing as trf to 33. PLB 30jul65 (one of the units must be wrong); struck off charge 02feb74
6 3 0062 01	not known CCCP-63926	Il-28U Il-28U	Soviet Air Force AFL/East Siberia	mfd toc	1953 06mar62	used as a meteorological reconnaissance aircraft; canx 30dec64
5 4 0062 03	not known 42	Il-28U Il-28	Soviet Air Force Polish Air Force	trf d/d	1964 13aug54	opb military unit 13850 c/n also given as 56203 (export number); opb 7. PLB at Powidz; trf to 33 PLB 26apr63
5 4 0062 04	not known 69	Il-28 Il-28	Polish Air Force Polish Air Force	ph. d/d	1973 13aug54	at Bydgoszcz; struck off charge 18aug76; details from galeria.aviateam.pl 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	not known	Il-28	Polish Air Force	d/d	13aug54	c/n also given as 56205 (export number); opb 7. PLB at Powidz; trf 28feb66 'to the USSR'
5 4 0062 06	not known	Il-28	Polish Air Force	d/d	13aug54	c/n also given as 56206 (export number); opb 33. PLB at Modlin; trf to CSL 17jun58; struck off charge 31dec76
5 4 0062 07	33	Il-28	Polish Air Force	d/d	25aug54	c/n also given as 56207 (export number); opb 33. PLB at Modlin; trf to 7. BLB 05aug65; struck off charge 31dec76
5 4 0062 09	not known	Il-28	Polish Air Force	d/d	13aug54	c/n also given as 56209 (export number); opb 7. PLB at Powidz; trf to BLB 19jul66; struck off charge 31dec75
5 4 0062 11	not known	Il-28	Polish Air Force	d/d	13aug54	c/n also given as 56211 (export number); opb 15. DLB at Modlin
5 4 0062 13	not known	Il-28	Polish Air Force	d/d	25aug54	c/n also given as 56213 (export number); opb 7. PLB at Powidz
5 4 0062 15	not known	Il-28	Polish Air Force	d/d	25aug54	c/n also given as 56215 (export number); opb 33. PLB at Modlin; trf to 7. BLB 05aug65; struck off charge 16dec74
5 4 0062 17	32	Il-28	Polish Air Force	d/d	25aug54	c/n also given as 56217 (export number); opb 33. PLB at Modlin; trf to 7. BLB 25feb66; struck off charge 31dec75
5 4 0062 19	not known	Il-28	Polish Air Force	d/d	25aug54	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 of Prague)
5 4 0062 21	not known	Il-28	Polish Air Force	d/d	25aug54	c/n also given as 56221 (export number); opb 7. PLB at Powidz; trf to an unknown unit 07sep66
5 4 0062 22	not known	Il-28	Polish Air Force	d/d	25aug54	c/n also given as 56222 (export number); opb 15. DLB at Modlin
5 4 0062 25	not known	Il-28	Polish Air Force	d/d	25aug54	c/n also given as 56225 (export number); opb 7. PLB at Powidz; given in a Polish listing as trf to 33. PLB 26apr63; converted to; see next line
5 4 0062 37	44 not known	Il-28E Il-28	Polish Air Force Soviet Air Force	photo mfd	photo 1954	at Sochaczew with SRS-3 reconnaissance equipment located in the wing tips; struck off charge 03oct73
5 4 0062 66	"85"	Il-28	Soviet Air Force	mfd	1954	photo exists; in natural metal c/s
5 4 0062 75	"31"	Il-28	Soviet Air Force	mfd	1954	photo exists, Severomorsk; in natural metal c/s
5 4 0062 79	not known 205	Il-28 Il-28	Soviet Air Force East German AF	mfd i/s	1954 1962	opb 59 uap opb 11 orap at Neu-Welzow
6 3 0063 05	"01" blue	Il-28U	Soviet Air Force	mfd	1953	in natural metal c/s with black code; opb ZDS; wfu 23may69 during an overhaul in the Soviet Union; struck off charge 30may70; scrapped; nose displayed in the military museum at Cottbus, seen oct05/jun22
5 4 0063 5 ?	"21" blue	Il-28	Soviet Air Force	ph.	30may08	opb obmae at Ribnitz-Damgarten; wfu around 1985 preserved with the Kirovograd ARZ and moved 29oct10 by a tractor to the Kirovograd State Flight Academy this date; re-assembled nov10; l/n oct12 complete; c/n painted as such in three places, one digit missing ?
5 0064 ..	"07" blue	Il-28	Soviet Air Force		oct14	preserved at the same location as above; l/n oct21
5 5 0064 14	not known 14 (1)	Il-28 Il-28	Soviet Air Force Hungarian AF	ph. mfd	1955 1955	at Shadrinsk with large code by the nose; part c/n '50064' visible on the photo
5 5 0064 17	not known 226	Il-28 Il-28	Soviet Air Force East German AF	d/d mfd i/s	mar62 1955 1962	probably w/o prior to delivery, still in the Soviet Union; see c/n 68914 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 at Peenemünde; struck off charge 30jul71; scrapped
5 5 0064 24	"26" blue "55"	Il-28 Il-28	Soviet Air Force Soviet Air Force	mfd	1955	in natural metal c/s
5 5 0064 32	.4 ?	Il-28	Bulgarian AF	photo photo	photo	c/n painted as 56432 ? (export number); in natural metal c/s; only the lower part of serial visible in the photo, could perhaps be a '0' or '3' and painted c/n is not 100% clear
5 5 0064 34	34	Il-28	Hungarian AF	d/d	01feb55	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 mfd	unknown feb55	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	r/r 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	Il-28 Il-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 09dec77; scrapped
5 5 0064 48	not known 208	Il-28 Il-28	Soviet Air Force East German AF	mfd i/s	1955 1964	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 Il-28); was preserved at the Officers School at Bautzen; moved to Luftwaffenmuseum at Appen in 1992; moved with the Luftwaffenmuseum to Berlin-Gatow (N52.47467 E13.14306), l/n in its camo c/s jul09, repainted in natural metal c/s, f/n as such aug15; l/n jul24
5 5 0064 55	55	Il-28	Hungarian AF	d/d	16feb55	struck off charge 04jan67; t/t 1,374 hours 55 minutes; preserved in the Repüléstörténeti Múzeum (Aircraft Museum) at Szolnok (N47.13080 E20.323126) from 28dec68, l/n sep22; still visible on GE image feb24
5 5 0064 57	RL-52 DE-50 6457	Il-28 Il-28 Il-28	Czechoslovak AF Czechoslovak AF Czechoslovak AF	r/r r/r	unknown jul57	c/n also given as 56457 (export number) see c/n 52111; photo exists
6 4 0065 15	"24"	Il-28U	Soviet Air Force	photo	photo	struck off charge 23mar64
5 5 0065 38	not known	Il-28	Polish Air Force	mfd	18feb55	in natural metal c/s, opb Barnaul VVAUL
	50	Il-28	Polish Navy	trf	aug74	c/n also given as 56538 (export number); opb 15. DLB at Modlin; trf to 33 PLB at Modlin jun55; trf to 7. PLB at Powidz apr69
5 5 0065 42	"11" red	Il-28	Soviet Air Force	mfd	1955	opb 15 SELR MW at Sliemirowice; preserved in Lubuskie Muzeum Wojskowe at Drzonów from 18jun79, l/n jun24
5 5 0065 71	82025	Il-28	Chinese Navy	mfd	1955	opb obmae at Oranienburg from 1972 to 1977 and at Ribnitz-Damgarten from 1977; wfu around 1985
5 5 0066 61	no serial	Il-28	Chinese Air Force	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 64	"60" red	Il-28	Soviet Air Force	mfd	1955	c/n also given as 56661 (export number); preserved at the Youth Palace at Taiyuan (N37.87530 E112.53431)
5 5 0067 01	not known	Il-28	Polish Air Force	d/d	09jun55	opb Voroshilovgradskoye VVAUSh at Voroshilovgrad; in natural metal c/s; photo 1971 c/n also given as 56701 (export number); opb 35. PLB

5 5 0067 10	55 70	II-28 II-28	Polish Air Force Polish Air Force	d/d	photo 09jun55	at Sochaczew; details from galeria.aviateam.pl 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
5 5 0067 24	125 27 59	II-28 II-28E II-28	Polish Air Force Polish Air Force Polish Air Force	w/o d/d	06jun75 09jun55	photo at Modlin, in natural metal c/s; opb 7. BRLO; details galeria.aviateam.pl to Modlin; 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 aircraft crashed into a mountain of the khrebet Pidán (now Livadiski khrebet) range, all 3 crew members (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
5 5 0067 29	22	II-28	Polish Air Force	d/d	09jun55	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 1993 (E51.56065 E21.863838), seen aug97/mar22; see c/n 3402212
	'65' '65'	II-28 II-28	Polish Air Force Polish Air Force	ph.	1973 aug97	to Modlin; opb 35. PLB (with yellow code outlined in blue); c/n also given as 56735 (export number); details from polot.net
5 5 0067 35	60	II-28	Polish Air Force	d/d	09jun55	carried code '41' (in yellow or red) on the fin; photo exists; l/n jun62 c/n also given as 56756 (export number)
5 5 0067 49	not known M-841	II-28R II-28R	Soviet Air Force Indonesian AF	mfd d/d	1955 1958	c/n also given as 56757 (export number) struck off charge in 1970
5 5 0067 56	not known 6756	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 56775 (export number); photo exists
5 5 0067 57	AD-31 6757	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	struck off charge 19nov66
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 56804 (export number); converted to, see next line or II-28RTR; struck off charge in 1970
5 5 0068 04	6775 FC-01	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	photo exists
5 5 0068 17	6804 "07"	II-28RT II-28	Czechoslovak AF Soviet Air Force	r/r	unknown	c/n also given as 56823 (export number); photo exists
5 5 0068 23	TH-11	II-28	Czechoslovak AF	mfd	1955	c/n also given as 56903 (export number) struck off charge 03feb65
5 5 0069 03	DE-55 6903	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	opb military unit 10213
6 4 0069 08	"35" not known	II-28U II-28U	Soviet Air Force AFL/Uzbekistan-TAS	mfd toc	1954 10dec60	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)
5 5 0069 15	6912 DE-52	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r mfd	unknown 1955	struck off charge in 1975 c/n also given as 56915 (export number); photo exists
	6915	II-28	Czechoslovak AF	r/r	unknown	converted by VZLÚ 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 AI-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	II-28	Czechoslovak AF	r/r	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 stored there (N50.12603 E14.53682), seen aug19, with code "BA-11" visible on the nose; l/n aug24
	6926	II-28RT	Czechoslovak AF	r/r	unknown	c/n also given as 56929 (export number) w/o 26aug58 when crashed near Polična
5 5 0069 29	DE-53 6929	II-28 II-28	Czechoslovak AF Czechoslovak AF	mfd r/r	1955 unknown	c/n painted on as '56934'
5 5 0069 34	not known	II-28	Soviet Air Force	mfd	1955	c/n also given as 56935 (export number); converted to, see next line
5 5 0069 35	BA-14	II-28	Czechoslovak AF	mfd	1955	or II-28RTR; struck off charge in 1970
5 5 0069 37	6935 not known	II-28RT II-28	Czechoslovak AF Soviet Air Force	r/r mfd	unknown 1955	opb 11 orap at Neu-Welzow 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
	190	II-28	East German AF	i/s	jun59	c/n also given as 56943 (export number) struck off charge 19nov66
5 5 0069 43	BA-12 6943	II-28 II-28	Czechoslovak AF Czechoslovak AF	mfd r/r	1955 unknown	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 44	not known 196	II-28 II-28	Soviet Air Force East German AF	mfd i/s	1955 jun59	c/n also given as 56953 (export number) struck off charge in 1965
5 5 0069 53	EB-31 6953	II-28 II-28	Czechoslovak AF Czechoslovak AF	mfd r/r	1955 unknown	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 60	not known	II-28	Soviet Air Force	mfd	1955	at Novgorod-Krechevitsy; in natural metal c/s photo exists 1980s, in natural metal c/s
5 5 0069 62	"31"	II-28	Soviet Air Force	mfd	photo	c/n also given as 57019 (export number); opb 24. BOLP
5 5 0069 68	"03" red	II-28	Soviet Air Force	mfd	1955	w/o 23mar56
5 5 0070 19	CD-14	II-28	Czechoslovak AF	mfd	1955	c/n also given as 57021 (export number); converted to, see next line
	AD-34	II-28	Czechoslovak AF	r/r	unknown	or II-28RTR; struck off charge in 1970
5 5 0070 21	BA-16	II-28	Czechoslovak AF	r/r	unknown	c/n also given as 57027 (export number)
5 5 0070 27	7021 FC-02	II-28RT II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	photo exists, in natural metal c/s
5 5 0070 28	7027 "93"	II-28 II-28	Czechoslovak AF Soviet Air Force	r/r	unknown	opb Barnaulskoye VVAUL in the 1970s; in natural metal c/s
5 5 0070 45	"21"	II-28	Soviet Air Force	mfd	1955	opb obmae at Oranienburg from 1972 to 1977
6 4 0071 20	"72"	II-28U	Soviet Air Force	ph.	1970s	opb obmae at Oranienburg from 1972 to 1977
5 5 0071 55	"06" red	II-28	Soviet Air Force	mfd	1955	opb 4 bap (military unit 10213) at Chernyakhovsk
5 5 0071 60	"10" red	II-28	Soviet Air Force	mfd	1955	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 0072 02	"46" "46"	II-28U II-28U	Soviet Navy AFL/East Siberia	mfd trf	1954 23nov60	opb military unit 35543 used as a meteorological reconnaissance aircraft; opb 200 LO at VKO; canx 30dec64
6 4 0074 08	not known CCCP-63920	II-28U II-28U	Soviet Air Force AFL/Moscow (MUTA)	mfd toc	1954 16nov60	opb military unit 13837
	not known CCCP-L5404	II-28U II-28U	Soviet Air Force AFL/Moscow (MUTA)	trf rgd	1964 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	II-28U	Soviet Air Force	trf	21apr57	opb military unit 06814
6 4 0076 12	"18"	II-28U	Soviet Air Force	mfd	1954	in natural metal c/s, code possibly yellow; photo exists
6 4 0076 13	S3	II-28U	Polish Air Force	d/d	19jul54	c/n also given as 67612 (export number); opb 15. DLB at Modlin; dumped at Olesnica, seen apr92
6 4 0076 14	not known	II-28U	Polish Air Force	d/d	19sep54	c/n also given as 67613 (export number); opb 15. DLB at Modlin; trf to 7. PLB
6 4 0076 15	S4	II-28U	Polish Air Force	d/d	19sep54	c/n also given as 67614 (export number); opb 15. DLB at Modlin
6 4 0086 11	not known	II-28U	Polish Air Force	d/d	19sep54	c/n also given as 67615 (export number); opb 15. DLB at Modlin; trf to 33 PLB
6 4 0086 12	not known	II-28U	Polish Air Force	d/d	10oct54	c/n also given as 68611 (export number); opb 33. PLB at Modlin
6 4 0086 13	not known	II-28U	Polish Air Force	d/d	10oct54	c/n also given as 68612 (export number); opb 35 PLB
6 4 0086 14	not known	II-28U	Polish Air Force	d/d	10oct54	c/n also given as 68613 (export number); opb 33. PLB at Modlin
6 4 0089 14	not known 14 (2)	II-28U II-28U	Soviet Air Force Hungarian AF	mfd d/d	1954 jan65	c/n also given as 68614 (export number); opb 7. PLB at Powidz
6 4 0089 15	not known	II-28U	Egyptian Air Force	photo		w/o 07aug65 when collided with a MiG-17PF at night and crashed; t/t 1,141 hours 52 minutes; see c/n 55006414
6 4 0090 20	not known	II-28U	Polish Air Force	mfd	1954	with just '8915' on the tail and Egyptian roundels
6 5 0092 15	not known	II-28U	Polish Air Force	mfd	1955	c/n also given as 69020 (export number); opb 7. PLB at Powidz from 06sep56
6 5 0092 16	not known S3	II-28U II-28U	Polish Air Force Polish Navy	mfd trf	1955 15jun56	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 opb 15 SELR MW at Siemirówice; 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 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	
6 5 0096 01	422	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 0096 11	"07" red	II-28U	Soviet Air Force	mfd	1955	opb obmae at Ribnitz-Damgarten; wfu around 1985
6 5 0097 06	not known	II-28U	Polish Air Force	mfd	1955	opb 33. PLB at Modlin
6 5 0097 06	"42" blue	II-28U	Soviet Air Force	mfd	1955	
6 5 0098 07	"100" red	II-28U	Soviet Air Force	mfd	1955	
6 5 0098 08	not known	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 0100 01	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 02	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	
6 5 0100 04	not known	II-28U	Polish Air Force	d/d	12mar55	photo Fetesti-Borcea 1960
	U3	II-28U	Polish Navy	trf	unknown	c/n also given as 610004 (export number)
6 5 0100 05	not known	II-28U	Polish Air Force	d/d	07apr55	opb 15 SELR MW at Siemrowice, 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 06	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 07	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 18	018 ?	II-28U	Romanian Air Force	mfd	1955	c/n also given as 610007 (export number); opb 33. PLB at Modlin (or by 7. PLB at Powidz ?)
6 5 0100 20	not known	II-28U	Polish Air Force	mfd	1955	serial also given as '002', but see c/n 65010002
6 5 0100 62	062	II-28U	Romanian Air Force	mfd	1955	opb 7 PLB at Powidz
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, l/n jun20
6 5 0103 12	AC-50	II-28U	Czechoslovak AF	mfd	may55	
	BA-18	II-28U	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 II-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-28U	Soviet Air Force	mfd	1955	appears in a video, with '610610' painted inside the airframe
6 5 0106 12	PU-10	II-28U	Czechoslovak AF	mfd	may55	
	AD-41	II-28U	Czechoslovak AF	r/r	unknown	
	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 II-28 (135 II-28 and 324 II-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	not known	II-28R	Soviet Air Force	mfd	oct53	line # 01-01
3 90 01 09	not known	II-28T	Soviet Navy	mfd	1953	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: 1st Lieutenant Andrei V. Chirskov) were killed; struck off charge 30apr55; the wreckage was found only in 1957 and identified again 14jul08
4 90 05 08	not known	II-28R	Soviet Air Force	mfd	jan54	line # 05-08; opb GK NII VVS
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'; l/n Utti 22feb74; last flight 28mar79; preserved in the Keski-Suomen Ilmailmuseo at Jyväskylä-Tikkakoski, seen jun82; l/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 Pima 014A jet engines, converted by MAB Schkeuditz; f/f 26feb60; de-converted by MAB Schkeuditz in 1961
	184	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	30	II-28R	Polish Air Force	d/d	20may55	line # 13-02; opb 21. SPLR
	69	II-28R	Polish Air Force	trf	13jul66	opb 33. PLRO; photo 1978 at Siemrowice; struck off charge 24oct78; was preserved in Muzeum Marynarki Wojennej at Gdynia, seen may85/sep12; preserved in Muzeum Sił 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 Siemrowice in natural metal c/s; struck off charge 31dec75
4 13 09	71	II-28R	Polish Air Force	d/d	20may55	line # 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 (587.7 metres), all 3 crew members (pilot: Captain Yuri I. Kochnov) were killed; 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	II-28R	Soviet Air Force	mfd	1955	line # 14-18
	DM-ZZI	II-28R	FW Dresden	d/d	sprg.58	was originally intended for Egypt (had English stencils); in natural metal c/s, no titles; used by VEB Flugzeugwerke Dresden as a test-bed for Pima 014A jet engines, converted by MAB Schkeuditz; rgd 03jul59; underwent acceptance trials as a test-bed 11jun59/05sep59; first flight-test of a Pima 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), l/n aug05, in good condition
4 17 10	not known	II-28R	Soviet Air Force	mfd	1955	line # 17-10
	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	line # 17-13
	NH-3	II-28R	Finnish Air Force	d/d	03jan66	opb KuljLLv; in natural metal c/s, serial painted on as '03'; last flight 30jun81
5 90 18 01	not known	II-28R	Soviet Air Force	mfd	1955	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, I/n Jul05, in good condition
4 19 03	01	II-28R	Polish Navy	d/d	21mar56	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
	01	II-28R	Polish Air Force		photo	at Sochaczew, code and c/n as such on the nose wheel door
4 19 07	030	II-28R	Polish Air Force	d/d	21mar56	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/avg24
						line # 19-10; opb 47. pzlp at Mladá
4 19 10	PU-13	II-28R	Czechoslovak AF	mfd	1956	opb 47. pzlp at Mladá
	CD-12	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzlp at Mladá (relocated to Pardubice 01oct68); struck off charge, date unknown
	1910	II-28R	Czechoslovak AF	r/r	unknown	line # 19-11; opb 47. pzlp at Mladá
4 19 11	PU-14	II-28R	Czechoslovak AF	mfd	1956	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
	1913	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzlp at Mladá (relocated to Pardubice 01oct68); struck off charge, date unknown
4 19 14	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 killed
						line # 19-16; opb 47. pzlp at Mladá
4 19 16	PU-11	II-28R	Czechoslovak AF	mfd	1956	opb 47. pzlp at Mladá (relocated to Pardubice 01oct68); struck off charge, date unknown
	1916	II-28R	Czechoslovak AF	r/r	unknown	line # 19-17; opb 47. pzlp at Mladá
4 19 17	LZ-31	II-28R	Czechoslovak AF	mfd	1956	opb 47. pzlp at Mladá (relocated to Pardubice 01oct68); photo exists; struck off charge 31aug73
	1917	II-28R	Czechoslovak AF	r/r	unknown	line # 19-18; toc 24apr56; opb 47. pzlp at Mladá; w/o at Mladá 15may57, photo exists with collapsed undercarriage
4 19 18	LZ-32	II-28R	Czechoslovak AF	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 19	CCCP-L5405	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
6 90 19 20	CCCP-L5406	II-28R	AFL/Moscow (MUTA)	mfd	1956	line # 20-01
						line # 20-14; photo 1962 with jamming equipment; in natural metal c/s; photo again Fetesti-Boreea 1979
5 20 01	not known	II-28	not known	mfd	apr56	line # 20-15; photo Fetesti-Boreea 1979, in natural metal c/s; w/o 01jun79 in a landing accident
5 20 14	014	II-28B	Romanian Air Force	mfd	1956	line # 21-04
5 20 15	015	II-28B	Romanian Air Force	mfd	1956	struck off charge 03feb65
5 21 04	not known	II-28	Czechoslovak AF	mfd	may56	line # 21-05
	2104	II-28	Czechoslovak AF	r/r	unknown	photo exists after an emergency landing at Mladá 07may58 with the undercarriage collapsed; struck off charge 03feb65
5 21 05	not known	II-28	Czechoslovak AF	mfd	17may56	line # 21-06
	2105	II-28	Czechoslovak AF	r/r	unknown	struck off charge 06nov64
5 21 06	not known	II-28	Czechoslovak AF	mfd	may56	line # 21-07; taken on charge may56
	2106	II-28	Czechoslovak AF	r/r	unknown	decommissioned 10sep70; struck off charge 1971; stored at Kbely (N50.12478 E14.54040), sep90/oct14;
5 21 07	not known	II-28	Czechoslovak AF	mfd	may56	moved to Piestany Vojenske Historicke Muzeum, f/n jun16, with serial 'FC-02' clearly visible (the original serial now bleeding through ?); I/n dec22
	2107	II-28	Czechoslovak AF	r/r	unknown	line # 21-08
5 21 08	not known	II-28	Czechoslovak AF	mfd	may56	struck off charge 19nov66
	2108	II-28	Czechoslovak AF	r/r	unknown	line # 21-09
5 21 09	not known	II-28	Czechoslovak AF	d/d	27sep56	opb 7. PLB at Powidz
	2109	II-28	Czechoslovak AF	r/r	unknown	line # 21-10
	2109 ?	II-28	Polish Air Force	trf	06dec65	photo exists; struck off charge 19nov66
5 21 10	not known	II-28	Czechoslovak AF	mfd	may56	line # 21-11; reported as an II-28RTR; see c/n 55006457
	2110	II-28	Czechoslovak AF	r/r	unknown	photo exists; struck off charge 19nov66
5 21 11	DE-50	II-28	Czechoslovak AF	mfd	may56	line # 21-12
	2111	II-28	Czechoslovak AF	r/r	unknown	w/o 30jun59 when crashed near Lisów (Poland)
5 21 12	not known	II-28	Czechoslovak AF	mfd	17may56	line # 21-13
	2112	II-28	Czechoslovak AF	r/r	unknown	struck off charge 10dec63
5 21 13	not known	II-28	Czechoslovak AF	mfd	may56	line # 21-14
	2113	II-28	Czechoslovak AF	r/r	unknown	converted to, see next line
5 21 14	not known	II-28	Czechoslovak AF	mfd	may56	or II-28RTR; struck off charge in 1970
	2114	II-28RT	Czechoslovak AF	r/r	unknown	line # 21-15; opb 29. blp at Mladá; w/o at Mladá 08aug57
5 21 15	not known	II-28	Czechoslovak AF	mfd	1956	line # 21-16
5 21 16	not known	II-28	Czechoslovak AF	mfd	may56	struck off charge 23mar64
	2116	II-28	Czechoslovak AF	r/r	unknown	line # 21-17
5 21 17	not known	II-28	Czechoslovak AF	mfd	may56	photo exists after an accident 19jan65, with the undercarriage collapsed; decommissioned 19jan65
	2117	II-28	Czechoslovak AF	r/r	unknown	line # 21-18
5 21 18	not known	II-28	Czechoslovak AF	mfd	17may56	destroyed in an accident; decommissioned 19nov57
	2118	II-28	Czechoslovak AF	r/r	unknown	line # 22-16
5 22 16	not known	II-28	Czechoslovak AF	mfd	1956	converted to, see next line
	2216	II-28	Czechoslovak AF	r/r	unknown	or II-28RTR; struck off charge in 1970
5 22 17	not known	II-28RT	Czechoslovak AF	r/r	unknown	line # 22-17
	2217	II-28	Czechoslovak AF	mfd	1956	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
						line # 22-19
5 22 19	not known	II-28	Czechoslovak AF	mfd	1956	struck off charge 07oct65
	2219	II-28	Czechoslovak AF	r/r	unknown	line # 22-19
5 22 20	not known	II-28	Czechoslovak AF	mfd	1956	struck off charge 28feb66
	2220	II-28	Czechoslovak AF	r/r	unknown	line # 23-01
5 23 01	not known	II-28	Czechoslovak AF	mfd	1956	struck off charge in 1966
	2301	II-28	Czechoslovak AF	r/r	unknown	line # 23-02; converted to, see next line
5 23 02	PK-32	II-28	Czechoslovak AF	mfd	1956	or II-28RTR; struck off charge in 1970
	2302	II-28RT	Czechoslovak AF	r/r	unknown	line # 23-03; opb 25. blp at Prerov; converted to, see next line
5 23 03	not known	II-28	Czechoslovak AF	mfd	1956	or II-28RTR; opb 10. prlto at Prerov; trf to 47. pzlp at Mladá, date unknown; struck off charge 1970;
	2303	II-28RT	Czechoslovak AF	r/r	unknown	stored at Kbely (N50.12524 E14.54001), seen sep90/sep23
						line # 23-04
5 23 04	not known	II-28	Czechoslovak AF	mfd	1956	struck off charge 11ju63
	2304	II-28	Czechoslovak AF	r/r	unknown	line # 23-05; converted to, see next line
5 23 05	not known	II-28	Czechoslovak AF	mfd	1956	or II-28RTR; struck off charge in 1970
	2305	II-28RT	Czechoslovak AF	r/r	unknown	line # 23-07; converted to, see next line
5 23 07	RL-50	II-28	Czechoslovak AF	mfd	1956	or II-28RTR; struck off charge in 1971
	2307	II-28RT	Czechoslovak AF	r/r	unknown	line # 23-08
5 23 08	not known	II-28	Czechoslovak AF	mfd	1956	struck off charge 06nov64
	2308	II-28	Czechoslovak AF	r/r	unknown	line # 23-09
5 23 09	not known	II-28	Czechoslovak AF	mfd	1956	struck off charge 23mar64
	2309	II-28	Czechoslovak AF	r/r	unknown	line # 23-10; converted to, see next line
5 23 10	not known	II-28	Czechoslovak AF	mfd	1956	or II-28RTR; struck off charge in 1971
	2310	II-28RT	Czechoslovak AF	r/r	unknown	line # 23-11
5 23 11	not known	II-28	Czechoslovak AF	mfd	1956	struck off charge 19nov66
	2311	II-28	Czechoslovak AF	r/r	unknown	line # 23-12
5 23 12	not known	II-28	Czechoslovak AF	mfd	1956	struck off charge 19nov66
	2312	II-28	Czechoslovak AF	r/r	unknown	line # 23-13
5 23 13	not known	II-28	Czechoslovak AF	mfd	1956	struck off charge 19nov66
	2313	II-28	Czechoslovak AF	r/r	unknown	line # 23-17
5 23 17	not known	II-28	Polish Air Force	mfd	1956	line # 23-19
5 23 19	not known	II-28	Czechoslovak AF	mfd	1956	w/o 12jan61 (or 12feb61) when crashed at Prerov air base
	2319	II-28	Czechoslovak AF	r/r	unknown	line # 24-01
5 24 01	not known	II-28	Czechoslovak AF	mfd	1956	struck off charge 23apr63
	2401	II-28	Czechoslovak AF	r/r	unknown	line # 24-02; opb 29. blp at Mladá
5 24 02	not known	II-28	Czechoslovak AF	mfd	1956	opb 25. blp at Prerov; struck off charge 23mar64
	2402	II-28	Czechoslovak AF	r/r	unknown	line # 24-03
5 24 03	not known	II-28	Czechoslovak AF	mfd	1956	struck off charge in 1970
	2403	II-28	Czechoslovak AF	r/r	unknown	line # 24-04; photo exists; converted to, see next line
5 24 04	PK-30	II-28	Czechoslovak AF	mfd	1956	was preserved at Brno-Cernovice, seen sep90/sep97; preserved with Letecká Historická Společnost at Vyskov (N49.30320 E17.02356), seen sep07/sep24
	2404	II-28RT	Czechoslovak AF	r/r	jul57	

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 oct/74, 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	16jan57	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 II-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	not known	II-28	Soviet Air Force	mfd	1950	
2 40 09 08	not known	II-28	Soviet Air Force	mfd	1952	
	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
2 40 19 08	not known	II-28	Polish Air Force	d/d	31oct52	opb 15. DLB at Modlin; struck off charge 01feb54
2 40 19 10	4	II-28	Polish Air Force	d/d	31oct52	to Bydgoszcz; opb 7. PLB (with red code); trf 15. DLB at Modlin; trf to 33. PLB 19jul66; struck off charge 24oct78
	'1982'	II-28	Polish Air Force			preserved with this fake serial in the Muzeum Uzbrojenia in Park Cytadela at Poznanm; serial still visible under the paint 2011/2019, see next line
	4	II-28	Polish Air Force		may92	in natural metal c/s with red serial, c/n checked; preserved in the Muzeum Uzbrojenia in Park Cytadela at Poznan (N52.42046 E16.93247) since 1982, see previous line; /n 18may24
2 40 20 02	11	II-28	Polish Air Force	d/d	31oct52	opb 15. DLB at Modlin
	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; details from galeria.aviateam.pl
2 40 20 04	not known	II-28	Polish Air Force	d/d	31oct52	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	43	II-28	Polish Air Force	d/d	31oct52	opb 15. DLB at Modlin; photo 1957; trf to 33. PLB 03sep58; struck off charge 29sep65
2 40 20 10	47	II-28	Polish Air Force	d/d	31oct52	opb 15. DLB at Modlin; trf to 7. BLB 24apr63; struck off charge 21dec79
	no serial	II-28	Polish Air Force		apr92	preserved at Łódź museum; seen apr92/jun10; preserved at Deblin (N51.559204 E21.864166) seen jul17/may22
2 40 21 01	"01" red	II-28	MAP LII Zhukovski	mfd	1952	
2 40 21 02	1	II-28	Polish Air Force	d/d	11dec52	opb 33. PLB at Modlin; given in a Polish listing as trf to 33. PLB 09oct56 (one of the units must be wrong); struck off charge 27may65
2 40 21 03	not known	II-28	Polish Air Force	d/d	31oct52	opb 15. DLB at Modlin
	8	II-28	Polish Navy	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	not known	II-28	Polish Air Force	d/d	31oct52	opb 15. DLB at Modlin; trf to 7. PLB 03oct58; struck off charge 02dec72
2 40 21 06	not known	II-28	Polish Air Force	d/d	11dec52	opb 7. PLB at Powidz; trf to 7. BLB 05aug65; struck off charge 16dec74
2 40 21 07	not known	II-28	Polish Air Force	d/d	11dec52	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	not known	II-28	Polish Air Force	d/d	11dec52	opb 33. PLB at Modlin
2 40 21 12	not known	II-28	Polish Air Force	d/d	20jan53	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 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 Oresza Polskiego at Kolobrzeg in natural metal c/s; /n 1983
	'52'	II-28	Polish Air Force		apr92	preserved in Muzeum Oresza Polskiego at Kolobrzeg with this fake code (N54.174157 E15.574036), /n jul22
2 40 21 14	not known	II-28	Polish Air Force	d/d	20jan53	toc by 7. PLB at Powidz 22jan53; struck off charge 16sep70
2 40 21 15	22	II-28	Polish Air Force	d/d	20jan53	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 Modlin; 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
	49	II-28	Polish Air Force		jul69	opb 7. BLB-B; crashed 11dec69; struck off charge 16sep70; details from galeria.aviateam.pl
3 40 22 03	not known	II-28	Polish Air Force	d/d	26feb53	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); struck off charge 16sep70
3 40 22 05	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 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	12	II-28	Polish Air Force	d/d	20jan53	opb 7. PLB at Powidz; trf to 19. LEH 30jan61; struck off charge 30apr69
3 40 22 10	5	II-28	Polish Air Force	d/d	20jan53	opb 7. PLB at Powidz; photo exists; trf to 33. PLB 29jul58; struck off charge 16oct74
3 40 22 11	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 17oct59 (one of the units must be wrong); struck off charge 16sep70
3 40 22 12	65	II-28	Polish Air Force	d/d	26feb53	opb 33. PLB at Modlin; was stored at Deblin, seen oct91; preserved in Muzeum Sił 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 Modlin; struck off charge 26may56
3 40 22 16	not known	II-28	Polish Air Force	d/d	26feb53	opb 7. PLB at Powidz; trf to 19. LEH 04aug65; struck off charge 16sep70
3 40 23 06	117	II-28	Polish Air Force	d/d	26feb53	serial also given as '17'; opb 33. PLB at Modlin; given in a Polish listing as trf to 33. PLB 23may59 (one of the units must be wrong); struck off charge 21dec74
3 40 26 28	not known	II-28	Soviet Air Force	mfd	1953	
	CCCP-63940	II-28	AFL/West Siberia	trf	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"	II-28	Soviet Air Force	mfd	1953	
	CCCP-63947	II-28	AFL/West Siberia	toc	27apr62	based at èaulliai
	not known	II-28	Soviet Air Force	trf	1964	used as a meteorological reconnaissance aircraft; canx 30dec64
3 40 29 18	not known	II-28	Soviet Air Force	mfd	1953	opb military unit 13850
	CCCP-36587	II-28	AFL/Georgia	toc	01jul60	rgd 13jul60; used as a meteorological reconnaissance aircraft; opb 112 AO at Tbilisi; struck off charge 30dec64
3 40 30 10	not known	II-28	Soviet Air Force	trf	08jun64	opb military unit 13837
	CCCP-36585	II-28	Soviet Air Force	mfd	1953	opb military unit 32819
		II-28	AFL/Moscow (MUTA)	toc	15oct60	used as a meteorological reconnaissance aircraft; opb 200 LO at VKO; canx 30dec64 as trf to TsKB zavoda "Krasnoye Sormovo" at Gorki
3 40 31 06	not known	II-28	Soviet Air Force	mfd	1953	
	CCCP-36586	II-28	AFL/Georgia-TBS	trf	unknown	used as a meteorological reconnaissance aircraft; opb 112 LO
3 40 31 07	not known	II-28	Soviet Air Force	mfd	1953	
	CCCP-63922	II-28	AFL/Georgia	toc	01dec61	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	25jun64	opb military unit 13837
3 40 31 16	not known	II-28	Soviet Air Force	mfd	1953	
	CCCP-63930	II-28	AFL/Urals	toc	26apr62	used as a meteorological reconnaissance aircraft; canx 30dec64

3 40 32 20	not known not known CCCP-36584	II-28 II-28 II-28	Soviet Air Force Soviet Air Force AFL/Moscow (MUTA)	trf mfd toc	15jun64 1953 17aug60	opb military unit 13837 used as a meteorological reconnaissance aircraft; opb 200 LO at VKO; canx 27apr63 as life-time expired
3 40 36 02	not known CCCP-63942	II-28 II-28	Soviet Air Force AFL/East Siberia	mfd toc	1953 08oct62	used as a meteorological reconnaissance aircraft; canx 30dec64
4 40 37 17	not known not known CCCP-63928	II-28 II-28 II-28	Soviet Air Force Soviet Air Force AFL/Ukraine	trf mfd toc	1964 1954 26apr62	opb military unit 13850 used as a meteorological reconnaissance aircraft; canx 30dec64
4 40 41 17	not known not known CCCP-63934	II-28 II-28 II-28	Soviet Air Force Soviet Air Force AFL/Moscow (MUTA)	trf mfd toc	1964 1954 01jun62	opb military unit 13850 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		opb 59 uap; in natural metal c/s
5 40 59 01	"17"	II-28	Soviet Air Force	photo		opb 1114 bap; in natural metal c/s; w/o 11sep59 when crashed into the slope of Mount Chasno-Chorr (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
5 40 60 05	not known	II-28	Soviet Air Force	mfd	1955	

757 II-28 built by Factory No. 166 at Omsk-Severnoy 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	
	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	
	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	
	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 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" (Wings of Victory) museum of UMMC at Verkhnyaya Pyshma from summer 2022, l/n mar23
3 66 036 08	not known	II-28	Soviet Air Force	mfd	1953	
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	
	CCCP-63929	II-28	AFL/Kazakhstan	toc	26mar62	used as a meteorological reconnaissance aircraft; opb 153 AO (became 153 LO Aktyubinskogo OAO in 1964); struck off charge 30dec64
4 66 044 17	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13837
	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	
	CCCP-63936	II-28	AFL/Moscow (MUTA)	toc	27apr62	used as a meteorological reconnaissance aircraft; canx 30dec64 as trf to TsKB zavoda "Krasnoye Sormovo" at Gorki
4 66 049 11	not known	II-28	Soviet Air Force	mfd	1954	
	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	
	CCCP-86692	II-28	AFL/Moscow (MUTA)	toc	26jan63	used as a meteorological reconnaissance aircraft; canx 30dec64 as trf to TsKB zavoda "Krasnoye Sormovo" at Gorki
4 66 050 19	not known	II-28	Soviet Air Force	mfd	1954	
	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	
	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	
	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 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	
	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	
	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 CHVWAKUSH; 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	Iraqi Air Force	d/d	1959	opb No. 8 Squadron at Hurriyah; sat wfu at al-Taqaaddum 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	Iraqi Air Force	d/d	1959	opb No. 8 Squadron at Hurriyah; in silver grey c/s; sat wfu at al-Taqaaddum 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; visited 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-Taqaaddum AB, l/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
5 66 061 18	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13837
	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
5 66 062 01	"85" red	II-28	Soviet Air Force	mfd	1955	was used as a ground instructional airframe by the Kuibyshev Aviation Institute (later Samara State Aerospace University), f/n 26apr93; transported to IAP0 at Irkutsk in late 2009 and restored by the factory until autumn 2010; will be preserved in the museum of IAP0 (as "01" ?)
5 66 062 06	not known	II-28	Soviet Air Force	mfd	1955	
	430	II-28	Iraqi Air Force	d/d	1959	opb No. 8 Squadron at Hurriyah; sat wfu at al-Taqaaddum AB, l/n aug05
5 66 062 07	not known	II-28	Soviet Air Force	mfd	1955	
	434	II-28	Iraqi Air Force	d/d	1959	opb No. 8 Squadron at Hurriyah; sat wfu at al-Taqaaddum AB, l/n aug05
66 062 08 ?	not known	II-28	Soviet Air Force	Ran	04apr92	c/n not confirmed

5 66 062 09	81	II-28	Polish Air Force	d/d	17jan56	opb 35. PLB (with yellow code outlined in blue); details from polot.net
5 66 062 10	not known	II-28	Polish Air Force	d/d	17jan56	opb 33. PLB at Modlin
5 66 062 11	not known	II-28	Polish Air Force	d/d	17jan56	opb 7. PLB at Powidz
5 66 062 12	83	II-28	Polish Air Force	d/d	17jan56	opb 35. PLB (with yellow code outlined in blue); details from polot.net
5 66 062 13	not known	II-28	Polish Air Force	d/d	17jan56	opb 35. PLB
5 66 062 16	82	II-28	Polish Air Force	d/d	17jan56	opb 35. PLB (with yellow code outlined in blue); details from polot.net
5 66 065 40	not known	II-28	Soviet Air Force	mfd	1955	
	432	II-28	Iraqi Air Force	d/d	1959	opb No. 8 Squadron at Hurriyah

II-28 from unknown factories and c/n systems

03 01	M-801	II-28U	Indonesian AF	d/d	1958	I/n jun62
04 18	not known	II-28LL	MAP LII Zhukovski			in Soviet Air Force c/s; used for trials of in-flight refuelling systems in 1958/59
07 10	not known	II-28LL	MAP LII Zhukovski			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	M-804	II-28U	Indonesian AF	d/d	1958	photo oct58
35 13	not known	II-28	Soviet Air Force			armed with II-K6 tail-turret; started trials 16apr53
41 49	0851	II-28	Chinese Air Force	ph.	oct88	in natural metal c/s 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			in natural metal c/s
46 10	"31"	II-28	Soviet Air Force	ph.	photo 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			code and c/n from forward wheel door, in natural metal c/s
5 33 03	3303	II-28RT	Czechoslovak AF	d/d	photo 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	in natural metal c/s; preserved in the Central Museum of the Soviet Army in Moscow, seen jun86/jun09;
56 33 290	"10" red	II-28	Soviet Air Force	ph.	26jun86	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

---	"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 may08/may14
---	"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			
---	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), I/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			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			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			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; I/n may24
---	"42" blue	II-28	Soviet Air Force			preserved at Chernyakhovsk (N54.61265 E21.79317); I/n jul16
---	"47"	II-28	Soviet Air Force	ph.	1955	at Shadrinsk
---	"49"	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			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"	II-28R	Soviet Air Force			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 Trokhgornoye (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"	II-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	photo; 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; in Jul20
---	211	II-28	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 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 pulled up so sharply that a wing broke off and the aircraft crashed, all 3 crew killed
---	not known	II-28	Bulgarian AF			based at Tolbukhin (now Dobrich); w/o 24jun72 on a reconnaissance flight when entered a thunderstorm, 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 Cheongju (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	II-28	Chinese Air Force		photo	in natural metal c/s
---	1404	II-28	Chinese Air Force		photo	in natural metal c/s
---	1407	II-28	Chinese Air Force		photo	in natural metal c/s
---	1803	II-28	Chinese Air Force		photo	in natural metal c/s; could also be a H5
---	3194	II-28	Chinese Air Force	ph.	1979	at Guilin; in natural metal c/s
---	PK-31	II-28	Czechoslovak AF		photo	in natural metal c/s
---	not known	II-28R	Czechoslovak AF	w/o	26aug58	when crashed at Policna (near Valasské Mezířic), 2 crew killed and 1 injured
---	D.1	II-28	Egyptian Air Force		photo	in natural metal c/s
---	G	II-28	Egyptian Air Force		photo	in natural metal c/s
---	I	II-28U	Egyptian Air Force		photo	in the book 'Wings Over Sinai - The Egyptian Air Force during the Sinai War, 1956'
---	K	II-28	Egyptian Air Force		photo	in the book 'Wings Over Sinai - The Egyptian Air Force during the Sinai War, 1956'
---	L	II-28	Egyptian Air Force	ph.	01oct58	in natural metal c/s
---	N	II-28	Egyptian Air Force		photo	in the book 'Wings Over Sinai - The Egyptian Air Force during the Sinai War, 1956'; in natural metal c/s
---	P	II-28	Egyptian Air Force	ph.	01oct58	in natural metal c/s
---	R	II-28	Egyptian Air Force	ph.	01oct58	in natural metal c/s
---	S	II-28	Egyptian Air Force	ph.	01oct58	in natural metal c/s
---	S1	II-28	Egyptian Air Force	CAI	photo	in natural metal c/s
---	U	II-28	Egyptian Air Force	ph.	01oct58	in natural metal c/s
---	V6	II-28	Egyptian Air Force		photo	in natural metal c/s
---	W1	II-28	Egyptian Air Force		photo	in natural metal c/s
---	1733	II-28	Egyptian Air Force		photo	in sand/dark grey camo c/s with light blue undersides
---	1761	II-28	Egyptian Air Force		photo	
---	1768	II-28	Egyptian Air Force		photo	
---	1769	II-28	Egyptian Air Force		photo	
---	1772	II-28	Egyptian Air Force		photo	in sand/dark grey camo c/s with light blue undersides
---	1774	II-28R	Egyptian Air Force	ph.	nov89	preserved at Cairo-West (N30.10730 E30.91509); l/n oct17
---	1776	II-28	Egyptian Air Force		nov81	in ochre/olive drab/black camo c/s
---	1801	II-28U	Egyptian Air Force	ph.	1981	preserved about 1km from the Cairo Panorama Museum at the Presidential Guard barracks
---	not known	II-28	Egyptian Air Force			in sand/brown camo c/s
---	not known	II-28	Egyptian Air Force			w/o 04nov56 when crashed on an evacuation flight to Saudi Arabia, pilot (Flt Lt Mahmud Mustafa Hilmi Ismail, the sole occupant) killed
---	not known	II-28R	Egyptian Air Force			w/o 08jun67 when was shot down after having attacked an Israeli armoured column between Bir el-Abd and Romana in North Sinai, all crew members (commander: SqN Ldr Hanfy Mahgoub) killed although some managed to eject
---	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 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 "Mirage" IIICJ of 119 Tayeset 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
---	M-803	II-28U	Indonesian AF	d/d	1958	photo exists, in natural metal c/s; l/n jul62
---	M-805	II-28U	Indonesian AF	d/d	1958	l/n aug62
---	M-806	II-28U	Indonesian AF	d/d	1958	
---	M-820	II-28	Indonesian AF	d/d	1958	details from an intelligence report may62; serial correct ?
---	M-821	II-28R	Indonesian AF	d/d	1958	f/n Kemajoran 17apr59; l/n aug62
---	M-822	II-28R	Indonesian AF	d/d	1958	l/n aug62
---	M-823	II-28R	Indonesian AF	d/d	1958	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 unknown
---	M-825	II-28	Indonesian AF	d/d	1958	l/n jun61
---	M-838	II-28	Indonesian AF	d/d	1958	l/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; l/n jul62
---	M-844	II-28	Indonesian AF	d/d	1958	photo exists, in natural metal c/s; l/n jul62
---	M-845	II-28	Indonesian AF	d/d	1958	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	II-28	Indonesian AF	d/d	1958	photo exists; l/n feb62; w/o 07mar62, details unknown
---	M-848	II-28	Indonesian AF	d/d	1958	dbt 289may62, after a hard landing at Pattimura during the Trikora Campaign, photo exists, in natural metal c/s
---	M-849	II-28	Indonesian AF	d/d	1958	photo exists; l/n aug62
---	M-850	II-28	Indonesian AF	d/d	1958	photo exists; l/n aug62
---	M-851	II-28T	Indonesian AF	d/d	1958	torpedo version; l/n aug62
---	M-852	II-28T	Indonesian AF	d/d	1958	torpedo version; photo exists Halim, in natural metal c/s; l/n aug62
---	506	II-28T	Indonesian Navy	i/s	1965	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	Indonesian Navy	i/s	1965	opb Skuadron 500 at Surabaya-Juanda
---	--	II-28	Indonesian Navy		1965	11 II-28T and 2 II-28U, arrived TaNjung Perak harbour by ship from Sevastopol; one aircraft was badly damaged and could not be used
---	not known	II-28	Indonesian Navy			w/o date unknown, during a navigation training flight on Maselembo Island
---	not known	II-28	Indonesian Navy			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 crashed, 2 of the 3 crew members managed to eject, but the pilot was killed when the aircraft crashed
---	"03" yellow	II-28	Kazakh Air Force	ph.	07jun18	in a camo c/s of two shades of olive drab with light blue undersides and Kazakh stars; preserved in these fake colours/serial at the Military Institute of the Air Defence Forces at Aktobe, seen jun18/may22; see c/n 54006021, the same aircraft ?
---	NAF-158	II-28	Nigerian Air Force	ph.	1988	
---	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	II-28	North Vietnam AF	d/d	jun65	ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16
---	2086	II-28	North Vietnam AF	d/d	jun65	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	II-28R	North Vietnam AF	d/d	jun65	ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16
---	2184	II-28R	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 and converted to carry out bombing missions jul71; successfully bombed the LS32 CIA/Air America base and runway at Bouam Long in Laos with cluster bombs 09oct72; soc 1973
---	2186	II-28R	North Vietnam AF	d/d	jun65	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 fuselage, the rear gunner station has been removed; in natural metal c/s with red code
---	0220	II-28R	North Korean AF		photo	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	II-28	Polish Air Force	d/d	31oct52	to Bydgoszcz; opb 7. PLB (with red code); details from polot.net
---	4	II-28R	Polish Navy			opb 15 SELR MW at Siemowice; photo Siemowice, 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 Cerbaiala 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	II-28R	Polish Air Force			
---	'10'	II-28R	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	II-28	Polish Air Force	d/d	11dec52	to Bydgoszcz; opb 7. PLB (with red code); details from polot.net
---	13	II-28	Polish Air Force	d/d	11dec52	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	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 7. PLB (with red code); details from polot.net
---	17	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 7. PLB (with red code); details from polot.net
---	18	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 7. PLB (with red code); details from polot.net
---	19	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 7. PLB (with red code); details from polot.net
---	20	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 7. PLB (with red code); details from polot.net; see c/n 52517
---	21	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
---	23	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
---	24	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
---	25	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
---	25	Il-28	Polish Navy	photo		photo Siemirowice, in natural metal; details from galeria.aviateam.pl
---	26	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
---	27	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
---	28	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
---	29	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
---	30	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net; see c/n 41302
---	31	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
---	32	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net; see c/n 54006217
---	33	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net; see c/n 54006207
---	34	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
---	35	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
---	36	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
---	37	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
---	38	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
---	39	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
---	40	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
---	41	Il-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	Il-28	Polish Air Force	ph.	1964	opb 7. PLB at Powidz; details from galeria.aviateam.pl
---	42	Il-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	Il-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 2402008
---	44	Il-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	Il-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	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 35. PLB (with yellow code outlined in blue); details from polot.net
---	47	Il-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	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 35. PLB (with yellow code outlined in blue); details from polot.net
---	49	Il-28	Polish Air Force	d/d	1953	to Modlin; opb 35. PLB (with yellow code outlined in blue); details from polot.net
---	50	Il-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	Il-28	Polish Air Force	d/d	1954	to Modlin; opb 35. PLB (with yellow code outlined in blue); details from polot.net
---	52	Il-28	Polish Air Force	d/d	1954	to Modlin; opb 35. PLB (with yellow code outlined in blue); details from polot.net
---	53	Il-28	Polish Air Force	d/d	1954	opb 35. PLB (with yellow code outlined in blue); details from polot.net
---	54	Il-28	Polish Air Force	d/d	1954	to Modlin; opb 35. PLB (with yellow code outlined in blue); details from polot.net
---	55	Il-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	Il-28	Polish Air Force	d/d	1955	opb 35. PLB (with yellow code outlined in blue); details from polot.net
---	62	Il-28	Polish Air Force	d/d	1955	opb 35. PLB (with yellow code outlined in blue); details from polot.net
---	63	Il-28	Polish Air Force	d/d	1955	opb 35. PLB (with yellow code outlined in blue); details from polot.net
---	66	Il-28	Polish Air Force	d/d	1955	opb 35. PLB (with yellow code outlined in blue); details from polot.net
---	67	Il-28	Polish Air Force	d/d	1955	opb 35. PLB (with yellow code outlined in blue); details from polot.net
---	68	Il-28	Polish Air Force	d/d	1955	opb 35. PLB (with yellow code outlined in blue); details from polot.net
---	71	Il-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	Il-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	Il-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	Il-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	Il-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	Il-28	Polish Air Force	ph.	1959	in natural metal c/s
---	101	Il-28	Polish Air Force	photo		in natural metal c/s
---	119	Il-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 for the TS-11
---	135	Il-28	Polish Air Force	photo		at Modlin; in natural metal c/s
---	137	Il-28	Polish Air Force	photo		at Modlin; in natural metal c/s
---	S2	Il-28U	Polish Air Force	ph.	1978	at Pienieznica, in natural metal c/s
---	S5	Il-28U	Polish Navy	photo		opb 15 SELR MW at Siemirowice; in natural metal c/s
---	S11	Il-28U	Polish Air Force	photo		in natural metal c/s
---	U2	Il-28U	Polish Air Force	photo		at Powidz, in natural metal c/s
---	not known	Il-28	Somali Air Force			delivered some time between 1967 and 1972; based at Hargeisa; w/o on a training flight well before the Ogaden War of 1977 when suffered a bird strike and crashed, killing its Somali pilot and a Soviet adviser
---	not known	Il-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	Il-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 Ethiopian Air Force attacked the airfield and the Il-28 was hit and destroyed by unguided rockets
---	not known	Il-28	Somali Air Force			delivered some time between 1967 and 1972; based at Hargeisa; w/o 27dec77 whilst parked at Berbera when 4 F-5Es of the Ethiopian Air Force attacked the airfield and the Il-28 was hit and destroyed by the cannon of the F-5E piloted by Bacha Hunde
---	71 ?	Il-28U	South Yemen AF	ph.	20oct05	derelect at Rlyan (old airport), Arabic serial difficult to read on photo
---	81	Il-28	South Yemen AF		1992	derelect at Hodeida

Ilyushin Il-62

Designed for Aeroflot's intercontinental routes and looking very similar to the Vickers VC-10, the Il-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 Il-62 sans suffixe and 190 Il-62Ms. In total the factory delivered 88 aircraft to foreign customers in 10 countries.

Early models of the Il-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 Il-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 Il-62Mu and these appear in some official documents as such. In 2007 a cargo version (Il-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 Il-62 flying prototypes and 2 static test airframes built by Ilyushin OKB at Moscow-Khodynka

3 00 01	CCCP-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	---	Il-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-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

						instructional airframe by the Kiev Institute of Civil Engineering from early 1970s; forward fuselage only by sep94
4 00 04	---	Il-62	Ilyushin OKB			dynamic test airframe for fatigue trials (water tank)
4 00 05	CCCP-06300	Il-62	Ilyushin OKB			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, f/n 11feb80, l/n 28aug89 and broken up

95 Il-62 and 190 Il-62M built by Factory No. 22 at Kazan-Borisoglebskoye from 1966 to 2009

5 01 01	CCCP-86661	Il-62	AFL/Moscow	f/f	13feb66	line # 01-01; from Kazan; d/d 30jun66; toc 14jul66; 168 pax configuration, later converted to 174 pax configuration, date unknown; photo exists DME 14jul66; photo again DME 09jul67 rgd 27dec67; f/n DEL 31jan68
	CCCP-86661	Il-62	AFL/International	trf	03dec67	
	CCCP-86661	Il-62	AFL/Moscow	trf	02jan69	
	CCCP-86661	Il-62	AFL/International	trf	29mar73	f/n ARN 22apr73; l/n LHR 31mar74
	CCCP-86661	Il-62	AFL/Moscow	trf	08may74	
	CCCP-86661	Il-62	AFL/Krasnoyarsk	trf	27dec82	soc 28jul89 as life-time expired and canx same date
5 01 02	CCCP-86662	Il-62	AFL/Moscow	SXF	03sep68	line # 01-02; 174 pax configuration; toc 02dec68; was only rgd on 08jan70 !
	CCCP-86662	Il-62	AFL/International	trf	19may70	line # 01-02; 174 pax configuration; toc 02dec68; was only rgd on 08jan70 !
	CCCP-86662	Il-62	AFL/Moscow	trf	01oct70	soc 11feb83 as required an overhaul
6 01 03	CCCP-86663	Il-62	AFL/Moscow	mfd	23sep66	line # 01-03; rgd 06feb67; f/n DME 09jul67; toc 03feb68
	CCCP-86663	Il-62	AFL/GosNII GA	trf	06aug68	
	CCCP-86663	Il-62	LOT	lsd	15may78	f/n LHR 23may78, in full Aeroflot c/s with additional 'chartered by LOT Polish Airlines' titles; l/n LHR 22aug78
	CCCP-86663	Il-62	AFL/Moscow	ret	16oct78	
	CCCP-86663	Il-62	LOT	lsd	05may79	
	CCCP-86663	Il-62	AFL/Moscow	ret	12sep79	
	CCCP-86663	Il-62	AFL/Krasnoyarsk-KJA	trf	16feb83	l/n DME 15dec83; soc 12dec89 as life-time expired and canx same date
6 01 04	CCCP-86664	Il-62	AFL/Moscow	toc	27dec66	line # 01-04; 168 pax configuration, later converted to 174 pax configuration, date unknown
	CCCP-86664	Il-62	AFL/International	trf	02sep67	rgd 23sep67; f/n SXF 28sep67
	CCCP-86664	Il-62	AFL/Moscow	trf	03jan69	photo exists date unknown, with 'Official Olympic Carrier' titles below the cheatline on the forward fuselage; l/n DME 02oct85; soc 11feb83 as required an overhaul
6 01 05	CCCP-86665	Il-62	AFL/Moscow	toc	24dec66	line # 01-05; 168 pax configuration, later converted to 142 pax configuration, date unknown
	CCCP-86665	Il-62	AFL/International	trf	30aug67	was already f/n YMX 11jul67 !; rgd 13nov67
	CCCP-86665	Il-62	CSA	lsd	apr68	seen LHR 01mar69
	CCCP-86665	Il-62	AFL/International	ret	apr69	
	CCCP-86665	Il-62	AFL/Moscow	trf	20aug69	
	CCCP-86665	Il-62	AFL/Uzbekistan	trf	16apr81	
6 02 01	CCCP-86666	Il-62	AFL/Moscow	toc	21jan67	soc 02mar87 as life-time expired and canx same date
	CCCP-86666	Il-62	AFL/International	trf	08sep67	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 converted to 142 passenger configuration, date unknown
	CCCP-86666	Il-62	CSA	lsd	02may68	leased from Aeroflot; in basic Aeroflot c/s with 'CSA' titles and Czechoslovakian flag; f/n LHR 11may68; l/n LHR 03aug68; returned 20aug68
	CCCP-86666	Il-62	AFL/International	ret	jun69	see return date above
	CCCP-86666	Il-62	AFL/Moscow	trf	29sep69	opb Domodedovski OAO
	CCCP-86666	Il-62	Soviet AF/AFL c/s	trf	18apr79	based on a decree issued 25dec78
	CCCP-86666	Il-62	Sov. Navy/AFL c/s	trf	unknown	initially based at Khorol; later opb 2nd detachment of 278 otac (part of 33 TsBP i PLS MA) at Nikolayev-Kulbakino; l/n KJA 14nov84
	86666	Il-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	Il-62	AFL/GosNII GA	mfd	28apr67	line # 02-02; toc 28aug68; the first Il-62 built without an antenna on the top of the fuselage forward of the fin; f/n BRU 07jul70
	CCCP-86667	Il-62	AFL/Moscow	trf	28jun72	rgd 14jul72
	CCCP-86667	Il-62	AFL/International	trf	05dec72	f/n LBG 08sep73
	CCCP-86667	Il-62	AFL/Moscow	trf	22mar75	
	CCCP-86667	Il-62	AFL/Uzbekistan-TAS	trf	24sep80	seen PRG feb88; soc 19nov90 as life-time expired and canx same date; l/n TAS 15apr92 with nose cone missing, wfu; broken up
7 02 03	CCCP-86668	Il-62	AFL/Moscow	LBG	jun67	line # 02-03; toc 29sep67; 168 pax configuration; CofR renewal 29sep77; photo exists; soc 18mar83 as modification would not be economically viable
7 02 04	CCCP-86669	Il-62	AFL/Moscow	toc	20oct67	line # 02-04; CofR renewal 28oct68; 168 pax configuration, later converted to 174 pax configuration, date unknown; f/n LBG early70
	CCCP-86669	Il-62	AFL/International	trf	29may70	photos exist in post 1973 Aeroflot c/s
	CCCP-86669	Il-62	AFL/Moscow	trf	12jun70	based on a decree issued 25dec78; reported based at Riga and broken up 1983
7 02 05	CCCP-86669	Il-62	Soviet AF/AFL c/s	trf	21apr79	line # 02-05; f/f 28sep67; toc 18dec67; f/n ALA 17oct68; rgd 05nov68; 168 pax configuration, later converted to 142 pax configuration, date unknown
	CCCP-86670	Il-62	AFL/Moscow	mfd	sep67	l/n FRA 23jun73
	CCCP-86670	Il-62	AFL/International	trf	07mar73	t/t 14,891 hours and 4,288 cycles by may81; last flight 17jul83 from Zhukovski to Monino; soc 21jul83 as modification would not be economically viable; preserved in the Russian Air Force museum at Monino (N55.832175 E38.181890); l/n sep23 looking tatty
	CCCP-86670	Il-62	AFL/Moscow	trf	24jan74	line # 03-01; f/n LBG 29may67/15jun67; 168 paxconfiguration; toc 28may68; CofR renewal 14jun68; l/n LHR 28sep68
7 03 01	CCCP-86671	Il-62	AFL/International	mfd	28may67	opb 217 LO; w/o 13oct72 on the leg from Leningrad to Moscow-Sheremetyevo of a charter flight from Paris to Moscow when crashed on approach to Sheremetyevo at night from a height of some 500-600 metres (with neither landing gear nor flaps or spoilers deployed), the aircraft came down in a field near Ozeretskoye (N56.080556 E37.410001), Dmitrov district of the Moscow region) with an IAS of 620 km/h and a vertical speed of 12 m/s and ended up in a forest, all 10 crew and 164 passengers killed, the cause of the accident was never established; t/t 4,374 hours and 1,674 cycles; soc 27dec72
	CCCP-86671	Il-62	CSA	lsd	jun69	line # 03-02; rgd 12jul68; the last Il-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 pax configuration
	CCCP-86671	Il-62	AFL/International	ret	oct69	in basic ex Aeroflot c/s with CSA titles and Czechoslovak flag on tail
7 03 02	CCCP-86672	Il-62	AFL/International	toc	10jul68	carried additional small 'Cubana' titles PRG 06may74; soc 18mar83 as modification would not be economically viable; l/n ULV 09sep92, being broken up
	CCCP-86672	Il-62	CSA	lsd	jul69	line # 03-03; the first Il-62 with an AC power system and NK-8-4 engines; converted to the Il-62M prototype in 1969; toc by GosNII GA 04jan71 according to the MGA document; presented at SVO 24jan71; see c/n 3154416
	CCCP-86672	Il-62	AFL/International	ret	oct69	Il-62M with D-30KU engines; the line for this registration was left blank in the Soviet register; seen VKO 17may71 and LBG 25may71/08jun71 with the exhibition number '830'; seen LBG may73 with the exhibition number '454'
	CCCP-86672	Il-62	AFL/Moscow	trf	17nov71	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'; l/n 23aug96; broken up by sep97 (residual fuel in wing tanks exploded when the wings were cut during scrapping)
7 03 03	CCCP-86673(1)	Il-62	AFL/GosNII GA	f/f	14may68	line # 03-04; on charge as of 01nov68
	CCCP-86673(1)	Il-62M-200	AFL/GosNII GA	f/f	13mar69	photo 1973
	CCCP-86673(1)	Il-62M-200	MAP MMZ "Strela"	trf	04nov76	based on a decree issued 18jun76; rgd 04oct78; f/n ANC 18may90 in Aeroflot c/s; l/n ZIA 16aug92; line for this reg left blank on the Soviet register
8 03 04	CCCP-86674	Il-62	AFL/International	mfd	01jun68	latest CofR 30aug93, according to register dated apr16; l/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
	CCCP-86674	Il-62	AFL/GosNII GA	trf	08apr69	line # 03-05; was already f/n SVO 24may68 !; rgd 05nov68; 122 pax configuration; l/n LHR 14jun69
	CCCP-86674	Il-62	MAP MMZ "Strela"	trf	04nov76	
	RA-86674	Il-62	MAP MMZ "Strela"	CDG	21jun93	leased; l/n LHR 10sep72
	RA-86674	Il-62	Gromov Air	trf	30aug94	
8 03 05	CCCP-86675	Il-62	AFL/International	toc	08oct68	
	CCCP-86675	Il-62	CSA	lsd	aug69	
	CCCP-86675	Il-62	AFL/International	LHR	31jul70	
	SU-ARX	Il-62	EgyptAir	LBG	22apr72	
	CCCP-86675	Il-62	AFL/International	ret	1973	
	CCCP-86675	Il-62	AFL/Moscow	trf	24oct74	
	CCCP-86675	Il-62	AFL/Krasnoyarsk	trf	25dec83	
	RA-86675	Il-62	Aeroflot	KJA	13jul93	
8 04 01	CCCP-86676	Il-62	AFL/International	toc	22oct68	l/n ATH 07oct92
	CCCP-86676	Il-62	AFL/Uzbekistan	trf	12sep74	soc 25mar93 as life-time expired
8 04 02	CCCP-86677	Il-62	AFL/International	toc	27oct68	line # 04-01; rgd 11nov68; 122 pax configuration; f/n LHR 22may69; l/n ARN 03jan73
	CCCP-86677	Il-62	AFL/Moscow	trf	03mar76	first Il-62 of Uzbekistan directorate; first service TAS-DME oct74; soc 19nov87 as life-time expired; l/n TAS apr92/may95 derelict; broken up
	CCCP-86677	Il-62	AFL/Krasnoyarsk-KJA	trf	31mar82	line # 04-02; rgd 14nov68 !; 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 dec73/aug74
	CCCP-86678	Il-62	AFL/International	toc	17dec68	soc 16dec91 as life-time expired and canx same month; l/n KJA jul92/jun94, derelict
	CCCP-86678	Il-62	CSA	lsd	jul69	line # 04-03; f/n FCO 28dec68; rgd 14jan69; 168 pax configuration
	CCCP-86678	Il-62	AFL/International	ret	unknown	
	CCCP-86678	Il-62	AFL/GosNII GA	trf	16oct70	
	CCCP-86678	Il-62	AFL/Moscow	trf	10may72	

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	l/n 24may93 f/n DME 09jul93, Aeroflot c/s and titles; l/n KHV 12may95; soc 15may97 as life-time expired; canx 26may97 line # 20-03; toc 08oct75; rgd 10oct75
35 20 2 3 3	CCCP-86619	II-62M	AFL/Moscow	mfd	25aug75	
	CCCP-86619	II-62M	AFL/GosNII GA	trf	21nov75	
	CCCP-86619	II-62M	AFL/Moscow	trf	03feb76	f/n DME 13nov77
	CCCP-86619 RA-86619	II-62M II-62M	AFL/Krasnoyarsk-KJA KrasAir	trf trf	10jan83 05apr94	f/n DME 22feb92 f/n VIE oct95; soc 12apr99 as life-time expired and canx same date
35 20 3 4 5	CCCP-86620	II-62M	AFL/International	mfd	sep75	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; canx 22aug97; broken up
35 20 5 5 6	CCCP-86621	II-62M	AFL/International	mfd	sep75	line # 20-05; toc 10nov75; rgd 14nov75; f/n LHR 21dec75; carried additional small 'Cubana' titles PRG dec75/jan76; photo SXF 31aug76; photo LHR 1979 with 'Official Olympic Carrier' titles
	CCCP-86621 CCCP-86621 RA-86621	II-62M II-62M II-62M	AFL/Moscow AFL/Domodedovo Aeroflot	trf trf DME	13apr82 oct86 07jul93	l/n DME 22feb92 l/n DME 06sep93
45 21 6 1 7	RA-86621	II-62M	Domodedovo Airl.	trf	25jul94	f/n GDX 13may95; soc 04sep96 as life-time expired; canx 05sep96; broken up
	CCCP-86622	II-62M	AFL/International	mfd	06nov75	line # 21-01; toc 27nov75; f/n AMS 06dec75; rgd 08dec75; 'Official Olympic Carrier' titles
	CCCP-86622	II-62M	AFL/Moscow-DME	trf	24apr82	
	CCCP-86622	II-62M	AFL/Domodedovo	trf	oct86	l/n DME 20mar93
45 21 7 2 8	RA-86622	II-62M	Aeroflot	DME	02sep93	
	RA-86622	II-62M	Domodedovo Airl.	trf	25jul94	f/n DME 02jul95; l/n DME 28aug95; soc 29dec95 as life-time expired and canx same date; broken up
	CCCP-86623	II-62M	AFL/International	mfd	22nov75	line # 21-02; toc 12dec75; f/n LHR 27dec75; rgd 14jan76; photo BUD may78 with 'Official Olympic Carrier' titles
	CCCP-86623 RA-86623 RA-86623	II-62M II-62M II-62M	AFL/Far East-KHV Aeroflot Dalavia	trf DME trf	28oct80 20mar93 01jun93	l/n DME 10sep92 l/n KHV 12may95; soc 01dec97 as life-time expired; canx 04dec97; broken up
45 21 8 3 9	CCCP-86624	II-62	Soviet AF/AFL c/s	mfd	24dec75	line # 21-03; toc 17jan76; opb 235 OAO; rgd 22jan76; f/n SVO 07feb76; l/n SXF 02apr77
	CCCP-86624	II-62	AFL/Moscow-DME	trf	05may77	
	CCCP-86624	II-62	AFL/Domodedovo	trf	oct86	
	CCCP-86450	II-62TS	Soviet Gvt/AFL c/s	mfd	19aug76	l/n SXF 24jun90; soc 23oct91 as life-time expired; canx 29oct91; broken up
45 21 9 4 1	CCCP-86450	II-62	AFL/Moscow	toc	26mar80	line # 21-04; Salon (HF/SatCom equipped); toc 23aug76; rgd 07sep76; opb 235 OAO; f/n BRU 05oct76 and HAM 26apr78 with Leonid Brezhnev; l/n CGN 04may78
	CCCP-86450	II-62	LOT	lsd	07apr80	SatCom removed; rgd 04apr80
	CCCP-86450	II-62	AFL/Moscow	ret	11oct80	in full Aeroflot c/s with additional 'chartered by LOT Polish Airlines' titles; f/n LHR 30apr80; l/n ATH 27jul80
	CCCP-86450	II-62	AFL/Ulyanovsk HFS	trf	02mar82	
	CCCP-86450	II-62	AFL/Moscow	trf	09aug82	
	CCCP-86450	II-62	AFL/Ulyanovsk HFS	trf	01oct82	
	CCCP-86450	II-62	AFL/Domodedovo	trf	16jun87	
	CCCP-86450	II-62	AFL/Ulyanovsk HFS	trf	22dec87	
	CCCP-86450	II-62	AFL/Domodedovo	trf	18may88	
	CCCP-86450	II-62	AFL/Ulyanovsk HFS	trf	15oct88	
	CCCP-86450	II-62	AFL/Domodedovo	trf	28may89	
	CCCP-86450	II-62	AFL/Ulyanovsk HFS	trf	01jul89	
	CCCP-86450	II-62	AFL/Domodedovo	trf	12may90	
	CCCP-86450	II-62	AFL/Ulyanovsk HFS	trf	unknown	on charge as of 01jul90
	CCCP-86450	II-62	AFL/Domodedovo	trf	19apr91	
	CCCP-86450	II-62	AFL/Ulyanovsk HFS	trf	01jul91	soc 02mar93 as life-time expired and canx same date; l/n ULV sep92/jun94 as a ground instructional
	CCCP-86451	II-62	Soviet AF/AFL c/s	mfd	feb77	airframe
	86451	II-62	Ukraine Air Force	trf	1992	line # 21-05; c/n also given as 52105, but see below; based at Chkalovsky; rgd 10feb77; f/n HAV 24apr77; l/n Gross Dölln (Templin) 24feb81; later based Khorol (Far East) and then at Mykolayiv-Kulbakino with 278
	UR-86451	II-62	Atlant	Mkk	18sep96	otae, 2nd detachment (33 TsBP I PLS MA) and presumably operated by Soviet Navy ?
16 22 2 1 2	CCCP-86452	II-62M	AFL/International	mfd	11mar76	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 ?
	CCCP-86452	II-62M	AFL/Far East-KHV	trf	20jan79	line # 22-01; toc 07apr76; f/n LHR 12apr76; rgd 23apr76
	RA-86452	II-62M	Dalavia	trf	01jun93	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
	RA-86452	II-62M	Tretyakovo	SHJ	28dec01	cargo aircraft; l/n IST 25sep02; w/o 23oct02 on a positioning flight from Moscow-DME to Bishkek-Manas 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	II-62	Soviet Gvt/AFL c/s	mfd	01jun76	line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; f/n LHR 22aug76
	CCCP-86453	II-62	AFL/Moscow	trf	09jun77	
	CCCP-86453	II-62	AFL/Krasnoyarsk-KJA	trf	22may86	
	RA-86453	II-62	Aeroflot	LED	16jun93	
	RA-86453	II-62	KrasAir	trf	05apr94	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
16 22 4 3 4	CCCP-86454	II-62M	AFL/International	mfd	apr76	line # 22-03; toc 06may76; f/n LHR 15may76; rgd 24may76; l/n LHR 25feb79, with 'Official Olympic Carrier' titles
	CCCP-86454 RA-86454	II-62M II-62M	AFL/Far East Dalavia	trf trf	18may79 01jun93	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
6 22 04	SP-LAF	II-62	LOT	mfd	20may76	line # 22-04; rgd 30may76; named 'Adam Mickiewicz'; d/d ex WAW 22may83; canx 14jun83
	CCCP-86709	II-62	AFL/Krasnoyarsk-KJA	rgd	22nov83	on charge as of 01jan84; f/n DME 23apr89; l/n KJA 01jul92
	RA-86709	II-62	Aeroflot	DME	02sep93	
	RA-86709	II-62	KrasAir	trf	05apr94	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
26 22 6 5 6	CCCP-86455	II-62M	AFL/International	mfd	01jun76	line # 22-05; toc 10jun76; f/n LHR 03jul76; rgd 12jul76; photo exists with 'Official Olympic Carrier' titles
	CCCP-86455	II-62M	AFL/Moscow-DME	trf	26oct80	
	CCCP-86455	II-62M	AFL/Domodedovo	trf	oct86	l/n DME 22may91
	RA-86455	II-62M	Aeroflot	DME	10sep92	l/n DME 16jun94
26 23 7 1 7	RA-86455	II-62M	Domodedovo Airl.	trf	25jul94	f/n DME 07may95; soc 22sep95 as life-time expired and canx same date; broken up
	CCCP-86456	II-62M	AFL/International	mfd	22jun76	line # 23-01; already f/n SVO 19may76; toc 24jun76; rgd 16jul76; photo aug79 with 'Official Olympic Carrier' titles; l/n ORY 02sep78
	CCCP-86456	II-62M	AFL/Moscow-DME	trf	30aug82	
	CCCP-86456	II-62M	AFL/Domodedovo	trf	oct86	dbf 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
26 23 8 2 2	CCCP-86457	II-62M	AFL/International	mfd	jun76	line # 23-02; toc 29jul76; f/n FRA 03aug76; rgd 11aug76; 'Official Olympic Carrier' titles; l/n LHR 01sep79
	CCCP-86457	II-62M	AFL/Moscow-DME	trf	14may82	
	CCCP-86457	II-62M	AFL/Domodedovo	trf	oct86	
	RA-86457	II-62M	Aeroflot	DME	20mar93	
	RA-86457	II-62M	Domodedovo Airl.	trf	25jul94	f/n DME 23sep94; l/n DME 26aug95 being scrapped; canx 20dec95; soc 08feb96 as life-time expired
36 23 8 3 4	CCCP-86458	II-62M	AFL/International	mfd	jun76	line # 23-03; toc 03sep76; f/n LHR 11sep76; rgd 22oct76; seen jul79 with 'Official Olympic Carrier' titles; l/n LGW 30jul83
	CCCP-86458	II-62M	AFL/Ulyanovsk HFS	trf	01apr84	
	CCCP-86458	II-62M	AFL/Far East	trf	24aug84	
	CCCP-86458	II-62M	AFL/Ulyanovsk HFS	trf	20sep84	
	CCCP-86458	II-62M	AFL/Domodedovo	trf	23aug88	
	CCCP-86458	II-62M	AFL/Ulyanovsk HFS	trf	24oct88	
	CCCP-86458	II-62M	AFL/Domodedovo	trf	20may89	exact day, difficult to read in MGA document
	CCCP-86458	II-62M	AFL/Ulyanovsk HFS	trf	unknown	on charge as of 01jul89
	CCCP-86458	II-62M	AFL/Domodedovo	trf	15may90	
	CCCP-86458	II-62M	AFL/Ulyanovsk HFS	trf	07nov90	
	CCCP-86458	II-62M	AFL/Domodedovo	trf	22feb91	
	CCCP-86458	II-62M	AFL/Ulyanovsk HFS	trf	unknown	on charge as of 01jul91; seen ULV 09sep92 with Russian flag
	RA-86458	II-62M	AFL/Ulyanovsk HFS	rgd	aug93	soc 05feb96 as life-time expired and canx same date; seen ULY 17aug99; seen 2011/sep20 preserved at the Institut Aviatsionnykh Tekhnologii I Upravleniya, Prospekt Sovzdatel'nyy, 13A, Ulyanovsk alongside the Ulyanovsk aircraft Factory (which is not at the airport itself) with a fake tail
	CCCP-86459	II-62	AFL/Kazakhstan	mfd	oct76	line # 23-04; toc 12oct76; f/n DME 21oct76; rgd 01nov76
	CCCP-86459	II-62	AFL/Moscow-DME	trf	27feb77	seen DME sep79 with additional 'Dalnevostochny' titles
	CCCP-86459 RA-86459	II-62 II-62	AFL/Krasnoyarsk Aeroflot	trf KJA	13jun86 13jul93	transfer not mentioned in MGA document; l/n DME 03jun92

		RA-86459	Il-62	KrasAir	trf	29may95	f/n DKB 19feb97; seen KJA 03jun01 with additional 'Heaven's Bar' titles; l/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-time expired; canx 29aug03; l/n KJA (N56.175346 E92.491957) oct10/17sep19 line # 23-05; Il-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; toc 10jan77; rgd 21jan77; f/n VKO 24jan77; l/n CGN 25nov81
36 23 8 5 6		CCCC-86460	Il-62M	Soviet Gvt/AFL c/s	mfd	06jan77	SatCom removed
		CCCC-86460	Il-62M	AFL/Moscow-DME	trf	09sep82	f/n DME 24sep87; l/n DME 10sep92
		CCCC-86460	Il-62M	AFL/Domodedovo	trf	oct86	f/n DME 16jun94
		RA-86460	Il-62M	Aeroflot	DME	23may93	f/n DME 15may95; canx 12aug98; soc 27aug98 as life-time expired; l/n DME 22jul00, derelict; broken up line # 24-01; Il-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; toc 02feb77; rgd 09feb77; f/n ORY 20jun77; seen HAM 06may78; l/n VIE jun79
36 24 7 1 1		CCCC-86461	Il-62M	Soviet Gvt/AFL c/s	trf	25jul94	
		CCCC-86461	Il-62M	Domodedovo Airl.	mfd	26jan77	
		CCCC-86461	Il-62M	AFL/Moscow-DME	trf	12mar83	f/n DME 24sep87; SatCom removed; l/n DME 16aug92
		CCCC-86461	Il-62M	AFL/Domodedovo	trf	oct86	f/n DME 16jun94
		RA-86461	Il-62M	Aeroflot	DME	07jul93	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
36 24 6 2 3		CCCC-86462	Il-62M	Domodedovo Airl.	trf	25jul94	
		CCCC-86462	Il-62M	AFL/International	mfd	12nov76	
		CCCC-86462	Il-62M	AFL/Moscow-DME	trf	01apr82	
		CCCC-86462	Il-62M	AFL/Domodedovo	trf	oct86	
		RA-86462	Il-62M	Aeroflot	DME	06sep93	
46 24 4 3 4		RA-86462	Il-62M	Domodedovo Airl.	trf	25jul94	f/n DME 07may95; soc 16aug96 as life-time expired and canx same date; broken up line # 24-03; toc 10dec76; f/n LHR 12dec76; rgd 17dec76
		CCCC-86463	Il-62M	AFL/International	mfd	29nov76	
		CCCC-86463	Il-62M	AFL/Moscow-DME	trf	04jan83	
		CCCC-86463	Il-62M	AFL/Domodedovo	trf	oct86	
		RA-86463	Il-62M	Aeroflot	DME	23may93	
		RA-86463	Il-62M	Domodedovo Airl.	trf	25jul94	
6 24 04		OK-GBH	Il-62	CSA	d/d	23dec76	f/n DME 07may95; soc 30jan97 as life-time expired; canx 18feb97; l/n DME 25aug97; broken up line # 24-04; named 'Usti nad Labem'; rgd 27dec76; f/n LHR 09apr77; wfu 05nov91
		OK-GBH	Il-62	Espe Air Prague	PRG	mar93	
		OK-GBH	Il-62	Georgia Air	PRG	apr94	
46 24 1 5 1		CCCC-86464	Il-62M	AFL/International	mfd	17dec76	
		CCCC-86464	Il-62M	AFL/Far East-KHV	trf	02dec83	
		RA-86464	Il-62M	Aeroflot	DME	23may93	
46 25 3 1 5		RA-86464	Il-62M	Dalavia	trf	01jun93	seen DME aug96; in Aeroflot c/s and titles; l/n KHV 12may99, as such soc 20mar00 as life-time expired; canx 26jun00; broken up at KHV oct00
		RA-86464	Il-62M	Dalavia	DME	15aug99	line # 25-01; toc 06may77; rgd 23may77; f/n LHR 30jun77; 'Official Olympic Carrier' titles
		CCCC-86465	Il-62M	AFL/International	mfd	09apr77	
		CCCC-86465	Il-62M	AFL/Moscow-DME	trf	01feb82	
		CCCC-86465	Il-62M	AFL/Domodedovo	trf	oct86	
		RA-86465	Il-62M	Aeroflot	DME	20mar93	
		RA-86465	Il-62M	Domodedovo Airl.	trf	25jul94	
17 25 1 2 1		CCCC-86469	Il-62M	Soviet Gvt/AFL c/s	mfd	mar77	f/n DME 15may95; l/n DME 25aug97; soc 31oct97 as life-time expired and canx same date; broken up dec97
		CCCC-86469	Il-62M	AFL/International	trf	08jul77	line # 25-02; toc 28mar77; f/n LHR 03apr77; rgd 07apr77; opb 235 OAO
		CCCC-86469	Il-62M	AFL/Moscow-DME	trf	22may82	f/n LHR 24jul77; photo FRA 19aug78 and PRG apr79 with 'Official Olympic Carrier' titles
		CCCC-86469	Il-62M	AFL/Domodedovo	trf	oct86	
		RA-86469	Il-62M	Aeroflot	DME	23may93	
		RA-86469	Il-62M	Domodedovo Airl.	trf	25jul94	
17 25 2 3 4		CCCC-86470	Il-62M	Soviet Gvt/AFL c/s	mfd	mar77	f/n DME 14may95; l/n DME aug96; soc 17sep96 as life-time expired and canx same date; broken up at DME
		CCCC-86470	Il-62M	AFL/International	trf	09dec77	line # 25-03; toc 06apr77; rgd 19apr77; opb 235 OAO at VKO; f/n LHR 01may77
27 25 3 4 5		CCCC-86471	Il-62M	Soviet Gvt/AFL c/s	mfd	23mar77	carried 'Official Olympic Carrier' titles ARN 1979; dbr 29sep82 on the leg from Moscow to Luxembourg-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 crew escaped but 7 of the 66 passengers killed; t/t 10,325 hours; soc 28jan83
		CCCC-86471	Il-62M	AFL/International	trf	04dec78	line # 25-04; toc 20may77; rgd 02jun77; opb 235 OAO; f/n ORY 12jun77; l/n LHR 27may78
		CCCC-86471	Il-62M	AFL/Far East-KHV	trf	14aug80	seen MUC 25mar79; photo PRG apr80 with 'Official Olympic Carrier' titles
		RA-86471	Il-62M	Aeroflot	SVO	15may93	f/n LED 28feb81; l/n DME 10sep92
		RA-86471	Il-62M	Dalavia	trf	01jun93	
		RA-86471	Il-62M	Dalavia	DME	20sep98	
27 25 4 5 6		SP-LAG	Il-62	LOT	rgd	25may77	f/n DME 21may96, in Aeroflot c/s and titles
		not known	Il-62	Soviet Air Force	no	reports	t/t 34,293 hours and 6,072 cycles as of 01jul00; l/n DME 01mar01; no longer in fleet list by 2007; still current on register nov09; soc and canx date unknown; broken up
		CCCC-86557	Il-62	Soviet AF/AFL c/s	DME	03jun92	line # 25-05; named 'Maria Curie-Sklodowska' after an early 20th century physicist and chemist; f/n LHR 12jun77; canx 18nov82; returned to the Soviet Union by 1983; overhauled by 243 ARZ at Tashkent
		RA-86557	Il-62	Russian AF/AFL c/s	Eng	12aug99	probably opb 37th Air Army at Engels; in blueish grey c/s with Red Stars (seen as such at Tashkent)
							sighting correct, or in error for DME based Il-62 CCCP-86657 c/n 10904 ?
							opb 37th Air Army (long-range aviation) at Engels, probably used by the commander of long-range aviation; l/n flying dec08; wfu in the 2nd half of 2010 as the life-time of the engines had expired; sat wfu at Engels, seen mar11/nov12; was preserved in the base museum at Engels from 2012, l/n may13; later parked on remote dispersals on the far north-east corner of Engels airfield, l/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 Engels by jun21 (N51.472777 E46.189906) and parked opposite RA-86556; l/n apr23; seen 22sep23 with wings and tail detached in the Patriot Park in Engles city (51.444819, 46.072811); l/n 04aug24 now complete
27 26 5 1 7		CCCC-86472	Il-62M	Soviet Gvt/AFL c/s	toc	27jun77	line # 26-01; f/n HND 17jul77; rgd 26jul77; opb 235 OAO
		CCCC-86472	Il-62M	AFL/Moscow-DME	trf	05oct78	
		CCCC-86472	Il-62M	AFL/Domodedovo	trf	oct86	
		RA-86472	Il-62M	Domodedovo Airl.	trf	25jul94	
27 26 6 2 8		CCCC-86495(1)	Il-62M	Soviet AF/AFL c/s	mfd	18oct77	f/n DME 10sep92
		RA-86495(1)	Il-62M	Russian AF/AFL c/s	Spr	15apr93	f/n DME 14may95; soc 22aug97 as life-time expired; canx 02sep97; l/n DME jul00/may14 wfu/derelict; broken up jun14 at DME
37 26 7 3 9		CU-T1208	Il-62M	Cubana	d/d	01jun77	line # 26-02; opb 223 LO at Chkalovski; rgd 12dec77; f/n Sprenberg 15mar79
							seen CKL 18aug02 with engine covers marked 260231 (ie, fuselage number 2602 and tactical code 31 ?); l/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; l/n CKL jan13 (N55.875942 E38.033041), photo with nose cone from another aircraft; dismantled at CKL nov14/sep16; see RA-86495(2) with unknown c/n
37 26 8 4 1		CCCC-86473	Il-62M	AFL/International	mfd	29jul77	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 hours and 4,122 cycles; l/n HAV 16nov96 wfu; not in 1998 fleet list, broken up
		CCCC-86473	Il-62M	AFL/Moscow-DME	trf	unknown	line # 26-04; toc 26aug77; f/n LHR 02sep77; rgd 09sep77
		CCCC-86473	Il-62M	AFL/Domodedovo	trf	oct86	on charge as of 01apr82
		RA-86473	Il-62M	Aeroflot	DME	20mar93	f/n DME 10sep92
		RA-86473	Il-62M	Domodedovo Airl.	trf	25jul94	f/n DME 23sep94, see next line
37 26 9 5 2		CCCC-86474	Il-62M	Soviet Gvt/AFL c/s	mfd	sep77	f/n DME 07may95; canx 01nov96; soc 04nov86 as life-time expired; l/n DME 03sep97, being scrapped
		CCCC-86474	Il-62M	AFL/International	trf	26sep79	line # 26-05; f/n HND 13sep77 !; toc 24nov77; rgd 05dec77; opb 235 OAO; l/n CDG 30aug78
		RA-86474	Il-62M	Aeroflot Rus. AI	LUX	05nov92	f/n SVO 14aug92
37 27 2 1 3		CCCC-86475	Il-62M	Soviet Gvt/AFL c/s	mfd	14sep77	f/n CPH aug95; soc 30jan96 as life-time expired and canx same date; broken up at SVO
							line # 27-01; toc 14mar78; rgd 27mar78; f/n VKO 04may78; Il-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; l/n CGN 21nov81, as such with SatCom
		CCCC-86475	Il-62M	AFL/Moscow-DME	trf	28jul83	SatCom removed
		CCCC-86475	Il-62M	AFL/Domodedovo	trf	oct86	f/n DME 16aug92
		RA-86475	Il-62M	Aeroflot	DME	20mar93	f/n DME 16jun94
		RA-86475	Il-62M	Domodedovo Airl.	trf	25jul94	f/n DME 15may95; CofA expired 18may02; t/t 35,276 hours and 5,517 cycles; sat wfu at DME, seen apr06/apr11; still current on register nov09; soc and canx date unknown; scrapped at DME 29/30apr11
47 27 3 2 4		CCCC-86484	Il-62M	AFL/GosNII GA	mfd	29may78	line # 27-02; the first aircraft with a stronger wing and mentioned in the MGA document as such; h/o 03jul78; toc 03jul78; rgd 19jul78
		CCCC-86484	Il-62M	AFL/Moscow-DME	trf	29mar79	f/n DME 30jun79
		CCCC-86484	Il-62M	AFL/Domodedovo	trf	oct86	f/n DME 16aug92
		RA-86484	Il-62M	Aeroflot	DME	07jul93	f/n DME 16jun94
		RA-86484	Il-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 unknown
47 27 4 3 5		CCCC-86477	Il-62M	AFL/International	mfd	sep77	line # 27-03; toc 15nov77; f/n LHR 08nov77; rgd 23nov77; seen LHR 04nov78 with 'Official Olympic Carrier' titles; soc 08sep92 as life-time expired; canx 29sep92; l/n SVO 10jul94, derelict, broken up shortly afterwards
47 27 5 4 6		YR-IRD	Il-62M	TAROM	rgd	29sep77	line # 27-04; f/n LHR 04jan78
		SP-LBR	Il-62M	LOT	rgd	27may86	f/n LHR 14jun86; canx 16apr87
		YR-IRD	Il-62M	TAROM	LHR	01nov87	but only restored to the register 25oct88 (or just a renewal); canx 25jun96
		YR-IRD	Il-62M	Trans Asian AI	trf	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 27 6 5 7	CCCP-86478	II-62M	AFU/International	mfd	29oct77	line # 27-05; toc 21dec77; f/n LHR 30dec77; rgd 02jan78; seen GVA 31aug78 with 'Official Olympic Carrier' titles; l/n l/n SVO 18may91
47 28 1 1 8	RA-86478 CCCP-86479 CCCP-86479 RA-86479 RA-86479 RA-86479 RA-86479 RA-86479	II-62M II-62M II-62M II-62M II-62M II-62M II-62M II-62M	Aeroflot Rus. AI AFU/International AFU/Far East-KHV Aeroflot Dalavia Dalavia Tret'yakovo Dalavia	FRA mfd trf KHV trf KHV DME GMP	24dec92 24dec77 17aug80 28may93 01jun93 12may99 17jul02 19apr04	l/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 l/n KHV oct92 l/n KHV 12may95, engineless, in Aeroflot c/s and titles l/n DME 18ju02; additional 'Tret'yakovo' titles/logo jan02/jul02 l/n DME 19aug02 l/n active KHV 23sep07; not in fleet list 08nov07; t/t 37,566 hours and 6,816 cycles as of 01jul08; stored at KHV, l/n 10may08; still current on register nov09; soc and canx date unknown; broken up line # 28-02; toc 06apr78; f/n LHR 11apr78; rgd 25apr78; 'Official Olympic Carrier' titles
47 28 2 2 9	CCCP-86476 CCCP-86476 RA-86476 RA-86476	II-62M II-62M II-62M II-62M	AFU/International AFU/Far East-KHV Aeroflot Dalavia	mfd trf KHV trf	01apr78 20aug80 24may93 01jun93	l/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 RA-86480 RA-86480	II-62M II-62M II-62M II-62M	AFU/Moscow-DME AFU/Domodedovo Aeroflot Domodedovo Airl.	mfd trf DME trf	12feb78 oct86 07jul93 25jul94	line # 28-05; toc 07mar78; rgd 17mar78 f/n DME 27jul87; l/n DME 12apr92
28 29 4 1 5	CCCP-86481 CCCP-86481 RA-86481	II-62M II-62M II-62M	AFU/Far East-KHV AFU/Far East-KHV Dalavia	trf toc trf	27apr78 27apr78 01jun93	f/n DME 12may95; soc 24mar97 as life-time expired; canx 27mar97; broken up aug97 line # 29-01; rgd 16may78; f/n DME 30aug88 f/n DME 01sep93, in Aeroflot c/s and titles; soc 03may01 as life-time expired and canx same date; l/n KHV 31jul01; broken up
28 29 5 2 6	CCCP-86482 CCCP-86482 RA-86482 RA-86482	II-62M II-62M II-62M II-62M	AFU/Moscow-DME AFU/Domodedovo Aeroflot Domodedovo Airl.	mfd trf DME trf	mar78 oct86 20mar93 25jul94	line # 29-02; toc 19apr78; rgd 05may78 l/n DME 10sep92 f/n DME 15may95; soc 17may96 as life-time expired; canx 21may96; l/n DME 16aug01 wfu, no engines; broken up
28 29 6 3 7	CCCP-86483 RA-86483	II-62M II-62M	AFU/International Aeroflot Rus. AI	mfd PRG	19may78 20nov92	line # 29-03; toc 19may78; rgd 06jun78; f/n LHR 17jun78; 'Official Olympic Carrier' titles l/n SVO 17jun94; soc 30jan96 as life-time expired and canx same date; broken up
38 29 7 4 8	CU-T1216	II-62M	Cubana	d/d	jun78	line # 29-04; l/n HAV 16nov96, wfu; not in 1998 fleet list, broken up
38 29 8 5 9	CCCP-86496(1)	II-62M	Soviet AF/AFU c/s	f/f	19feb79	line # 29-05; II-62M Salon TM-35UR (SatCom-equipped); mfd 01mar79; rgd 10apr79; opb 223 LO at Chkalovski; f/n Spereberg 08nov79
	RA-86496(1)	II-62M	Russian AF/AFU c/s	Spr	08mar93	SatCom removed and converted to all-economy configuration; opb 223 LO at Chkalovski; seen in KAPO Factory at Kazan 02sep96; l/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	AFU/International Aeroflot Rus. AI	mfd SNN	10jul78 29oct92	line # 30-01; toc 14jul78; f/n LHR 22jul78; rgd 17aug78; 'Official Olympic Carrier' titles; l/n SVO 14aug92
38 30 1 2 3	CCCP-86486 CCCP-86486 RA-86486 RA-86486	II-62M II-62M II-62M II-62M	AFU/International AFU/Far East-KHV Aeroflot Dalavia	mfd trf DME trf	12aug78 15aug80 20mar93 01jun93	l/n SVO 17jun94; soc 30jan96 as life-time expired and canx same date; broken up line # 30-02; toc 18sep78; f/n LHR 16sep78; rgd 03oct78 l/n DME 16aug92
38 30 2 3 4	CCCP-86487 CCCP-86487 CCCP-86487 CCCP-86487 RA-86487 RA-86487	II-62M II-62M II-62M II-62M II-62M II-62M	Soviet Gvt/AFU c/s AFU/International AFU/Moscow-DME AFU/Domodedovo Aeroflot Domodedovo Airl.	mfd trf trf trf DME trf	24aug78 22oct79 02oct80 oct86 20mar93 25jul94	line # 30-03; toc 13sep78; f/n LHR 17sep78; rgd 28sep78; opb 235 OAO seen MEX aug80, with 'Official Olympic Carrier' titles l/n DME 10sep92
48 30 3 4 5	CCCP-86488	II-62M	AFU/International	mfd	sep78	f/n DME 21may96; soc 26may97 as life-time expired; canx 30may97; l/n DME 19sep99 for scrapping
48 30 4 5 6	RA-86488 CCCP-86489	II-62M II-62M	Aeroflot Rus. AI Soviet Gvt/AFU c/s	SVO mfd	07sep93 10oct78	line # 30-04; toc 03oct78; f/n LHR 11oct78; rgd 13oct78; aircraft built with a stronger wing and mentioned in the MGA document as such; 'Official Olympic Carrier' titles; l/n SVO 14aug92
48 31 5 1 7	CCCP-86489 RA-86489 DM-SEK DDR-SEK DDR-SEK D-AOAE CCCP-86562	II-62M II-62M II-62M II-62M II-62M II-62M II-62M	AFU/International Aeroflot Rus. AI EGAF/Interflug c/s EGAF/Interflug c/s Interflug Interflug AFU/International	trf CPH mfd rgd trf rgd d/d	26feb82 27nov92 14oct78 01jul81 15dec87 03oct90 19oct90	l/n SVO 14aug92 l/n SVO may97, active; canx 19mar99; soc 22mar99 as life-time expired; broken up oct99 at SVO 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 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 Aeroflot c/s and titles sat wfu at SVO, without engines, seen mar02/29jan09, titles and registration painted out by 3

[illegible]

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 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
40 37 6 4 7	CCCP-86514	II-62M	AFL/International	mfd	09nov80	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; l/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	f/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; l/n BZZ 06dec92; ferried in bare metal for painting to MST 24sep95
	UR-86527	II-62M	Ukraine	trf	1995	in full c/s; f/n MST 04oct95; l/n active KBP 17apr13; wfu jun13; canx between 04aug17 and 08aug17; photo oct18 with registration removed; l/n KBP 04oct19
40 38 1 1 1	CCCP-86528 86528 UR-86528	II-62M II-62M II-62M	Sov. Navy/AFL c/s Ukraine Air Force Atlant	mfd trf lsd	04feb81 1992 1993	line # 38-01; rgd 02mar81; opb 278 otae 33 TsBP i PLS at Mykolayiv-Kulbakino; f/n SNN 08oct86 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; l/n SIP 20sep94; ferried in bare metal for painting to MST 28aug97
	UR-86528	II-62M	Ukraine	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 07sep92
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 lsd	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 (N46.921385 E32.082080), seen may02/aug20; offered for sale by the Ukrainian privatisation agency in 2005, but could not be sold; bought by NARP jan18/sep21 and cannibalised
11 38 2 3 4	SP-LBD CCCP-86133 UR-86133 UN-86506(2)	II-62M II-62M II-62M II-62M	LOT Avialini. Ukrayiny Avialini. Ukrayiny Kokshetau Al, n/t	mfd rgd rgd FRU	20feb81 12mar92 21jan93 27oct04	line # 38-03; rgd 18mar81; named 'Gen. Wladyslaw E. Sikorski'; d/d ex WAW 15jan92; canx 17jan92 f/n TAS 15apr92 with additional small 'Aeroflot' titles; l/n KBP 07sep92
11 38 5 4 6	UP-16202 SP-LBE CCCP-86134 UR-86134	II-62M II-62M II-62M II-62M	Kokshetau Airlines LOT Avialini. Ukrayiny Avialini. Ukrayiny	no mfd rgd JFK	reports feb81 12mar92 27may94	c/n confirmed; current on register by late 2011; not taken up as was already wfu, see previous line 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 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-62M 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 RA-86515	II-62M II-62M II-62M	LII Zhukovski Moscow Airways Airstars	trf ZIA DME	22feb85 03sep93 16apr03	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 SatCom-equipped; l/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
21 39 . 1 . ? 889		II-62M	Chosonminhang	PRG	11aug81	line # 39-01; no titles; seen MLA 10oct82, l/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 RA-86516	II-62M II-62M II-62M	AFL/Domodedovo Aeroflot Domodedovo Airl.	trf DME trf	31oct87 20mar93 25jul94	SatCom removed; l/n DME 22feb92 l/n DME 23sep94, see next line 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; l/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 with titles; named 'Anush'; rgd Alfa-Avialinii OOO 15jun04; l/n DME 05jul06 parked on the grass
	RA-86517 RA-86517	II-62M II-62M	ex VIM Airlines Aviaenergo	UTP DME	30dec06 19feb08	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 26jun09 wings/rear cabin and tail cut off, very little left later the same day
31 39 8 4 5	CU-T1225	II-62M	Cubana	mfd	23jun81	line # 39-04; d/d jun81; last flight 17jun00 with t/t 26,433.01 hours and 5,736 cycles; l/n HAV jan01/apr04 being broken up
31 39 9 5 6	CCCP-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
	RA-86518	II-62M	Alpha Airlines	DME	25jun05	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
	UP-16209 UP-16209 UP-16209	II-62M II-62M II-62M	no titles Deta Air Trust Air Company	DME SAW late'11	09sep08 06may09 late'11	with additional 'Russian Sky' titles; in Russian Sky fleet list dec05; l/n as such DME 29aug08, stored on the grass; seen DME 07sep08 without registration and titles (no longer on the grass) c/n confirmed offered for sale feb10 with t/t 41,036 hours and 8,173 cycles; l/n CIT 23sep11
41 40 2 1 2	CCCP-86519	II-62M	Soviet Gvt/AFL c/s	mfd	24feb82	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 for sale on the Jurmala-Tukums Airport website with t/t 41,932.54 hours and 8,383 cycles
	CCCP-86519 RA-86519 RA-86519	II-62M II-62M II-62M	AFL/Domodedovo Aeroflot Domodedovo Airl.	trf DME trf	23feb88 04may94 25jul94	line # 40-01; II-62M Salon TM-3SUR (SatCom-equipped); rgd 25mar82; toc 01apr82; opb 235 OAO at VKO; f/n HEL 11dec82 SatCom removed; l/n DME 10sep92 opb Domodedovskiy 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 CCCP-86492 RA-86492	II-62M II-62M II-62M II-62M	Soviet Gvt/AFL c/s Guyana Airways AFL/International Aeroflot Rus. Al	mfd lsd trf LUX	30oct81 jun84 18jul84 12nov92	line # 40-02; toc 23nov81; rgd 02dec81; f/n LHR 05jan82; opb 235 OAO f/n LHR 06jun84 rgd 13aug84; f/n AMS apr86; l/n TAS 15apr92
	CCCP-86492	II-62M	Aeroflot	SVO	29apr15	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 (MGU GA) at SVO, used as a rescue trainer; moved to a new position 13nov09; l/n mar15; towed again to a new position in front of the ATC centre (old Car park); for preservation; l/n 18apr15, serial removed by 25apr15
41 40 5 3 6	DDR-SEM D-AOAG CCCP-86573	II-62M II-62M II-62M	Interflug Interflug AFL/Uzbekistan	mfd rgd	12oct81 03oct90 jul91	repainted back into original Aeroflot c/s with registration on top of the wings only; lifted on to plinths just 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 f/n SXF 03oct90
41 40 7 4 8	UK-86573 CCCP-86493 CCCP-86493 RA-86493 RA-86493 CU-T1248 RA-86493	II-62M II-62M II-62M II-62M II-62M II-62M II-62M	Uzbekistan Airways Soviet Gvt/AFL c/s AFL/Far East-KHV Dalavia Dalavia Cubana Dalavia	FRA mfd trf trf KHV CCS KHV	24jan94 03feb82 08dec86 01jun93 12may99 25jun05 18jun06	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 l/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 f/n TAS 08may95, in Aeroflot c/s and titles l/n ICN 10apr05; trf to Cuba 03jun05
41 40 8 5 9	CCCP-86494	II-62M	Soviet Gvt/AFL c/s	mfd	01feb83	t/b basic Dalavia c/s with 'Cubana' titles; l/n HAV 16sep05 t/t 32,884 hours and 6,583 cycles as of 01jul08; operator's certificate was revoked 26jan09; stored KHV 30may10/may15 with engines missing; broken up by jul15
	CCCP-86494 RA-86494 RA-86494	II-62M II-62M II-62M	AFL/Domodedovo Aeroflot Domodedovo Airl.	trf DME trf	24feb89 23may93 25jul94	line # 40-05; toc 26feb83; rgd 04mar83; II-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; f/n ORY 02oct85 and GVA 18nov85; l/n BZZ 07dec87 f/n DME 10sep92; SatCom removed; l/n DME 10sep92 l/n DME 06sep93
						f/n DME 09jul94; CoFR renewal 03jun98; operator's certificate revoked 01nov08; sat wfu at DME, l/n may09/aug09; t/t 32,112 hours and 5,349 cycles as of 01jul09; scrapped at DME starting 06nov09; not canx from Russian register
12 41 3 1 4	CCCP-86520 RA-86520 RA-86520	II-62M II-62M II-62M	AFL/International Aeroflot Rus. Al VIM Airlines	mfd FRA rgd	02feb82 03dec92 23apr03	line # 41-01; toc 26feb82; f/n LHR 02apr82; rgd 19apr82; l/n SVO 11sep92 l/n SVO 19aug02
	RA-86520 RA-86520	II-62M II-62M	Alpha Airlines MChS Rossii	SNN trf	15jul05 early06	Isf Alfa-Avialinii OOO; f/n VKO 15may03 in ex Aeroflot c/s, n/t; l/n VKO 27jun03; seen DME 13aug03 with red cheatline and tail, white top and grey undersides with titles and named 'Yekaterina'; l/n DME 26mar05 current in Russian Sky fleet list dec05; named 'Yekaterina' still owned by Alfa-Avialinii OOO; named 'Yekaterina'; in Alpha Airlines c/s and titles with small 'FGUAP MChS Rossii' titles behind the nose; f/n 01jul06; l/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'; l/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; l/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	II-62M	AFL/International	trf	19jun84	f/n LHR 29oct84
		CCCP-86521	II-62M	AFL/Domodedovo	trf	unknown	on charge as of 01jan92; l/n DME 10sep92
		RA-86521	II-62M	Aeroflot	DME	20mar93	l/n DME 23sep94, see next line
		RA-86521	II-62M	Domodedovo Airl.	trf	25jul94	f/n DME 16may95; sat wfu at DME, seen aug05/sep09; t/t 42,087 hours and 6,982 cycles as of 01jul09; scrapped at DME mar10, only the nose remained by 25mar10
22 41 5 3 6		CCCP-86522	II-62M	AFL/International	mfd	07may82	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	II-62M	Aeroflot Rus. Al	MIA	11jan93	l/n SVO mar02/dec02 stored; soc 14feb03 as life-time expired; canx 09apr03; broken up
		CCCP-86523	II-62M	AFL/International	mfd	10jun82	line # 41-04; toc 28jun82; rgd 15jul82; f/n LHR 17jul82; l/n SVO 24jun92
		RA-86523	II-62M	Aeroflot Rus. Al	FRA	03nov92	CoFr renewal 22nov99; l/n SVO mar02/jul03 stored
		RA-86523	II-62M	Aeroflot c/s, n/t	DME	21aug03	l/n DME 28aug03
		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'; l/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; l/n DME 26jan07/23aug07 wfu and parked on the grass with additional small 'Tesis' titles
		RA-86523	II-62M	Airstars	DME	02aug08	in ex Alpha Airlines c/s, no titles; l/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	II-62M	Chosonminhang	mfd	02dec82	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 !
		CCCP-86538	II-62M	Soviet AF/AFL c/s	rgd	01feb83	II-62M Salon TM-35UR (SatCom-equipped); c/n confirmed on Soviet register; opb 223 LO at Chkalovski; f/n Spereberg 19jan87; seen regularly at Spereberg until 1992; c/n checked at SNN 05jul88 as 06005, suggesting parts were inadvertently switched perhaps during overhaul with CCCP-86648, see that c/n; l/n CKL 04jun92
		RA-86538	II-62M	Russian AF/AFL c/s	rgd	28apr94	SatCom-equipped; opb 223 LO at Chkalovski; was not seen between 1992 and 1999; f/n CKL 08aug99; l/n CKL 14aug06
		RA-86538	II-62M	Russian Air Force	UUS	19jun07	SatCom-equipped; opb 223 LO at Chkalovski; in grey c/s with cheatlines in the colours of the Russian flag without titles, carried a '223 LO' badge; l/n active UUS 19may09; seen CKL 13aug12 with additional 'VVS Rossii' titles; l/n CKL oct20
32 42 2 1 9		CU-T1226	II-62M	Cubana	d/d	jul82	line # 42-01; l/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	II-62M	Aeroflot Rus. Al	HEL	19nov92	l/n SVO 28jun03
		RA-86524	II-62M	VIM Airlines	DME	17aug03	named 'Galina'; rgd 28aug03; Isf Alfa-Avialinii OOO
		RA-86524	II-62M	Alpha Airlines	DME	25jun05	named 'Galina'; l/n DME 10jul05, stored; current in Russian Sky fleet list dec05; trf to Kazakhstan 26dec05
		UN-86524	II-62M	Alpha Airlines	SAW	25mar06	owned by BGB Air; see Isd date below
		UN-86524	II-62M	Deta Air	Isd	nov05	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; l/n ALA 02jun08
		UP-16206	II-62M	Deta Air	TLL	08jul08	named 'Dilda'; seen SAW 30jun09; offered for sale feb10 with t/t 43,369 hours and 8,640 cycles and an expired CoFA; l/n CIT 03dec10, wfu with titles removed; current on register by late 2011
32 42 4 3 2		DDR-SEN 11+21	II-62M	EGAF/Interflug c/s	rgd	21sep82	line # 42-03; had East German AF serial '120' allocated
		UK-86932	II-62M	German Air Force ex Interflug c/s	rgd	03oct90	seen stored Ingolstadt-Manching 12may93; in basic ex Interflug c/s
		UK-86932	II-62M	Alim-Air Lines	TAS	sep93	no titles
		SU-ZDB	II-62M	Alim-Air Lines		jul94	still stored TAS may95/jun08; named 'Mrs. Aida'; canx but date unknown; reported broken up TAS 2010
42 42 5 4 3		CCCP-86530	II-62M	Soviet Gvt/AFL c/s	mfd	29oct82	allocated
		CCCP-86530	II-62M	LOT/Aeroflot	WAW	30nov85	line # 42-04; toc 19nov82; rgd 24nov82; f/n LHR 30nov82; opb 235 OAO
		CCCP-86530	II-62M	Soviet Gvt/AFL c/s	ret	unknown	and on a LOT flight LHR 18dec85, leased; but no mention in LOT records as such
		CCCP-86530	II-62M	AFL/Domodedovo	trf	19dec87	but soon after the date mentioned above
		RA-86530	II-62M	Aeroflot	DME	01sep93	l/n DME 10sep92
		RA-86530	II-62M	Domodedovo Airl.	trf	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	II-62M	AFL/International	rgd	10dec82	line # 42-05; on charge as of 01jan83; f/n SNN 15jan83
		RA-86531	II-62M	Aeroflot Rus. Al	FRA	23may93	l/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'; l/n VKO 01feb03
		RA-86531	II-62M	VIM Airlines	rgd	13mar03	Isf Alfa-Avialinii OOO; f/n BUD 05apr03; with red cheatline and tail, white top and grey undersides and named 'Ivan'; l/n DME 24jul04; trf 07feb05 to Kazakhstan
		UN-86507(2)	II-62M	BGB Air	SAW	15feb05	with red cheatline and tail, white top and grey undersides and named 'Ivan'; l/n AYT 30aug06, see trf date below; see c/n 2035546
		UN-86508(2)	II-62M	Deta Air	trf	20jun06	c/n not confirmed, but likely; mentioned in incident report 04oct07; f/n DMB 28nov07; damaged 08feb08 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; l/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	II-62M	AFL/International	mfd	30nov82	line # 43-01; on charge as of 01jan83; rgd 19jan83; f/n SNN 31jan83; photo exists in primer c/s with just the registration; l/n SVO 09sep92
		RA-86532	II-62M	Aeroflot Rus. Al	AMS	05nov92	l/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; l/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	II-62M	AFL/International	mfd	28jan83	line # 43-02; f/n FRA 31jan83; toc 11feb83 by 235 OAO according to MGA document; rgd 18feb83; l/n SVO 20apr93
		RA-86533	II-62M	Aeroflot Rus. Al	SVO	17jun94	l/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; l/n DME 10dec03; seen with titles FAO 11jun04, still in basic Aeroflot c/s and named 'Genrikh Novozhilov'
		RA-86533	II-62M	Russian Sky	FNJ	25nov05	still in basic AFL c/s and named 'Genrikh Novozhilov' with small 'Russian Sky' titles on nose; current in Russian Sky fleet list dec05; l/n LGK 05jan06
		RA-86533	II-62M	MChS Rossii	trf	early06	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; l/n DME 15aug06
		RA-86533	II-62M	Interavia	DME	01oct06	still in basic AFL c/s, with titles; named 'Genrikh Novozhilov'; l/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	II-62M	AFL/International	toc	12apr83	line # 43-03; rgd 25apr83; f/n SNN 26apr83
		RA-86534	II-62M	Aeroflot Rus. Al	SVO	19apr93	l/n SVO may95/apr97 wfu; soc 15sep97 as life-time expired and canx same date; broken up
23 43 3 4 1		CU-T1252	II-62M	Cubana	d/d	apr83	line # 43-04; l/n HAV 16nov96 wfu; not in 1998 fleet list; last flight 29apr95, t/t 20,436.57 hours and 3,903 cycles; broken up
23 43 5 5 4		SP-LBF	II-62M	LOT	mfd	jun83	line # 43-05; rgd 21jul83; named 'Frederyk Chopin'
		SP-LBF	II-62M	LOT c/s, n/t	WAW	01apr89	d/d ex WAW 15feb92; canx 17feb92
		CCCP-86580	II-62M	Avialini. Ukrayiny	rgd	12mar92	f/n SNN 23jun92; with additional small 'Aeroflot' titles; l/n JFK 15dec92
		UR-86580	II-62M	Avialini. Ukrayiny	rgd	10jan93	already f/n SNN 29dec92; canx 27jun07; sat wfu at KBP; seen sep99/jul07
23 44 6 1 5		CCCP-86539	II-62M	Soviet AF/AFL c/s	mfd	27oct83	line # 44-01; rgd 06dec83; II-62M Salon TM-35UR (SatCom-equipped); opb 223 LO at Chkalovski; f/n Spereberg 02feb87
		RA-86539	II-62M	Russian AF/AFL c/s	IST	13may93	SatCom-equipped; l/n Andrews 19sep02
		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; l/n PEK 15oct24
33 44 7 2 4		C9-BAE	II-62M	LA de Moçambique	mfd	05dec83	line # 44-02; d/d jun84; VIP aircraft; 'Linhas Aéreas de Moçambique' titles; stored at DME, seen sep91/mar93
		RA-86931	II-62M	no titles	DME	15may93	in basic Linhas Aéreas de Moçambique c/s; l/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 Airlines); not canx from the Russian register; broken up
33 44 8 3 3		DDR-SEO	II-62M	Interflug	mfd	28nov83	line # 44-03; rgd 02jan84
		D-AOAH	II-62M	Interflug	rgd	03oct90	l/n SXF 02oct90 !
		CCCP-86574	II-62M	Interflug	SXF	1990	full c/s and titles prior to delivery to Uzbekistan
		CCCP-86574	II-62M	AFL/Uzbekistan		jul91	l/n SXF jul91 in Interflug c/s; rgd 30oct91; l/n TAS 15apr92; canx but date unknown
		86574	II-62M	Uzbekistan Airways	ZRH	mar93	seen without prefix
33 44 9 4 2		UK-86574	II-62M	Uzbekistan Airways	FRA	04apr93	seen wfu TAS oct97/jan03; in fleet list oct00/jan03 as stored; broken up TAS
		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 02jun87
24 44 5 5 5		CCCP-86535	II-62M	Soviet Gvt/AFL c/s	mfd	11may84	line # 44-05; toc 25may84; f/n LHR 28may84; rgd 31may84; opb 235 OAO
		CCCP-86535	II-62M	AFL/International	trf	09feb88	l/n SVO 18may91
		CCCP-86535	II-62M	AFL/Domodedovo	trf	unknown	on charge as of 01jan92; l/n ATH aug92
		RA-86535	II-62M	Aeroflot	DME	10sep92	l/n DME 06sep93
		RA-86535	II-62M	Domodedovo Airl.	LED	06jul94	trf 25jul94; sat wfu at DME, seen parked on the grass apr06/aug09; t/t 34,991 hours and 6,250 cycles as of 01jul09; scrapped at DME 16/22oct09
34 45 1 1 1		CU-T1259	II-62M	Cubana	mfd	06jun84	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 as bar with 'Bar Cafeteria' titles; photo in the process of being broken up 16mar11
44 45 8 2 7		DDR-SEP	II-62M	EGAF/Interflug c/s	rgd	04oct84	line # 45-02; had East German Air Force serial 176 allocated; f/n SXF 11mar85; l/n HEL 18jun90

	11+22 UK-86934 UK-86934 SU-ZDA	II-62M II-62M II-62M II-62M	German Air Force ex IFL c/s, n/t Alim-Air Lines Alim-Air Lines	rgd SXF TAS CAI	03oct90 26aug93 jul94 25may96	f/n SXF 02oct90, stored Ingolstadt-Manching 12may93 delivered to Tashkent this day named 'Mrs. Laila'; canx but date unknown f/n 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; l/n sep12, derelict; photo, fuselage by tail in two sections with wings broken off 29oct14; remains visible on GE (N30.124171 E31.421357), l/n 25jun15 as such line # 45-03; named 'Ostrava'; rgd 28nov84 ret jun92 white c/s, no titles; red OK on tail; trf to CSA Czech Airlines 01jan93, but titles were not changed; l/n PRG 23may94 wfu 29oct94; l/n PRG 25oct95, sold by mar96 to Bemoair sold late 1996 to, see next line canx 18may98; departed to Sharjah for Air Cess 19may98; sold to Russia 30jun98, see next line with additional 'Cen-Sad' titles since 14oct00 (but actually painted in English as Sin Sad); l/n RKT 18dec00 being painted reported as Mekong Air International 19apr04; l/n RKT may01/oct06 stored; scrapping commenced 03sep06 line # 45-04; toc 12apr85; rgd 19apr85; opb 235 OAO; l/n VKO 11sep92 l/n VKO 16jun94 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 line # 45-05; d/d 23mar85; named 'Bratislava'; rgd 27mar85; trf to CSA Czech Airlines 01jan93, but titles were not changed; l/n PRG 02sep94; wfu 23oct94 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 l/n SHJ 18dec00; ex CSA c/s with an 'M' above the cockpit; Rusavia went bankrupt jan01; named 'Natalya' l/n RMI 27oct01; named 'Natalya' converted to a freighter, but without side cargo door; named 'Natalya'; l/n TAS 31aug02 l/n SHJ 27sep04; basic Aeroflight/CSA c/s; named 'Natalya' l/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 Aeroflight/CSA c/s; f/n SAW 13sep06; bought sep07; l/n FJR 26mar07 named 'Tomiris'; current on register by late 2011 as Trust; seen wfu CIT aug11/sep23 line # 46-01; d/d 16may85; rgd 28may85 not taken up, aircraft was on overhaul during reunification arrived SNN 28dec90 in primer for painting; rgd 10jan91; l/n MIA 20may92 l/n DME 02apr02 l/n VKO 01feb03; named 'Sarkis' lsf Alfa-Avialinii OOO; f/n VKO 06may03; l/n DME 22aug05 stored; named 'Sarkis'; wfu and parked on the 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 in similar c/s to Air Koryo, but no titles; seen again CPH 13jun93; l/n FNJ 16may12 in all-white c/s, grey undersides with North Korean flag and star/bird emblem on the tail, Democratic People's Republic of Korea titles; given as ex P-618 on the CAAK facebook page; l/n FNJ 20sep14; seen ICN 04oct14, in the same c/s with registration now given as P-883 on the CAAK facebook page, but 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, Democratic People's Republic of Korea titles; l/n PEK 20jun18 line # 46-03; II-62M Salon TM-35UR (SatCom-equipped); opb 235 OAO; toc 16jul87; rgd 02aug87; f/n VKO 30aug88 SatCom equipment removed; l/n LHR 07nov92 l/n ARN 07sep93 in Aeroflot c/s and titles; l/n VKO 12aug06; t/t 6,294 hours and 1,454 cycles as of 01jul06; broken up by VARZ-400 aug06 line # 46-04; II-62M Salon TM-35UR (SatCom-equipped); toc 22may87; rgd 04jun87; opb 235 OAO at VKO; f/n BZZ 07dec87; l/n MIA 03dec89 SatCom-equipped; in basic Aeroflot c/s with additional small 'Aeroflot' titles below the cockpit; l/n VKO 27sep91 SatCom-equipment removed now; in basic Aeroflot c/s with additional small 'Aeroflot' titles below the cockpit and a Russian flag in basic Aeroflot c/s with 'Rossiya' titles; l/n VKO 16jun94 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 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' titles; seen KZN apr20/aug20; repainted at ULY in light grey c/s with 'Russian flag' cheatline, no titles; f/n as such ULY 12jan12; l/n LED 14apr24 line # 46-05; rgd 19dec85; seen SXF 07jun86 f/n SXF 02oct90 ! f/n SXF in Interflug c/s; rgd 30oct91; l/n TAS 15apr92; canx but date unknown
44 45 0 3 2	OK-OBL OK-OBL OK-OBL XU-229 no reg XU-229	II-62M II-62M II-62M II-62M II-62M II-62M	CSA Air Moravia n/t CSA CSA c/s, n/t Bemoair Egretta Yana Airlines all-white c/s, n/t all-white c/s, n/t	d/d lsd ATH	23nov84 dec91 jun92	
44 45 9 4 8	CCCP-86536 RA-86536 RA-86536	II-62M II-62M II-62M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	mfd PRG trf	04apr85 09jan93 22jul94	
15 45 9 5 1	OK-PBM OK-PBM RA-86935 RA-86935 RA-86935 RA-86935 RA-86935 UN-86935	II-62M II-62M II-62M II-62M II-62M II-62M II-62M	CSA Air Prague Rusavia CSA c/s, n/t Aeroflight VIM Airlines Alpha Airlines Deta Air	mfd sld SVO DME OST SHJ TLL lsd	13mar85 dec94 29may00 01jun01 15dec01 01jan03 30mar05 01aug06	
25 46 8 1 2	UP-16207 DDR-SER D-AOAI CCCP-86565 RA-86565 RA-86565 RA-86565	II-62M II-62M II-62M II-62M II-62M II-62M II-62M	Deta Air Interflug Interflug AFL/International Aeroflot Rus. Al Aeroflight VIM Airlines	TLL mfd rgd d/d SXF DME rgd	17aug08 16may85 03oct90 sep90 17oct92 18jun02 07feb03	
25 46 6 2 4	P-618 P-618 no reg	II-62M II-62M II-62M	Chosonminhang North Korean Gvt North Korean Gvt	NRT SVO ph.	19aug85 26apr93 10may14	
35 46 7 3 3	CCCP-86537 CCCP-86537 RA-86537 RA-86537	II-62M II-62M II-62M II-62M	Soviet Gvt/AFL c/s Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	mfd SNN LHR trf	03dec86 11aug92 08jan93 22jul94	
35 46 5 4 8	CCCP-86540 CCCP-86540 RA-86540 RA-86540 RA-86540	II-62M II-62M II-62M II-62M II-62M	Soviet Gvt/AFL c/s Sovjetski Soyuz Sovjetski Soyuz Russ. Gvt/AFL c/s Rossiya	mfd SNN SNN VKO trf	30jun86 19may90 28feb93 05sep93 22jul94	
	RA-86540	II-62M	Russian Air Force	rgd	18sep18	
45 46 2 5 7	DDR-SET D-AOAK CCCP-86576 86576 UK-86576 UK-86576 UK-86576 UK-86576 RA-86576	II-62M II-62M II-62M II-62M II-62M II-62M II-62M II-62M II-62MGr	Interflug Interflug AFL/Uzbekistan Uzbekistan Airways Uzbekistan Airways Panaf Airways Uzbekistan Airways KAPO im. Gorbunova	mfd rgd 1991 LHR LHR OST FRA NSK	31oct85 03oct90 jul91 02jan93 19mar93 30apr93 27dec93 13mar07	
	EW-450TR	II-62MGr	Rada Airlines	ODS	06oct15	
45 47 3 1 5	CCCP-86555 RA-86555 RA-86555	II-62M II-62M II-62M	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd CKL CKL	31mar87 08aug99 23jul07	
16 47 9 2 8	DDR-SES D-AOAJ CCCP-86575 86575 UK-86575 UK-86575 UK-86575 UK-86575 RA-86575	II-62M II-62M II-62M II-62M II-62M II-62M II-62M II-62M II-62M	Interflug Interflug AFL/Uzbekistan Uzbekistan Airways Uzbekistan Airways all-white c/s, n/t Uzbekistan Airways Interavia Interavia	mfd rgd SXF jul91 TLV FRA SOF ATH DME DME	24feb86 03oct90 sep92 09may93 13jan98 01sep98 18jun05 15aug05	
26 47 7 3 7	OK-BYZ OK-BYZ OK-BYZ RA-86590 RA-86590	II-62M II-62M II-62M II-62M II-62M	CS-Gvt (LSFMV) Czech Government Ensor Air Orient Avia Mavial/Magadan Al	mfd trf PRG rgd trf	16jun86 01jan93 03sep93 05apr95 oct99	
26 47 6 4 6	CCCP-86710 RA-86710 RA-86710	II-62M II-62M II-62M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	mfd SVO trf	30jun86 13apr93 22jul94	
36 47 8 5 3	P-881 P-881 P-881	II-62M II-62M II-62M	Chosonminhang Air Koryo no titles	SVO SXF KHV	18sep86 may93 28nov14	
46 48 4 1 4	P-881 CCCP-86711 86711 RA-86711 RA-86711 EL-ALM 3C-QQR	II-62M II-62M II-62M II-62M II-62M II-62M II-62M	Air Koryo Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya Cen-Sad Trans African Al	VKO mfd VKO AKL trf rgd rgd	29aug24 mar87 08jul92 05mar93 22jul94 23oct00 14may01	

	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; l/n TAS 15apr92 as such; seen in full new c/s ZRH 29jan93 with 'Uzbekistan' titles; l/n SXF 29apr93
	UK-86579 RA-86579	II-62M II-62M	Uzbek Government KAPO im. Gorbunova	FRA KHF	27jun93 19jun07	l/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 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; AOC revoked feb15; broken up by may18
29 51 4 4 7	CCCP-86526 RA-86526 RA-86526	II-62M II-62M II-62M	AFL/Domodedovo Aeroflot Domodedovo Airl.	mfd DME trf	21oct89 20mar93 25jul94	line # 51-04; toc 23oct89; rgd 31oct89; f/n DME 15mar90; l/n DME 22may91 l/n DME 06sep93 f/n OVB 09aug94; l/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 20mar93 f/n DME apr94, with titles and initially a Russian flag on the fin; wfu at DME, parked on the grass apr06/aug09; t/t 30,0715 hours and 4,925 cycles as of 01jul09; in process of being broken up 25dec09
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	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; scrapped at DME feb10
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	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 maintenance
	4L-86558	II-62M	Georgian Gvmt	PRG	22nov02	l/n TBS 12jul05; in Tbilaviamsheni fleet list apr04; offered for sale on internet 18feb05 with t/t 30,764 hours and 6,152 cycles; sold to Sky Jet, Kazakhstan early 2006
	UN-86558 UP-16203	II-62M II-62M	Skyjet Skyjet n/t	UTP AYT	27dec06 15jul08	l/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 still without titles; l/n FJR 12dec09
20 52 4 3 6	UP-16203 ST-OHO CU-T1282	II-62M II-62M II-62M	Fourty Eight Avn. Fourty Eight Avn. Cubana	KRT KRT d/d	18feb10 29mar10 sep90	still in basic ex-Aeroflot colours, grey tail with logo and titles still in basic ex-Aeroflot colours, grey tail with logo and titles; named 'Ashragat'; l/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 Aviacoin 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 RA-86552	II-62M II-62M II-62M	Aeroflot Aeroflot Domodedovo Airl.	mfd DME trf	30aug90 15may93 25jul94	line # 52-04; toc 04sep90; opb Domodedovskoye PO; f/n DME 12apr91; l/n ATH 02jun92 opb Domodedovo Airlines f/n DME 06may94; leased to Bemoair 17jun95/03oct95; new CoFR issued 03jun98; overshot on landing at Gyandzha 30jul01; l/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 Zhukovskiy, seen there 20jun20
30 52 6 5 7	CCCP-86553 RA-86553 RA-86553	II-62M II-62M II-62M	Soviet AF/AFL c/s Russ. Gvt/AFL c/s Rossiya	mfd DUS rgd	oct90 28mar93 10nov94	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; l/n VKO 16aug92 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 20may00; soc 21dec00 and canx 25dec00 as to the Central African Republic
	EL-ALZ 3C-QQZ TL-ABW 5A-DNY	II-62M II-62M II-62M/VIP II-62M/VIP	Cen-Sad, n/t Trans African, n/t Trans African, n/t Trans African, n/t	RKT rgd JNB DME	18jan01 23aug01 13apr02 30jun04	in basic ex Aeroflot c/s, white tail; l/n RKT 13mar01; canx by the new Liberian CAA named 'VIP Jalal'; f/n RKT 15sep01; l/n RKT 26jan02 c/n checked; named 'VIP Jalal'; was stored at DME for some years, l/n parked on the grass 12aug06; seen back on the apron at DME 04sep06, being worked on; seen under rework at TAS 14may08, paint stripped down apart from the green tail
	5A-DNY	II-62M/VIP	Libyan Air Cargo	MJI	02nov08	in full colours with titles; named 'Ghadamis'; l/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 terrible condition; still present on 19apr23
40 53 5 1 4	CCCP-86554 86554 RA-86554 RA-86554 RA-86554 5A-DKR 5A-DKR	II-62M II-62M II-62M II-62M II-62M II-62M II-62M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya no titles Cen-Sad Libyan Government	SNN VKO VKO rgd RKT LHR RKT	15nov90 08jul92 21mar93 11jan95 28apr00 08jun00 29dec01	line # 53-01; rgd 20jan91; toc 01jul91; opb 235 OAO; reserve aircraft for Soviet leader Mikhail Gorbachov; reportedly used by the leaders of the coup against Gorbachov 21aug91 to visit him in the Crimea; l/n VKO 13apr92 in basic Aeroflot c/s with 'Rossiya' titles; l/n VKO 16aug92 in basic Aeroflot c/s with 'Rossiya' titles; l/n VKO 05sep93 in basic Aeroflot c/s with 'Rossiya' titles; l/n VKO 17may99 soc 30mar00 and canx 04apr00 as to the Central African Republic no titles, only 'Cen-Sad' logo on fin; l/n RKT 17mar01 opb Libavia; in basic Cen-Sad c/s, no titles; l/n TIP 28jan06; w/o 29mar06 on a ferry flight (for overhaul) from MJI 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 still present 15aug06
40 53 8 2 3	CU-T1283	II-62M	Cubana	d/d	early91	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', seen 08apr09/nov11; broken up shortly afterwards and no longer visible on Google Earth mar12
40 53 7 3 2	CU-T1284	II-62M	Cubana	mfd	mar91	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 outside very dirty; scrapped apr21 line # 53-04; toc 12jun91; rgd 25jun91; f/n DME 04sep91
21 53 3 4 7	CCCP-86560 RA-86560 RA-86560 RA-86560	II-62M II-62M II-62M II-62M	AFL/Far East Aeroflot Dalavia Dalavia	mfd KHF trf DME	31may91 24may93 01jun93 19aug99	l/n KHV 12may95, in full Aeroflot c/s and titles t/t 18,875 hours and 3,931 cycles as of 01jul08; l/n DME 16aug08; operator's certificate was revoked 26jan09; broken up at KHV
21 53 2 5 8	CCCP-86559 RA-86559 RA-86559	II-62M II-62M II-62M	Russian Air Force Russian AF/AFL c/s Rossiya	mfd SNN trf	17sep92 13dec92 22jul94	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' SatCom-equipped; in basic Aeroflot c/s with grey tail and 'Rossiya' titles, small Aeroflot titles below the cockpit; l/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; l/n VKO apr97; repainted in grey c/s with cheatlines in the colours of the Russian flag; l/n DME 12sep14
31 54 4 1 6	RA-86559 CCCP-86673(2) RA-86673(2) RA-86673(2)	II-62M II-62M II-62M II-62M	Russian Air Force AFL/Domodedovo Aeroflot Domodedovo Airl.	DME mfd KHF trf	17nov14 25nov91 oct92 25jul94	SatCom-equipped; in basic Rossiya c/s, no titles; l/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; l/n DME 10sep92; see c/n 70303 l/n SHJ feb93 already f/n DME 25may94; l/n DME 28may05, active; wfu and parked on the grass at DME, l/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 Chkalovskiy; engine covers marked '540224' (ie, line # 5402; tactical code "24" allocated?); l/n CKL 26aug02
	RA-86572	II-62M	Russian Air Force	BRU	01dec03	equipped with 'Asteroid 1-S' SatCom; opb 223 LO at Chkalovskiy; 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 RA-86126	II-62M II-62M	Orient Avia KAPO im. Gorbunova	mfd TFS	27feb92 31dec00	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 leased from 22dec00; rgd 09jan01, in white/grey c/s with KAPO emblem on fin and titles; seen DME 13aug01; l/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; l/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; l/n active VKO 22may17; seen KZN 25sep17/14sep20 stored; canx between 28may19 and 17jan20
	no reg	II-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 ilyuhin.org website (which had never shown as EX-62001) with authorised service until 27apr21
41 54 8 4 2	EW-505TR CCCP-86561 RA-86561	II-62MGr II-62M II-62M	Rada Airlines Russian Air Force Russian AF/AFL c/s	MES mfd SNN	21dec20 10dec92 28mar93	in all-white c/s with grey undersides and titles; l/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 operator given as just 'OAO'; l/n 18mar93 SatCom-equipped; in basic Aeroflot c/s with grey tail and 'Rossiya' titles, small Aeroflot titles below the cockpit; l/n VKO 05sep93

	RA-86561	Il-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 flag; l/n VKO 27oct13
	RA-86561	Il-62M	Russian Air Force	CKL	22aug14	SatCom-equipped; still with Rossiya titles, now operated by 223 LO based at CKL; l/n AER 16may15
	RA-86561	Il-62M	Russian Air Force	CKL	27aug15	SatCom-equipped; in basic Rossiya c/s, no titles; seen CKL dec19; still active mar20; l/n CKL sep21; still active 06jun22 CKL-Latikia; seen parked KZN 19apr24; l/n BEN 26nov24
12 54 8 5 1	RA-86127	Il-62M	AFL/Domodovovo	mfd	27may92	line # 54-05; toc 10jun92; rgd 26jun92; f/n SNN 09apr93
	RA-86127	Il-62M	Domodovovo Airl.	trf	05dec94	already f/n DME 23sep94; l/n DME 12oct07; sat wfu at DME, seen apr08/aug09; t/t 19,695 hours and 3,470 cycles as of 01jul09; scrapped at DME starting 07mar10
22 55 7 1 9	RA-86128	Il-62M	AFL/Far East	mfd	14jul92	line # 55-01; toc 24aug92
	RA-86128	Il-62M	Dalavia	trf	01jun93	f/n DME 07jul93, in full Aeroflot c/s and titles; l/n TAS 08may98
	RA-86128	Il-62M	Dalavia	KHV	01aug01	l/n active UTP 29dec06; not in fleet list 08nov07; stored at KHV, l/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	Il-62M	AFL/Domodovovo	mfd	18sep92	line # 55-04; toc 20oct92; f/n DUS 28mar93
	RA-86129	Il-62M	Domodovovo Airl.	trf	05sep94	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	Il-62M	Aral Air	mfd	30oct92	line # 55-03; f/n ZIA 24aug95
	RA-86130	Il-62M	Aviaenergo	rgd	02nov95	leased from EES Rossii 03aug95/03aug20 !; f/n VKO dec95; current in fleet list 01dec05; offered for sale 15may06 with t/t 9,200 hours and 1,458 cycles as of 14apr06; l/n SVO 27nov06
	UN-86130	Il-62M	Investavia	LGW	22mar07	in basic Aviaenergo c/s with additional 'NRG' titles on side of fuselage; l/n FJR 15nov08/01jul09, see next line
	UP-16210	Il-62M	Investavia	THR	oct09	was offered for sale on web as such may09 with t/t 10,569 hours, see above; still in basic Aviaenergo c/s 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 from this location early 2020
42 55 2 4 4	RA-86131	Il-62M	Dalavia	mfd	dec92	line # 55-04; toc 01jul93; f/n SIN 11oct93, in full Aeroflot c/s and titles; l/n DME 23apr97
	RA-86131	Il-62M	Dalavia	DME	20aug99	t/t 15,301 hours and 3,187 cycles as of 01jul08; operator's certificate was revoked 26jan09; l/n KHV 18nov08/aug24, wfu and with a damaged nose since aug15
42 55 1 5 2	RA-86566	Il-62M	AFL/Far East	mfd	28dec92	line # 55-05; f/n KHV 24may93; toc 01jul93; also operated International flights for Aeroflot Russian Al; l/n SVO 27nov97
	RA-86566	Il-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 taxiing Il-96 RA-96009 02jun01; l/n UUS 09feb04; reportedly put into storage at TAS in 2004 and still noted there dec05; in fleet list mar07 as stored
	UN-86566	Il-62M	Sayat Air	KGF	08aug07	in basic Sakhalin c/s with large 'SAYAT air' titles; f/n AYT 31aug07; l/n ALA 29jun08
	UP-16204	Il-62M	Sayat Air	VAR	04jul08	in basic Sakhalin colours with large 'SAYAT air' titles; l/n UTP 29dec08
	UP-16204	Il-62M	Aria Air	MHD	mar09	in basic Sakhalin c/s; 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	Il-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	Il-62M	East Line	CMB	30apr99	CofR renewal 01jun99; leased from Gosinkor 16dec98/16dec99; CofR renewal 14dec01; leased from Armdina 20sep01/20oct04; l/n DME 26jul05
	RA-86567	Il-62M	Russian Sky	DME	12aug05	current in fleet list dec05; l/n DME 18apr06
	RA-86567	Il-62M	Interavia	DME	25may06	in white c/s with blue fin; reported DME 25may06 with small 'MChS Rossii' subtitles on the nose; l/n active DME 17aug08; sat wfu at Magadan-Sokol, l/n dec08/oct11; t/t 13,933 hours and 2,266 cycles; broken up at Magadan-Sokol mar15
42 56 2 2 3	RA-86568	Il-62M	Orient Avia	mfd	28sep93	line # 56-02; rgd 21sep94; named 'Vladivostok'; f/n SVO 08oct94; Orient Avia went bankrupt; l/n SVO apr97/jun99 engineless
	RA-86568	Il-62M	East Line	DME	24may00	rgd 27apr01; l/n DME 26jan03; CofR renewal 27jan03
	RA-86568	Il-62M	Tretyakovo Al	DME	01apr01	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; l/n jun13; broken up at DME in 2013; canx before apr16
	RA-86568	Il-62M	Airstars	DME	07apr03	line # 56-03; l/n TAS 24may04
13 56 2 3 4	UK-86569	Il-62M	Uzbek Government	AMS	08jun93	large 'Republic of the Gambia' titles; f/n BJL 18nov05; seen IST 17apr16; l/n wfu BJL aug16/aug21
	C5-RTG	Il-62M	Gambia Government	trf	aug05	still in basic Republic of the Gambia c/s, no titles; arrived at Vitebsk aug21 and stored there since; l/n 30dec22 still complete, although was reported to be used for spares
	EW-564TR	Il-62M	Rada Air	DJE	08aug21	line # 56-04; rgd 22apr96; f/n SVO 11may96; named 'Mikhail Gromov' 31jul97 after a legendary Soviet pilot of the 1930s; last seen active dec13; was authorised to fly until 29dec13; canx 19mar14; seen wfu ZIA aug15/aug20; new CofR 23mar23
13 56 3 4 7	RA-86570	Il-62M	MChS Rossii	mfd	20dec95	line # 56-05; rgd 18sep96; f/n ZIA 23aug97; seen ATH 04apr99, white fuselage and tail, and red cyrillic titles on both sides with additional 'RAO <UES Rossii>' (Unified Energy System of Russia) cyrillic titles below the front windows; l/n GRO 22aug00, as such
13 56 8 5 1	RA-86583	Il-62M	Aviaenergo	mfd	31jul96	in new c/s, no titles; l/n SVO 18dec02
	RA-86583	Il-62M/VIP	Aviaenergo	SVO	12jun01	with 'VIP' titles; l/n KHV 31jul09
	RA-86583	Il-62M/VIP	Aviaenergo	SVO	01jul03	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; l/n KZN 23aug12, stored
	RA-86583	Il-62M/VIP	Rostelecom	ph.	18feb10	stored; l/n KZN may13; broken up at KZN, photo 10dec14, top of the fuselage cut away and in two sections, with clipped wings
23 57 7 1 1	--	Il-62M	bare metal	Kzp	1996	line # 57-01; airframe basically completed by 1993; stored unsold at the factory, l/n aug97
	ST-PRA	Il-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	--	Il-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 22jul93 (this is not the aircraft release date), was originally to have been completed as an Il-62M Salon TM-3SUR (SatCom-equipped)
.. 57 . 3 . ? --	--	Il-62M	bare metal	Kzp	aug97	line # 57-03; in total four bare metal Il-62s present this date; a candidate to be either RA-86495(2) or RA-86496(2)
33 57 9 4 7	RA-86586	Il-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	Il-62M	KAPO im. Gorbunova	rgd	19may00	f/n VKO 22jul00; l/n SAW 25mar06; returned to owner by oct06
	RA-86586	Il-62M	BGB Airlines, n/t	UTP	27dec06	flight planned TSE-KBP, with 'LIS' callsign; reported for Skyjet
	UN-86586	Il-62M	Eastern Express	VAR	31jan07	l/n KGF 23mar08
	UN-86586	Il-62M	Sayat Air	VAR	26jun07	l/n KGF 27nov08
	UP-16205	Il-62M	Sayat Air	KGF	26sep08	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; l/n FJR 06sep12 still as Aria Air; seen FJR 27oct12 in basic ex Aria c/s, no titles; l/n FJR dec12/sep22, stored, but no longer present apr23, probably broken up; see next line
	UP-16205	Il-62M	Aria Air	Isd	early09	the fuselage was reported to have severe corrosion aug16; still current on register jun23; see previous line
.. 57 . 5 . ? --	RA-86586	Il-62M	--	rgd	19jan16	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 Il-62'; a candidate to be either RA-86495(2) or RA-86496(2)

Il-62s with unknown construction numbers include

---	RA-86495(2)	Il-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 Il-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; l/n ZIA 20feb24; see c/n 2726628
---	RA-86496(2)	Il-62M	Russian Air Force	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
---	RA-86571	Il-62M	bare metal	Kzp	17aug99	line number 57-02 or 57-03 ?, plus two other bare metal Il-62s, registrations could not be seen
---	RA-86584	Il-62M	bare metal	Kzp	02sep96	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

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 Il-76, then Il-76T and Il-76M, indicating civil and military use respectively. 73 Il-76s sans suffixe were built. The Il-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) Il-76MDs. Additionally, many former Iraqi Il-76M/MDs returned to the CIS, were de-converted and now wear Il-76T/TD designations, but still retain their gun turret. The presence of a gun turret does NOT actually differentiate between these two versions.

The Il-76M/MD has different navigational systems, para-dropping equipment, an additional APU and other equipment not installed on the civil variants (Il-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 Il-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 Il-76. Other Il-76 variants include the Il-76/A-50 AWACS (NATO codename 'Mainstay'), the cosmonaut trainer version designated Il-76MDK and the tanker version, the Il-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 Il-76 production line was dormant. The modernised version Il-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 Il-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 Il-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 Il-76 production to the "Aviastar" factory at Ulyanovsk. The main model built there, the Il-76MD-90A, is an updated version of the Il-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 Il-76MD-90A). Two unfinished Il-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 Il-76 bases have since closed and the only remaining operational Russian Air Force Il-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 Machulishchi remains open and from the previous seven Il-76 bases in Ukraine just Melitopol is still active.

Regarding the many Russian Air Force Il-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 Il-76 and Il-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 Il-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 Il-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 Il-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 the final 5 digits are explained in more detail below.

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 005 to 008 (but not necessarily in that order relate to) line # 01-02, 26-02, 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 once again rounded up. For example: for c/n 0093498971 - last 3 digits are 971. Add 2000 = 2971, then divide this by 4 equals 742.75 which is then rounded up to 743. 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 Il-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 VKO 17may71 and to the public at SVO 18may71; f/n LBG 25may/08jun71; tail cone modified to house an anti-spin parachute for low speed/high/alpha trials (as per later build Il-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 E37.952561) near to Dolgoye Ledovo; reported present since the 1980s; seen jun03/oct18 static test airframe; no c/n issued but should have ended at 007; possibly this is the fuselage seen at Khodynka 22aug99 in Aeroflot c/s or is just a mock-up
line #01-02	--	Il-76	Ilyushin OKB			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 taxiing, place and date unknown; used as ground instructional airframe by Riga aviation institute (RKIIGA), seen 198./aug96; seen being broken up there 23sep97
line #01-03	CCCP-86711	Il-76	Ilyushin OKB	f/f	25feb73	line # 01-04; first production Il-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 '347'; fuselage seen dumped at Zhukovski aug92/may93, still with exhibition number '347'; broken up by aug95

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

0334 01016	CCCP-76500	Il-76	Ilyushin OKB	f/f	05may73	line # 01-04; first production Il-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 '347'; fuselage seen dumped at Zhukovski aug92/may93, still with exhibition number '347'; broken up by aug95
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0334 01019	CCCP-76501	Il-76	OKB/NII VVS	r/o	oct73	line # 01-05; with tail turret; in Aeroflot c/s with a blue rudder; test-bed and flying laboratory aircraft; 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 UPАЗ refuelling system in 1983 (which was later standard on the Il-78); wfu and used as a ground instructional airframe by the technical school at Kirovograd, Ukraine, from 1986 (N48.541683 E32.277541) seen jul93/jun21
0334 01022	CCCP-86600	Il-76	Soviet AF/AFL c/s	d/d	03jun74	line # 01-06; delivered to Ivanovo; rgd 20jun75; first series aircraft delivered to the Air Force; sold by the Soviet Air Force 16jul92; f/n ZIA 11aug92
0334 02026	RA-86600 CCCP-86601	Il-76 Il-76	Tupolev ANTK Soviet AF/AFL c/s	ZIA mfd	31aug93 13jun74	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 hours and 2,454 cycles; opb mil. unit 32925 at Klin by mar97; wfu at Klin-5 airbase, f/n 06may94, l/n 12jun08; offered for sale as scrap metal 09feb09; not seen nov10 and reportedly broken up
0334 02031	CCCP-86602 "602" black	Il-76 Il-76	Soviet AF/AFL c/s Russian Air Force	d/d Iva	18jul74 24apr97	line # 01-08; delivered to Ivanovo; rgd 23jun75; no reports based at Ivanovo-Severnoy by mar97; ferried Ivanovo-Severnoy-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 05aug09 but still seen sitting on its tail without engines (N52.269441 E104.34796) may11/aug15; fuselage in two sections by 05nov15 and gone before mar16
0434 02035	CCCP-86603	Il-76/276	LIJ Zhukovski	d/d	23jun75	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 ?; canx but date unknown
0434 02039	CCCP-86604 CCCP-86604 RA-86604 EL-RDX 3D-RTX TL-ACU 3C-QRA UN-76497(2) UN-76497(2) S9-DBX 3X-GGT	Il-76 Il-76 Il-76 Il-76 Il-76 Il-76 Il-76 Il-76	Soviet AF/AFL c/s Alkor Trans-Aero, n/t Air Cess Air Pass Centrafrican Air General Trader	d/d rgd ZIA SHJ JNB SHJ rgd	31aug74 02sep93 24aug95 10feb97 16oct97 02dec98 10sep01	line # 01-10; delivered to Ivanovo, then Ukurei based; rgd 18jun75; sold ex Soviet Air Force 16jun92; f/n BKA 27apr93; in Aeroflot c/s and titles; l/n ZIA 03sep93 based at Zhukovski according to OKB document dated mar97 with this operator; in Aeroflot c/s, no titles; soc and canx 25dec95 in all-white c/s with grey undersides, no titles; rgd not available; l/n SHJ 03apr97 in all-white c/s with grey undersides, no titles; l/n SHJ 30mar98 in all-white c/s with grey undersides, no titles; an illegal TL- registration; l/n RKT 15dec01, see rgd next line reported in United Nations document sep01; in all-white c/s with grey undersides, no titles; f/n RKT 26jan02; l/n RKT 05may03 in all-white c/s with grey undersides, no titles; l/n SHJ 12dec03; seen FJR 29feb04, l/n CIT 22may04 seen FJR 25nov05; in all-white c/s with grey undersides; c/n from JP-05; seen CIT 25aug06; l/n FJR nov08 and seen again FJR 04feb09; l/n EBB 13aug10, parked in all-white c/s with grey undersides, no titles, version painted as 'Il-76TD'; had already been stored for a while, finally left EBB 23jul11; seen FJR dec12/mar18, stored; l/n sep22 with GST Aero titles once again visible
0434 02041	CCCP-86643 "21" red RA-76416(1) RA-76416(1)	Il-76 Il-76 Il-76 Il-76	Soviet AF/AFL c/s Soviet Air Force NSA Soyuz Dobrolet	d/d SVO rgd SVO	30sep74 1990 28sep92 20apr93	line # 02-01; delivered to Vitebsk, then Ivanovo and Ukurei based; rgd 18jun75; no reports and Ivanovo-Severnoy jun91; sold ex Soviet Air Force 29jul92; l/n BKA 10sep92; '2041' on engine covers f/n SVO 19mar93; officially Sheremetyevo based mar97 l/n Kubinka 25aug97; soc and canx 17nov97, retired at Kubinka and presumably scrapped there; see c/n 0093495854
0434 02046	CCCP-86644 "644" black RA-76417 RA-76417	Il-76 Il-76 Il-76 Il-76	Soviet AF/AFL c/s Soviet Air Force NSA Soyuz Dobrolet	d/d BKA rgd SVO	30sep74 10sep92 28sep92 27apr93	line # 02-02; delivered to Vitebsk, later Ukurei based; no reports; rgd 18jun75; sold ex Soviet Air Force 29jul92 f/n SVO 19apr93 based Sheremetyevo mar97; l/n Kubinka 25aug97; soc and canx 17nov97, retired at Kubinka and presumably scrapped there
0434 02049	CCCP-86645 "645" black	Il-76 Il-76	Soviet AF/AFL c/s Russian Air Force	d/d Sms	30nov74 09sep97	line # 02-03; rgd 18jun75; delivered to Vitebsk; later based at Ukurei; no reports opb mil. unit 06755 at Smolensk-Severnoy; sat wfu at Smolensk-Severnoy for several years, l/n aug07/nov07; offered for sale as scrap metal 09feb09; reportedly broken up Smolensk 19sep09
0434 02053	CCCP-86646	Il-76	Soviet AF/AFL c/s	d/d	10feb75	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/n and not seen since so probably broken up
0434 02060	CCCP-86647 RA-86647	Il-76 Il-76	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sec	12mar75 09aug99	line # 02-05; delivered to Vitebsk; no reports; rgd 23jun75 based Seshcha mar97; l/n Seshcha 17aug03; canx but date unknown and reportedly broken up
0434 03061	CCCP-86713 "713" black	Il-76 Il-76 Il-76	Soviet AF/AFL c/s Russian Air Force	d/d Sec Kln	10aug75 06may94	line # 02-06; mfd 13mar75 (despite c/n commencing 04 !, late mfd); delivered to Vitebsk; rgd 09feb76; no reports in documents as '86713', i.e. still used call-sign 'RA-86713'; opb mil. unit 32925 at Klin; last flight 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
0534 03067	CCCP-86714	Il-76	Soviet AF/AFL c/s	mfd	may75 ?	line # 02-07; rgd 26jun78; opb 339 vtap at Vitebsk; w/o 23nov79 on a training flight from Vitebsk at night 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 crew killed; canx 23apr80
0534 03072	CCCP-86715 RA-86715 EL-RDT 3D-RTT TL-ACN	Il-76 Il-76 Il-76 Il-76 Il-76	Soviet AF/AFL c/s Alkor Air Cess Air Pass Centrafrican	d/d rgd SHJ SLD SHJ	28jun75 02sep93 08oct97 30dec97 aug98	line # 02-08; delivered to 339 vtap at Vitebsk; rgd only 26jun78; later opb 192 vtap at Ukurei; sold from the inventory of the Russian Air Force 16jun92; f/n BKA 27apr93; l/n BKA 15may93 still in full Aeroflot c/s including titles; f/n ZIA 04jul95; soc 25dec95 as life-time expired and canx the same day; operator given as Trans-Aero in an OKB document mar97 rgd not available; in white c/s with light grey belly, no titles; l/n SHJ 29nov97 c/n confirmed in documents as ex EL-RDT; in white c/s with light grey belly, no titles; l/n SHJ 30jun98 c/n confirmed; in white c/s with light grey belly, no titles; stored without engines at RKT, seen 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' advertising in Arab and English from mid-2000, l/n nov19, in poor condition; seen mar22 wings broken off
0534 03073	CCCP-86805 RA-86805	Il-76 Il-76	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Kln	26jul75 12oct94	line # 02-09; d/d to Vitebsk 26jul75; rgd 26jun78; a photo exists 1986, presumably of this aircraft painted as CCCP-86605 which was an Il-62; f/n Klin-5 airbase 06may94; f/n Klin-5 airbase 07jul94 opb mil. unit 32925 at Klin; wfu at Klin-5 airbase, f/n aug01, l/n jun08, in poor condition; offered for sale as scrap metal 09feb09; not seen nov10 and reportedly broken up
0534 03078	CCCP-86806 RA-86806	Il-76 Il-76	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sec	02aug75 09aug99	line # 02-10; rgd 26jun78; delivered to Vitebsk, later Novgorod based; photo at Ryazan-Dyagilevo 1992; l/n Klin-5 airbase 25aug95 opb 566 vtap at Seshcha; l/n Seshcha 26aug07; canx but date unknown; offered for sale by Russian privatisation agency dec07 and broken up at Seshcha
0534 04083	CCCP-86807	Il-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; not seen nov10 and reportedly broken up
0534 04085	CCCP-86808	Il-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 09feb09; reportedly broken up Seshcha
0534 04091	CCCP-86809 RA-86809	Il-76 Il-76	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sec	30sep75 23aug95	line # 03-03; a photo exists, presumably of this aircraft painted as CCCP-86609 which was an Il-62; rgd 19jul77; delivered to Vitebsk; f/n CGN 22apr78 based at Ulyanovsk-Vostochny mar97; later opb 566 vtap at Seshcha; l/n Seshcha 26aug07; offered for sale by Russian privatisation agency dec07; reportedly broken up
0534 04094	CCCP-86810 RA-86810 4K-86810	Il-76 Il-76 Il-76	Soviet AF/AFL c/s Azerbaijani AF Azerbaijani AI	d/d SHJ BAK	29oct75 02feb94 14apr01	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 Il-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 reach of Russian forces; trf to Azerbaijan formalised 16jun92; l/n BKA 10sep92; canx 15sep94, see next line prefix must have been used illegally; in basic Aeroflot c/s, no titles; l/n KVD 16may96; based at Gyandzha by mar97 in basic Aeroflot c/s, no titles but 'AZAL' logo and small 'AHC' on fin; seen Gostomel 31may02; l/n RKT 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
0534 04098	CCCP-86811 "811" black	Il-76 Il-76	Soviet AF/AFL c/s Russian Air Force	d/d ULY	31oct75 27aug97	line # 03-05; rgd 26jun78; delivered to Vitebsk, later Seshcha based; f/n LBG 10jun83; canx but date unknown based at Ulyanovsk-Vostochny mar97; later opb 566 vtap at Seshcha; seen Seshcha 25aug04; offered for sale by Russian privatisation agency dec07; l/n Seshcha 09may11; broken up may13
0534 04103	CCCP-86812 RA-86812	Il-76 Il-76	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sec	29nov75 09aug99	line # 03-06; rgd 26jun78; delivered to Vitebsk, later Ivanovo based; registration given as 86612 in Ilyushin OKB document, see next line; f/n LBG 16may81 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; 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; reportedly broken up
0534 04105	CCCP-86813 RA-86813	Il-76 Il-76	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sec	30nov75 09aug99	line # 03-07; registration given as 86613 in Ilyushin OKB document; rgd 19jul77; delivered to Vitebsk; f/n jun83 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 RA-86814	Il-76 Il-76	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sec	25dec75 23aug95	line # 03-08; registration given as 86614 in Ilyushin OKB document; rgd 19jul77; delivered to Vitebsk, later Ukurei and Ivanovo based; no reports opb 566 vtap at Seshcha; canx but date unknown; wfu at Seshcha; l/n Seshcha 26aug07; offered for sale by Russian privatisation agency dec07; reportedly broken up

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-Severnoy 23aug95; based at Ulyanovsk-Vostochny mar97; later opb 566 vtap at Seshcha; canx but date unknown; wfu at Seshcha, f/n Seshcha 25aug04, l/n 26aug07; offered for sale by Russian privatisation agency dec07; reportedly broken up
0534 05117	CCCP-86822	Il-76	Soviet AF/AFL c/s	KHI	17sep79	line # 03-10; rgd 15mar79; in official line-number list as instructional; no reports after jul92 when transferred to Belarus Air Force, and probably broken up; canx but date unknown
0534 05124	CCCP-86823	Il-76	Soviet AF/AFL c/s	d/d	31jan76	line # 04-01; rgd 26jun78; delivered to Vitebsk; registration given as 86623 in Ilyushin OKB document; f/n LBG 20may81; arrived Maushulishchi early 1996 for use as ground instructional airframe
	CCCP-86823	Il-76	Aeroflot c/s, n/t	Mma	18aug97	still in use as ground instructional airframe; canx but date unknown; l/n Minsk-Maushulishchi jun00; reportedly broken up there
0534 05128	CCCP-86824	Il-76	Soviet AF/AFL c/s	d/d	10feb76	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; l/n Seshcha 26aug07, wfu; offered for sale by Russian privatisation agency dec07; reportedly broken up
0634 05130	CCCP-86625	Il-76	Soviet AF/AFL c/s	d/d	03mar76	line # 04-03; rgd 13jan81; delivered to Novgorod, later Ukurei based; f/n 1978; l/n Smolensk-Severnoy 23aug95
	RA-86625	Il-76	Soviet AF/AFL c/s	Sms	14jun96	based Smolensk mar97; l/n Smolensk-Severnoy 24aug04; canx but date unknown and reportedly broken up Smolensk 2009
0634 05135	CCCP-86626 "626" black	Il-76	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Rzd	25mar76 03sep93	line # 04-04; rgd 15mar79; delivered to Novgorod; canx but date unknown
0634 05137	CCCP-86627	Il-76	Soviet AF/AFL c/s	d/d	09apr76	opb 610 TsBPIPLS VTA at Ivanovo-Severnoy; l/n Ivanovo-Severnoy 27aug04; broken up at Ivanovo-Severnoy by 2006
	RA-86627 RA-86627	Il-76 Il-76	Aeroflot c/s Uralinteravia	rgd FRA	26nov92 02apr94	line # 04-05; rgd 13jan81; delivered to Novgorod, later Ukurei based; no reports; sold ex Soviet Air Force 10aug92 to Uralinteravia; f/n ZIA 03sep93
0634 05144	CCCP-86628 RA-86628	Il-76 Il-76	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Kln	24apr76 20aug95	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
0634 06148	CCCP-86629	Il-76	Soviet AF/AFL c/s	d/d	14may76	line # 04-06; d/d to Novgorod 27apr76; rgd 13jan81; no reports
	"629" black	Il-76	Russian Air Force	Rzd	03sep93	based at Klin mar97; seen Klin-5 airbase 03jun01; later opb mil. unit 21350 at Tver-Migalovo; l/n KLD 22aug08, prefix faded; offered for sale as scrap metal 09feb09 and reportedly broken up
0634 06149	CCCP-86630	Il-76	Soviet AF/AFL c/s	d/d	01jun76	line # 04-07; rgd 09feb81; delivered to Novgorod, later Seshcha based; no reports; canx but date unknown
0634 06156	CCCP-86716	Il-76	Soviet AF/AFL c/s	d/d	15jun76	based Ulyanovsk-Vostochny mar97; l/n Novgorod-Krechevitsy 28sep02; broken up Novgorod-Krechevitsy 26sep05
	"716" black	Il-76	Russian Air Force	Sec	23aug95	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; offered for sale by Russian privatisation agency dec07; reportedly broken up
0634 06160	CCCP-86717	Il-76	Soviet AF/AFL c/s	d/d	08jul76	line # 04-09; rgd 13jan81; delivered to Novgorod, later Seshcha based; no reports; canx but date unknown
0634 07162	CCCP-86745	Il-76	Soviet AF/AFL c/s	d/d	26jul76	based at Ulyanovsk-Vostochny mar97; for sale 09aug01 at a minimum price of 2,233,200 Rubles; l/n Seshcha 17aug03; reported scrapped
0634 07165	CCCP-86746	Il-76	Soviet AF/AFL c/s	d/d	05aug76	line # 04-10; rgd 13jan81; delivered to Novgorod; opb 610 TsBPIPLS VTA at Ivanovo-Severnoy in 1990s; f/n Ivanovo-Severnoy 24aug95; seen Ivanovo-Severnoy mar02/aug03, wfu parked on the grass; canx but date unknown; broken up at Ivanovo-Severnoy by 2006
	RA-86746	Il-76	Russian AF/AFL c/s	Sms	09aug99	line # 05-01; rgd 13jan81; delivered to Novgorod; opb 610 TsBPIPLS VTA at Ivanovo-Severnoy in 1990s; f/n Ivanovo-Severnoy 24aug95; l/n Ivanovo-Severnoy 19aug01; reported Smolensk-Severnoy 24aug04 as 'RA-', confirmation welcome; canx but date unknown; broken up at Ivanovo-Severnoy by 2006
0634 07170	CCCP-86747	Il-76	Soviet AF/AFL c/s	mfd	23aug76	line # 05-02; rgd 25jan82; delivered to Novgorod, later Ukurei based; f/n OVB 21apr93; l/n Smolensk-Severnoy 23aug95
	RA-86747 RA-86747	Il-76 Il-76	Uralinteravia Uralinteravia	Kho DME	07jul93 23sep94	based at Smolensk mar97; l/n Smolensk-Severnoy 24aug04; canx but date unknown and reportedly broken up
	D2-FDX	Il-76	Uralinteravia	JNB	14jun01	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
0634 07175	CCCP-86748	Il-76	Soviet AF/AFL c/s	d/d	30aug76	in Aeroflot c/s and titles; l/n ATH nov93, in Aeroflot c/s, no titles
	RA-86748	Il-76	Russian AF/AFL c/s	Sms	14jun96	line # 05-04; rgd 13jan81; delivered to Novgorod; later based at Ukurei; f/n Smolensk-Severnoy 05jul95; l/n Smolensk-Severnoy 23aug95
0634 07179	CCCP-86749	Il-76	Soviet AF/AFL c/s	d/d	13sep76	opb mil. unit 06755 at Smolensk-Severnoy; sat wfu at Smolensk-Severnoy for several years, l/n aug07/nov07; offered for sale as scrap metal 09feb09 and reportedly broken up
	RA-86749	Il-76	Russian AF/AFL c/s	Sms	14jun96	line # 05-05; rgd 13jan81; delivered to Novgorod; later based at Ukurei; f/n in former East Germany 1992; l/n Smolensk-Severnoy 23aug95
0634 07183	CCCP-86815	Il-76	Soviet AF/AFL c/s	d/d	24sep76	opb mil. unit 06755 at Smolensk-Severnoy; sat wfu at Smolensk-Severnoy, l/n 26aug07; offered for sale as scrap metal 09feb09 and reportedly broken up
0634 07185	CCCP-86816 "616" black	Il-76 Il-76	Soviet AF/AFL c/s Russian Air Force	d/d Iva	06oct76 24aug95	line # 05-06; delivered to Ivanovo; registration given as 86615 in Ilyushin OKB document; opb 610 TsBPIPLS VTA at Ivanovo-Severnoy in 1990s; f/n Ivanovo-Severnoy 24aug95; l/n Ivanovo-Severnoy 06aug06, wfu and missing engines; broken up at Ivanovo-Severnoy in autumn 2006
0634 07191	CCCP-86817	Il-76	Soviet AF/AFL c/s	d/d	19oct76	line # 05-07; delivered to Ivanovo; registration given as 86617 in Ilyushin OKB document; f/n SXF 14nov91; l/n SVO 01jun92
	CCCP-86817 EK-86817 EK-86817 EP-TPO EK-86817 EK-86817	Il-76 Il-76 Il-76 Il-76 Il-76 Il-76	Yerevan Avia Yerevan Avia Yer Avia Payam Air Yer Avia, n/t Yer Avia	rgd ZAG DXB SHJ SHJ OST	02jun92 17nov93 08oct96 07may97 15jan01 20may01	line # 05-08; delivered to Ivanovo; registration given as 86617 in Ilyushin OKB document; f/n SXF 14nov91; l/n SVO 01jun92
0634 07194	CCCP-86818	Il-76	Soviet AF/AFL c/s	d/d	27oct76	line # 05-09; rgd 13jan81; delivered to Novgorod; registration given as 86618 in Ilyushin OKB document and a photo exists as such, CCCP-86618 was an Il-62; f/n Ivanovo-Severnoy 24aug95; Ivanovo based mar97; l/n Ivanovo-Severnoy 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
0634 07202	CCCP-86631	Il-76	Soviet AF/AFL c/s	mfd	27nov76	opb mil. unit 06755 at Smolensk-Severnoy; sat wfu at Smolensk-Severnoy, l/n 26aug07; offered for sale as scrap metal 09feb09 and reportedly broken up
0634 07206	CCCP-76502(1) CCCP-76502(1) CCCP-76502(1)	Il-76 Il-76 Il-76	AFL/Tyumen-TJM AFL/GosNII GA AFL/Privolzhsk	f/f trf trf	01dec76 16aug83 13feb87	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 sale as scrap metal 09feb09 and reportedly broken up
	RA-76502(1)	Il-76	AFL/Privolzhsk		nov09	line # 06-02; d/d 22dec76; toc 01jan77; rgd 22nov77; first civil (MGA) Il-76 delivered
0634 08209	CCCP-76503(1) CCCP-76503(1)	Il-76 Il-76	AFL/Tyumen-TJM AFL/Ulyanovsk HFS	d/d trf	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
0634 08214	CCCP-86634 "634" black	Il-76 Il-76	Soviet AF/AFL c/s Russian Air Force	d/d Sms	21dec76 07jul95	still present at the Omsk Aviation Technical School may16 (N54.955730 E73.329122), now with Russian flag and RA- prefix; l/n oct22
0634 08217	CCCP-86635 "635" black	Il-76 Il-76	Soviet AF/AFL c/s Russian Air Force	d/d Sms	25dec76 07jul95	line # 06-03; toc 01jan77; rgd 22nov77; see c/n 2113422748
0634 08222	CCCP-86636	Il-76	Soviet AF/AFL c/s	d/d	09feb77	soc 10jan89 and canx same date; f/n ULV (N54.275285 E48.240657) aug92, in use as ground instructional airframe; l/n 19aug22
0634 09228	CCCP-86637	Il-76	Soviet AF/AFL c/s	d/d	27dec76	line # 06-04; rgd 13jan81; delivered to Novgorod; later based at Ukurei; no reports
0734 09232	CCCP-86638 CCCP-86638	Il-76 Il-76K	Soviet AF/AFL c/s Soviet AF/AFL c/s	d/d f/f	jan77 ? 02aug81	opb mil. unit 06755 at Smolensk-Severnoy; sat wfu at Smolensk-Severnoy, l/n 26aug07; offered for sale as scrap metal 09feb09; scrapped 01oct09
0734 09235	CCCP-86639 86639	Il-76 Il-76	Soviet AF/AFL c/s Ukraine AF/AFL c/s	d/d Mkk	31jan77 10may97	line # 06-05; rgd 13jan81; delivered to Novgorod; later based at Ukurei; photo in 1978
0734 09237	CCCP-86640	Il-76	Soviet AF/AFL c/s	d/d	24feb77	opb mil. unit 06755 at Smolensk-Severnoy; sat wfu at Smolensk-Severnoy, l/n 26aug07; offered for sale as scrap metal 09feb09
						line # 06-06; delivered to Ivanovo; opb 610 TsBPIPLS VTA at Ivanovo-Severnoy in 1990s; f/n Ivanovo-Severnoy 24aug95; seen Ivanovo-Severnoy mar02/aug06, wfu parked on the grass; broken up at Ivanovo-Severnoy in autumn 2006
						line # 06-07; delivered to Ivanovo; opb 610 TsBPIPLS VTA at Ivanovo-Severnoy in 1990s; f/n Ivanovo-Severnoy 24aug95; seen Ivanovo-Severnoy sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severnoy by 2006
						line # 06-08; no reports; converted to, see next line
						the first Il-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 (N57.957278 E56.125258) visible on Google Earth aug06/sep24
						line # 06-09; delivered to Ivanovo; no reports
						still with 'Aeroflot' titles, but without prefix; based at Artsyz mar97; wfu at Mykolayiv-Kulbakino, f/n may02, l/n sep11/sep21; in official document sep08 for disposal, with military unit A2488 at Mykolayiv
						line # 06-10; rgd 13jan81; delivered to Novgorod, later Ukurei based; sold ex Soviet Air Force 29jul92 and l/n BKA 02apr93, see rgd next line !

0734 09243	RA-76418	Il-76	Dobrolet	rgd	28sep92	f/n BKA 02sep93; still had 640 on nose, ex СССР-86640
	RA-76418	Il-76	Dobrolet logo, n/t	SVO	06may95	l/n DME 10jul00
	RA-76418	Il-76	Dobrolet	DME	13aug01	l/n DME 28aug03, with titles; soc 17mar03; canx 20oct03; reportedly broken up
	CCCP-86641	Il-76	Soviet AF/AFL c/s	no	reports	line # 07-01; converted by TMZ to, see next line
	no code	A-50	TANTK	f/f	19dec78	from Taganrog; first A-50 prototype, still without mission equipment; in Soviet Air Force c/s; underwent trials with the LII
	"10" red	A-50	Soviet AF/PVO	Cho	06jul94	trf to the otrjad at Vitebsk, probably in 1986; used as a ground instructional airframe by 111 VASHM at Chortkiv, f/n 06jul94, all A-50 equipment removed, l/n 18aug97; broken up by may98
0734 09248	CCCP-86642	Il-76	Soviet AF/AFL c/s	d/d	21apr77	line # 07-02; delivered to Ivanovo; performed the first Il-76 landing at Khodynka 25jul78; f/n Tashkent-Tuzel apr89
	RA-86642	Il-76	Russian AF/AFL c/s	Iva	24apr97	opb 610 TsBPIPLS VTA at Ivanovo-Severnoy; l/n Ivanovo-Severnoy 19aug01; broken up at Ivanovo-Severnoy by 2006
0734 09251	CCCP-86632	Il-76	Soviet AF/AFL c/s	d/d	26apr77	line # 07-03; rgd 13jan81; delivered to Novgorod; later based at Ukurei; photo exists, date unknown
	"632" black	Il-76	Russian Air Force	Sms	07jul95	opb mil. unit 06755 at Smolensk-Severnoy; sat wfu at Smolensk-Severnoy, l/n aug07/nov07; offered for sale as scrap metal 09feb09; reportedly broken up
0734 09256	CCCP-86633	Il-76	Soviet AF/AFL c/s	d/d	16may77	line # 07-04; no reports; Artsyz based mar97
	86633	Il-76	Ukraine Air Force	Mtp	06jul96	in basic ex Aeroflot c/s, no titles or prefix; l/n Melitopol 29apr99, used for spares; broken up
0734 09259	CCCP-86718	Il-76	Soviet AF/AFL c/s	rgd	13jan81	line # 07-05; version given in the accident report as Il-76M; opb opp 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 Gukhaya Kerest' village (32 km from Krechevitsy airfield), all 7 crew members were killed; canx 02mar90
						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-Severnoy; l/n Smolensk-Severnoy 24aug04, probably wfu; offered for sale as scrap metal 09feb09; reported broken up
0734 09263	CCCP-86719	Il-76	Soviet AF/AFL c/s	d/d	14jun77	line # 07-07; rgd 13jan81; delivered to Novgorod, later based at Ukurei; f/n in East Germany before 1990;
	"719" black	Il-76	Russian Air Force	Sms	07jul95	sold by Russian Air Force 10aug92
0734 09267	CCCP-86720	Il-76	Soviet AF/AFL c/s	d/d	27jun77	in full c/s with titles, operated by Uralinteravia; painted as just 'Il-76'
	RA-86720	Il-76	Aeroflot	SVX	20apr93	with titles, painted as just 'Il-76'; seen BKA 30aug94, repainted in full red/blue c/s with titles, still painted as just 'Il-76'
	RA-86720	Il-76	Uralinteravia	OST	22dec93	in full red/blue c/s with titles; seen ZRH aug95, painted as Il-76TD, but Il-76T in papers; l/n SVX 23aug95, as such; seen STN apr96, once again painted as Il-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 Chinese Air Force at Changchun-Dafangshen, l/n 28aug11, still in full colours and with registration
	'H-4670'	Il-76T	Chinese Air Force	ph.	29aug16	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 Changchun-Dafangshen; photo digitally amended ?, see next line
	'H-6670'	Il-76T	Chinese Air Force	ph.	02sep16	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-Dafangshen (N43.906469 E125.20809); l/n 20oct19
	'35'	Il-76T	Chinese Air Force	ph.	27aug22	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 (N43.906469 E125.20809); l/n 15apr24
0734 10271	CCCP-86721	Il-76/676	LII Zhukovski	d/d	06jul77	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; l/n Staraya Russa 06aug96; based at Ivanovo mar97; wfu 1997; canx 16oct01; broken up
0734 10276	CCCP-86722	Il-76	Soviet AF/AFL c/s	d/d	14jul77	line # 07-09; rgd 26jun78; delivered to Vitebsk; f/n VIE jun79; l/n SXF 06oct79; this is the only straight Il-76 with a gun turret; canx but date unknown
	"722" black	Il-76	Russian Air Force	Sec	09aug99	opb 566 vtap at Seshcha; l/n Seshcha 25aug04; offered for sale by Russian privatisation agency dec07; reported broken up
0734 10279	CCCP-86723	Il-76	Soviet AF/AFL c/s	d/d	23jul77	line # 07-10; delivered to Chkalovski; converted to Il-76K zero-gravity trainer in the early 1980s; opb 70 oitap on / Space Training Centre at Chkalovski
	CCCP-86723	Il-76K	Star		feb93	operator from Ilyushin OKB listing mar97; based at Chkalovski
	RA-76372	Il-76T	Express	rgd	01apr97	retains Il-76K tail cone; f/n SHJ 10oct97; l/n SHJ 30mar98
	RA-76372	Il-76T	United Nations/WFP	SHJ	08dec98	retains Il-76K tail cone; l/n SHJ 14dec98; canx 11dec98 as leased to Sao Tomé
	S9-BOM	Il-76T	Aeroflot c/s, n/t	HRE	04mar99	retains Il-76K tail cone
	S9-BOM	Il-76T	Express Intl.Cargo	SHJ	sep99	retains Il-76K tail cone; l/n JNB 15sep99
	3C-QQD	Il-76T	Express Intl.Cargo	SHJ	05oct00	retains Il-76K tail cone; l/n SHJ 09dec00; confirmed ex S9-BOM and RA-76372
	Z-WTV	Il-76T	Flywell Al, n/t	JNB	12jan01	retains Il-76K tail cone; in basic Aeroflot c/s; c/n and ex S9-BOM/RA-76372 checked
	Z-WTV	Il-76T	Avient	JNB	21oct04	retains Il-76K tail cone; in basic Aeroflot c/s; l/n JNB jan05 as such; seen LBV feb07. repainted with blue/red/black cheatline; l/n FJR 13mar10
0734 10284	CCCP-86724	Il-76	Soviet AF/AFL c/s	d/d	27jul77	line # 08-01; delivered to Ivanovo; version given in Ilyushin OKB listing mar97 as Il-76U; rgd 02jun92 to Yerevan Avia; f/n SVO 30jun92; sold ex Soviet Air Force 24sep92; l/n EVN mar93, still in full Aeroflot and titles
	EK-86724	Il-76	Yer Avia	OST	29jul93	l/n SHJ 23jan94; in Aeroflot c/s, no titles
	EK-86724	Il-76	Yer Avia	PRG	22mar95	l/n DXB 04oct96
	EP-TPZ	Il-76	no titles	ph.	feb97	
	EP-TPZ	Il-76	Payam Air	SHJ	30jun97	carried 86724 under the wing for a long time; l/n THR mar01
	EK-86724	Il-76	Yer Avia	EVN	08may01	l/n RKT 01feb07 no longer current on register dated 22jan09; Yer Avia ceased ops in 2009
0734 10285	CCCP-86725	Il-76	Soviet AF/AFL c/s	d/d	08aug77	line # 08-02; delivered to Ivanovo; no reports; version given in Ilyushin OKB listing mar97 as Il-76U
	"725" black	Il-76	Russian Air Force	Iva	24aug95	opb mil. unit 13696 at Ivanovo; offered for sale by Russian privatisation agency 09aug01/18oct06, but obviously not sold; l/n Ivanovo-Severnoy aug06/aug07, probably wfu; offered for sale as scrap metal 09feb09 and reportedly broken up
0734 10292	YI-AIK	Il-76	IrAF/Iraqi Aw c/s	d/d	27sep77	line # 08-03; f/n ORY 03nov80; in full Iraqi Airways green c/s; l/n DRS 12oct82
	CCCP-76495	Il-76T	MAP Moskovski OAO	rgd	18jun84	f/n TAS 15sep87, in Aeroflot c/s
	CCCP-76495	Il-76T	Trans-Aero		mar93	based at Domodedovo; operator from Ilyushin OKB document mar97
	CCCP-76495	Il-76T	Inversija, n/t	SVO	20apr93	in basic ex-Aeroflot c/s; l/n SVO 06jul93
	RA-76495	Il-76T	Inversija, n/t	DME	02sep93	in basic ex-Aeroflot c/s
	ST-SFT	Il-76T	Sud Flt Trd & S C	rgd	19mar94	Sudanese Flight and Trading Services; l/n DME 23sep94, without titles
	RA-76495	Il-76T	Scoda	DME	16may95	in basic ex-Aeroflot colours with type painted as just 'Il-76'; l/n SHJ 24nov95
	RA-76495	Il-76T	Airvita	SHJ	18dec96	
	RA-76495	Il-76T	Iron Dragonfly	rgd	25jun97	seen ZIA aug97, titles not reported; CofR renewal 16sep97; l/n BKA 17aug99, in Aeroflot c/s, no titles
	RA-76495	Il-76TD	Aeroflot c/s, n/t	BKA	16jun00	seen BKA aug01/jul04 stored; still current on Russian register oct04 as Iron Dragon Fly
	EK-76707(2)	Il-76TD	Aeroflot c/s, n/t	SHJ	24jan05	opb South Airlines; RA-76495 visible on tail; l/n SHJ 04mar05; see c/n 0063472166
	EK-76707(2)	Il-76TD	South Airlines	SHJ	06mar05	in full c/s; current on Armenian register 01jan09 as such, version given as Il-76T; l/n FJR 30dec09
	EK-76292	Il-76TD	Air Highnesses	rgd	20jan10	f/n KHI 16feb10; l/n SHJ 06dec10, in basic ex-South Airlines c/s, no titles, without hyphen in registration
	EK-76992	Il-76TD	Ayk Avia	MCT	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 Congo since 2012; l/n PNR 21oct12
	no reg	Il-76TD	Zaabu Internat.	FIH	12jun17	in basic ex-South Airlines c/s, no titles; operated illegally by the government of the Democratic Republic of the Congo; l/n FIH 31mar18
	YI-BAT	Il-76TD	Zaabu Internat.	FIH	nov18	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; l/n GOM 25feb20 seemingly stored
0734 10293	YI-AIL	Il-76	IrAF/Iraqi Aw c/s	d/d	13sep77	line # 08-04; f/n PRG 14jan80; in full 'green' Iraqi Airways c/s
	CCCP-76528	Il-76T	LII Zhukovski	rgd	07may86	photo exists with version painted as just 'Il-76'; f/n LED 23sep87, in full Aeroflot c/s; l/n ZIA 15aug92
	RA-76528	Il-76T	LII Zhukovski	ZIA	12may93	in full Aeroflot c/s; seen ZIA 24aug95; in Aeroflot c/s, no titles; reported for Gromov Air; seen ZIA 19aug99 wfu; l/n ZIA 19aug01; broken up
0834 10300	CCCP-86729	Il-76	Soviet AF/AFL c/s	d/d	29sep78	line # 08-05; delivered to Chkalovski; mfd given as 13dec78; converted to Il-76K zero-gravity trainer in the early 1980s; opb 70 oitap on / Space Training Centre at Chkalovski; f/n Neu-Welzow 01jun91
	CCCP-86729	Il-76K	Star		feb93	operator from Ilyushin OKB listing mar97; based at Chkalovski
	RA-76430(2)	Il-76T	Volare	rgd	24mar98	owner and version from Russian canx register feb01
	RA-76430(2)	Il-76T	Iron Dragonfly	IST	12aug98	retains Il-76K tail cone; 'IDF' titles; seen without titles dec98; l/n BRU 19jan99; canx 12feb99 as to Sao Tomé I; see c/n 093415475
	HA-TCI	Il-76T	HUK - Hung Ukr Al	rgd	04feb99	retains Il-76K tail cone; with red/blue cheatline; delivered 13apr99; f/n BUD 13apr99
	HA-TCI	Il-76T	all-white c/s, n/t	OST	20feb00	retains Il-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 (MLJ call-signs) OST jun01; l/n EIN 30jun02
	ER-IBF	Il-76T	Jet Line Internat.	rgd	29jan03	retains Il-76K tail cone; in all-white c/s, initially without titles; f/n BUD 03mar03; l/n DXB as such 03feb05; in fleet list 28apr05; seen DXB 18jun05 with small 'Jet Line International' titles; l/n RKT 27oct06; canx 14sep07 as to Congo
	TN-AHT	Il-76T	Heavylift Congo	rgd	23aug07	to Jet Line International; f/n PNR 23sep07; retains Il-76K tail cone; in white/light grey c/s, titles not visible; flight planned MJJ-CHR 20oct07; seen SOB 11aug08 with small titles only on the lower fuselage; l/n SOB 03sep08; canx only 26apr15
	EK-76300	Il-76T	Air Highnesses	rgd	30mar09	retains Il-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 07aug11; l/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	Il-76	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	Il-76T	MAP Moskovski OAO	rgd	22nov84	c/n confirmed; in Aeroflot c/s
	CCCP-76496	Il-76T	MAP Kazan APO	rgd	18jul86	c/n confirmed; in Aeroflot c/s; modified to transport horizontal stabilizers of the Tu-160 above the 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; l/n FJR 25nov05; involved in arms smuggling for the Islamist 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; l/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 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
	S9-SAB	II-76T	Aerolift	EBB	10may07	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
0734 10308	YI-AIP	II-76	IrAF/Iraqi Aw c/s	d/d	12sep77	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 sep13/aug15
	CCCP-76529	II-76LL4	MAP LII Zhukovski	f/f	1989	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; l/n in bare metal 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 l/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; l/n ZIA dec24 active
	RA-76529	II-76LL4	LII Zhukovski	SXF	28may94	line # 08-08; d/d aug/sep77 ? to Taganrog; converted by TMZ by oct83 to, see next line
	76529	II-76LL4	LII Zhukovski	rgd	unknown	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 10311	not known "15" red	II-76 A-50	Soviet AF/AFL c/s Soviet AF/PVO	no	reports photo	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 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 I); f/n SDA 18nov78; in full 'green' Iraqi Airways c/s; l/n MXP jan81
0734 10315	YI-AIO	II-76	IrAF/Iraqi Aw c/s	PRG	jun78	f/n GVA 08aug90; in Aeroflot c/s with tail turret; l/n DME 22may91
0734 10320	YI-AIM	II-76	IrAF/Iraqi Aw c/s	mfd	15aug78	l/n ZIA 24aug95; wfu before mar97; in Aeroflot c/s, no titles; canx but date unknown and reportedly broken up; soc by 01jan01
	CCCP-76497(1) RA-76497(1)	II-76 II-76	MAP Moskovski OAO Myasishchev OKB	rgd ZIA	22nov84 03sep93	line # 09-01; delivered to PanevePys; the first serial II-76M; f/n Spenberg 18mar91
0734 10322	CCCP-86728 "728" black	II-76M II-76M	Soviet AF/AFL c/s Russian Air Force	d/d Sms	27aug77 09sep97	Smolensk based mar97; seen Smolensk-Severnoy aug07/sep10, already wfu for some years; broken up at Smolensk-Severnoy 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
0734 11331	CCCP-76505 RA-76505 ER-IBH EX-032	II-76T II-76T II-76T II-76T	AFL/Tyumen-TJM Abakan Avia white/grey c/s,n/t white/grey c/s,n/t	mfd BKA rgd SHJ	25nov77 09jul93 09mar05 15may05	CoFR renewal 16mar79 l/n VKO 11jul02; still current on register mar03, but not on register feb04; soc 22dec03 as life-time expired; photo exists, in the process of being broken up at Zhukovski, possibly in 2007
0734 11334	ER-IBH RDPL-34154 CCCP-76506 CCCP-76506 RA-76506 RA-76506	II-76T II-76T II-76T II-76T II-76T II-76T	white/grey c/s,n/t white/grey c/s,n/t AFL/International AFL/Tyumen Aeroflot Uralinteravia	rgd RKT mfd trf BKA SHJ	18dec06 14nov07 02dec77 20feb79 27apr93 24oct93	line # 09-03; d/d 25nov77; toc 13dec77; f/n oct78; CoFR renewal 16mar79; l/n BKA 27apr93 seen ZIA 23aug03/23aug04 with large 'UN/WFP' titles as well; soc 01mar05 as to Moldova f/n SHJ 01may05; canx 13may05 c/n confirmed; l/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; l/n RKT 26mar07; canx 30oct07 to Laos l/n RKT 11sep10; l/n RKT 09dec10 being broken up, tail already cut off line # 09-04; d/d 02dec77 to Tyumen; toc 23dec77; rgd 24jul78; f/n FRA 29jan79 l/n VKO 11apr91 l/n BKA 15may93 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 ceased operations in nov96
	RA-76506	II-76T	Aviacon Zitotrans	rgd	25mar97	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 TL-ADH	II-76T II-76T II-76T	Aeroflot c/s, n/t Colair Centrafrican, n/t	RKT RKT RKT	17sep99 oct99 09dec99	c/n not confirmed c/n not confirmed; l/n RKT 21nov99 c/n not confirmed; l/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; l/n FJR 27mar01; no turret, a -T or -TD; not on the Liberian register 13jul01 c/n confirmed according to Air Britain; l/n LAD jun03; Centrafrican colours, no titles; became an instructional airframe at Cabo Ledo, visible on GE from 2006 (S9.646009, 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 c/s, with small titles behind cockpit; opb Lao Capricorn; l/n RKT dec12/dec23, stored line # 09-06; delivered to PanevePys; rgd 05mar90; f/n in former East Germany 04nov91; l/n Kluczewo 10jul92
	RA-86736	II-76M	Russian AF/AFL c/s	Ors	21apr97	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 around 2012
0834 11347	CCCP-86737 RA-86737	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Tgr	27jan78 20jun99	line # 09-07; rgd 15mar84; delivered to PanevePys; f/n SZW 17sep92; based at Smolensk mar97 l/n Taganrog-Tsentralny 10aug99 wfu; canx 16oct01 not seen since and reported broken up
0834 11352	CCCP-86738	II-76M	Soviet AF/AFL c/s	d/d	13feb78	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 Taganrog-Tsentralny 03jun11, wfu and broken up feb13
0834 12361	CCCP-86741 RA-86741	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	27mar78 21apr97	line # 10-01; delivered to PanevePys; f/n Neuruppin 14jan90; l/n Eberswalde-Finow 18jun93 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
0834 12366	CCCP-86742	II-76M	Soviet AF/AFL c/s	mfd	mar78	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	II-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	II-76M II-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 Taganrog-Tsentralny, seen jun11/sep11; broken up there in 2013
0834 12380	CCCP-86726	II-76M	Soviet AF/AFL c/s	d/d	23may78	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 Force 10aug92; l/n BKA 15aug92
	RA-86726 RA-86726	II-76M II-76M	Transaero Solar Wind	BKA BKA	27apr93 02sep93	in basic Transaero c/s; operator given as II-Avia feb94, according to Ilyushin OKB document mar97; soc 16dec96 as life-time expired; canx 17dec96; l/n ZIA 08jul98 in poor condition; broken up
0834 13383	CCCP-86727	II-76M	Soviet AF/AFL c/s	d/d	24apr78	line # 10-06; rgd 15mar84; delivered to PanevePys; was assigned the code "02" 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 HEL 02jan87; l/n Mahlwinkel 18dec92
	RA-86727	II-76M	Russian AF/AFL c/s	Ors	27aug03	based at Orenburg mar97; l/n Orenburg-2 (Southwest) 29aug04; canx but date unknown and reportedly broken up
0834 13388	CCCP-86732	II-76M	Soviet AF/AFL c/s	no	reports	line # 10-07; opb 128 vtap at PanevePys; w/o 11dec88 on a flight from Nasosny to Leninakan in difficult weather conditions at night when a wrong air pressure (734 instead of 634 mm) was fed into the altimeter

0834 13391	CCCP-86731 RA-86731	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	19may78 21apr97	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 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 date unknown; sat wfu at Taganrog-Tsentralny, l/n 03jun11; scrapped at Taganrog-Tsentralny around 2012
0834 13396	CCCP-86733 RA-86733	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sec	07jun78 09aug99	line # 10-09; opb 128 vtap at PanevePys; rgd only 15mar84; f/n in former East Germany 28may91; l/n 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 RA-86734	Il-76M Il-76M Il-76M	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	VVO d/d Sty	01dec19 07jul78 06aug96	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 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 around 2012
0834 13403	CCCP-86020	Il-76M	Soviet AF/AFL c/s	d/d	21jul78	line # 11-01; rgd 15mar84; delivered to PanevePys; f/n Neuruppin 02mar91; based at Orenburg mar97; l/n Orenburg-2 (Southwest) 27aug03
0834 13405	RA-86020 CCCP-86021	Il-76M Il-76M	Russian AF/AFL c/s Soviet AF/AFL c/s	Ors mfd	29aug04 1978	canx but date unknown; broken up Orenburg apr13 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 failure of the auto-pilot's rudder machine); canx 26jun90
0834 13412	CCCP-76508 RA-76508 76508	Il-76T Il-76T Il-76T	AFL/Krasnoyarsk-KJA KrasAir KrasAir	mfd trf KJA	11aug78 04may94 03jun01	line # 11-03; d/d 11aug78; toc 28aug78; rgd 16mar79; f/n DME apr79 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 29aug03; broken up KJA aug03
0834 13415	CCCP-76509 RA-76509 RA-76509	Il-76T Il-76T Il-76T	AFL/Krasnoyarsk-KJA Aeroflot KrasAir	mfd KJA trf	28aug78 13jul93 04may94	line # 11-04; d/d 28aug78; on charge as of 01oct78; rgd 16mar79; f/n sep79 f/n LUX 15sep95; seen KJA jun01/jun03, wfu with faded titles and again as such Zhukovski 23aug03; on Russian register feb04 as leased for foreign work, but not in jan04 fleet list
0834 13417	RA-76509 RA-76509 UP-17641 CCCP-86022 RA-86022	Il-76T Il-76T Il-76T Il-76M Il-76M	Abakan Avia all-white United Nations all-white c/s, n/t all-white c/s, n/t Soviet AF/AFL c/s Russian AF/AFL c/s	SHJ SHJ EBB SHJ DXB	02nov04 10nov06 09apr08 02mar09 10mar10	opf UN-WFP and with such titles in Sudanese list of foreign aircraft operating in Sudan jan07 as opb UN-WFP; l/n DXB 26mar07; l/n SHJ 05may07 all-white c/s, no titles l/n FJR 12dec09 c/n from Ilyushin website; l/n FJR may12/sep22, stored line # 11-05; rgd 15mar84; delivered to PanevePys; f/n Zerbst 21aug91; l/n Spereberg 23jun94
0834 13422	CCCP-86023 RA-86023	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	10sep78 21apr97	based at Orenburg mar97; l/n Orenburg-2 (Southwest) 29aug97; canx but date unknown; l/n PKV feb11/feb12, wfu and in poor condition line # 11-06; rgd 02mar83; delivered to PanevePys; f/n KBL may87; l/n Spereberg oct91 based at Orenburg mar97; seen Orenburg-2 (Southwest) 29aug97; canx but date unknown; l/n PKV feb11/aug11 in poor condition with prefix missing
0834 14425	CCCP-86024	Il-76M/776	LIJ 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 04jun84; 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 line # 11-08; d/d to Tyumen 25aug78; toc 05nov78; f/n KHI 11nov78; seen LHR 08dec78 and 16dec78; rgd only 16mar79; l/n LUX 28aug79
0834 14432	CCCP-76510 CCCP-76510 CCCP-76510 CCCP-76510 RA-76510 YL-LAJ (1) RA-76510 RA-76510	Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T	AFL/International AFL/Tyumen AFL/International AFL/Tyumen Inversija Inversija Inversija Tyumen Airlines Aviacon Zitotrans	mfd trf trf trf LTN MUC rgd	01aug78 19aug82 26jun87 unknown 26jun92 01apr93 21oct94	on charge as of 01jul88 l/n RIX 10sep94; soc 14oct94 as to Latvia 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 leased 06mar01 from Tyumen Airlines; f/n SVX 12may01; l/n SVX 14aug01; seen stored at SVX without engines jul03/jul05; l/n SVX 23jun06, with registration removed in all-white c/s, no titles; l/n SVX 14sep07; not in fleet list sep07 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 c/s, no titles; l/n Akrotiri 07jan09 with 'Air Almaty' titles; l/n DXB 12mar10 in all-white c/s with titles; f/n Camp Bastion 02jun10; l/n JNB 20jun12 photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; l/n Mykolayiv-Kulbakino feb19, engineless
0834 14433	CCCP-86025 RA-86025	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Rbn	27oct78 11mar94	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; l/n KLD jul12, many parts missing; reported broken up jul12
0834 14439	CCCP-86026 RA-86026	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d	31oct78 apr93	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; l/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011
0834 14444	CCCP-76511(1)	Il-76T	AFL/International	toc	24nov78	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; l/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; l/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; l/n 05dec21
0834 14447	CCCP-76512 RA-76512	Il-76T Il-76T	AFL/Tyumen-TJM Tyumen Airlines	d/d trf	03nov78 31aug94	line # 12-02; toc 25nov78; rgd 16mar79; f/n KHI 24mar79; l/n SVO 16aug92 f/n TJM 14may95, in Aeroflot c/s and titles; canx 17apr98; soc 20apr98 as life-time expired; l/n TJM 27jul00/13aug01, nose cone and engines missing; broken up line # 12-03; toc 23nov78; rgd 16mar79; f/n PRG 09oct79; l/n BKA 20jul91 in basic Aeroflot c/s with own titles; l/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 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 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 passengers killed; the right half of the elevator was painted in fake USAF colours (marked '31674') for a movie and was later on display in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade-Surcin, seen jul02/jul03
0834 14451	CCCP-76513 RA-76513	Il-76T Il-76T	AFL/Tyumen-TJM SPair	d/d SHJ	03nov78 22sep93	line # 12-04; toc 19dec78; delivered to Tyumen; f/n FRA 23jan79; rgd 16mar79 l/n LUX 12mar91 in basic Aeroflot c/s, white tail, no titles; photo exists with Red Cross sticker on the starboard rear fuselage in full c/s f/n TJM 14may95, in Aeroflot c/s and titles; l/n as such SVX 19aug99; seen FJR 20sep00 and 17mar01, titles not reported; current in fleet list 08dec00, see next line leased from Tyumen Airlines; f/n SVX 12may01; in basic ex Aeroflot c/s with Aviacon Zitotrans titles and tail logo; seen BRQ 12jan04; soc 30dec04 as to Kyrgyzstan; l/n FJR 10jan05 c/n confirmed, '76514' also in cockpit; current in dec05 fleet list; arrived FJR 02apr06 and l/n FJR nov07/sep10, stored; fate ? line # 12-05; delivered to PanevePys; f/n in (former) East Germany 29nov90 based at Orenburg mar97; l/n Seshcha 17aug03 and reportedly broken up line # 12-06; rgd 19mar79; delivered to Pskov; trf to Dzhankoi 1985; f/n Eberswalde-Finow 15nov90; l/n LED 16jul91 according to the Russian register feb98 with owner given as 'Ukraine', but serial was probably never used; see c/n 1043419648
0834 15453	CCCP-76514 CCCP-76514 CCCP-76514 CCCP-76514 RA-76514 EX-049	Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T	AFL/International AFL/Tyumen Metro Cargo, n/t Aeroflot Tyumen Airlines Aviacon Zitotrans Reem Air	d/d trf AMS VKO trf DXB	30nov78 16jan83 28mar91 05jun92 20jul94 27sep00 19feb05	based at Dzhankoi mar97; in basic ex Aeroflot c/s, no titles or prefix; l/n Melitopol 29apr99; seen Melitopol may02/may07, in very faded c/s; photo Melitopol 19oct07, fuselage still in one piece with many parts missing; broken up by 25oct07 line # 12-07; rgd 19mar79; delivered to Pskov; trf to Dzhankoi 1985; f/n in (former) East Germany 10jun90; l/n Spereberg jun91 reported by Ilyushin OKB, but serial was probably never used; see c/n 1043419639 still with 'Aeroflot' titles, but without prefix based at Dzhankoi mar97; in basic ex Aeroflot c/s, no titles or prefix; l/n Melitopol 12jun09 missing engines and in poor condition; broken up line # 12-08; opb Libyan Air Force l/n PRG 14mar88; titles as such confirmation of titles welcome registration removed and in poor condition, Jamahiria Air Transport titles still visible; l/n TIP 31oct09 line # 12-09; rgd 19mar79; delivered to Pskov; trf to Dzhankoi 1985; f/n DME 02aug90
0834 15459	CCCP-86027 RA-86027	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Rbn	08dec78 25may94	
0834 15464	CCCP-86028 RA-76428(1) 86028	Il-76M Il-76M Il-76M	Soviet AF/AFL c/s Ukraine Air Force	d/d rgd Mtp	19dec78 15oct92 07may97	
0834 15465	CCCP-86029 UR-76429(1) 86029 86029	Il-76M Il-76M Il-76M Il-76M	Soviet AF/AFL c/s Ukraine AF/AFL c/s Ukraine Air Force	d/d Mtp Mtp	21dec78 14sep96 25aug97	
0834 15469	5A-DRR 5A-DRR 5A-DRR 5A-DRR	Il-76M Il-76M Il-76M Il-76M	Libyan Arab Jamahirian AT Libyan Arab Air C. Jamahiria AT	d/d PRG TIP TIP	26feb79 12mar88 19sep02 early06	
0934 15475	CCCP-86030	Il-76M	Soviet AF/AFL c/s	d/d	09jan79	

	RA-76430(1)	Il-76M		rgd	15oct92	according to the Russian register feb98 with owner given as 'Ukraine', but serial was probably never used; see c/n 073410300
0934 15477	86030	Il-76M	Ukraine AF/AFL c/s	Mtp	14may96	l/n Melitopol 06jul96; still with 'Aeroflot' titles; based at Dzhankoi mar97 in basic ex Aeroflot c/s, no titles or prefix; l/n Melitopol 29apr99; broken up line # 12-10; possibly delivered to PanevePys; trf to Dzhankoi in 1985; f/n in former East Germany 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, l/n 05may97 used as a ground instructional airframe by the VVATU technical school at Kiev-Vasilkiv, l/n 27jun99; scrapped 2004
	86030 CCCP-86031	Il-76M	Ukraine Air Force Soviet AF/AFL c/s	Mtp rgd	06may98 19mar79	
	86031	Il-76M	Aeroflot c/s, n/t	Vas	10may98	
0934 15482	CCCP-86032 RA-86032	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	03feb79 14aug94	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 in poor condition; broken up
0934 16488	CCCP-86033 RA-86033	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d ULY	31jan79 27aug97	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; broken up may13
0934 16489	CCCP-86034 RA-86034	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sms	27feb79 09aug99	line # 13-03; rgd 13jan81; delivered to Pskov; f/n in (former) East Germany 01jun91 based at Pskov mar97; l/n Smolensk-Severnoy 26aug07/sep10, wfu; canx but date unknown; broken up at Smolensk-Severnoy in 2013
0934 16494	CCCP-86035 RA-86035	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Grs	16mar79 30jun93	line # 13-04; rgd 13jan81; delivered to Pskov; f/n Zerbst 01jun91 Pskov based mar97; l/n Seshcha 26aug07 wfu; canx but date unknown; broken up dec12
0934 16500	CCCP-86036	Il-76M	Soviet AF/AFL c/s	no	reports	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	Il-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 (TIP), 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, l/n JIB sep85 in white c/s with green cheatline and fin; seen again Staraya Russa 26may05, not seen in between these dates; turret removed by mar06; l/n TIP 07oct09
0934 16506	5A-DZZ	Il-76M	Jamahiria AT	Juf	05nov00	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
	5A-DZZ	Il-76M	no titles	TIP	06may13	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; l/n FRA 19mar86; returned prior to jan91
	2803 YI-AKO	Il-76M Il-76M	Iraqi Air Force IrAF/Iraqi Aw c/s	mfd PRG	24apr79 13feb81	converted to Il-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 returned to airworthy condition and stripped of ELINT equipment (ie, re-converted to standard Il-76T, but retains tail turret), in basic Aeroflot c/s, no titles
	RA-76490	Il-76T	Zhukovski LII	rgd	25dec91	f/n ZIA 18aug00; l/n SHJ 17mar01, with additional 'ACS' titles and logo on the tail and by the entrance door
	RA-76490	Il-76T	Elf Air	rgd	23feb00	in basic ex Aeroflot c/s; CofR renewal 24aug01 to Elf Air; l/n DME 08oct02; CofR renewal 16jan03 to Airstars
	RA-76490	Il-76T	Airstars	DME	16aug01	titles scrubbed out; l/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, l/n mar09
	RA-76490	Il-76T	no titles	DME	10aug03	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 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 # 13-09; rgd 13jan81; delivered to Pskov; no reports based at Pskov mar97; l/n Seshcha 26aug07 stored, with very faded c/s; canx but date unknown; broken up mar13
0934 17514	CCCP-86038 RA-86038	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d PKV	27apr79 25oct94	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-Lyubnyatovo, all 11 crew killed; tail preserved as a monument at the crash site (N57.822863 E28.425158); l/n 2021
0934 17518	CCCP-86039 RA-86039	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd	13jan81	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 and GOJ 21aug10 in basic Aeroflot colours, no titles and without prefix; l/n VKO dec17
0934 17521	CCCP-86040 RA-86040	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d PKV	10may79 25oct94	line # 14-02; d/d 16may79 to Krasnoyarsk; toc 04jun79; rgd 14jun79; f/n SXF 15oct80; l/n KJA 01jul92
0934 17526	CCCP-76515 CCCP-76515 CCCP-76515 CCCP-76515 RA-76515 RA-76515	Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T	AFL/International AFL/GosNII GA AFL/International AFL/Krasnoyarsk Aeroflot KrasAir	mfd trf trf trf KJA trf	10may79 dec04 25jun82 22jan83 13jul93 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; l/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	CCCP-86041 RA-86041	Il-76M Il-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; l/n PKV feb11/aug11, wfu and in poor condition; broken up sep12
0934 17535	CCCP-86042 RA-86042	Il-76M Il-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; l/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	Il-76M Il-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-Severnoy 24aug04; canx but date unknown; l/n Smolensk-Severnoy 17nov07/sep10 wfu; broken up at Smolensk-Severnoy in 2013
0934 18543	2068 YI-AKS CCCP-76759(1) RA-76759(1) RA-76759(1) RA-76759(1) ER-IBW	Il-76M Il-76M Il-76T Il-76T Il-76T Il-76T Il-76T	Iraqi Air Force IrAF/Iraqi Aw c/s MAP Sukhoi MSZ MAP Sukhoi MSZ Traverse Cargo Sukhoi Airline Transp.Inc	d/d FRA rgd LBG ATH SHJ rgd	01aug79 02mar86 24nov89 21jun93 11apr96 12nov97 02aug04	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; l/n LHR 06mar86 f/n SVO 16mar90; l/n ZIA 06jun93 in Aeroflot c/s; see c/n 0083485558 in Aeroflot c/s; l/n MST dec95 Chkalovski based mar97; l/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 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; l/n BTS 06mar05 named 'Gennadi Mitakov'; canx 01apr05
	4L-MMB EX-117 4L-GLM	Il-76T Il-76T Il-76T	Georgian National all-white c/s, n/t Sakaviasservice n/t	rgd DXB KDH	06apr05 10nov07 15mar08	named 'Gennadi Mitakov'; f/n SAW 12apr05; l/n SHJ 14jan06 named 'Gennadi Mitakov'; l/n FJR 10feb08 named 'Gennadi Mitakov'; in all-white c/s, grey undersides; seen RKT 21mar10; canx late 2010/early 2011, operator reported as Sun Way; l/n OSS 06nov11/25nov23, wfu
0934 18548	YI-AKT	Il-76M	IrAF/Iraqi Aw c/s	mfd	20jul79	line # 14-07; d/d 28jul79; l/n PRG 06oct81; in white c/s grey undersides with Iraqi Aw titles, emblem and flag on tail; l/n FRA 02jun86 see c/n 0043452549 ! f/n SXF 24may95, Aeroflot c/s and titles; l/n DME 25aug97 l/n DME 18nov98, Aeroflot c/s with additional small 'East Line' titles l/n DME 18jun02; leased from Vladivostok Avia 19sep01/31dec04; soc 15nov04 as to Moldova 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 c/n not confirmed c/n not confirmed; with small titles only c/n confirmed, see next line; small titles only; l/n SHJ 18aug09 c/n confirmed, also carries UP-17611 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; l/n OSS 25sep15/04sep23, wfu
	CCCP-76492(2) RA-76492(2) RA-76492(2) RA-76492(2) ER-IBG	Il-76T Il-76T Il-76T Il-76T Il-76T	MOM Kuibyshev Vladivostok Avia Vladivostok Avia East Line all-white c/s, n/t	rgd trf DME DXB rgd	02apr87 30mar94 29jun98 22feb01 26nov04	line # 14-08; rgd 28mar80; delivered to Vitebsk; later based at Kedainiai; l/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
	UN-76031 UN-76031 UP-17611 4L-FFE	Il-76T Il-76T Il-76T Il-76T	all-white c/s, n/t SkyLink Arabia SkyLink Arabia Skyway n/t	RKT RKT RKT SHJ	29jan08 09feb08 25jul08 11sep09	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 l/n SHJ 07oct97; in basic ex Aeroflot c/s with grey tail; l/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 next line see next line 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 23aug03; soc and canx 09dec03 as sold to Moldova f/n VIE 01jan04; l/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; l/n FJR 13feb08 all-white, no titles c/n checked; l/n FJR 04may09; operated by Lao Capricorn Air; l/n FJR feb12/mar18, stored in all-white c/s with titles; still opb Lao Capricorn Air; l/n FJR feb12/mar18, stored 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
0934 18552	CCCP-86044 RA-86044	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Nvk	20jun79 07aug99	
0934 18556	CCCP-76516 RA-76516 RA-76516 RA-76516 RA-76516 RA-76516 RA-76516 RA-76516 ER-IBP ER-IBP RDPL-34157 RDPL-34157 CCCP-76517 RA-76517	Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T	AFL/Krasnoyarsk-KJA Aeroflot KrasAir Rus KrasAir Abakan Avia United Nations Atruvera Jet Line Internat. Airline Transp.Inc all-white c/s, n/t SkyLink Arabia AFL/Krasnoyarsk-KJA KrasAir	mfd KJA trf rgd rgd rgd ZIA rgd rgd SHJ KDH AKT mfd	06jul79 13jul93 04may94 18mar99 02aug01 28mar02 29jun02 19jun03 11dec03 21nov04 20apr08 21may09 20aug79 04may94	

		76517	Il-76T	KrasAir	KJA	03jun01	wfu with faded titles, CCCP- prefix visible by jun03; l/n KJA 16jun06; canx but date unknown, still present in dec02 fleet list as stored at KJA, not in fleet list 02nov04; broken up
0934 18564	CCCP-86045 RA-86045	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d ph.	30jul79 1996		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 missing, broken up same month
0934 18565	CCCP-86046	Il-76M	Soviet AF/AFL c/s	d/d	10aug79		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	Il-76M Il-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 Kazlu 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 line # 15-04; delivered to 1 ae 196 vtap at Tartu; later based at PanevePys; f/n in East Germany before 1990
0934 19573	CCCP-86048	Il-76M	Soviet AF/AFL c/s	mfd	03sep79		overhauled in 1996; based at Orenburg by mar97; l/n operational Smolensk-Severny 19may08; stored at Orenburg, seen aug12; ferried from Orenburg to 123 ARZ at Staraya Russa for overhaul 20feb18; l/n Minsk-Machulishchi feb22
0934 19580	RF-86048 CCCP-86049 RA-86049	Il-78M Il-76M Il-76M	Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s	Iva d/d PKV	aug19 15sep79 25oct94		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; l/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	Il-76M Il-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; l/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; l/n KLD nov13
0934 19588	RF-86825	Il-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); l/n Kubinka aug21
0934 19588	CCCP-86826	Il-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-
0934 19589	CCCP-86827 RA-86827	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	Ors Kln	21apr97 10oct79 07jul94		based at Orenburg mar97; canx but date unknown; seen Novgorod-Krechevitsy 30sep07, wfu already for sometime; l/n aug11; broken up at Novgorod-Krechevitsy in 2013
0934 20594	CCCP-76518 RA-76518 RA-76518	Il-76T Il-76T Il-76T	AFL/Tyumen-TJM Aeroflot Tyumen Airlines	mfd VKO trf	26oct79 27apr93 31aug94		line # 15-08; rgd 02nov81; delivered to Pskov; f/n Mahlwinkel 10dec92 seen Novgorod-Krechevitsy 20aug95; based at Pskov mar97; canx but date unknown; l/n Pskov jul11/aug11, wfu in poor condition; broken up sep12 line # 15-09; d/d 26oct79; toc 05nov79; rgd 19nov79; f/n SVO 29aug88; l/n SVO 16aug92
0934 20594	RA-76518 RA-76518 RA-76518 RA-76518 RA-76518	Il-76T Il-76T Il-76T Il-76T Il-76T	Sukhoi KrasAir Aviacon Zitotrans TyumenAviaTrans Aviacon Zitotrans	TYN ZIA BTS rgd TMP	14apr00 17aug01 10may02 06feb02 01apr04		in full Aeroflot c/s including titles; l/n as such TJM 14may95; seen DME 21may96 with additional 'UN-WFP' titles; l/n TJM 15aug99, titles not reported bought ? as not in Tyumen Airlines fleet list 27oct00 l/n DME 22nov01; in KrasAir fleet list jan02 in basic Aeroflot c/s, no titles; l/n ORB 12oct02 in basic Aeroflot c/s with own titles; f/n SVX 06jul03, minus at least one engine; l/n SVX 24aug03 initially in basic Aeroflot c/s with own titles and tail logo; seen CGN 08jul05 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; l/n as such FJR 18aug09; f/n with titles JNB 25sep09; l/n FJR 11sep10
0934 20594	UP-I7633	Il-76T	Air Almaty	FJR	02mar09		in white c/s with light grey undersides, with titles; f/n NLV 24mar11; see c/n 0053459764 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; l/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/Internat.-SVO 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 to China; photo taken in China dated 17may02, still in Ilavia c/s with registration not visible; fate unknown
0934 20604	CCCP-86828 RA-86828	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d PKV	05nov79 21aug95		line # 16-01; delivered to Pskov; rgd only 30oct81; f/n Spenberg 06oct90 based at Pskov by mar97, opb 708 vtap at Taganrog-Tsentralny by sep11; seen Taganrog-Tsentralny 19aug12/18aug15, still with Aeroflot titles; l/n Staraya Russa 22aug17
0934 20605	RF-86828 CCCP-76520 CCCP-76520 RA-76520 RA-76520	Il-76M Il-76T Il-76T Il-76T Il-76T	Russian Air Force AFL/Internat.-SVO AFL/East Sib.-IKT 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; l/n OVB 20jun20 line # 16-02; delivered to Irkutsk ?; toc 26jan80; f/n LUX 09feb80; rgd 28apr80
0934 21612	5A-DLL (1)	Il-76M	Libyan Arab	TIP	14nov80		in Aeroflot c/s with titles; l/n IKT 11may95; soc 14dec96 as life-time expired; canx 15dec96; seen iKT 05jun01, wfu without engines at IKT, l/n 04jul04; broken up at IKT in 2004
0934 21613	YK-ATA	Il-76M	Syrianair	d/d	26mar80		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 c/n 71-0893 (call-sign 'Puffy-11') of the 492nd TFS, 48th TFW of the US Air Force; see c/n 0093493799
0934 21613	YK-ATA	Il-76T	Syrianair	DME	22nov06		line # 16-04; rgd 01apr80; opb 522 Sqn of the Syrian Air Force; in white/grey c/s with three blue 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 in bare metal feb19), returned to Syria 03jul19; l/n THR 02mar20
0934 21619	YK-ATB	Il-76M	Syrianair	d/d	20mar80		line # 16-05; opb 522 Sqn of the Syrian Air Force; in white/grey c/s with three blue cheatlines; f/n PRG apr80; l/n DAM feb99
0934 21619	YK-ATB	Il-76T	Syrianair		09aug01		export CoFa as Il-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 to Syria after overhaul 24mar18; l/n DAM 23feb23
0934 21621	CCCP-86925(1)	Il-76M	KGB/Aeroflot c/s	mfd	17dec79		line # 16-06; d/d 17dec79 to Sheremetyevo; rgd 07aug80; f/n SVO 25aug87; l/n DYU 19sep87; see c/n 0093492766; canx 18feb88
0934 21621	CCCP-76457 CCCP-76457 RA-76457	Il-76M Il-76T Il-76T	KGB/Aeroflot c/s KGB/Aeroflot c/s FSB/Aeroflot c/s	rgd SVO LED	04feb88 08apr91 26oct94		version from Soviet register; photo exists with tail turret; f/n SVO 22jul88 tail turret removed; l/n SVO 07sep93 CoFR renewal 10mar94; confirmed as Il-76T but still on Russian register feb98 and Ilyushin OKB listing as Il-76M; l/n SVO 21aug99; canx but date unknown; sold at auction 16may03, was opb 1 ottap at Yoshkar-Ola-Danilovo at the time
0934 21621	RA-76457 RA-76457 RA-76457 RA-76457	Il-76T Il-76T Il-76T Il-76T	Abakan Avia United Nations all-white c/s, n/t United Nations	rgd SHJ SHJ FIH	25mar04 09nov04 29dec06 19jul07		in Russian register oct04 as leased 'foreign lease' via Abakan Avia 18jun03/18jun06 with additional WFP on tail and titles; l/n Juba 29jun06 in Sudanese list of foreign aircraft operating in Sudan jan07 as opb UNMIS; l/n SHJ 05may07 in all-white c/s with additional 'WFP' titles; seen ACC 20feb11; just United Nations titles; stationed in Kinshasa aug11, allocated code UNO-823; l/n EBB 13mar14; seen JUB 20jul14, again with 'WFP' titles and small operated by 'Abakan Air' behind the cockpit; l/n ABA 22sep17
0934 21626	RA-76457 CCCP-86830	Il-76T Il-76M	Abakan Avia Soviet AF/AFL c/s	ABA d/d	jun18 25dec79		in all-white c/s, no titles; l/n NUX 08aug18 line # 16-07; rgd 02nov81; delivered to Pskov; f/n Zerbst 27apr92; l/n Alt Lönnewitz (Falkenberg) 16nov92
0934 21626	RA-86830	Il-76M	Russian AF/AFL c/s	Nvk	07jul94		based at Novgorod mar97; canx but date unknown; seen Novgorod-Krechevitsy 30sep07 still with Soviet flag, wfu already for sometime; l/n aug11 as such; not visible on GE image dated 13sep13, presumably broken up
0934 21628	CCCP-86891	Il-76M	LII Zhukovski	d/d	01oct81		line # 16-17 and/or 16-07A (both numbers used in official documents); not an ex-export aircraft; c/n 1043418628 also ends at 628 and was confirmed in official files as such
0934 21628	CCCP-86891	Il-76LL	LII Zhukovski	f/f	1982		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 ZIA 09jul94
0934 21628	RA-86891	Il-76LL	LII Zhukovski	ZIA	24aug95		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 Il-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; l/n AMS 10sep86
0934 21630	CCCP-76491 RA-76491 RA-76491	Il-76T Il-76T Il-76T	MAP Ulyanovsk APK MAP Ulyanovsk APK Aviastar	rgd STN trf	26nov87 17jan93 02nov93		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 l; based at Ulyanovsk by mar97; sat wfu at BKA, seen aug01/aug09; scrapped at BKA dec09, nose and tail cut off by 05dec09, gone by 28dec09
0934 21635	YI-AKQ	Il-76M	IrAF/Iraqi Aw c/s	d/d	19feb80		line # 16-09; in white c/s with grey engines and belly, with 'Iraqi Airways' titles plus the logo and an Iraqi flag on the fin; f/n FRA 25jan86; l/n FRA 25apr86; returned to Soviet Union and converted to an Il-76LL
0934 21635	CCCP-06188	Il-76LL5	LII im. Gromova	f/f	1989		engine test-bed; in 'blue' Aeroflot c/s including titles; version painted on the nose as 'Il-76T'; used to test the TV7-117 turbo-prop engine with SV-34 propeller (for the Il-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	Il-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 and flag on tail; l/n CHR 24jun86
	CCCP-76754	Il-76T	MOM PO Transp. Av.	rgd	16sep87	f/n TAS 15sep87; in Aeroflot c/s with titles; l/n LTN 12apr92
	RA-76754	Il-76T	AFL/Far East	trf	22mar93	f/n AMS 16feb93; l/n STN 09dec93
	RA-76754	Il-76T	Aviatrans	trf	21mar94	already f/n LUX 24jan94; l/n Myachkov 25aug97 engineless; reported for Atran
	RA-76754	Il-76T	Aeroflot c/s, n/t	SHJ	04feb99	still operated by Atran but reported for Krylo
	RA-76754	Il-76T	Aviast	ZIA	17aug99	l/n OSR 10oct03; l/n BKA 26aug04, no titles !; not in fleet list 18nov04
	RA-76754	Il-76T	Aviast c/s, n/t	ZIA	05aug05	l/n ZIA 26aug07, basic c/s, white tail; converted to true Il-76T; in Grizodubova fleet list 30dec06
	UN-76754	Il-76T	ATMA, n/t	DXB	09feb08	in basic Aviast c/s with white tail; l/n FJR 05mar08
	EK-76754	Il-76T	no titles	KBL	14jun08	in basic Aviast c/s with white tail; opb Click Airways; current on Armenian register 01jan09 as such; later opb Ayk Avia; l/n SHJ 17oct09; involved in an incident at SHJ 19oct09, aborted take-off due to vibrations and sustained damage to left main undercarriage
	EK-76155	Il-76T	Rus Aviation	SHJ	19nov09	Reliable Unique Services Aviation LLC; registration without hyphen; former registration EK-76754 still 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	Il-76M	Soviet AF/AFL c/s	d/d	25dec79	line # 17-01; delivered to Pskov; f/n jun81; rgd 30oct81; based at Pskov mar97; canx but date unknown
	RA-86831	Il-76M	Russian AF/AFL c/s	PKV	feb11	in poor condition, wfu; l/n PKV jul11/aug11; broken up sep12
00034 21646	CCCP-86832	Il-76M	Soviet AF/AFL c/s	d/d	31jan80	line # 17-02; delivered to PanevePys; rgd 24mar89; f/n in East Germany 01dec90; l/n Mahlwinkel 12dec92
	RA-86832	Il-76M	Russian AF/AFL c/s	BAK	30aug94	based at Orenburg mar97; l/n Orenburg-2 (Southwest) aug12 11aug12, stored; canx but date unknown; broken up Orenburg mar13
00034 22650	CCCP-86833	Il-76M	Soviet AF/AFL c/s	d/d	03jan80	line # 17-03; delivered to Tartu; later opb 128 vtap at PanevePys; f/n Altenburg 17oct91; l/n Spereberg 29jul94
	RA-86833	Il-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	Il-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, l/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	Il-76M	Soviet AF/AFL c/s	d/d	08feb80	line # 17-05; f/n KBL 1980; rgd 30oct81; delivered to Pskov; l/n Brandis apr92
	RA-86835	Il-76M	Russian AF/AFL c/s	PKV	25oct94	based at Pskov based; canx but date unknown; l/n PKV feb11/aug11, wfu and in poor condition
00034 22661	CCCP-86836	Il-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	Il-76M	Russian AF/AFL c/s	Spr	02sep94	based at Orenburg by mar97; l/n Orenburg-2 (Southwest) 29aug04; canx but date unknown; scrapped at Orenburg-2 (Southwest) nov12
00034 23668	CCCP-86837	Il-76M	Soviet AF/AFL c/s	d/d	29feb80	line # 17-07; delivered to PanevePys; f/n Eberswalde-Finow 03dec91; l/n Wittstock 03jun94
	RA-86837	Il-76M	Russian AF/AFL c/s	Ors	21apr97	based at Orenburg by mar97; l/n Orenburg-2 (Southwest) 30aug11
	RF-86837	Il-76M	Russian Air Force	ph.	feb19	with small registration on the tail and equipped with guns; l/n LED 24nov24, without guns
00034 23669	CCCP-86838	Il-76M	Soviet AF/AFL c/s	mfd	27mar80	line # 17-08; d/d 27mar80 to Tartu, later PanevePys based; f/n SZW 02dec90; still CCCP- mar/apr93
	RA-86838	Il-76M	Russian AF/AFL c/s	Ors	21apr97	based at Orenburg mar97; seen Klin-5 airbase 20aug01 and KLD 01sep07; l/n KLD 18jul12 with many parts missing, reported broken up jul12
00034 23675	5A-DKK	Il-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 Sabha, all occupants (several dozen people) killed; remains still present (N26.922946, E14.551432) 2009; registration subsequently worn by Yak-40 c/n 9420235
00034 23679	5A-DMM	Il-76M	Libyan Arab	mfd	may80	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 titles; l/n TIP feb00, see next line
	5A-DMM	Il-76M	Jamahirian AT	TIP	30oct07	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; l/n TIP jun10, with some engines removed
00034 23684	CCCP-86839	Il-76M	Soviet AF/AFL c/s	d/d	31mar80	line # 18-01; rgd 02nov81; delivered to Pskov; f/n LBG 15jun85; l/n Gross Dölln (Templin) 03dec92
	RA-86839	Il-76M	Russian AF/AFL c/s	PKV	25oct94	based at Pskov mar97; seen PKV 18aug03; canx but date unknown; l/n PKV feb11, wfu and in poor condition
00034 23688	CCCP-86840	Il-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	Il-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 apr13
00034 23690	CCCP-86841	Il-76M	Soviet AF/AFL c/s	d/d	16apr80	line # 18-03; rgd 01oct80; delivered to Vitebsk, later PanevePys based; f/n LBG 07may83; l/n Spereberg 20nov92
	RA-86841	Il-76M	Russian AF/AFL c/s	Ors	21apr97	based at Orenburg mar97; l/n Orenburg-2 (Southwest) 29aug04; canx but date unknown; broken up Orenburg-2 (Southwest) 2012
00034 23694	CCCP-86842	Il-76M	Soviet AF/AFL c/s	d/d	22apr80	line # 18-04; rgd 30oct81; delivered to Pskov; f/n ORY 25sep85; l/n ORY 06oct85
	RA-86842	Il-76M	Russian AF/AFL c/s	PKV	25oct94	l/n PKV 21aug95; based at Pskov mar97; canx but date unknown; photo PKV mar07
	RA-86842	Il-76M	Russian Air Force	PKV	jan10	in basic Aeroflot c/s, no titles; l/n Ivanovo-Severny jun17
	RF-86842	Il-76M	Russian Air Force	Iva	22nov19	in basic Aeroflot c/s, no titles; l/n Shaikova late 2021
00034 23699	CCCP-76521	Il-76T	AFL/International	mfd	14may80	line # 18-05; opb Sheremet'yevskii OAO; already f/n SVO 14apr80; d/d 14may80 to Magadan according Ilyushin OKB listing; toc 29may80; rgd 11jun80
	CCCP-76521	Il-76T	AFL/Magadan	trf	02oct84	opb 181 LO Magadanskogo OAO
	RA-76521	Il-76T	Magadan Cargo Al	trf	28may93	still in full Aeroflot c/s including titles; f/n GDX 08jul94; l/n GDX 12may95
	RA-76521	Il-76T	Ilavia	ZIA	17aug99	l/n ZIA 20aug99; soc 11nov99 as to Moldova and canx 29nov99
	ER-IBV	Il-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	Il-76T	Jet Line Internat.	ODS	27sep08	c/n confirmed; in white c/s with grey belly and engines, no titles; l/n ODS 15nov08
	UP-17627	Il-76T	Asia Continental	GKE	04mar09	c/n confirmed; version painted on as 'Il-76TD'; in white c/s with grey belly and engines, with full titles; l/n SHJ 10dec09
	4L-SKL	Il-76T	Sky Georgia	SXF	21jan10	version painted on as 'Il-76TD', but on Ilyushin's website still as an Il-76T; in white c/s with grey belly and engines, with titles; l/n KIV 07oct11
	ER-IAF	Il-76T	Aerotranscargo	KIV	04jan12	in white c/s with grey belly and engines, no titles; seen SHJ 08may13; canx between 01jan16 and 11mar16; l/n Bila Tserkva 23apr16/16mar17
	UR-CPV	Il-76T	Yuzhmashavia	rgd	28feb17	to the Arctic Group of the UK; in white c/s with grey belly and engines, no titles; f/n Bila Tserkva 11may17; seen Bila Tserkva jul19/oct19; l/n TSN 20may20; canx between 27jun20 and 07aug20
00034 23701	CCCP-86843	Il-76M	Soviet AF/AFL c/s	d/d	27may80	line # 18-06; rgd 02nov81; delivered to Pskov; f/n ORY 25sep85; l/n Spereberg oct90
	RA-86843	Il-76M	Russian AF/AFL c/s	Nvk	23oct94	based Novgorod mar97; seen Staraya Russa 21may99/07aug99; based Ivanovo-Severny by 2005; l/n OVB 06apr16, still with Aeroflot titles
	RF-86843	Il-76M	Russian Air Force	ph.	may18	in basic Aeroflot c/s with Russian flag on the fin, no titles; l/n Ivanovo-Severny (oct?)21
00034 24707	CCCP-76522	Il-76T	AFL/Tyumen-TJM	mfd	12jun80	line # 18-07; d/d 19jun80; toc 22jun80; rgd 21jul80; f/n TAS 15sep87
	CCCP-76522	Il-76T	Metro Cargo	ZRH	28oct90	named 'Ascona'; l/n AMS jan91, with additional Red Cross emblem
	CCCP-76522	Il-76T	Inversija, n/t	AMS	23dec91	
	RA-76522	Il-76T	Inversija, n/t	AMS	20apr93	l/n AMS 16jun94
	RA-76522	Il-76T	ODA/UNHCR	MSE	15jul94	in basic Aeroflot c/s with a Russian flag on the fin, large 'ODA' (Overseas Development Agency) titles and a '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; l/n SJJ jul94
	RA-76522	Il-76T	Inversija	SHJ	22feb95	soc 27mar95 as to Latvia; canx 15sep00, with comment as under arrest in Latvia, see next line
	YL-LAK	Il-76T	Inversija	rgd	21apr95	l/n RTM 11may95; seen OST 09jul97 without titles (photo proof); seen JNB 05jun07 with additional 'www.adagold.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 Aeront or Ergostar in summer 2011; left Riga for Russia 05aug11; l/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	Il-76M	Soviet AF/AFL c/s	d/d	30may80	line # 18-08; rgd 02nov81; delivered to Pskov; f/n BRS 01aug86
	RA-86844	Il-76M	Russian AF/AFL c/s	PKV	21aug95	based at Pskov mar97; canx but date unknown; seen KLD 20aug03; l/n PKV jul11/aug11, wfu
00034 24715	CCCP-86851	Il-76M	Soviet AF/AFL c/s	d/d	10jun80	line # 18-09; rgd 02nov81; opb 334 vtap at Pskov; f/n Forli sep83; seen LHR 06feb87; l/n Neu Welzow 05jul93
	RA-86851	Il-76M	Russian AF/AFL c/s	Wit	25mar94	opb 334 vtap at Pskov; overhaul completed 19mar02; seen PKV 29may04; canx before aug10; stored at PKV, seen feb11/jul11; arrived with 123 ARZ at Staraya Russa for overhaul aug17
	RF-86851	Il-76M	Russian Air Force	Iva	11aug19	in basic Aeroflot c/s with Russian flag on fin, no titles; l/n OVB 22jan22
00034 24719	CCCP-86852	Il-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	Il-76M	Russian AF/AFL c/s	Nvk	28sep02	
	86852	Il-76M	Armenian Air Force	Rzd	18aug05	without prefix, flag on fin painted out and RA- prefix visible under the paint; in basic Aeroflot c/s, no titles; seen CKL 10may15; l/n VKO jun21
00034 24723	CCCP-86853	Il-76M	Soviet AF/AFL c/s	d/d	26jun80	line # 19-01; rgd 30oct81; delivered to Pskov; f/n LBG 27may85; l/n Jüterborg-Altes Lager 27oct90; a film clip exists, date unknown, of an Il-76M with a Red Star on the tail, no titles and just '53' in the lower cockpit windows, suggesting it was this aircraft that was probably used for the film
	RA-86853	Il-76M	Russian AF/AFL c/s	Wit	12feb94	based at Pskov mar97; canx but date unknown; seen Smolensk-Severny aug07/sep10, wfu; broken up at Smolensk-Severny in 2013
00034 25728	CCCP-86854	Il-76M	Soviet AF/AFL c/s	Vas	05may97	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-Vasiliv, l/n may97

00034 25732	86854	Il-76M	Aeroflot c/s, n/t	Vas	10may98	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 named 'Locarno'; l/n SXF 05feb91 still CCCP- 20mar93
	CCCP-76523	Il-76T	AFL/Tyumen-TJM	mfd	03sep80	
	CCCP-76523	Il-76T	Metro Cargo	ZRH	12nov90	
	CCCP-76523	Il-76T	Aeroflot		Jul91	
	RA-76523	Il-76T	Aeroflot	FRA	25nov93	
	RA-76523	Il-76T	Tyumen Airlines	trf	31aug94	seen BKA 24aug97; in Aeroflot c/s and titles; l/n BKA 19aug99, as such; not current in fleet list 27oct00; l/n BKA aug01/aug05 in Aeroflot c/s, no titles; fuselage wfu in BASCO rework plant, broken up 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 and broken up aug12 line # 19-05; delivered to Kedainiai; f/n Merseburg 18apr91; based at Shadrinsk mar97 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 based at Shadrinsk mar97; later opp 610 TsBPIPLS at Ivanovo- Severny; l/n Ivanovo-Severnoy 04apr04; featured in Russian action movie 'Lichny nomer' (Personal Number), was used in a crash landing scene at Ivanovo-Severnoy and probably dbr but see next line; seen Ivanovo-Severnoy 17aug05/30aug07 in damaged 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-Severnoy 2021 line # 19-07; d/d 30sep80; toc 20oct80; rgd 11nov80; f/n VKO 22dec80
00034 25734	CCCP-86855	Il-76M	Soviet AF/AFL c/s	d/d	11jul80	seen BKA 24aug97; in Aeroflot c/s and titles; l/n BKA 19aug99, as such; not current in fleet list 27oct00; l/n BKA aug01/aug05 in Aeroflot c/s, no titles; fuselage wfu in BASCO rework plant, broken up 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 and broken up aug12 line # 19-05; delivered to Kedainiai; f/n Merseburg 18apr91; based at Shadrinsk mar97 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 based at Shadrinsk mar97; later opp 610 TsBPIPLS at Ivanovo- Severny; l/n Ivanovo-Severnoy 04apr04; featured in Russian action movie 'Lichny nomer' (Personal Number), was used in a crash landing scene at Ivanovo-Severnoy and probably dbr but see next line; seen Ivanovo-Severnoy 17aug05/30aug07 in damaged 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-Severnoy 2021 line # 19-07; d/d 30sep80; toc 20oct80; rgd 11nov80; f/n VKO 22dec80
	RA-86855	Il-76M	Russian AF/AFL c/s	KLD	25aug95	
00034 25740	CCCP-86856	Il-76M	Soviet AF/AFL c/s	d/d	31jul80	seen BKA 24aug97; in Aeroflot c/s and titles; l/n BKA 19aug99, as such; not current in fleet list 27oct00; l/n BKA aug01/aug05 in Aeroflot c/s, no titles; fuselage wfu in BASCO rework plant, broken up 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 and broken up aug12 line # 19-05; delivered to Kedainiai; f/n Merseburg 18apr91; based at Shadrinsk mar97 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 based at Shadrinsk mar97; later opp 610 TsBPIPLS at Ivanovo- Severny; l/n Ivanovo-Severnoy 04apr04; featured in Russian action movie 'Lichny nomer' (Personal Number), was used in a crash landing scene at Ivanovo-Severnoy and probably dbr but see next line; seen Ivanovo-Severnoy 17aug05/30aug07 in damaged 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-Severnoy 2021 line # 19-07; d/d 30sep80; toc 20oct80; rgd 11nov80; f/n VKO 22dec80
	RA-86856	Il-76M	Russian AF/AFL c/s	Ors	27aug03	
00034 25744	CCCP-86857	Il-76M	Soviet AF/AFL c/s	d/d	22aug80	
	RA-86857	Il-76M	Russian AF/AFL c/s	Sty	21may99	
00034 25746	RF-86857	Il-76M	Russian Air Force	KLD	10jun18	seen BKA 24aug97; in Aeroflot c/s and titles; l/n BKA 19aug99, as such; not current in fleet list 27oct00; l/n BKA aug01/aug05 in Aeroflot c/s, no titles; fuselage wfu in BASCO rework plant, broken up 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 and broken up aug12 line # 19-05; delivered to Kedainiai; f/n Merseburg 18apr91; based at Shadrinsk mar97 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 based at Shadrinsk mar97; later opp 610 TsBPIPLS at Ivanovo- Severny; l/n Ivanovo-Severnoy 04apr04; featured in Russian action movie 'Lichny nomer' (Personal Number), was used in a crash landing scene at Ivanovo-Severnoy and probably dbr but see next line; seen Ivanovo-Severnoy 17aug05/30aug07 in damaged 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-Severnoy 2021 line # 19-07; d/d 30sep80; toc 20oct80; rgd 11nov80; f/n VKO 22dec80
	CCCP-76524	Il-76T	AFL/Krasnoyarsk-KJA	mfd	25sep80	
	RA-76524	Il-76T	Aeroflot	KJA	13jul93	
	RA-76524	Il-76T	KrasAir	trf	04may94	
	RA-76524	Il-76T	United Nations/WFP	FJR	11dec99	in Aeroflot c/s and titles; l/n TJM 15may95; seen BKA 01jul95, in Aeroflot c/s, no titles; l/n OST 25jan99, as such l/n BUD 28may00 in basic AFL c/s with 'UN-WFP' on side of fuselage; still in KrasAir fleet list for jan03 but 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 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 all-white c/s, no titles; l/n OSS 25jan16/25nov23 wfu line # 19-08; delivered to Kedainiai; f/n Zerbst 13mar91; l/n Sperenberg 04sep94; based at Shadrinsk mar97 l/n Orenburg-2 (Southwest) 11aug12, stored; canx but date unknown; broken up nov12 line # 19-09; delivered to Kedainiai; f/n Neu-Welzow 22apr91; l/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, l/n 15aug99; scrapped at Shadrinsk, gone by early 2001 line # 19-10; delivered to Kedainiai; f/n in East Germany aug80 and Kedainiai 07nov91; based at Shadrinsk mar97 l/n KLD 20aug03; l/n KLD 18jul12; reported broken up jul12 line # 20-01; delivered to Tartu, later Kedainiai based; rgd 12jan88; f/n PRG 14dec88; based at Shadrinsk mar97 l/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; l/n BKA 10sep92 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 29sep95 and 22nov96; photo SHJ feb96; l/n SHJ 07may97; in papers as an Il-76T; canx as to Malaysia, 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 and engines, no titles; l/n SHJ 14dec98 illegal TL- registration; no titles; former registration 3D-RTA still visible under paint; seen RKT 06oct00/26may01 with registration painted out; seen RKT 01feb02; l/n RKT 03mar03 c/n confirmed; tail turret filled in; in white c/s with grey undersides and blue engines, no titles; opb Buraq Air by jun04/aug05; l/n DXB aug05 c/n confirmed; tail turret filled in; in white c/s with grey undersides and blue engines, initially no titles; type painted as just 'Il-76'; flight PAK-PDV planned 16jan07 with EWZ call-sign; l/n without titles KDH 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 painted as just 'Il-76'; l/n Gostomel 14apr09 c/n confirmed; tail turret filled in; in white c/s with grey undersides and blue engines, no titles; type painted as just 'Il-76'; registration not visible on photos; l/n Gostomel 21aug09; canx 07oct09 version and c/n confirmed; tail turret filled in; confirmed by the Kazakh CAA as having been operated 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; l/n FJR 10dec10; canx in late 2010 or early 2011 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 on its tail (S13.787938 E33.783983); photo jan23 line # 20-03; delivered to Tartu, later Novgorod based; no reports based at Ivanovo mar97; seen Ivanovo-Severnoy 30aug07; l/n Ivanovo-Severnoy aug12/aug17, stored 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 line # 20-05; delivered to Kedainiai; rgd 12jan88; f/n SZW 21nov90; l/n Sperenberg 01jun94; based at Shadrinsk mar97 seen Orenburg-2 (Southwest) 27aug03, fresh from overhaul; was canx but date unknown; l/n Ivanovo-Severnoy 19aug17, still with Aeroflot titles at Shaikova 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 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 in Aeroflot c/s and titles; wfu at IKT, seen 05jun01/jun03; broken up at IKT aug03 line # 20-08; toc 28nov80; rgd 12jan81; delivered to Irkutsk in Aeroflot c/s and titles; l/n IKT 05jul92, as such 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 line # 20-09; toc 09dec80; rgd 06jan81; opb 435 LO 2-go Tyumenskogo OAO; f/n LED 24aug91 opb Tyumen Airlines initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 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 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, titles not reported in white c/s with light grey belly; initially no titles; l/n as such ALA 28aug08; received titles; f/n as such SHJ 09nov09, '76527' still visible on the tail; l/n FJR 13mar10 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 in white/light grey c/s, no titles; l/n flying MSQ 19jan13; wfu jan13 with 9,000 cycles (a record for the Il-76); l/n MSQ 16apr13 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 between 09jul13 and 14jul13, l/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 titles; preserved in these fake markings at MSQ (N53.892459 E28.033171); seen sep17/aug24 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 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 line # 21-02; delivered to Kedainiai; f/n PRG 14dec88; based at Shadrinsk mar97 canx but date unknown; l/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) apr13 line # 21-03; d/d 16dec80 to Kedainiai; f/n AOC 15apr92; still 'CCCP-' by 08jun94 based at Shadrinsk mar97; seen KLD 01sep07; video footage exists, swerved off the runway after landing at Pskov in 2008; l/n 2018 active, still with Aeroflot titles and equipped with guns in basic Aeroflot c/s, no titles; l/n Ivanovo-Severnoy apr21 line # 21-04; rgd 11mar81; delivered to Vitebsk, later Klin and Novgorod based; f/n SNN 01nov84; based at Ivanovo mar97; seen Ivanovo-Severnoy sep01/aug17 wfu; canx but date unknown line # 21-05; delivered to Chkalovski; f/n CKL 19jul91; Russian Parachute Research Institute based at Zhukovski mar97; l/n Smolensk-Severnoy aug07/nov07, had been wfu for some time; broken up at Smolensk-Severnoy in 2013 line # 21-06; rgd 11mar81; delivered to Vitebsk, later Pskov based; f/n LHR 19mar88

	RA-86866	Il-76M	Russian AF/AFL c/s	Nvk	23oct94	based at Novgorod mar97; l/n Novgorod-Krechevitsy 26aug07/30sep07, wfu; canx but date unknown; broken up at Novgorod-Krechevitsy in 2013
00134 28828	CCCP-86867	Il-76M	Soviet AF/AFL c/s	d/d	14jan81	line # 21-07; delivered to Kedainiai; rgd 12jan88; f/n Sperenberg 14aug92; based at Shadrinsk mar97; l/n Ivanovo-Severnoy 22jun00
00134 28831	RA-86867 YI-AKV	Il-76M Il-76M	Russian AF/AFL c/s IrAF/Iraqi Aw c/s	Ors mfd	27aug03 29apr81	canx but date unknown; l/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 GVA 15dec81; l/n DRS 04jan82
	CCCP-78731 CCCP-78731 RA-78731 RA-78731	Il-76T Il-76T Il-76T Il-76T	MOM "Polyot" TransSuper no titles Remex	rgd trf BKA BKA	25dec87 13mar92 21may96 15apr97	in Aeroflot c/s in basic Aeroflot c/s; f/n SVO 16mar92 reportedly opb Atlant-Soyuz; in basic Aeroflot c/s in white c/s with green fin, blue tail logo and with titles; returned to the lessor by the end of 1999; l/n BKA 25apr00
	EP-TPF RA-78731 RA-78731 EX-046 EX-046 UN-76022	Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T	Payam Air Volga-Dnepr Atlant-Soyuz no titles Reem Air Asia Continental	no PRG rgd BTS CGN GKE	reports 20may00 17jan01 03jun05 02nov05 26apr07	leased to Iran in late 1999 former registration EP-TPF still visible under the paint; l/n FRA 25sep00 in white c/s with green fin, with titles; f/n VKO 15aug01; soc 11apr05 as to Kyrgyzstan; l/n FJR 14apr05 c/n checked; in white c/s with green fin; l/n EIN 15aug05 version painted on as 'Il-76T'; in all-white c/s, with titles; l/n FJR 03dec06 c/n confirmed; version painted on as 'Il-76TD'; in white c/s with grey belly and engines, with titles; l/n KDH 17apr08 c/n confirmed; version painted on as 'Il-76TD'; in white c/s with grey belly and engines, with titles; l/n GKE 09dec08
	UP-I7618 UP-I7618 UP-I7618	Il-76T Il-76T Il-76T	Asia Continental no titles Air Almaty	BUD SHJ Wtk	18sep08 05nov09 01oct11	version painted on as 'Il-76T'; in white c/s with grey belly and engines; l/n FJR 06aug11 version painted on as 'Il-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; l/n in Jordan 07feb17
	UR-CPS	Il-76T	ZetAvia	rgd	28dec17	to Technoline FZC of Sharjah, UAE; version on the register and on the c/n plate as Il-76T; registration already as such on the c/n plate when seen in Jordan 14dec17; new CoFR issued 02dec20; was rgd to Astra Way FZC of the UAE 17may21; l/n FRU 25sep22; canx between 23nov22 and 16feb23
	EX-76011	Il-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 became, see next line \$\$\$\$ canx 12jan24 and became ST-JAN
	ST-JAN	Il-76T		w/o	21oct24	evidence found at the wreckage site, suggest that it was this airframe that was probably shot down by missiles near Al Malha, North Darfur by RSF (Rapid Support Forces) fighters on a flight from El Fasher, killing all five crew onboard (two Russian and three Sudanese nationals) line # 21-09; rgd 23mar81; opb 339 vtap at Vitebsk; f/n LBG 06jun83
00134 28833	CCCP-86868 RA-86868 RF-86868	Il-76M Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d PKV SVX	30jan81 25oct94 23sep18	based at Pskov as of mar97; stored at Smolensk-Severnoy, seen 26aug07; canx but date unknown with tail turret and guns; opb 117 vtap at Orenburg; in basic 'blue' Aeroflot c/s, no titles; seen KHV 22nov20; 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 Liptsiy (Kharkiv region), caught fire, started to break up in mid-air, crashed in a field some 5 km from Yablono 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	Il-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 RA-76756 RA-76756	Il-76T Il-76T Il-76T Il-76T	MAP LII Zhukovski MRP NPO "Vzlyot" NPO "Vzlyot" Elf Air	Tac rgd STR SHJ	25apr89 17feb90 18sep92 21jan94	in Aeroflot c/s in Aeroflot c/s; l/n ZIA 15aug92 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; canx 10mar99 as leased to Sao Tomé and Principe
	S9-BAC no reg	Il-76T Il-76T	not reported Aeroflot c/s, n/t	LAD ZIA	feb00 18aug00	c/n not confirmed, but see previous and next lines l/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; l/n ZIA 28mar02
	RA-76756	Il-76T	Elf Air	ZIA	09aug02	c/n confirmed; reg applied on the fuselage instead of the tail; l/n ZIA 23aug04, no titles; soc 10mar04 as to Sao Tome and Principe
00134 28844	EX-54000 CCCP-86869 RA-86869	Il-76T Il-76M Il-76M	Tenir Airlines Soviet AF/AFL c/s Russian AF/AFL c/s	ZIA d/d Grd	04apr09 29jan81 15jun93	c/n confirmed; in white/light grey c/s, # 2 engine with blue nacelle, no titles; l/n RKT nov11/dec23, stored line # 22-01; rgd 25jan82; delivered to Novgorod; f/n AMS 02sep90; l/n Sperenberg oct90
00134 29847	CCCP-86870 RA-86870	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sms	31jan81 09sep97	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
00134 29850	RF-86870 CCCP-86873 RA-86873	Il-76M Il-76M Il-76M	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	Iva d/d PKV	08may15 20feb81 25oct94	based at Novgorod mar97; seen Smolensk-Severnoy 18aug03 active; canx but date unknown; l/n SVX 19mar14 active, equipped with guns in Aeroflot c/s, no titles, equipped with guns; l/n OVB jan22
00134 29853	CCCP-86874 RA-86874	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Spr	20feb81 24jun93	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 29859	RF-86874 CCCP-86875	Il-76M Il-76M	Russian Air Force Soviet AF/AFL c/s	ph. d/d	may17 21feb81	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 Taganrog-Tsentralny, f/n there 18may11; l/n Ivanovo-Severnoy aug15, still with Aeroflot titles
	RA-86875	Il-76M	Russian AF/AFL c/s	sty	24aug02	in basic Aeroflot c/s, no titles; l/n Minsk-Machulishchi feb22 line # 22-05; opb 334 vtap at Pskov, was the commander's aircraft; rgd 30oct81; f/n BRU jul89; l/n FRA 10nov90
00134 29861	RF-86875 RF-86875 CCCP-86876 RA-86876	Il-76M Il-76M Il-76M Il-76M	Russian AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	ZIA Iva d/d PKV	29apr18 22jan20 02apr81 25oct94	opb 334 vtap at Pskov by mar97; later opb 103 vtap at Smolensk; overhaul completed 26may03; named 'Gvardeiski Krasnoselski' 19may04; later based at Orenburg and at Ivanovo-Severnoy; l/n Ivanovo-Severnoy feb16
00134 29867	CCCP-86877 RA-86877	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	14apr81 27aug03	based at Ivanovo-Severnoy; named 'Gvardeiski Krasnoselski'; l/n nov18 based at Ivanovo-Severnoy; in basic Aeroflot c/s; named 'Gvardeiski Krasnoselski'; l/n OVB nov21
00134 30869	5A-DNJ 5A-DNJ 5A-DNJ 5A-DNJ	Il-76T Il-76T Il-76T Il-76T	Libyan Arab Libyan Arab Libyan Arab all-white c/s, n/t	d/d BKA DME DME	28may81 15mar90 11jul04 15aug05	line # 22-06; rgd 30oct81; delivered to Pskov; f/n CGN 06feb91; still CCCP- 19mar93 based at Pskov mar97; l/n PKV 08aug99; canx but date unknown; seen Staraya Russa sep02/sep07, wfu already for some years and broken up oct08 line # 22-07; delivered to Kedainiai; rgd 12jan88; f/n Zerbst 23may91; l/n Sperenberg aug92
00134 30875	CCCP-86878 "20" red	Il-76M A-50	Soviet AF/AFL c/s Soviet AF/PVO	d/d TGK	30mar81 19aug92	based at Shadrinsk mar97; l/n Orenburg-2 (Southwest) 29aug04; canx but date unknown line # 22-08; titles as such; f/n PRG 15may82 l/n TIP feb00, titles not reported
00134 30878	5A-DNI 5A-DNI	Il-76T Il-76T	Libyaria AT Libyan Air Cargo	d/d RKT	05jun81 19apr04	l/n DME 25jun05; in Libyan Arab gold c/s without titles and tail logo 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 fire, the rear fuselage and tail section only remain
00134 30882	5A-DNK 5A-DNK 5A-DNK	Il-76T Il-76T Il-76T	Libyaria AT Libyan Arab Cargo	d/d PRG	02jun81 03aug91	line # 22-09; registration not confirmed; converted by TMZ by oct83 to, see next line third A-50 prototype; l/n aug93 wfu; c/n confirmed; code reported in official list and also in list as 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 30888	5A-DNK 5A-DNK	Il-76T Il-76T	Jamahiria AT Libyan Air Force	DME ph.	11jul04 25dec13	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; l/n TIP 07nov05; photos undergoing rework at Staraya Russa in feb08 seen FCO 31aug10, in white c/s with green cheatline and fin, l/n SSH 18jan11 in all-white c/s with red/blue cheatline and new Libyan flag on the tail; destroyed by fire at MJ1 30jan15, exact details unknown
00134 30890	CCCP-76458 CCCP-76458 RA-76458 RA-76458 RA-76458	Il-76T Il-76T Il-76T Il-76T Il-76T	AFL/East Sib.-IKT Baikalavia Pride African Int. Aeroflot East Line	mfd trf SVO IKT DME	28may81 30jun92 19mar93 06jul94 06aug99	line # 23-02; d/d 28may81; toc 17jun81; rgd 17jul81; f/n IKT 23sep86; l/n BKA 13apr92 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
	no reg	Il-76T	CETC	ph.	2012	leased from 30dec97; CoFR renewal 25may99; l/n DME 04oct99; soc and canx 31jan00 as sold to China in 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-standard rotordome, in basic Aeroflot c/s with Chinese flag on tail and roundel on rear fuselage, 'YH2000' on tail and still with Il-76T designation
00134 30893	CCCP-86879 CCCP-86879	Il-76A1 A-60 (1A)	primer ? TANTK/AFL c/s	f/f d/d	19aug81 02oct83	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 UP-I7617 4L-SKG	Il-76T Il-76TD Il-76TD Il-76TD	Reem Air Asia Continental Asia Continental Sky Georgia	ZRH GKE BRQ BOD	11oct05 08may07 01jul08 15jan10	c/n confirmed; in basic Aeroflot c/s, no titles; current in fleet list by dec05; l/n GME 06aug06 was still an Il-76T in fact; l/n GKE 08may08 c/n confirmed; was still an Il-76T in fact; l/n MSQ 03jun09 in white/light grey c/s; l/n with 'Il-76TD' painted on GKE 23feb11; seen painted as 'Il-76T' KWG 23dec11; l/n MVQ jun14/apr18, stored
	CCCP-86879	A-60 (1A2)	TANTK/AFL c/s	f/f	29aug91	line # 23-04; converted by TANTK im. Berieva at Taganrog to, see next line laser test aircraft (izd. 1A or 761A) based on the Il-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 ?) modified laser test aircraft (izd. 1A2); based at Taganrog; seen under maintenance at Taganrog in 1993; 37 cycles only by feb94; photo CKL aug96; l/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-Antel" laser research programme) badge, no titles; contract for modernisation between TANTK im. Berieva and GSKB "Almaz-Antel" signed 01jun06 (code name of the laser complex "Delyant-T"); modernised with an additional large housing on top of the fuselage behind the wings and two aerals 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; l/n Taganrog-Yuzhny apr19
00134 30897	CCCP-86880	Il-76M	Soviet AF/AFL c/s	mfd	18jun81	line # 23-05; d/d 18jun81 to Kedainiai; rgd only 12jan88; f/n in East Germany 03apr90; l/n Kedainiai 07nov91; still 'CCCP-' by mar/apr93
	RA-86880	Il-76M	Russian AF/AFL c/s	Kln	16may99	based at Shadrinsk mar97; l/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	Il-76T Il-76T Il-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 Sheremet'yev; 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	Il-76T	Abakan Avia	ZIA	16aug07	in all-white c/s; initially no titles; l/n as such RKT 14nov07; seen SHJ 06dec07 with small titles under the cockpit; l/n RKT 15nov08
	RA-76780	Il-76T	United Nations	KRT	04aug11	titles not reported; stationed in Entebbe aug11, operating for United Nations and allocated code UNO-824; seen in full UN colours BOM dec11; seen FHH 08nov12; l/n MGQ 30sep13
	RA-76780 RA-76780	Il-76T Il-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; l/n JUB 06dec21; canx 16feb23
	EX-76016 EX-76016	Il-76T Il-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-sign 'UNO-050H'
	CCCP-86881 RA-86881	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Nvk	29may81 07aug99	line # 23-07; delivered to Kedainiai; rgd 12jan88; f/n Kedainiai 07nov91 based at Shadrinsk mar97; canx but date unknown; seen Novgorod-Krechevitsy 30sep07, wfu already for sometime; l/n aug11 as such; broken up at Novgorod-Krechevitsy in 2013
00134 31911	YK-ATC	Il-76M	Syrianair	d/d	31jul81	line # 23-08; rgd 30aug81; without tail turret; opb 522 Sqn of the Syrian Air Force; f/n DAM 21oct81; in fleet list mar07 as stored; l/n DAM feb08
00134 31915	YK-ATD YK-ATD	Il-76M Il-76T	Syrianair Syrianair	d/d	31jul81 24oct03	line # 23-09; without tail turret; opb 522 Sqn of the Syrian Air Force; f/n DAM 21oct81; l/n SVO mar01 export CoFA as Il-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
00134 31917	CCCP-86882	Il-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	Il-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
00134 31921	CCCP-86883 RA-86883	Il-76M Il-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 Donna; based at Shadrinsk mar97; seen Smolensk-Severn 09aug99; canx but date unknown; l/n Smolensk-Severn 07sep10 wfu; broken up at Smolensk-Severn in 2013
00134 31928	CCCP-76460(1)	Il-76T	AFL/Internat.-SVO	mfd	21aug81	line # 24-02; d/d 21aug81; toc 04sep81; rgd 23oct81; f/n PRG 08nov81; l/n SVO 11sep92; see c/n 1023410344
	RA-76460(1)	Il-76T	Aeroflot Rus. AI	LUX	08feb93	soc 30aug95 as life-time expired and canx same date; used as a ground instructional airframe by the Moscow Technical University of Civil Aviation (MGU GA) at SVO (N55.984755 E37.441954), seen mar95/may24
00134 31932	CCCP-86884 RA-86884	Il-76M Il-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
00134 31935	CCCP-76461 RA-76461	Il-76T Il-76T	AFL/Internat.-SVO Aeroflot Rus. AI	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
00134 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-Severn 24aug04/sep10 wfu; broken up at Smolensk-Severn in 2013
00134 31943	CCCP-86886 RA-86886	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Kln	29sep81 15jun99	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-Severn 24aug04; canx but date unknown; sat wfu at Taganrog-Tsentralny, l/n sep11/ apr19
00134 31945	CCCP-86887	Il-76M	Soviet AF/AFL c/s	mfd	30sep81	line # 24-07; delivered to 600 vtap at Kedainiai (relocated to Shadrinsk in 1992); photo Kedainiai 22jun83; rgd only 12jan88; seen SZW 07jun91; l/n Kedainiai 07nov91
	RA-86887	Il-76M	Russian AF/AFL c/s	trf	1992	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-Krechevitsy, l/n 07aug99
	RF-76328 RF-86887	Il-76M Il-76M	Russian MVD/VV Russian MVD/VV	rgd Sty	2006 ? 02jan08	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; l/n Yermolino nov14
	RF-86887	Il-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	5A-DNE	Il-76T	Jamahiria AT	d/d	28oct81	line # 24-08; f/n PRG 08jun82
00134 32955	5A-DNE CCCP-76462	Il-76T Il-76T	Libyan Arab AFL/East Sib.-IKT	SVO trf	12aug89 06oct81	l/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; f/n IKT apr82; photo exists at Pevek in Aeroflot c/s with blue tail; later repainted back to standard c/s; l/n SVO 11sep92
	RA-76462 RA-76462 RA-76462 RA-76462	Il-76T Il-76T Il-76T Il-76T	Baikalavia Pride African Int. Aeroflot c/s, n/t East Line	trf OST IKT DME	30jun92 10jan93 06jul94 17aug99	in Aeroflot c/s and titles; f/n OST 06jan93 in basic Aeroflot c/s; l/n 20mar93 l/n DME 26aug95 stored DME aug03/jul04, no engines; ready for service DME 25jun05; seen ZIA 20aug05 basic East Line c/s, no titles; soc 01sep05 as to Kyrgyzstan
	EX-069 ER-1AU UN-76028 UP-17608 4L-GLR	Il-76T Il-76T Il-76T Il-76T Il-76T	all-white c/s, n/t all-white c/s, n/t Eastern Express Eastern Express Sakaviashervice n/t	ZIA rgd KDH SHJ SHJ	31may06 16nov06 02oct07 13sep08 16sep09	l/n RKT 27oct06 c/n confirmed; f/n SHJ 01dec06; l/n RKT 23jun07; ex reg EX-069 visible; canx 10aug07 to Kazakhstan at SHJ 14nov07 all-white, small titles only; l/n KDH 20apr08 c/n confirmed by Kazakhstan CAA; l/n SHJ 01jul09 c/n confirmed; with Sakaviashervice engraved on the c/n plate, forward bulkhead, in all-white colours no titles; seen BOM 10jul10, as such; canx late 2010/early 2011; l/n OSS 01aug15, stored; sections only 12jul19
00134 32960	CCCP-76463(1) 76463(1) RA-76463(1) RA-76463(1)	Il-76T Il-76T Il-76T Il-76T	AFL/Krasnoyarsk-KJA Aeroflot Aeroflot KrasAir	d/d KJA KJA trf	15oct81 01jul92 13jul93 04may94	line # 24-10; toc 23oct81; rgd 25dec81; f/n TAS 24apr89 l/n SVO 11sep92 see c/n 0053464934 l/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)	Il-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; l/n KJA jul14/jun15, still as such
00134 32961	5A-DNG 5A-DNG 5A-DNG 5A-DNG 5A-DNG 5A-DNG 5A-DNG 5A-DNG	Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T	Libyan Arab Jamahiriya AT Libyan Arab Cargo all-white c/s, n/t Libyan Afr. Air Tr Jamahiriya AT all-white c/s, n/t no titles	d/d MLA BKA JNB TIP Sty FJR	09jan82 21apr89 15mar90 apr00 18aug04 26aug07 15may12 photo	line # 25-01 in all-white c/s with titles as such; l/n FRA 19may89 reported as Libyan Arab; l/n FRA 30jul91, photo proof in white c/s with grey undersides operating for the Libyan Air Force; l/n OUA jul00 in all-white c/s with titles and tail logo; l/n TIP 24apr05 in white c/s with green cheatline and fin, with titles; l/n MJI 18jul10 l/n FJR 19aug12/06sep12 in white c/s with green cheatline and fin; destroyed TIP 16jul14 whilst parked, struck by RPG fire and caught fire
00134 32966	CCCP-86888	Il-76M	Soviet AF/AFL c/s	d/d	09nov81	line # 25-02; delivered to 600 vtap at Kedainiai (relocated to Shadrinsk in 1992); photo Kedainiai 08aug83; rgd only 12jan88; l/n PRG 14dec88
	RA-86888	Il-76M	Russian AF/AFL c/s	trf	1992	opb 600 vtap at Shadrinsk from 1992 (still by mar97) and by 110 vtap at Novgorod-Krechevitsy by 1999; f/n Novgorod-Krechevitsy 07aug99; stored at Novgorod-Krechevitsy for some 10 years, l/n sep07; overhauled by 123 ARZ at Staraya Russa
	RF-76329 RF-86888	Il-76M Il-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
	RF-76329 RF-86888 CCCP-86892	Il-76M Il-76M Il-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
00134 32975	CCCP-86893	Il-76M	Soviet AF/AFL c/s	d/d	03dec81	line # 25-03; delivered to Novgorod; rgd 05oct90; f/n Ivanovo-Severn 24aug95; based at Ivanovo mar97; l/n Ivanovo-Severn mar02/aug17, wfu; canx but date unknown
	RA-86893	Il-76M	Russian AF/AFL c/s	Sms	09sep97	line # 25-04; delivered to Kedainiai, later Shadrinsk based; rgd 12jan88; f/n Merseburg 18apr91; l/n Mahlwinkel 24may94
00134 32977	CCCP-86894 RA-86894	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Iva	16dec81 24aug95	based at Smolensk mar97; canx but date unknown; seen Smolensk-Severn 26aug07/sep10 wfu; broken up at Smolensk-Severn in 2013 line # 25-05; delivered to Ivanovo; no reports based at Ivanovo-Severn mar97; seen Ivanovo-Severn 30aug07; damaged 07oct09 just before take-off from Ivanovo-Severn 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; l/n Ivanovo-Severn aug12/aug17, wfu
00134 33984	4600 YI-ALL	Il-76M Il-76M	Iraqi Air Force IrAF/Iraqi Aw c/s	mfd CHR	08jan82 03mar82	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	Il-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 pylon; 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 standard aircraft, see next line
	YI-ALL	Il-76M	IrAF/Iraqi Aw c/s	FRA	17dec85	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; /n LHR 04jun86 in Aeroflot c/s; f/n DME 08dec89; l/n DME 22sep91 leased from Aviatrans soc and canx 21feb96 as to Latvia; l/n BKA 12mar96 f/n MAN 02apr96; l/n as such KWI 16jun04; seen KUL 22jan05 with additional 'www.adagold.com' titles; l/n as such JNB 04jul08; seen DXB 10jul09 with Inversija logo on fin and 'LARK' titles on rear fuselage; operator's certificate suspended 16mar10; l/n RIX 01dec10, still with Inversija logo and 'LARK' titles; 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); l/n jul12 and broken up aug12 line # 25-07; delivered to Ivanovo; version given in Ilyushin OKB listing mar97 as Il-76U; f/n BKA 19may91 version painted as 'Il-76MD'; Ivanovo based mar97; seen Staraya Russa 21aug03; l/n Staraya Russa 26aug07, in poor condition; broken up sep08 line # 25-08; d/d 11dec81; f/n ORY 07apr82; in full Iraqi Airways green c/s in Aeroflot c/s; f/n DME 02aug90; l/n DME 10sep92
	CCCP-76755 CCCP-76755 RA-76755 YL-LAL	Il-76T Il-76T Il-76T Il-76T	MAP Moscow APO Inversija Inversija Inversija	rgd BRU KLD rgd	04oct88 26may92 05may94 28feb96	
00134 33985	CCCP-86895	Il-76M	Soviet AF/AFL c/s	d/d	30dec81	
	RA-86895	Il-76M	Russian AF/AFL c/s	Iva	24aug95	
00134 33990	YI-AKX CCCP-76757 RA-76757 RA-76757 RA-76757	Il-76M Il-76T Il-76T Il-76T Il-76T	IrAF/Iraqi Aw c/s MAP Moscow APO Aeroflot Aviatrans Atran	mfd rgd DME DME trf	27nov81 04oct88 20mar93 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 2005 line # 25-09; no reports, see below in white c/s grey undersides with Iraqi Airways titles, emblem and flag on tail; l/n FRA 22jun86, an overpainted patch can be seen above the registration suggesting the Air Force serial was worn f/n DME 02aug90 in Aeroflot c/s and titles; l/n DME 22feb92; see c/n 0033446325
00134 33996	4660 YI-ALO	Il-76M Il-76M	Iraqi Air Force IrAF/Iraqi Aw c/s	d/d PRG	26jan82 14jun82	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 in basic ex Aeroflot c/s, with titles; l/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 wfu; broken up jul02, remains only in a pile aug02 line # 25-10; no reports, see below 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 worn; l/n OST 16jun86 in standard 'blue' Aeroflot c/s; f/n DME 15mar90; l/n DME 10sep92 l/n AMS 07jul95; new CoR 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 line # 26-01; d/d 25mar81; delivered to Zhukovski; the first serial Il-76MD; f/n ZIA 16aug92; l/n ZIA 03sep93; became a prototype for the demilitarised Il-76MD designated Il-76MDP; in Aeroflot c/s at Zhukovski 30jun06 avionics test-bed with ECM antennas for Il-76MF in wingtips; Zhukovski based; Aeroflot c/s; canx but date unknown; seen ZIA aug07/jul17, wfu active, with call-sign '86871'; now without turret
	CCCP-76788(1) RA-76788(1) RA-76788(1) RA-76788(1) RA-76788(1) RA-76788(1)	Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T	MAP Moscow APO Aviatrans Inversija Express Air Cargo Express Air Cargo Aviatrans	rgd rgd OST OST OST Iva	04oct88 28may93 02sep93 11feb94 09jun94 21aug96	
00134 33999	4601 YI-ALP	Il-76M Il-76M	Iraqi Air Force IrAF/Iraqi Aw c/s	d/d PRG	17feb82 07aug82	
	CCCP-76789 RA-76789 RA-76789	Il-76T Il-76T Il-76T	MAP Moskovskiy OAO Aviatrans Atran	rgd LUX DME	04oct88 13may94 18aug97	
00134 34002	CCCP-86871	Il-76MD	Ilyushin OKB	f/f	06mar81	
	RA-86871	Il-76MD	Ilyushin OKB	ZIA	19aug97	
	no reg	Il-76MD	bare metal c/s	ZIA	feb18	
00134 34008	CCCP-86872	Il-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 opb 196 vtap at Tver-Migalovo; stored at KLD, seen jul12/apr15; reflown after storage 04aug17 and ferried to 123 ARZ for overhaul; l/n Staraya Russa 22aug17 in basic Aeroflot c/s with Russian flag on the fin, no titles; l/n PEK 12may24 line # 26-03; ECM aircraft (izd. 176) based on the Il-76MD, production completed in 1983; f/f in 1987; version confirmed in line-number list; type painted as 'Il-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 line # 26-04; delivered to the SibNIA institute at Novosibirsk; no reports; mentioned in bulletin 1603-BUV as not being concerned by that bulletin 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 showed 06146; in a Russian Il-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 this time not known; converted to Il-76TD, see next line f/n OST 14jan96, in Aeroflot c/s, no titles; retains tail turret; CoR renewal 11jun98; soc and canx 09dec98 as to Iran; l/n FJR 17dec98 f/n LGW 07jan99; in white c/s with grey undersides; l/n THR mar01; leased from Zenit l/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 turret removed by dec03; seen USH 10nov04 with additional 'Scientific Research Centre' titles; photo FJR 24oct05, showing titles scrubbed, l/n FJR 22feb06, reported as GST Aero; reportedly put into storage mar06; l/n Gostomel 09jun06; reported for Berkut registration without hyphen; flight PDV-ABB planned 22dec06 with EWZ call-sign; c/n checked on the pressure bulkhead of the cargo bay ASK 27jul07; l/n FJR 13feb08 c/n checked DXB 05may09; l/n FJR may12/jun16, stored line # 26-06; rgd 23nov83; delivered to Zaporozhye; f/n in East Germany 28may90; l/n Ivanovo-Severnoy 02sep97 based at Ivanovo mar97; seen Orenburg-2 (Southwest) 29aug04; canx but date unknown; seen Chelyabinsk-Shagol sep08 in basic Aeroflot c/s with Russian flag on the fin, no titles; l/n LED 07sep24 line # 26-07; delivered to Tartu, later based at Ivanovo and Tver; f/n Grossenhain 02jul91; l/n Gross Dölln (Templin) 25aug93 based at Novgorod by mar97; l/n Orenburg-2 (Southwest) 30aug11 in basic Aeroflot c/s with Russian flag on the fin, no titles; l/n LED 12oct24 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 Aeroflot c/s, no titles or flag; l/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; l/n KLD 07jul94 l/n KLD 25aug95; opb 196 vtap at Tver-Migalovo by mar97 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 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 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 04jul89 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 20apr15 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; l/n LED 16jul23 line # 27-01; delivered to 1 ae 196 vtap at Tartu (relocated to Tver-Migalovo in 1992); f/n Zerbst 13mar91 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 water-bomber configuration Kubinka 05aug17; opb 235 vtap at ULY from 01dec17; l/n CKL oct22 line # 27-02; delivered to Zaporozhye; no reports converted to Il-76TD in 1991 supplied to owner 21mar94 according to Russian canx register, see next line
00134 34009	RF-86872 CCCP-86889	Il-76MD Il-76PP	Russian Air Force Soviet AF/AFL c/s	ph. IKT	25sep18 06jul92	
00134 34013	CCCP-86890	Il-76MD	Soviet AF/AFL c/s	d/d	04dec81	
00134 34018	CCCP-86896 YA-YAA	Il-76MD Il-76MD	Soviet AF/AFL c/s Aeroflot fcs	mfd TV	23nov81 02nov88	
	RA-86896	Il-76MD	Russian AF/AFL c/s		jul92	
	RA-86896	Il-76TD	Zenit	trf	11apr95	
	EP-ALJ EP-ALJ	Il-76TD Il-76TD	Atlas Air Atlas Air, n/t	rgd RKT	01dec98 27mar01	
	UN-76004	Il-76TD	GST Aero	SHJ	06nov01	
	UN-76006	Il-76TD	East Wing	FJR	29dec06	
00134 34023	UP-17621 CCCP-86897	Il-76TD Il-76MD	East Wing Soviet AF/AFL c/s	KUL d/d	12jul08 25dec81	
	RA-86897	Il-76MD	Russian AF/AFL c/s	Iva	26may99	
00234 35028	RF-86897 CCCP-86898	Il-76MD Il-76MD	Russian Air Force Soviet AF/AFL c/s	OVB d/d	jan19 28jan82	
	RA-86898 RF-86898 CCCP-86899 CCCP-86899	Il-76MD Il-76MD Il-76MD Il-76MD	Russian AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Ukraine Air Force	Spr PKV d/d OZH	04oct93 feb18 27jan82 22mar97	
00234 35034	CCCP-86900	Il-76MD	Soviet AF/AFL c/s	mfd	12feb82	
	86900 RA-86900	Il-76MD Il-76MD	Russian AF/AFL c/s Russian AF/AFL c/s	KLD KLD	20aug95 30jun03	
	RF-86900	Il-76MD	Russian Air Force	KLD	02sep21	
00234 36038	CCCP-86901	Il-76MD	Soviet AF/AFL c/s	d/d	08feb82	
	RA-86901	Il-76MD	Russian AF/AFL c/s	KLD	20aug95	
	RF-86901	Il-76MD	Russian Air Force	ph.	02jan17	
00234 36043	CCCP-86902 RA-86902	Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Kub	26feb82 01sep93	
	RF-86902	Il-76MD	Russian Air Force	KLD	mar17	
00234 36048	CCCP-86903 UR-86903 UR-76382	Il-76MD Il-76MD Il-76TD	Soviet AF/AFL c/s Atlant Atlant	d/d no SHJ	10mar83 reports 29oct94	

	RA-76382	Il-76TD	Atlant	rgd	18feb95	f/n SHJ 21feb95; seen SHJ 13apr95; in fleet list 29apr95; soc and canx 10oct95 as to Ukraine; d/d 04mar96 to Budapest; l/n BUD 15jun96
	HA-TCG	Il-76TD	Atlant Aerobatics	rgd	30jul96	f/n BUD 16aug96; Zaporozhye based mar97; l/n BUD 02may00; named 'Saint George'; no titles by 19may00
	HA-TCG	Il-76TD	Atlant Hungary	BUD	22may00	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; l/n CIT 20jan11; centre section of fuselage remains CIT (N42.362403 E69.499451) 19jun11/mar23; canx 22nov17 (CoFA expired 03mar06)
00234 36050	CCCP-86904	Il-76MD	Soviet AF/AFL c/s	d/d	16mar82	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	Il-76MD Il-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 by Aeroflot crews; dbr 12jun90 on a 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 èaialui 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-Severnoy; seen Ivanovo-Severnoy 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-Severnoy 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; l/n Taganrog-Yuzhny apr19
00234 36064	CCCP-86906	Il-76MD	Soviet AF/AFL c/s	f/f	23jul83	line # 27-06; Il-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 Spereberg 25mar91
	RA-86906 RA-86906	Il-76MD Il-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; l/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; l/n CKL dec22
00234 36065	CCCP-86907	Il-76MD	Soviet AF/AFL c/s	d/d	09apr82	line # 27-07; delivered to 196 vtap at Tartu (relocated to Tver-Migalovo in 1992); f/n in former East Germany 16jan91
	RA-86907	Il-76MD	Russian AF/AFL c/s	KLD	05may94	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	Il-76MD	Russian Air Force	KLD	27may17	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 RF-86908	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d PKV OVB	17apr82 25oct94 11may18	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 in basic Aeroflot c/s, no titles; l/n Ivanovo-Severnoy oct21
00234 37076	CCCP-86909 UR-86909 RA-76383	Il-76MD Il-76MD Il-76TD	Soviet AF/AFL c/s Atlant Atlant	d/d no rgd	22apr82 reports 18feb95	line # 27-09; rgd 23nov83; delivered to Zaporozhye; f/n in East Germany 03jun91 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 Ukraine; l/n SHJ apr96
	9L-LBK	Il-76TD	Atlant logo, n/t	SHJ	03oct96	in basic Aeroflot c/s; operator reported as Air Sultan; logo painted out by 18jan97; seen SHJ 09may97; in white/grey c/s with thin black cheatline by oct97
	EP-TQC EP-ALB T9-CAA T9-QAA T9-CAC	Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	Qeshm Air Atlas Air Phoenix Phoenix Phoenix	SHJ FJR rgd rgd rgd	10nov97 10feb98 01nov98 29dec98 29dec98	in white/grey c/s with thin black cheatline; l/n FJR 13jan98 in white/grey c/s with thin black cheatline and red titles; l/n RKT 15dec98; see rgd next line see l/n date previous line; f/n SHJ jan99 reported seen jan99, but not taken up; see rgd next line
	T9-CAC ST-CAC	Il-76TD Il-76TD	Phoenix, n/t Phoenix, n/t	SHJ SHJ	28oct00 11sep01	f/n SHJ 03feb99; in white/grey c/s with thin black cheatline, blue engines; l/n SHJ 07oct00; the reason 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; l/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, l/n as such 03dec06; canx from register before jan07; broken up 2007
00234 37077	CCCP-86910	Il-76MD	Soviet AF/AFL c/s	d/d	20apr82	line # 27-10; delivered to 3 ae 196 vtap at Tartu; f/n in (former) East Germany 17aug90; l/n Spereberg 23jan93
	RA-86910 RA-86910 5A-DNC 5A-DNC	Il-76MD Il-76MD Il-76TD Il-76TD	Russian AF/AFL c/s Russian Air Force Jamahiria AT Libyan Arab	KLD PKV d/d SXF	05may94 jan08 02dec82 11jul84	based at Tver mar97; l/n Seshcha 09sep06 in basic Aeroflot c/s, no titles; l/n PKV 17jun16 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	Il-76TD Il-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	Il-76TD	AFL/Krasnoyar.-KJA	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 RA-76464 RA-76464 RA-76464 RA-76464 RA-76464	Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	Aeroflot KrasAir Fime Air Cargo S Aeroflot KrasAir Aeroflot c/s, n/t KrasAir	LUX trf LUX LUX SVO DME KJA	27mar93 05apr94 23sep94 02may95 16jul95 09aug00 03jun01	operated by Atlant-Soyuz mar99; l/n DME 22jul00
	EK-76464	Il-76TD	KrasAir	rgd	08dec09	1st 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 to Phoenix Avia; f/n IEV 08jan10 in Aeroflot c/s, titles partly covered by snow; l/n SHJ 25jan10, still wearing KrasAir titles
	EK-76464	Il-76TD	no titles	SHJ	09mar10	still in Aeroflot c/s with Russian flag on the tail and RA- prefix under the wings; using Rayyan, Pakistan call-signs, DXB 16mar10; photo KDH 05aug10, now without Russian flag on the tail; l/n SHJ 12jan12; canx 08may12
	EY-609	Il-76TD	no titles		31may12	opb Silkline KWN-KWI this date; c/n confirmed by Ilyushin; in basic ex Aeroflot c/s, white tail; f/n SHJ 08jul12; l/n ALA 09jun13
	EK-76464 EW-412TH	Il-76TD Il-76TD	no titles Ruby Star	MSQ	03jul14 jul14	in white c/s with grey undersides; no dash in the registration 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	Il-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
	EX-86911 JY-JIA	Il-76TD Il-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; l/n Mykolayiv 28sep11
00234 38099	3X-GGU CCCP-86912	Il-76TD Il-76MD	ex-JIAC c/s Soviet AF/AFL c/s	Mkk TAS	23feb14 15sep87	still with green cheatline; l/n Mykolayiv-Kulbakino jul19; see Il-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 Il-76; seen Balashov, in the flying Academy (N51.531808 E43.185605) 20aug06/aug12; still visible on GE in 2018
00234 38101	CCCP-76465 RA-76465 RA-76465	Il-76TD Il-76TD Il-76TD	AFL/Krasnoyar.-KJA Aeroflot KrasAir	mfd BKA trf	10jun82 09sep92 05apr94	line # 28-06; d/d 10jun82; toc 07jul82; rgd 13aug82; f/n DME 01feb84
00234 38108	CCCP-86913	Il-76MD	Soviet AF/AFL c/s	mfd	28jun82	f/n FJR 29nov95; with grey tail; seen KJA 04jul03 engineless; offered for sale mar07 with t/t 19,079 hours, for \$ 700,000; l/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-Severnoy 30mar02 wfu, parked on the grass; seemed to have been preserved in the museum of 610 TsBPILS VTA at Ivanovo (N57.045075 E40.995000) seen aug03/aug15; offered for sale by Russian privatisation agency 04jul06 with t/t 3,384 hours
00234 38111	CCCP-86914	Il-76MD	Soviet AF/AFL c/s	d/d	15jun82	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; l/n dec13, just the fuselage remained; no longer visible on GE 2014
00234 38116	CCCP-86915	Il-76MD	Soviet AF/AFL c/s	mfd	05jul82	line # 28-09; d/d 05jul82 to Kryvy Rih; rgd 24mar89; trf on paper to the AFL/Uzbekistan directorate 04jul89 for use in Afghanistan; l/n KBL 24mar89; l/n SVO 18may91, with chaff dispensers
00234 38120	86915 CCCP-86916 UR-86916 EX-86916	Il-76MD Il-76MD Il-76MD Il-76TD	Ukraine AF, n/t Soviet AF/AFL c/s Liana Botir Avia	Krv d/d Blt OST	05jul96 13jul82 11sep96 25feb01	Kryvy Rih based mar97; l/n Kryvy Rih 26apr99; reported broken up jun99 line # 28-10; delivered to Kryvy Rih; rgd 24mar89; f/n Brandis 07jun91 based at Kryvy Rih mar97, operated by Lana; l/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, l/n FJR jan11/sep22, stored; scrapped 2022
00234 38122	CCCP-86917	Il-76MD	Soviet AF/AFL c/s	d/d	26aug82	line # 29-01; delivered to Kryvy Rih; f/n BOJ 15jul90; l/n Bila Tserkva sep96/jun99 stored; based at Kryvy Rih mar97
	EX-86917 ST-EWB	Il-76TD Il-76TD	Botir Avia East West Cargo	SHJ SHJ	05may01 27sep04	l/n SHJ 18apr04; only has a BA logo; named 'Medina' c/n confirmed by Sudanese CAA; l/n SHJ 27jan05; w/o 03feb05 on a flight from Sharjah to Nyala (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 UR-76318	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force Ukraine AF, n/t	d/d Krv Mtp	13aug82 05jul96 22mar97	line # 29-02; delivered to Kryvy Rih; rgd 24mar89; f/n in the Baltics nov91
00234 38129	CCCP-86919 UR-76319 EX-86919 ST-EWC ST-EWC	II-76MD II-76MD II-76TD II-76TD II-76TD	Soviet AF/AFL c/s Atlant Botir Avia East West Cargo Air West Cargo	d/d Blt SHJ SHJ FRA	27aug82 11sep96 05aug02 02nov03 27mar05	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 line # 29-03; delivered to Kryvy Rih; rgd 24mar89; f/n TAS 15sep89 based at Kryvy Rih mar97, operated by Atlant; l/n Bila Tserkva 14jun99; not in 1998 fleet list l/n SHJ 25sep03; canx 22sep03 l/n SHJ 16mar05 current on register jan07; l/n KRT jan08/mar10 wfu and missing engines; not visible on GE sep13 and probably broken up line # 29-04; rgd 26aug82; d/d to Sheremetyevo 28aug82; f/n SVO 30may83; based at Sheremetyevo in 1982/1987; canx 04feb88 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 and fuselage forward of wings cut off by jun12 line # 29-05; f/n PRG 28jan83; l/n MAO 21apr83 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 c/n not checked !; reported burnt out TIP 17mar11 line # 29-06; f/n PRG 18sep83 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 before TIP 31oct07; l/n TIP 07oct09, registration still visible on top of wing line # 29-07; f/n MAO 08may83 l/n MXP 15jan85 in all-white c/s with titles as such; l/n active LBG 14jun91; sat wfu at TIP, seen feb00/oct09; registration removed before 31oct07, but still recognisable by oct09; l/n TIP jun13, as such line # 29-08; delivered to Kryvy Rih; f/n KBL 13feb89; rgd 24mar89 unsure if it carried a prefix; based at Kryvy Rih mar97, operated by Lana also still carries 'Lana' titles, see next remark ! l/n Melitopol 29apr99 as such; l/n Melitopol may07, titles not reported; broken up 2007 line # 29-09; toc 22sep82; rgd 10oct82; opb Ulyanovsk Tsentr GA SEV; f/n VKO 14sep86; w/o 20oct89 on 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; canx 01mar90 line # 29-10; toc 05oct82; f/n FRA 09oct82; rgd 15oct82; l/n SVO 11sep92 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 l/n ZIA 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 E38.051497), seen aug04/oct11; still current on Russian register nov09; seen very derelict by apr12/oct12; completely scrapped by 26sep13 line # 30-02; delivered to Zaporozhye; no reports based at Zaporozhye mar97, operated by Hoseba; in faded Aeroflot c/s, no titles or flag; l/n OZH 28apr99/jul07, wfu; broken up after aug08 and before sep10 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 registration but '86923' on engine covers; l/n OZH 08jul07, with CCCP- prefix bleeding through; broken up after aug08 and before sep10 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; l/n ZAG 08jun95 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 ex UN colours, missing an engine, wfu; reported broken up in 2018 line # 30-05; delivered to Zaporozhye, later Ukurei based; no reports based at Zaporozhye mar97; l/n Orenburg-2 (Southwest) 29aug04 still with old flag! at Pogonovo, in basic Aeroflot c/s, no titles; in water bomber configuration this date; l/n PEK 12may24 line # 30-06; delivered to Zaporozhye; no reports based at Zaporozhye mar97, operated by Khors Air; in basic Aeroflot c/s, no titles; l/n OZH 08jul07; 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 additional large 'UN-WFP' titles SVO 07jul92; l/n 15may93 reported for Korsar; in basic Aeroflot c/s, no titles; l/n PRG 18nov94 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 Kazakhstan c/n not checked; in white/light grey c/s with ex-Kosmos cheatline and blue fin in white/light grey c/s with ex-Kosmos cheatline and blue fin, titles carried on the left side only; l/n VKO 21aug05 in an official document dec05 as opb ATMA; in white/light grey c/s with ex-Kosmos cheatline and white fin, no titles; l/n MSQ 08aug06 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 in white/light grey c/s with ex-Kosmos cheatline and white fin, with 'Atma' titles; l/n operational DXB 14nov09; seen FJR jan11/jun16, stored; offered for sale on the internet may15; l/n FJR 14jan18/sep22; see next line c/n confirmed; already current on register by late 2011, see previous line; not taken up 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; l/n OST 09jun86; returned to Soviet Union prior to jan91 in Aeroflot c/s, small titles only; f/n AMS 14jul93; converted to real II-76TD by ARZ-123 in 1998; l/n SHJ 16nov00 f/n SXF 26jun01; in basic ex Aeroflot c/s, white tail with titles; l/n DME 28aug03 f/n DME 26apr04; seen DME 05jul06 named 'Krem!' 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 l/n RKT 25feb10 l/n DXB 30oct10, previous registrations RA-76823 and UP-17630 both visible under paint; canx late 2010/early 2011, operator reported as Sun Way; seen FJR 06sep11 in basic ex Aeroflot c/s, white tail and without registration; l/n FRU 10jul19/01oct20, stored 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-applied; l/n FRU 08may24 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 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; l/n LHR 25jan86; returned to the Soviet Union prior to jan91 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 Production Corporation' titles and a logo on the fin; based at Tashkent by mar97; l/n OSR 28dec98 in basic Tashkent Aircraft Production Corporation c/s with own titles plus a logo on the fin; according to the Russian register feb01 leased by the TAPC to Abakan Avia 07sep00/31dec01; l/n DME 08oct02 in full c/s with 'Tashkent Aircraft Production Corporation' titles and a logo on the fin; l/n SHJ 20dec04; the airline branch of the factory was renamed TAPC Aviatrans Aircompany; current in fleet list nov06, see below 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 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 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 Tashkent-Tuzel 18aug23 line # 31-01; delivered to Zaporozhye; f/n EVN dec88 with blue cheatline and emblem on tail, titles in Armenian script based at Zaporozhye mar97, operated by Hoseba; l/n OZH 07may97, titles not reported in basic ex Aeroflot c/s, no titles; seen OZH 28apr99; l/n OZH 08jul07, wfu; broken up after aug08 and before sep10 line # 31-02; rgd 23nov83; delivered to Zaporozhye; f/n Zerbst 02dec90 based at Ivanovo mar97; at Orenburg-2 (Southwest) 27aug03; canx but date unknown; l/n CKL 05feb09, flying in basic Aeroflot c/s, no titles in basic Aeroflot c/s, no titles; l/n OVB 13oct17
00234 39133	CCCP-86927 CCCP-76781 RA-76781	II-76TD II-76TD II-76TD	KGB/Aeroflot c/s KGB/Aeroflot c/s FSB/Aeroflot c/s	mfd rgd	15aug82 04feb88 16mar92	
00234 39140	5A-DNA 5A-DNA	II-76TD II-76TD	Jamahiria AT Libyan Arab Cargo	d/d BKA	30sep82 25sep91	
00234 39141	5A-DNA 5A-DNT 5A-DNT 5A-DNT	II-76TD II-76TD II-76TD II-76TD	Buraq Air Transp. Jamahiria AT Libyan Arab Libyan Arab Cargo	BRQ d/d FRA BKA	25sep04 01jan83 1987 20jul91	
00234 39145	5A-DNS 5A-DNS 5A-DNS	II-76TD II-76TD II-76TD	Jamahiria AT Libyan Arab Jamahirian AT	d/d PRG STR	15jan83 1984 02nov90	
00234 40152	CCCP-86920 86920 86920 UR-86920 CCCP-76466	II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Lana Atlant Lana AFL/Ulyanovsk HFS	d/d Mtp Mtp Mtp mfd	06sep82 22mar97 25aug97 06may98 08sep82	
00234 40157	CCCP-76467 RA-76467	II-76TD II-76TD	AFL/Internat.-SVO Aeroflot Rus. Al	d/d LUX	17sep82 26nov92	
00234 40161	CCCP-86921 UR-86921 RA-76849	II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Hoseba Aviast	d/d ZIA VKO	05jan83 24aug95 06aug99	
00234 40168	CCCP-86922 86922	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d OZH	29oct82 22mar97	
00234 41169	CCCP-86923 86923	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d OZH	21oct82 22mar97	
00234 41174	CCCP-86924 UR-86924 UR-86924	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s United Nations ex UN c/s, n/t	d/d ZAG OST	05jan83 03feb94 16sep96	
00234 41180	CCCP-76530 RA-76530 RF-76530	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d Ors ph.	30oct82 21apr97 17jun17	
00234 41181	CCCP-76531 76531	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d OZH	30nov82 06jul96	
00234 41186	CCCP-76499 RA-76499 RA-76499	II-76TD II-76TD II-76TD	MOM NPO "Energiya" RKK "Energiya" Kosmos	mfd VKO trf	oct82 28aug93 20jul95	
	UN-76499 UN-76499	II-76TD II-76TD	no titles Euro-Asia Air	SHJ DXB	may03 23sep03	
	UN-76499	II-76TD	ATMA	KBL	09feb06	
	UN-76499	II-76TD	Air Almaty	FJR	03dec06	
	UN-76499	II-76TD	ATMA	DXB	12nov07	
00234 41189	UP-17632 YI-ALQ CCCP-76823 RA-76823	II-76TD II-76MD II-76TD II-76TD	Asia Wing IrAF/Iraqi Aw c/s LII Zhukovski Elf Air	rgd d/d rgd rgd	unknown 04dec82 12mar92 11oct92	
	RA-76823 RA-76823 EX-123 UP-17630 4L-MGC	II-76TD II-76TD II-76TD II-76TD II-76TD	Airstars Grizodubova AvCo ex-Aeroflot c/s SkyLink Arabia SkyLink Arabia	rgd rgd RKT DXB SHJ	25may01 09dec03 25jul08 24dec08 13mar10	
	no reg EX-123	II-76TD II-76TD	no titles	FRU FRU	22oct13 14dec23	
00234 41195	CCCP-76468 RA-76468	II-76TD II-76TD	AFL/Internat.-SVO Aeroflot Rus. Al	mfd LUX	27oct82 01dec92	
00234 41200	YI-ALR CCCP-76821 UK-76821	II-76MD II-76TD II-76TD	IrAF/Iraqi Aw c/s MAP Tashkent APO TAS A/c Prod Corp	mfd rgd SHJ	01dec82 22apr91 11nov95	
	UK-76821	II-76TD	Airstars	DME	01jun01	
	UK-76821	II-76TD	TAS A/c Prod Corp	Tac	24may04	
	4K-AZ62	II-76TD	Silk Way Airlines	KNR	02dec06	
	UK-76821	II-76TD	TAS A/c Prod Corp	DEL	13dec07	
	UK-76821	II-76TD	Uzbekistan Airways	rgd	24mar15	
00234 41201	CCCP-76532 UR-76532 UR-76532 UR-76532 UR-76532	II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s all-white c/s, n/t Sipan Hoseba Ukraine Air Force	d/d SJJ BEY MSE OZH	29sep82 19apr94 30aug95 02feb96 26aug97	
00234 42205	CCCP-76533 RA-76533 RA-76533 RF-76533	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	d/d Iva ABA ph.	28dec82 24aug95 may14 aug14	

00234 42210	CCCP-76534 UR-76534 UR-76534 UR-76534 UR-76534	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 before sep10 line # 31-04; delivered to Zaporozhye; rgd 14dec88; f/n Altenburg 16jul91
00234 42213	CCCP-76535 UR-76535 UR-76535 UR-76535	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Veteran Hoseba Ukraine Air Force	d/d ZIA Kub OZH	30dec82 06may94 08may95 26aug97	based at Zaporozhye mar97, operated by Hoseba; l/n OZH 07may97, titles not reported in basic ex Aeroflot c/s, no titles; l/n OZH 08jul07 wfu, CCCP- prefix visible; broken up after aug08 and before sep10 line # 31-05; d/d 30dec82 to Sheremetievo; rgd 01feb83 f/n DME 14sep87 in Aeroflot c/s; l/n SVO 11sep92
00234 42218	CCCP-76498 RA-76498 RA-76498 RA-76498 EP-ALC ST-AQA ST-AQA UN-76002 UN-76002 ER-IBC (2) ER-IBC (2) UN-76033 UP-17624	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	MAP Tashkent APO Aeroflot Moscow Airways ex Moscow Aw c/s Continental Aw Atlas Air ex Moscow Aw c/s Phoenix all-white c/s, n/t GST Aero Tiramavia all-white c/s, n/t all-white c/s, n/t East Wing	mfd AMS BKA SVO VKO SHJ SHJ OST VIE SHJ rgd BEN FJR PDV	30dec82 29oct92 04jul93 14apr97 24aug97 may98 27nov98 23jan99 13dec01 21aug02 01mar06 11jan07 08jan08 27sep08	trf 27aug93; l/n SVO 21may96 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 in ex-Moscow Airways c/s; l/n SHJ 22nov98 l/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 removed; l/n FJR 25may01 l/n FJR 29dec01 l/n FJR 15may05 see c/n 0083489683; f/n FJR 08may06; l/n SHJ 31aug06 l/n SHJ 26mar07; blue engines; canx 09nov07 to Kazakhstan l/n FJR 13feb08; blue engines in white c/s with grey undersides and with titles; seen FJR feb12/sep22, stored; c/n obtained from CofA; l/n 20aug24 with many parts missing and to be broken up line # 31-06; delivered to Zaporozhye; f/n in East Germany before 1990 l/n OZH 29apr99; based at Zaporozhye mar97, operated by Khors Air; in basic ex Aeroflot c/s, no titles or flag; l/n OZH 08jul07/06aug08 wfu; broken up before sep10 line # 31-07; rgd 12feb85; delivered to Zaporozhye; f/n in East Germany before 1990 in all-white c/s with titles and large 'UN' on the tail; leased from Air Service; l/n KTM 20dec95 opb Air Service; based at Zaporozhye mar97; seen Melitopol 29apr99 as such; offered for sale by Ukrainian 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 based at Orenburg mar97; l/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; l/n over Moscow 03may14; seen PKV 31may14, with Russian stars on tail; l/n PKV 19apr16; seen Ivanovo-Severnny 2021 now in standard c/s with Russian flag on tail still named 'Pskov'; l/n 02sep24 location unknown line # 31-09; d/d 31jan83 to Zaporozhye; rgd 23nov83; f/n GVA 17dec88 probably Ukrainian Air Force 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 hours and 1,358 cycles line # 31-10; rgd 23nov83; delivered to Zaporozhye 19feb83; f/n FRA 17dec88 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; l/n OZH 06aug08, as such; broken up before sep10 line # 32-01; rgd 23nov83; delivered to Zaporozhye; f/n Sperenberg 11jun91 l/n ZAG mid-1995 based at Zaporozhye, operated by Aviaservice mar97; l/n OZH 06may98 as such; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,989 hours; l/n Melitopol may07, titles not reported line # 32-02; f/n CHR 16may83; in full Iraqi Airways green c/s; l/n LHR 10may86; returned to Soviet Union prior to jan91 f/n BKA 25sep91 in Aeroflot c/s; still CCCP- 06jul93 reported for Volare reported for Gromov Air; stored at Zhukovski (N55.570900 E38.140288), seen aug11/aug19 line # 32-03; rgd 23nov83; delivered to Zaporozhye; f/n in East Germany before 1990 based at Pskov mar97; canx but date unknown; l/n PKV jul11/jan14, stored in very faded colours in basic Aeroflot c/s, no titles; l/n ZUH 21nov24 line # 32-04; rgd 12feb85; delivered to Zaporozhye; f/n Gross Dölln 21may91 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 hours wfu, in basic Aeroflot c/s with ex-Khors Air tail logo; no titles, CCCP- prefix bleeding through; l/n OZH 08jul07, broken up after aug08 and before sep10 line # 32-05; delivered to eiauliai; late delivery due to tests ?; see c/n 0053451498 based at Ukurei mar97; seen Ivanovo-Severnny 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 opb 196 vtap at Tver-Migalovo by mar97; offered for sale in 1998, but was not sold; seen KLD 22aug02; l/n operational Byelaya 21aug11; stored at KLD, seen jul12/aug15 in basic Aeroflot c/s, no titles; l/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 sold; seen KLD 22aug08; canx but date unknown; stored at KLD, seen apr15 in basic Aeroflot c/s, no titles now without guns and turret; in basic Aeroflot c/s, no titles; l/n ZIA 23dec20 line # 32-08; delivered to Tartu; f/n in (former) East Germany 27nov90 based at Tver mar97; l/n KLD 18jul12 in basic Aeroflot c/s, no titles, equipped with guns; l/n LED 08feb24 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 in basic Aeroflot c/s, no titles; l/n KLD 19jan19 line # 32-10; delivered to 3 ae 196 vtap at Tartu; f/n KOQ 16jan91 based at Tver mar97; l/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 snow removal vehicle hit it at Vladivostok on 07dec21 line # 33-01; delivered to Tartu; f/n Merseburg 07jun91 Tver based mar97; l/n KLD 2012 still with Aeroflot titles in basic Aeroflot c/s, no titles and equipped with guns; l/n Ivanovo-Severnny jun16 in basic Aeroflot c/s, no titles; l/n TAS 24may24 line # 33-02; d/d 10apr83 to Tyumen; toc 07may83; rgd 17may83; f/n ZRH mar86 l/n SVO 11sep92 with grey tail; l/n SVO 26aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up 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; l/n SVO 14aug92 with grey tail; seen SVO mar02, stored/wfu in good condition; soc 27nov03 as life-time expired; canx 04mar04; l/n aug07; broken up 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-Dyagilevo 29aug07; refuelling kit removed around 2008; l/n 12aug19, location withheld line # 33-05; f/n SXF 29may84; l/n TIP jun99, titles not reported opb the Air Force; seen ACC 10oct04, green tail and cheatline no titles; seen MLA 23jun09; l/n TIP 16jul14, in the same c/s and seemingly intact (parked next to SA-DNG on the ramp that had been destroyed) 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 number list line # 33-07; delivered to 1 ae 196 vtap at Tartu; f/n TAS 25apr89; rgd only 01dec89; l/n Mahlwinkel 09dec92 based at Tver mar97; l/n Seshcha 21aug12 active, still with 'Aeroflot' titles still with 'Aeroflot' titles; l/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; l/n SXF 15sep88 opb 196 vtap at Tver-Migalovo as of mar97; l/n KLD 14aug12, still equipped with guns and with 'Aeroflot' titles 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-Severnny 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 marsh, all 7 crew members (pilot: Sergei P.
00234 42221	CCCP-76536 CCCP-76536	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d OZH	24jan83 26aug97	
00334 42225	CCCP-76537 UR-76537 UR-76537	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s United Nations ex UN c/s, n/t	mfd SJJ OST	25jan83 apr94 21jan96	
00234 42231	CCCP-76538 RA-76538 RA-76538	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d Ors PKV	31jan83 21apr97 22dec06	
00334 42234	CCCP-76539 UR-76539 UR-76539	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s not reported Hoseba	mfd KRR LUX	31jan83 19sep94 24may95	
00334 42238	CCCP-76540 CCCP-76540	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	mfd OZH	18feb83 06may98	
00334 42241	CCCP-76541 UR-76541 UR-76541	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s United Nations ex UN c/s, n/t	mfd ZAG OZH	28feb83 feb94 22mar97	
00334 42247	YI-ALS CCCP-78738 RA-78738 RA-78738 CCCP-76542 RA-76542 RF-76542	II-76MD II-76TD II-76TD II-76TD II-76MD II-76MD II-76MD	IrAF/Iraqi Aw c/s LII Zhukovski Aeroflot Aeroflot c/s, n/t Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d rgd SVO DME d/d PKV PKV	02feb83 29mar91 24feb94 18aug97 28feb83 05aug96 may18	
00334 43249	CCCP-76543 UR-76395	II-76MD II-76MD	Soviet AF/AFL c/s Khors Air	mfd STN	31mar83 24oct93	
00334 43258	UR-76395	II-76MD	Ukraine Air Force	OZH	28may02	
00334 43258	"46" red (2) "46" red (2)	A-50 A-50	Soviet AF/PVO Russian Air Force	d/d Kln	28feb89 16apr97	
00334 43262	CCCP-76544 RA-76544	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d KLD	10mar83 05may94	
00334 43266	RF-76544 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 KLD	12aug17 31mar83 05may94	
00334 43272	RF-76545 RF-76545 CCCP-76546 RA-76546 RF-76546	II-76MD II-76MD-M II-76MD II-76MD II-76MD	Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	KLD ZIA d/d KLD	dec17 14oct20 26mar83 20aug95	
00334 43273	CCCP-76547 RA-76547 RA-76547 RA-76547	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d KLD ZIA	30mar83 05may94 10aug12	
00334 43278	CCCP-76548 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	27apr83 05may94 12aug17	
00334 44283	CCCP-76549 RA-76549 RA-76549 RF-76549	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d KLD CKL	16apr83 05may94 27feb14	
00334 44286	CCCP-76469 CCCP-76469 RA-76469 CCCP-76470	II-76TD II-76TD II-76TD II-76TD	AFL/Tyumen AFL/Internat.-SVO Aeroflot Rus. Al AFL/Internat.-SVO	mfd bka d/d	10apr83 14jun88 27apr93 22apr83	
00334 44291	RA-76470	II-76TD	Aeroflot Rus. Al	LUX	02jan93	
00334 45294	CCCP-76556 RA-76556	II-78 II-78	Ilyushin OKB Ilyushin OKB	f/f DXB	26jun83 08nov93	
00334 45299	SA-DND SA-DND	II-76TD II-76TD	Jamahiria AT Libyan Air Cargo	d/d TIP	29apr83 18aug04	
00334 45302	SA-DNF	II-76TD	Jamahiria AT	PRG	29may84	
00334 45306	CCCP-76550 RA-76550 RF-76550 CCCP-76551	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Soviet AF/AFL c/s	d/d KLD Pri d/d	25may83 05may94 26mar15 20may83	
00334 45309	RA-76551 RA-76551 RF-76551	II-76MD II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force Russian Air Force	Wit ph. OVB	11may94 07may13 sep21	

00334 45313	CCCP-76552	II-76MD	Soviet AF/AFL c/s	mfd	31may83	Sveshnikov) and 9 passengers (mostly members of an II-76 crew from 117 vtap at Orenburg) as well as 2 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 Afghanistan; f/n KBL jan90
	RA-76552	II-76MD	Russian AF/AFL c/s	Spr	10feb94	based at Ivanovo mar97; l/n Orenburg-2 (Southwest) 29aug04; seen CEK sep08 still with Aeroflot titles and chaff dispensers; l/n OVB 25sep14
00334 45318	RF-76552	II-76MD	Russian AF/AFL c/s	OVB	02jul15	still with Aeroflot titles; l/n HRB 13may24
	CCCP-76553	II-76MD	Soviet AF/AFL c/s	d/d	07jun83	line # 33-10; delivered to 196 vtap at Tartu; rgd only 01dec89; f/n in East Germany before 1990
	RA-76553	II-76MD	Russian AF/AFL c/s	KLD	19aug97	based at Tver mar97; l/n CKL 20aug07
	RA-76553	II-76MD	Russian Air Force	CKL	22may09	in basic Aeroflot c/s, no titles; l/n VKO 29mar13 as such; equipped with guns; l/n Chelyabinsk-Shagol jun14
00334 45324	RF-76553	II-76MD	Russian Air Force	ZIA	jun15	in basic Aeroflot c/s, no titles, equipped with guns; l/n PKV aug18
	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 overhaul 03feb11)
	RA-76554	II-76MD	Russian Air Force	Sty	19may11	equipped with guns; in basic 'blue' Aeroflot c/s with the registration on the side of the rear fuselage now, no titles; l/n Ryazan-Dyagilevo 25may14
	RF-76554	II-76MD	Russian Air Force	SVX	24aug14	equipped with guns; in basic 'blue' Aeroflot c/s with the registration on the side of the rear fuselage, no titles; l/n CKL oct22
00334 46325	CCCP-76555(2)	II-76MD	Soviet AF/AFL c/s	mfd	22jun83	line # 34-02; delivered to 363 vtap at Krivoi Rog 30jun83; f/n in East Germany before 1990; trf to the Ukrainian Air Force in 1992; see c/n 1033416515
	UR-76555(2)	II-76MD	Avialini. Ukrayiny	YOW	18oct94	based at Kryvy Rih, operated by Avialiniyi Ukrayiny by mar97; in basic Aeroflot c/s with additional 'Avialiniyi Ukrayiny Cargo' titles; l/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 c/s, no 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; l/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	II-76TD	GR Avia ?	OSS	06nov11	c/n confirmed; in white c/s with grey undersides, no titles
	ER-IAD	II-76TD	Jet Star	trf	jan13	c/n confirmed; current on register 19apr13; in white c/s with grey undersides, no titles; f/n SHJ 30apr13; l/n SHJ 08may13
	UR-CMB	II-76TD	Eleron	rgd	09oct13	in white c/s with grey undersides, no titles; f/n OSS 24oct13; operated by Alfa Air by oct15, see next line; l/n SHJ 13nov17; offered for sale on the internet feb19
	UR-CMB	II-76TD	Alfa Air	rgd	23may19	to Global Charter Services of the UAE; canx between 31dec19 and 26jan20
	UP-17656	II-76TD	Jenis Air		dec19	reported on the Ilyushin OKB website; CoFA expired 21may20; operating from BEN for the Hafta 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 Hafta Affiliated Forces (HAF); took part in the parade over Benghazi 29may21
00334 46329	CCCP-76557	II-76MD	Soviet AF/AFL c/s	d/d	30jun83	line # 34-03; delivered to Kryvy Rih; f/n in (former) East Germany 04jun90
	76557	II-76MD	Ukraine AF, n/t	Krv	05jul96	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	II-76MD	Soviet AF/AFL c/s	d/d	14jul83	line # 34-04; delivered to Tartu; f/n TAY 14nov91; l/n Sprenberg 08feb93
	RA-76558	II-76MD	Russian AF/AFL c/s	KLD	05may94	based at Tver mar97; l/n KLD 14aug12
	RF-76558	II-76MD	Russian Air Force	KLD	jul14	in basic Aeroflot c/s, no titles, equipped with guns; l/n PEK 15oct23
00334 46340	CCCP-76559	II-76MD	Soviet AF/AFL c/s	mfd	28jul83	line # 34-05; delivered to Kryvy Rih; f/n in (former) East Germany 15mar91
	76559	II-76MD	Ukraine AF, n/t	Krv	05jul96	based at Kryvy Rih mar97; l/n Kryvy Rih 23jun99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,851 hours
00334 46341	CCCP-76560	II-76MD	Soviet AF/AFL c/s	mfd	29jul83	line # 34-06; delivered to Kryvy Rih; rgd 23mar89; no reports
	UR-76560	II-76MD	Ukraine AF, n/t	Krv	05jul96	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; l/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	II-76TD	AFL/Magadan-GDX	mfd	26jul83	line # 34-07; d/d 26jul83; toc 13aug83; rgd 06sep83; f/n TAS 15sep87; l/n SVO 19mar93
	RA-76471	II-76TD	Magadan Cargo Al	trf	20may93	f/n SVO 13jun93, in Aeroflot c/s and titles
	EP-MKA	II-76TD	Aeroflot c/s, n/t	OST	26aug94	still carried RA-76471 on the tail and EP-MKA on the forward fuselage; l/n KBP 22sep94
	RA-76471	II-76TD	Aeroflot c/s, n/t	OST	30nov94	l/n DME 23aug97
	RA-76471	II-76TD	Atlant-Soyuz	BUD	01jun98	in basic ex-Aeroflot c/s with titles and tail logo
	RA-76471	II-76TD	Sukhoi	ZIA	22aug99	
	RA-76471	II-76TD	Magadan Avialeas.	ATH	11sep99	MagadanAvialeasing; in basic ex-Aeroflot c/s with titles; l/n SHJ 17oct99
	RA-76471	II-76TD	Atruvera	rgd	08sep00	f/n DME 01jun01; stored at DME with faded titles (previous titles also visible), l/n DME aug01/nov06; many parts missing by jul06; broken up; still current on register jan23
00334 46350	CCCP-76472	II-76TD	AFL/Magadan-GDX	d/d	30jul83	line # 34-08; mfd 02aug83; toc 20aug83; rgd 06sep83; f/n OVB 19sep86; l/n AMS 17may93
	CCCP-76472	II-76TD	Aeroflot	DME	01sep93	'Aerotrans' titles on left side
	RA-76472	II-76TD	Aeroflot	AMS	25jan94	
	RA-76472	II-76TD	North-East Cargo	trf	25jul94	in Aeroflot c/s and titles; l/n DME 27nov97
	RA-76472	II-76TD	Atlant-Soyuz	ZIA	17aug99	operated by Atlant-Soyuz from mar99; l/n VKO 22jun00/13jul00 in VARZ rework, missing two engines
	RA-76472	II-76TD	Airlines 400	VKO	11sep00	with small 'Atlant-Soyuz' titles since jul04; l/n KDH 15apr08 with additional ALCI titles
	UN-76472	II-76TD	Beibars n/t	SAW	08jul07	l/n FJR 13feb08, still in full Airlines 400 c/s with additional 'ALCI' titles; l/n SHJ 24may08
	UP-17625	II-76TD	Air Trust	ph.	jul08	still in full Airlines 400 c/s with additional 'ALCI' titles; l/n FJR 02nov11; operator given as 'Air Trast' in 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 c/s with Air Trust titles and badge on tail; l/n DWC 16nov13
	UR-EAA	II-76TD	Yevropa Air	rgd	25jun14	owned by Air Trust Kazakhstan; photo mar16 in Saudi Arabia; in white c/s with grey undersides and blue cheatlines, no titles; l/n FJR 05jun16; canx between 01dec18 and 07dec18
00334 46356	5A-DNH	II-76TD	Jamahiria AT	d/d	17aug83	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; l/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; l/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	II-76MD	Air Ukraine Cargo	ZAG	09jun95	based at Kryvy Rih mar97 opb Avialiniyi Ukrayiny; l/n Kryvy Rih 12may97; correct no titles ? see above and below
	UR-76561	II-76MD	Aeroflot c/s, n/t	Krv	05jul96	l/n Kryvy Rih 17may98 but reported no titles
	UR-76561	II-76MD	Air Ukraine Cargo	Krv	05may98	l/n DME 28aug02; lsd to Atruvera 11jun03
	RA-76368	II-76TD	Rus	ZIA	17aug01	l/n DME 27aug03
	RA-76368	II-76TD	Atruvera	DME	17aug03	f/n KBL 23may04; l/n SHJ 13apr05; all-white no titles; canx 13may05
	ER-IBT	II-76TD	Airline Transp.Inc	rgd	25mar04	in all-white colours no titles; no longer in Chinese CAA approved fleet list oct06; l/n SHJ 29jul07
	EX-070	II-76TD	Click Airways	SHJ	15may05	in all-white c/s, no titles; l/n KWI 02jan08
	UN-76027	II-76TD	Eastern Express	KDH	08sep07	reported opb Eastern Express
	UN-76027	II-76TD	United Nations	KRT	24jun08	c/n confirmed by Kazakhstan CAA; l/n RKT 30dec09
	UP-17607	II-76TD	all-white c/s, n/t	SHJ	25jul08	its first registration (CCCP-76561) just visible; in all-white c/s; l/n OCT 19oct10; canx late 2010/early 2011
	4L-GLK	II-76TD	Sakaviasevice n/t	DXB	10mar10	line # 35-02; delivered to Kryvy Rih; no reports
00334 47365	3X-GGP	II-76TD	all-white c/s, n/t	SHJ	06aug11	based at Kryvy Rih mar97; l/n Kryvy Rih 26apr99
	CCCP-76562	II-76MD	Soviet AF/AFL c/s	mfd	29aug83	offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,385 hours; l/n SHJ 09may01
	76562	II-76MD	Ukraine AF, n/t	Krv	21mar97	
	UR-76562	II-76TD	white c/s, n/t	SHJ	17apr01	
	UR-76562	II-76TD	Aram Air	SHJ	26may01	
	EP-RAJ	II-76TD	Aram Air	SHJ	may01	'562' visible behind cockpit windows; l/n as such RKT 18mar02; seen RKT 19aug02 and DXB 25sep02, titles not reported
	RDPL-34138	II-76TD	Euro Asia Aviation	BTS	09jan03	based at Sharjah; also reported ex EP-RAM but '562' on engine covers; l/n SHJ 05may03
	ST-AWR	II-76TD	East West Cargo	FRA	22jul03	c/n from Sudanese CAA; named 'Faris'; '562' visible behind cockpit windows; l/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 2008, new trading name of Ababeel Aviation
	ST-AWR	II-76TD	Alfa Airlines	FJR	15nov09	in all-white c/s with Alfa Airlines sd titles (painted as such); l/n FJR 18nov11
	ST-AWR	II-76TD	Tarco Air	ELF	02feb12	all-white c/s with grey undersides and gold stripe, no titles; opb United Nations may14; l/n KRT oct14
	ST-AWR	II-76TD	Nile Basin	JUB	11nov14	all-white c/s with grey undersides and gold stripe, titles and logo behind cockpit; l/n KRT 04apr15; seen KRT 17dec16/2018, same c/s but no titles or logo
00334 47372	CCCP-76563	II-76MD	Soviet AF/AFL c/s	mfd	31aug83	line # 35-03; delivered to Kryvy Rih; no reports
	76563	II-76MD	Avialini. Ukrayiny	LUX	05may95	based at Kryvy Rih mar97, opb Avialiniyi Ukrayiny; l/n Kryvy Rih 12may97

	UR-76563	Il-76MD	Air Ukraine Cargo	Krv	05may98	l/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; l/n Kryvy Rih sep09/mar17, wfu and in poor condition; reported scrapped sep19
00334 47373	CCCP-76564 76564	Il-76MD Il-76MD	Soviet AF/AFL c/s Ukraine AF, n/t	mfd Krv	27sep83 05jul96	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 18apr01 with t/t 1,760 hours
00334 47379	"38" red "38" red	A-50 A-50	Soviet AF/PVO Russian Air Force	d/d Iva	29jun88 26may99	line # 35-05; delivered to ėlaulail, late d/d; later to Beryozovka and still based there mar97 seen Ivanovo-Severnoy aug07; l/n Ivanovo-Severnoy 08may15, stored
00334 48382	CCCP-76565 76565	Il-76MD Il-76MD	Soviet AF/AFL c/s Ukraine Air Force	mfd trf	30sep83 1992	line # 35-06; the last five digits of the c/n are given in several documents as 47382; delivered to 363 vtap at Krivoi 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 aviatsionnaya 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	Il-76MD Il-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 18apr01 with t/t 1,682 hours
00334 48390	CCCP-76567 76567 RA-76848 RA-76848 RA-76848 ER-IBN ER-IBN	Il-76MD Il-76MD Il-76TD Il-76TD Il-76TD Il-76TD	Soviet AF/AFL c/s Ukraine AF, n/t Rus all-white c/s, n/t Atruvera Airline Transp.Inc Trast-Aero	d/d Krv rgd DME DME rgd USH	30sep83 05jul96 09feb01 02apr02 10aug03 28may04 19jan07	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 l/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 09aug07 to Belarus
	EW-263TH	Il-76TD	all-white c/s, n/t	REC	30oct07	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	Il-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	Il-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 15-2284	Il-76MD Il-76TD	IrAF/Iraqi Aw c/s Iranian RGC AF	d/d THR	30sep83 dec98	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 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 20oct96; 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; l/n THR 10aug13; reported still active jan14, see next line
	EP-PUL	Il-76TD	Pouya Air	rgd	14oct13	registration assigned for international flights only, according to sources; see l/n previous line; f/n THR 19feb14, in basic IRGC AF c/s with emblem on tail; l/n VKO 17nov24
00334 48398	YI-ALU	Il-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 RA-76473 RA-76473	Il-76TD Il-76TD Il-76TD Il-76TD	AFL/GosNII GA AFL/Internat.-SVO Aeroflot Rus. Al Ilavia	mfd toc LUX ZIA	29oct83 27sep84 08nov92 11may96	line # 36-01; d/d 31oct83; toc 30nov83 rgd 05oct84; f/n ZRH 14oct84; l/n SVO 11sep92 with grey tail by 1994; seen SVO may95/sep95 without engines l/n ZIA 08jul98; soc and canx 16oct98 as to Iran, but still present on Russian register sep01 marked 'excluded, foreign work'
	EP-ALG	Il-76TD	Atlas Air	rgd	01aug98	f/n SHJ 14dec98; in all-white c/s with grey undersides; l/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	Il-76TD Il-76TD	all-white c/s, n/t Trans Attico	FNA SHJ	2001 27jan03	l/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; l/n KND 30nov03
	UN-76008 UN-76010 UP-17623 UP-17644 CCCP-76474	Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	all-white c/s, n/t East Wing East Wing Air Trust AFL/Internat.-SVO	DXB FJR JNB FJR mfd	26feb04 29jan07 18sep08 12nov11 30sep83	opb Burqa Air jun04; banned by the EU mar06; l/n JNB 05apr06; opb GST Aero c/n confirmed; l/n BRQ 27feb08 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 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 RA-76474	Il-76TD Il-76TD	Aeroflot Rus. Al Ilavia	LUX PRG	27nov92 04apr97	with grey tail; seen stored missing engines at SVO, jun94/sep95 l/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	Il-76TD Il-76TD	Atlas Air all-white	rgd ZIA	01aug98 15aug01	f/n IST 24sep98; l/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	Il-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	YI-ALV	Il-76MD	IrAF/Iraqi Aw c/s	d/d	31oct83	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
00334 48416	YI-ALW 5-8207	Il-76MD Il-76MD	IrAF/Iraqi Aw c/s Iranian Air Force	d/d SYZ	05nov83 14mar00	line # 36-04; replacement for c/n 073410301; f/n MRS 27mar84; in full Iraqi Airways green c/s; l/n LHR 19mar86; evacuated to Iran 16jan91 and impounded there c/n from Ilyushin source; in two tone grey camo 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 Il-76TD standard; l/n SYZ 07feb11
00334 48420	CCCP-76568 UR-76568	Il-76MD Il-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 with t/t 2,238 hours and 1,684 cycles; seen OZH jul07/15apr19, wfu with Atlant tail logo
00334 48421	CCCP-76569	Il-76MD	Soviet AF/AFL c/s	mfd	1983	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	Il-76MD Il-76MD Il-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; l/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	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Atlant Belbek 5P	mfd no reports OST	23oct83 14mar95	line # 36-08; delivered to Artsyz 30nov83; rgd 11jun86; f/n SXF 03may91; l/n in the Baltics nov91
00334 49434	CCCP-76572	Il-76MD	Soviet AF/AFL c/s	d/d	16dec83	based at Artsyz mar97; in basic ex Aeroflot c/s with Belbek 5P titles and logo on the tail: l/n Melitopol 29apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,059 hours
00334 49437	RA-76572 RF-76572 CCCP-76573 UR-76573 UR-76573	Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD	Russian AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Ukraine Air Force Belbek 5P	Spr Sty d/d PED Mtp	14jul94 22aug17 19dec83 17dec93 22mar97	line # 36-09; delivered to 1 ae 196 vtap at Tartu; f/n in (former) East Germany 11mar91; l/n Grossenhain 13may93 based at Tver mar97; l/n KLD aug12/apr15, stored in basic Aeroflot c/s no titles; l/n OVB 17jul23
00334 49441	CCCP-76574 UR-76574 UR-76574	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Atlant Lana	mfd Krv Krv	29dec83 05jul96 05may98	line # 36-10; rgd 02apr87; delivered to Artsyz; 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
	9Q-CGV 9Q-CGV 9Q-CGV	Il-76TD Il-76TD Il-76TD	Gran Propeller Morning Star Alajnihah Air Trp	rgd MJI MJI	11jun03 dec06 28oct07	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 agency 18apr01 with t/t 2,013 hours
00334 49445	CCCP-76575 76575 76575	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Ukraine Air Force Air Ukraine Cargo	mfd Krv Krv	26dec83 05jul96 05may98	f/n FIH 21feb04, no titles, c/n checked; in white c/s with blue/white/red cheatline; no titles; seen TIP 27jan06 operating for Air Libya Tibesti; trf to Victoria Air mar06 with 'Morning Star' titles 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
00434 49449	CCCP-76576	Il-76MD	Soviet AF/AFL c/s	d/d	06jan84	line # 37-02; delivered to Artsyz; no reports based at Artsyz mar97; l/n Kryvy Rih 12may97 seen Kryvy Rih 26apr99 with faded titles; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,519 hours; l/n Kryvy Rih 10oct08 in poor condition with 'CCCP-' prefix bleeding through; reportedly broken up
						line # 37-03; delivered to Kryvy Rih; rgd 23mar89; f/n UTC 31mar93

	UR-76576	Il-76MD	Volare logo, n/t	Mtp	14sep96	based at Kryvy Rih mar97, opb Volare but not in mar00 fleet list 1; seen Melitopol 25apr99; offered for sale by Ukrainian privatisation agency in 2005 with t/t 2,121 hours and 1,538 cycles; l/n Melitopol 27sep11/10may13, stored
00434 49455	YI-ALX	Il-76MD	IrAF/Iraqi Aw c/s	d/d	07feb84	line # 37-04; c/n given by Ilyushin OKB as 0033449455, in several official Ilyushin OKB listings as YI-ALY 1; replacement for c/n 073410293; in full Iraqi Airways green c/s; f/n LHR 20aug86; evacuated to Iran 16jan91 and impounded there
	5-8201	Il-76MD	Iranian Air Force	SYZ	03sep06	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 Il-76TD standard; t/t 1,978 hours by 19mar05; stored at SYZ (N29.549794 E52.579213) and seen there sep06/feb22, parts cannibalised to repair 5-8202; by feb22 the former Iraqi Airways c/s were clearly visible again
00434 49460	"34" red	A-50	Soviet AF/PVO	d/d	31aug87	line # 37-05; delivered to Ukurel and still based there mar97; late d/d; probably one of the eight uncoded A-50s seen Ivanovo summer 1999, reported Ivanovo-Severny 28aug04 as unmarked
00434 49462	CCCP-76577 RA-76577 RA-76577 RF-76577	Il-76MD Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	d/d Wit OVb VKO	19jan84 13apr94 01mar09 03sep23	line # 37-06; rgd 11jun86; delivered to Pskov; f/n Spereberg 07jul90 based at Pskov mar97; l/n PRN 06jul99; canx but date unknown in basic Aeroflot c/s no titles, equipped with guns; l/n ARH 16dec19 in basic Aeroflot c/s no titles, equipped with guns; l/n LED 20jan24
00434 49468	CCCP-76578 UR-76578	Il-76MD Il-76MD	Soviet AF/AFL c/s Atlant	mfd Krv	28jan84 05jul96	line # 37-07; rgd 02apr87; f/n in former East Germany 21mar91; l/n UTC 23mar93 based at Artsyz by mar97; offered for sale by the Ukrainian privatisation agency 18apr01 with t/t 2,135 hours
	RA-76578	Il-76TD	Ilavia	rgd	04jun02	leased from Novares OAO 27may02/27may03; f/n SVO mar03, in full c/s; retains the filled-in tail turret; l/n DME 28aug03; canx 23jan04 as sold to Cambodia
	RDPL-34146	Il-76TD	Imtrec Aviation	BKK	18feb04	c/n confirmed; operator given as Lao Capricorn Air in a FJR ground log 01nov08; l/n SHJ 24oct09, still as Imtrec Aviation
	YA-KAN	Il-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; grounded according to the register dated 03nov11
	3X-GFS EY-602 (2) YA-KAN UP-17649	Il-76TD Il-76TD Il-76TD Il-76TD	GR Avia Asia Airways Kabul Air ? Kaz Air Trans	KDH trf BEN	09sep11 dec12 01feb17	in all-white c/s, no titles; seen without registration OSS 07nov12 in all-white c/s, no titles; f/n DWC 22dec12; l/n JUB 06jun15; see c/n 1013405177 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 all-white c/s with grey undersides; l/n TEQ 20aug21
	no reg no reg	Il-76TD Il-76TD	Libyan AF - GNA	TEQ	04oct21 14jun23	in all-white c/s with grey undersides; l/n TEQ 22nov22, being worked upon the airframe according to flight trackers flew TEQ-MJI this date, using call-sign LAAF761; seen IST 18mar24 and 07aug24 with the same call-sign; no serial is worn
00434 49471	CCCP-76579	Il-76MD	Soviet AF/AFL c/s	d/d	31jan84	line # 37-08; rgd 11jun86; delivered to Artsyz; f/n Eberswalde-Finow 09jul91; l/n 06jul93, still with prefix 'CCCP-'
	UR-76579	Il-76MD	Atlant	Krv	21mar97	based at Artsyz mar97; l/n Kryvy Rih 26apr99; sold to China Aviation Technology Industries in early 2002; 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
	no serial	KJ2000	First Aircr. Inst.	ph.	02mar09	at Xian-Yanliang (N34.663932 E109.24538); static test airframe; in dark grey/light grey c/s with 'The First Aircraft Institute' titles in English on the right-hand side and in Chinese on the left-hand side, institute's logo on fin; l/n jul09/oct19
00434 50476	CCCP-76580 UR-76580 UR-76580	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Atlant Belbek 5P	d/d no LAD	15feb84 reports 09mar95	line # 37-09; delivered to Artsyz; f/n ADD apr89 see next line
00434 50479	not known	Il-76MD	Soviet AF/AFL c/s			based at Artsyz mar97; in basic ex Aeroflot c/s with Belbek 5P titles and logo on the tail; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,006 hours; l/n OZH 08jul07 still with Belbek 5P titles and with Atlant titles and tail logo bleeding through; broken up before sep10
00434 50484	CCCP-76581 UR-76581 EK-76717(2)	Il-76MD Il-76MD Il-76TD	Soviet AF/AFL c/s Atlant South Airlines	d/d KBP DXB	29feb84 29jun95 19oct06	line # 37-10; was planned to be an ECM aircraft (izd. 176) based on the Il-76MD; production completed in 1987, but was later decommissioned based upon decrees of the MAP/factory in 1990; not mentioned in the Ilyushin OKB line-number list mar97
	EY-637	Il-76TD	Khatlon Air	DWC	may12	line # 38-01; rgd 14jan87; delivered to Artsyz; f/n Merseburg 05jul91; l/n UTC 24apr93 based at Artsyz mar97, operated by Avialiniyi Ukrayiny mar97; seen KBP sep99/may04, stored c/n confirmed; see c/n 0073474216; current on Armenian register 01jan09 as such; in dark blue/white c/s; l/n SHJ 23dec09 as such; seen FJR mar10, no titles and without hyphen in the registration; l/n PNR 20jan12; canx 16apr12
	EP-PUN	Il-76TD	Pouya Air	THR	01mar18	c/n not checked; in basic ex South Airlines c/s, no titles; '17' of the ex registration still visible; l/n OSS 07nov12/27sep17, stored
00434 50487	CCCP-76582 UR-76582 UR-76582	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Atlant Centre	mfd OZH OZH	24feb84 06jul96 22mar97	no titles; two blue cheatlines same as South Airlines scheme and South Airlines titles visible on top of forward port fuselage; photo exists, date unknown in full Pouya c/s, fate ?; registration worn by an Emb-145LR since dec23
00434 50491	CCCP-76583 UR-76583 UR-76583	Il-76MD Il-76MD Il-76TD	Soviet AF/AFL c/s Atlant Ukraine Government	d/d KBP KBP	29mar84 03jul96 sep06	line # 38-02; rgd 11jun86; delivered to Artsyz; f/n Grossenhain 02jul91 l/n BUD 11jul96 based at Artsyz mar97; l/n OZH 28apr99 as such; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,021 hours; l/n SHJ 24apr01, titles not reported; l/n OZH 08jul07/06aug08
	6331	Il-76TD	Chinese Air Force	ph.	30jul08	line # 38-03; c/n in old Soviet register as 0043450441 in error; delivered to Artsyz; rgd only 11jun86; f/n in East Germany 09jun90; l/n UTC 24apr93, c/n checked based at Artsyz by mar97, operated by Avialiniyi Ukrayiny; l/n as such KBP 13may98; seen in bare metal TAS 24may04/20jul04; converted to, see next line
	B-....	Il-76TD	Chinese Air Force	ph.	17sep12	and KBP 18mar07; carried large 'Ukrayina' titles; with tail turret removed; l/n KBP 05jul07; ferried to Mykolayiv for maintenance jul07; sold to China Aviation Technology Corp and exported 14aug07 with a set of refuelling equipment from an Il-78; was for conversion as an Il-76 refuelling aircraft, but the project later failed and China have since purchased Il-78 aircraft from Ukraine
	21141	Il-76TD	Chinese Air Force	ph.	apr13	at Hubei-Dangyang; c/n not confirmed, but very likely; in white c/s with two small blue cheatlines, no markings apart from the serial and a pylon under the starboard wing; l/n Hubei-Dangyang 10oct09; probably became, see the next two lines
00434 50493	CCCP-76584 UR-76584	Il-76MD Il-76MD	Soviet AF/AFL c/s ATI Airlines	mfd SHJ	30mar84 01mar96	version painted as such, in civilian c/s with titles and military roundels; serial obscured by the wing; became see next line
	RA-76380(2) EW-243TH UN-76020	Il-76TD Il-76TD Il-76TD	Tesis Gomelavia Asia Continental	rgd GKE BTS	20nov02 13oct06 11feb07	c/n not confirmed; opb 39th Transport Regiment at Dangyang; in civilian c/s with titles and military roundels; l/n NAY 12jul14; repainted in light blue c/s with white undersides, with titles and military roundels, red code; f/n SVX 18aug19; seen TYN 15jan22, now with yellow code; l/n TAO 03jan23
00434 51498	"46" red (1) no code	A-50 A-50	TANTK TANTK	d/d photo	30jun85	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 reported; not in fleet list 13sep00; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,124 hours; converted to, see next line
00434 51503	CCCP-76585 UR-76585 76585	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Ukraine AF, n/t Ukraine AF, n/t	d/d Krv OZH	30mar84 05jul96 22mar97	turret removed, acquired oct02; f/n TSN 01apr04; l/n BUD 15sep04; see c/n 1033418578
00434 51508	CCCP-76586 UR-76396	Il-76MD Il-76MD	Soviet AF/AFL c/s Khors Air	d/d ATH	30mar84 09may94	in white/grey c/s; l/n FJR 13feb08; dbr 14feb08 on landing at Kandahar when # 1 engine exploded and the left wing and wing root burnt away; wreck cannibalized by technicians flown in by Il-76TD UN-76021 17mar08; broken up at Kandahar apr08
00434 51509	SA-DNO SA-DNO	Il-76TD Il-76TD	Jamahiria AT Libyan Arab	d/d MLA	19may84 02mar85	line # 38-05; test aircraft, opb TANTK at Taganrog; in Soviet Air Force c/s; no reports; see c/n 0033443258
	EX-043	Il-76TD	Reem Air	rgd	02nov04	opb TANTK at Taganrog; still in Soviet Air Force c/s; this is probably the uncoded A-50 seen Taganrog-Yuzhny aug99/aug12
	SA-DNO	Il-76TD	all-white c/s, n/t	TIP	07nov05	line # 38-06; rgd 11jun86; delivered to Artsyz; f/n Alt Lönnewitz (Falkenberg) 05jun91
00434 51516	SA-DNP SA-DNP SA-DNP	Il-76TD Il-76TD Il-76TD	Jamahiria AT Libyan Arab Al Jamahiria AT	d/d MRS PRG	16may84 may85 06sep88	based at Dzhanokoi mar97; seen OZH 18may98/28apr99 without registration, but with '76585' on engine covers; seen Melitopol 27may02/03may13
	SA-DNP	Il-76TD	Libyan Arab Cargo	SVO	08apr91	line # 38-07; rgd 12feb85; delivered to Zaporozhye; l/n BRU 23aug88 in basic ex Aeroflot c/s with tail logo and titles; based at Zaporozhye mar97, operated by Khors Air; l/n OZH 28apr99
00434 51517	CCCP-76587 UR-76397 UR-UCV UR-UCV	Il-76MD Il-76MD Il-76TD Il-76TD	Soviet AF/AFL c/s Khors Air Ukrainian Cargo Aw United Nations	d/d LUX STN FIH	30mar84 29mar94 04apr01 21feb04	wfu, in basic Aeroflot c/s with ex-Khors Air tail logo; no titles, CCCP- prefix bleeding through; l/n OZH 08jul07, broken up after aug08 and before sep10
00434 51523	CCCP-76475 RA-76475 RA-76475	Il-76TD Il-76TD Il-76TD	AFL/Privolzhsk-KUF Aeroflot Samara	mfd KUF trf	13apr84 26apr93 01jan95	line # 38-08; f/n PRG 10jan85 seen MRS 20apr85; l/n PRG 04aug86; seen stored at RKT jan04/feb04; see c/n 1003403063; l/n TIP 18aug04
						operated arms flights from Tuzla-Dubrave to Rwanda according to official documents; canx 11may05; returned to Libya
						seen FJR 06aug11, 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 17jun23
						line # 38-09 location not confirmed; in all-white c/s with 'Libyan Arab Airlines' titles
						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 31oct07/31oct09; fate unknown
						line # 38-10; rgd 12feb85; delivered to Zaporozhye; f/n ORY 26oct90; l/n Jüterbog 1991 with additional 'Air Nacioia' titles; based at Zaporozhye mar97, opb Khors Air; l/n BUD 20nov98
						l/n SHJ 09feb03; l/n FIH 11sep03, titles not reported
						opb Ukraine Cargo Airways; stored at OZH jun06; not in fleet list 01mar07; canx 01oct08; l/n mar10/15apr19 as such
						line # 39-01; d/d 26apr84; toc 22may84; rgd 31may84; f/n TAS 15sep87
						f/n OST 24jan95; initially in basic ex Aeroflot c/s with titles, later repainted into red/white c/s with tail logo; l/n DME 19aug99; soc 29dec99 as to Iran

	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 extensive damage; seen nov18 stored, with parking fee debts of over 1 million euros; still present 2022 (N39.96058 E41.18426); to be auctioned 22nov22; l/n 17dec22; by aug22 just the fuselage without the entire tailsection were left line # 39-02; d/d 26apr84; toc 20jun84; rgd 29jun84; f/n AMS 27aug84; l/n SVO 16aug92 with grey tail; CoFR renewal 21apr98; l/n OST 16aug00, reported by the crew that it was on its last flight and would be scrapped; seen SVO oct00/aug01, stored f/n DME 24apr02; basic ex Aeroflot c/s with titles and tail logo; offered for sale jul04 with t/t 25,878 hours; l/n ZIA 21aug11, engineless; seen ZIA aug12, bare metal without registration; seen ZIA 06mar13 all-white c/s, no titles; l/n ZIA 30aug13 as such c/n from ilyushin.org, in all-white c/s with grey undersides, no titles, small Belarus flag behind the cockpit; l/n NEG 19aug15 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 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 f/n ZIA 23sep22, undertook test flights this date; CoFR renewal 31oct22; in all-white c/s no titles; l/n LED 10may24 line # 39-03; d/d 27apr84 to Artsyz; 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 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 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-' 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 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 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 of the eight uncoded A-50s seen at Ivanovo summer 1999 c/n not checked; l/n Ivanovo-Severnoy 19aug11/19aug17, stored line # 39-06; rgd 30jun87; delivered to Artsyz; f/n Spereberg 07jul90 based at Kryvy Rih mar97, operated by Altoplan; l/n Kryvy Rih 05may98 seen Kryvy Rih 26apr99; seen Chuhuyiv aug05/aug10, CCCP- prefix still visible on tail; just CCCP- prefix 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 based at Melitopol mar97; l/n VKO 06aug99 tail turret removed; l/n DME 25aug02 l/n TLS 24apr04; soc 24may05 as to Moldova f/n SHJ 18jul04, no titles; l/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; l/n DXB 17nov06, titles not reported reported 17jan07 in Chinese CAA documents as opb Tenir Air; l/n as such JNB 05jun07; seen JNB 31aug07 without titles; l/n KDH 16apr08 as such operator reported as Rus Aviation in FJR ground log dec08; according to Georgian CAA opb Sakaviashervice dec09; l/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 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 Il-96 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 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" jet engine, carried additional 'GTRE-DRDO' titles during the test campaign; first test flight with the "Kaveri" conducted 03nov10; l/n as such ZIA 17feb17; used to test the TV-7-117ST turbo-prop engine (for the Il-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; l/n ZIA 25jul21 line # 39-09; delivered 31may84 to Artsyz, later Ivanovo based; rgd 30jun87; f/n in (former) East Germany 13jul91; see c/n 0083483502 based at Pskov mar97; l/n SHJ 07apr99 in basic Aeroflot c/s, no titles; '224 LO' badge on fin, f/n as such VKO 18jun02; l/n CKL 23jul07; seen CKL 12mar09, without '224 LO' badge on fin; l/n Minsk-Machulishchi jan22 f/n # 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 (SibNIA) in 1990/2004; '76607' on wing visible on photo taken 05may12; the SibNIA demanded from AK im. Ilyushina and the Russian MoD to remove the airframe from its territory, but both denied 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; l/n Melitopol 27jul11/14may13, stored line # 40-02; delivered to Artsyz d/d 18jun84; rgd 30jun87; f/n flying over Kiev 22aug91 according to Russian register and also mentioned in MGA document; no reports; in fleet list 29apr95; soc in 1995 ?, returned to Ukraine 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; l/n Melitopol 27sep11, Atlant tail logo with very faded paint, stored 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 06aug08, Aeroflot titles bleeding through; l/n 27sep11/14may13 line # 40-04; d/d 26jul84; toc 11aug84; f/n ZRH 18aug84; rgd 24aug84; l/n SVO 11sep92 opb Overseas Development Agency, UK, with a 'Union Jack' on the tail with grey tail; l/n NKM 01dec95 l/n OST 30jul97; soc and canx 16oct98 as to Iran, but was still present on Russian register sep01 marked 'excluded, foreign work' f/n IST 12sep98; l/n SHJ 13mar01; leased from Ilavia l/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 l/n SHJ 19jan02; still with EP-ALE on engine covers l/n JNB 13oct02; opb Aeroflot 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 jun16/mar18, stored; l/n sep22, missing many parts line # 40-05; delivered to Vitebsk; transferred to Belarus and based at Vitebsk according to official mar97 list opb 2457 AB BP SRLDN at Ivanovo-Severnoy; carried a 'AB BP SRLDN' badge behind the cockpit; seen Ivanovo-Severnoy 04aug01/aug07 the first A-50U from series-conversion by TANTK im. Berieva also carried code "477" red; based at Ivanovo-Severnoy; with 'VVS Rossii' titles and Russian stars; h/o 31oct11; l/n OMS 18aug17; seen Kubinka 24aug18, now with 'VKS Rossii' titles; l/n Taganrog-Zuzhny 2019 line # 40-06; delivered to Melitopol 23jul84; f/n SOF 13jun88
00434 51528	CCCP-76476 RA-76476	II-76TD II-76TD	AFL/Internat.-SVO Aeroflot Rus. AI	mfd MST	26apr84 02dec92	
	RA-76476	II-76TD	Airstars	rgd	12feb02	
	EW-430TH	II-76TD	Ruby Star	ZIA	06aug14	
	EW-395TH EW-395TH EW-395TH	II-76TD II-76TD II-76TD	Ruby Star Trans Avia Export WFP	MSQ trf MSQ	11nov15 dec16 ? 29aug21	
	EW-395TH RA-76476	II-76TD II-76TD	Trans Avia Export Abakan Avia	PEK rgd	04sep21 19sep22	
00434 51530	CCCP-76588 RA-76588	II-76MD II-76MD	Soviet AF/AFL c/s Atruvera	f/f Siv	20apr84 26oct94	
	RA-76588 RA-76588	II-76MD II-76TD	Aeroflot c/s, n/t Rus	Pus OST	07aug99 03aug00	
00434 52534	CCCP-76589 CCCP-76443	II-76MD II-76MD	Soviet AF/AFL c/s unknown	mfd rgd	29apr84 21sep92	
	UR-76443 UR-76443	II-76MD II-76MD	United Nations Atlant	rgd OST	26jan93 15nov94	
	RA-76443 76443	II-76MD II-76MD	Atlant-Soyuz Ukraine AF/AFL c/s	jan06 may07		
00534 52537	"39" red	A-50	Soviet AF/PVO	d/d	31oct88	
00434 52544	"39" red CCCP-76590 UR-76590 UR-76590	A-50 II-76MD II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s ATI Airlines Aeroflot c/s, n/t	Iva d/d MST Krv	04apr04 30may84 25mar96 17may98	
00434 52546	CCCP-76591 RA-76591 RA-76591 RA-76591 ER-IBO EX-071	II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD	Soviet AF/AFL c/s Atruvera Rus Volga-Dnepr Airline Transp.Inc white/grey c/s,n/t	mfd SVO VKO DME rgd FRU	29may84 19sep93 06sep99 10aug03 15jun04 aug05	
	EX-071	II-76TD	Photros Air	DXB	24nov06	
	4L-GNI	II-76TD	Sakaviashervice n/t	MYP	08jul08	
00434 52549	CCCP-76492(1) CCCP-76492(1) RA-76492(1) 76492(1)	II-76MD II-76LL3 II-76LL3 II-76LL3	MAP LII Zhukovski MAP LII Zhukovski LII Zhukovski LII Zhukovski	d/d f/f photo ZIA	19jun84 26dec86 photo 19aug07	
00434 52555	CCCP-76592(1) RA-76592(1) RA-76592(1)	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr VKO	31may84 14may94 19aug99	
00434 53559	CCCP-76607 CCCP-76607	II-78 II-78MKI	Soviet AF/AFL c/s AK im. Ilyushina	d/d ph.	19jun84 05may12	
00434 53562	CCCP-76593 UR-76390	II-76MD II-76MD	Soviet AF/AFL c/s Atlant	d/d ZAG	12jun84 may94	
00434 53568	CCCP-76594 UR-76391 RA-76391 UR-76391	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Atlant Atlant Atlant	mfd AMS rgd Mtp	18may84 28nov93 29jun94 22mar97	
00434 53571	CCCP-76595 UR-76595	II-76MD II-76MD	Soviet AF/AFL c/s Atlant	d/d rgd	12jul84 26jan93	
00434 53575	CCCP-76477 RA-76477 RA-76477 RA-76477 RA-76477	II-76TD II-76TD II-76TD II-76TD II-76TD	AFL/Internat.-SVO Aeroflot Rus. AI ODA Aeroflot Rus. AI Ilavia	mfd LUX FRA SVO DME	06jul84 28nov92 06aug94 21aug95 05aug96	
	EP-ALE EP-ALE	II-76TD II-76TD	Atlas Air all-white	rgd RKT	01aug98 15apr01	
	9L-LCX ST-AQR ST-AQR ST-AQR	II-76TD II-76TD II-76TD II-76TD	all-white c/s, n/t all-white c/s, n/t Trans Attico Alfa	FJR SHJ SHJ JUB	28dec01 20feb02 02dec02 17jun09	
00434 53577	"477" red "477" red "477" red RF-92957	A-50 A-50 A-50U A-50U	Soviet AF/PVO Russian Air Force Russian Air Force Russian Air Force	d/d Akc TGK TGK	09dec86 14aug96 21may11 aug11	
00434 53583	CCCP-76596	II-76MD	Soviet AF/AFL c/s	mfd	27jul84	

	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 27sep11/14may13; reported broken up in 2018
00434 53585	CCCP-76597 76597 76597	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Ukraine AF/AFL c/s Ukraine Air Force	mfd Mtp Mtp	30jul84 06jul96 07may97	line # 40-07; delivered to Melitopol; no reports l/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; l/n OZH jul07/15apr19, 'CCCP-' prefix also visible
00434 53591	CCCP-76598 76598 76598	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Ukraine AF/AFL c/s Ukraine Air Force	d/d Mtp Mtp	30jul84 06jul96 07may97	line # 40-08; delivered to Artsyz; f/n in (former) East Germany 21dec91; l/n SVO 24jun92 still with 'Aeroflot' titles; l/n Melitopol 14sep96 based at Melitopol by mar97; in basic Aeroflot c/s, no titles; seen Melitopol 29apr99; offered for sale by Ukrainian privatisation agency in 2005 with t/t 1,545 hours and 1,230 cycles; stored at OZH, seen jul07/15apr19, prefix 'CCCP-' bleeding through
00434 53593	CCCP-76599(1)	II-76MD	Soviet AF/AFL c/s	d/d	08aug84	line # 40-09; delivered to Artsyz, later Ivanovo based; f/n flying over Kiev 22aug91; l/n Sperenberg 03dec93; see c/n 0083483502
00434 53597	RA-76599(1) RA-76599(1) CCCP-76609 UR-76609 76609 7T-WIF	II-76MD II-76MD II-78 II-78 II-78 II-78	Russian AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Busol Airline no titles Algerian Air Force	Maw CKL d/d LAD Uzn d/d	04mar94 01aug07 29sep84 09mar95 27jun99 apr00	based at Taganrog mar97; l/n Novgorod-Krechivitsy 19aug03 in basic Aeroflot c/s, no titles; l/n Minsk-Machulishchi jan22, prefix not visible on photo line # 40-10; delivered to Uzyn; opb 409 apsz at Uzyn; f/n Sperenberg 06oct90 based at Uzyn mar97; l/n Uzyn 25apr99; refuelling equipment removed confirmation without titles welcome; sold to Scimitar Systems S.A for \$ 3.733 million, see next line 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 under the wings; l/n 01nov24 in the flypast over Algiers
00434 54602	CCCP-76600 UR-76392 UR-76392 UR-76392	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s United Nations all-white c/s, n/t Atlant	d/d NBO AMS Mtp	15aug84 03sep93 20dec93 06may98	line # 41-01; delivered to Artsyz; f/n IEV 22aug91 in basic ex Aeroflot c/s with large 'UN' on the forward fuselage and fin; l/n NBO nov93; leased from Atlant based at Melitopol mar97; l/n Melitopol 25aug97; owned by Atlant
00434 54606	CCCP-76601 UR-76601	II-76MD II-76MD	Soviet AF/AFL c/s Centre	d/d OZH	24aug84 06jul96	line # 41-02; rgd 02apr87; delivered to Artsyz; f/n Sperenberg 03may91 based at Kryvyi Rih mar97; l/n OZH 26apr99 as such
00434 54611	CCCP-76602(1) 4K-78130 4K-78130 UR-78130 4K-78130 EX-78130	II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Soviet AF/AFL c/s Aeroflot Aeroflot c/s, n/t Aeroflot c/s, n/t Azerbaijan Al Click Airways	Mtp d/d SHJ SHJ DXB SHJ	08jul07 29aug84 13sep93 17jan95 18nov00 09may01 2004	prefix reported as such, prefix 'CCCP-' also visible; l/n Melitopol 07oct10/23jul13 line # 41-03; delivered to Artsyz, later Ivanovo based; f/n flying over Kiev 22aug91 still with 'Aeroflot' titles KBP 22sep94 l/n KVD 16may96; Gyandzha based mar97; operated for Azerbaijan Air Force l/n SHJ 23jan01; ATI Airlines/AHC'; in Azerbaijan register 12dec00 as UR-78130 ! l/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 least 2010 and broken up between oct18/feb19
00434 54615	CU-T1258 CU-C1258 CU-C1419 ER-IBE	II-76MD II-76MD II-76MD II-76TD	Cubana Cubana Cubana Aerocom, n/t	mfd HAV CDG rgd	02sep84 15nov96 18aug00 16may02	line # 41-04; d/d 29sep84; seen ORY mar85; last overhaul completed 28may90; l/n AMS 03feb94 l/n HAV 24apr00 flew Gander-Ivano-Frankovsk 09nov01; t/t 6,235 hours 1.952 cycles; not in fleet list 04feb02 f/n BTS 14jun02 in all-white c/s, grey undersides with red cheelines (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; l/n LAD 22jul06
00434 54618	D2-FCO "33" red "33" red "33" red RF-50602	II-76TD A-50 A-50 A-50U A-50U	white/blue c/s n/t Soviet AF/PVO Russian Air Force Russian Air Force	LAD d/d Kln TGK	25oct06 27may87 10sep95 21may11 feb13	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 line # 41-05; delivered to èaialiai (late d/d); based at Beryozovka by mar97 opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'AB BP SRLDN' badge behind the cockpit; seen 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 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); opb agbpdrl0 610 TsBPiPLS at Ivanovo-Severny from apr13; named 'Vladimir Ivanov' since late 2015; seen Rostov-na-Donu Tsentralny now with 'VKS Rossii' titles; l/n 2021 location unknown
00434 54623	CCCP-76603(1) UR-76603(1) UR-76603(1) UR-CBR ER-IBR	II-76MD II-76MD II-76MD II-76TD II-76TD	Soviet AF/AFL c/s Air Service Atlant Ukr. Air Alliance Airline Transp.Inc	mfd Mtp Mtp BRQ rgd	29jul84 14sep96 22mar97 14jul03 20jan04	line # 41-06; delivered 31aug84 to Artsyz; f/n Sperenberg 24apr91; l/n Krzywa 18feb92 based at Melitopol mar97; l/n Melitopol 29apr99; offered for sale by Ukrainian privatisation agency 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 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 07jun06
00434 54625	CCCP-76604 RA-76604 RA-76604 RF-76604 CCCP-76605 RA-76605 RF-76605	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 Russian AF/AFL c/s Russian Air Force	d/d Ors Sty Sec d/d KLD ph. jan19	27sep84 21apr97 2011 16mar16 25sep84 05may94 15oct84	line # 41-07; rgd 14jan87; delivered to Melitopol; f/n CGN 10jan91; Ukurei based probably end 1991 until mid 1993 ? based at Orenburg mar97; l/n Orenburg-2 (Southwest) 29aug04; canx but date unknown; l/n Staraya Russa 03mar11, undergoing rework in basic Aeroflot c/s without titles and equipped with guns; l/n SVX 28jun14 in basic Aeroflot c/s without titles; l/n OVB 27jun20
00434 54631	CCCP-76605 RA-76605 RF-76605	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d KLD ph. jan19	25sep84 05may94 15oct84	line # 41-08; rgd 14jan87; delivered to Melitopol; f/n in (former) East Germany 12oct90 Tver based mar97; seen KLD 01sep07; canx but date unknown; l/n KLD apr14/apr15, stored location withheld; l/n Ryazan-Dyagilevo jun21
00434 54633	CCCP-76606 UR-76316	II-76MD II-76MD	Soviet AF/AFL c/s Liana	mfd VKO	15oct84 28sep93	line # 41-09; d/d 16oct84; opb 363 vtap at Krivoi Rog; rgd only 23mar89; f/n CKL 09apr91; trf to the Ukrainian Air Force in 1992 in basic Aeroflot c/s with 'LANA' (sic) titles and logo; based at Kryvyi Rih and opb Liana by mar97; Liana ceased operations in 1997; seen Kryvyi 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 7T-WIL	II-78 II-78 II-78	Soviet AF/AFL c/s BSL Airline Algerian Air Force	d/d Uzn d/d	29dec84 10may98 jun99	line # 41-10; delivered to Uzyn; photo 1989 based at Uzyn mar97; refuelling equipment removed; l/n Uzyn 02may99; sold to Scimitar Systems S.A for \$ 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 and probably has not flown for many years; visible on GE (N36.541939, E2.868022), still visible sep20
00434 54641	5A-DNQ	II-76TD	Jamahiria AT	d/d	10oct84	line # 42-01; in all-white c/s; f/n PRG 05apr85; photo without titles, FRA 21may88; seen LWO 06aug05 and MRS 15mar07, 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 5A-DNW	II-76TD II-76TD	Jamahiria AT ? Libyan Arab	d/d PRG	24oct84 29oct87	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 5A-DNV was re-registered 5A-DNW due to a clash with the An-26 or is simply given in error in the OKB listing; the Libyan CAA report this c/n as 5A-DNU and c/n 0043454651 as 5A-DNW, with no mention of 5A-DNV 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 A1R 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, status and titles not noted
00434 54651	5A-DNU 5A-DNU 5A-DNU	II-76TD II-76TD II-76TD	Jamahiria AT ? Libyan Arab Cargo Libyan Afr. Air Tr	d/d MLA MAD	30oct84 09jun00 03oct03	line # 42-03; the Ilyushin OKB listing dated mar97 gives this registration, c/n and d/d; the Libyan CAA report this c/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 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; l/n AMM may08, titles not reported
00434 55653	CCCP-76611 UR-76393 UR-76393 UR-76393	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Atlant Red Cross Ukraine AF, n/t	mfd BTS SHJ Mtp	29oct84 jan94 06feb94 14sep96	line # 42-04; delivered to Melitopol 30oct84; f/n in East Germany before 1990 leased from Atlant; in all white c/s with Red Cross on the fuselage and fin; l/n NBO 03aug94 based at Melitopol mar97; seen Melitopol 29apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,454 hours; l/n Melitopol may07
00434 55660	CCCP-76612 RA-76612 RA-76612 RF-76612	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	d/d Tgr Tgr BQT	31oct84 20jun99 dec11 12jun17	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 in basic Aeroflot c/s, no titles; l/n Kubinka 10sep16 in basic Aeroflot c/s, no titles; seen Ryazan 25may18, in water bomber configuration; l/n VKO apr19; seen Rostov-na-Donu Tsentralny mid 2020 showing RA- under its wings but registration on the tail not visible
00434 55664	CCCP-76613 RA-76613 RA-76613 RF-76613	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	d/d Ors Ors CKL	20oct84 21apr97 21oct11 jun15	line # 42-06; delivered to Melitopol, later Ukurei based; f/n Sperenberg 27aug91 based at Orenburg mar97; l/n SVX 23jun06 with titles; photo Staraya Russa 13apr11 undergoing rework in basic Aeroflot c/s, no titles, equipped with guns; l/n OVB oct14 in basic Aeroflot c/s, no titles, equipped with guns; l/n OVB 10aug16
00434 55665	CCCP-76614 UR-76614 UR-76614	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s UNHCR Skylink	mfd SJJ OST	28oct84 may94 25jul94	line # 42-07; delivered to Melitopol; rgd 14jan87; f/n ZRH 06jan89 with Canadian flag; leased from Atlant

		UR-76614	Il-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' still visible under paint; l/n 27sep11/14may13, stored; reported broken up jul18
00434	55672	CCCP-76615 RA-76615 RA-76615 RF-76615 CCCP-76616	Il-76MD Il-76MD Il-76MD Il-76MD Il-78	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s	d/d KLD CKL ph. mfd	30oct84 05may94 may10 05may15 31mar85	line # 42-08; delivered to Tartu; f/n Grossenhain 24dec90 based at Tver by mar97; l/n KLD 01sep07 equipped with guns; opb 708 vtap at Taganrog-Tsentralny; in basic Aeroflot c/s, no titles; l/n OVB 06feb15 with Russian Stars on the tail; l/n LED 25mar21
00434	55676						line # 42-09; d/d 31mar85 to Uzyn; seen Sperenberg 06oct91, 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/n ...3407227 for which no confirmed fate is known and also two lines down; also see "616" black c/n 063407185
		RA-76616 "53" blue	Il-78 Il-78	Russian AF/AFL c/s Russian Air Force	Eng Rzd	12aug99 09may10	based at Engels mar97; l/n CKL 28may01, titles not reported reportedly opb 203 oapsz at Ryazan; details from russianplanes.net; seen Ryazan-Dyagilevo 06may15, stored; l/n Ryazan-Dyagilevo 23aug18, as such; see c/n 1013407227
00434	55677	CCCP-76617	Il-76MD	Soviet AF/AFL c/s		bef.'90	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 Il-76MD, delivered to Krivoi Rog and to have undertaken some tests at Kirovskoye, presumably all completed with some of the equipment; f/n in (former) East Germany, exact date and location unknown; see next line
		UR-76441 UR-76441 UR-76441 UR-76441 CCCP-76618 UR-76618	Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD	Tristar Airways Avilond Romoco Cargo SA Avilond Soviet AF/AFL c/s Lana	OSR OST JNB Kke d/d OST	07mar95 24jun95 aug95 24aug97 29dec84 06feb95	c/n confirmed operated an Icar Airlines (ICR) flight this date finally departed 17apr96, leased from Avilond l/n Kirovskoye 07may98; subsequent fate ? line # 43-01; delivered to Kryvy Rih; rgd 23mar89; f/n Gross Dölln 13jul91 l/n SXF 20jul95 with titles; based at Kryvy Rih mar97, opb Lana; was reported without registration 17may98; l/n Kryvy Rih 26apr99
		76618	Il-76MD	Ukraine Air Force	OZH	28may02	in basic ex Aeroflot c/s, no titles; offered for sale by Ukrainian privatisation agency in 2005 with t/t 2,249 hours and 1,436 cycles; seen OZH 08jul07/15apr19, CCCP- prefix bleeding through on the tail
00434	55686	CCCP-76619 UR-76320	Il-76MD Il-76MD	Soviet AF/AFL c/s Lana	mfd OST	29nov84 20apr95	line # 43-02; delivered to Kryvy Rih 29dec84; rgd only 23mar89; f/n LCA 16jul90 based at Kryvy Rih mar97; l/n Kryvy Rih 17may98; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,950 hours
		UR-UDB	Il-76MD	Ukrainian Cargo Aw	KBP	31may02	stored as of jun06; not in fleet list 01mar07; seen OZH jul07/oct10; canx 13aug08; registration removed but still readable when seen stored OZH 25sep12/02aug18
00434	56692	CCCP-76620 UR-76620	Il-76MD Il-76MD	Soviet AF/AFL c/s Volare logo, n/t	mfd DXB	26dec84 16nov95	line # 43-03; delivered to Kryvy Rih; rgd 23mar89; f/n KBP 22aug91 based at Kryvy Rih mar97, opb Volare; l/n OST 14may99 with small blue badge on tail; not in Volare fleet list mar00
		UR-UCL	Il-76MD	United Nations	SEZ	18jun00	operated by Ukraine Cargo Airways; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,021 hours; converted to, see next line
		UR-UCL UR-UCL	Il-76TD Il-76TD	United Nations Ukrainian Cargo Aw	PED OZH	22jun04 07jul07	version painted as just Il-76; l/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; l/n OZH 22sep10/03aug18 with serial removed; reported in the process of being broken up feb19
00434	56695	CCCP-76621	Il-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; 'Il-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 for the technical school at Lugansk; l/n apr99; preserved in Lugansk-Ostraya Mogila Aircraft Plant Museum (N48.527216 E39.384045) jun08/nov13
00434	56700	CCCP-76493 CCCP-76493 RA-76493 RA-76493 RA-76493 RA-76493 4L-FFF	Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	MAP Voronezh APO Pacific Express Aeroflot c/s, n/t Atlant-Soyuz Titan Aero Volga-Dnepr Eastern Exp. Geor.	d/d AKL OST rgd rgd rgd SHJ	29dec84 29jun92 28aug93 21feb00 25dec01 21jun04 15sep09	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 l/n SHJ 08oct99: reported for Voronezh Aviation Production Association f/n DME 22jul00; l/n Voronezh-Pridacha 08aug01 f/n DME 15jan02; in basic ex Aeroflot c/s, white tail; l/n ZIA 23aug03 f/n GYD jun04; l/n FJR 04may09 opb Eastern Express Georgia in basic ex-Aeroflot c/s, no titles; renamed Skyway and in official document dec09 as such; l/n DXB 02jul10 f/n OSS 12jul19; in all-white c/s with grey undersides, no titles; c/n confirmed by Kazakhstan CAA, see next line
		UP-17643	Il-76TD		rgd	<jul11	current on register 19apr13; canx before 12dec13, marks ntu, see previous line
00534	57702	ER-IAA CCCP-76622 UR-76622 UR-76622 76622	Il-76TD Il-76MD Il-76MD Il-76MD Il-76MD	Jet Star Soviet AF/AFL c/s Atlant Air Service Ukraine Air Force	no d/d SHJ OST OZH	reports 31jan85 01feb94 26oct96 08jul07	line # 43-06; delivered to Melitopol; f/n in East Germany before 1990 based at Melitopol mar97; l/n Melitopol 29apr99 with Ukraine badge on tail, CCCP- prefix still visible; seen OZH 06aug08/15apr19 with CCCP- bleeding through
00534	57705	CCCP-76623 RA-76623	Il-76MD Il-76MD	LII Zhukovski LII Zhukovski	d/d ZIA	31jan85 03sep93	line # 43-07; delivered to Zhukovski; rgd 25dec87; f/n SVO 23apr89; Aeroflot c/s, still CCCP- 15may93; became a prototype for the demilitarised Il-76MD designated Il-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; l/n Staraya Russa aug02/sep02 with many parts missing, scrapped
00534	57710	CCCP-76624 UR-76624	Il-76MD Il-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d OST	28feb85 05jul96	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 28mar02
		76624	Il-76MD	Ukraine Air Force	OZH	08jul07	in basic ex Aeroflot c/s, no titles or flag with faded UR- prefix bleeding through, wfu; l/n OZH 27jul11/15apr19, as such
00534	57713	CCCP-76625 UR-76321 76321	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Atlant Ukraine AF, n/t	d/d rgd Mtp	31jan85 26jan93 27may02	line # 43-09; rgd 14jan87; delivered to Melitopol; f/n CGN 02feb91 f/n AMS 29sep93; based at Melitopol mar97, operated by Atlant; l/n Melitopol 29apr99; canx 21mar97 with 'CCCP-76625' still on top of wings; l/n Melitopol 29aug10
00534	57720	CCCP-76626 CCCP-76423 RA-76423 UR-76423 76423	Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Aeroflot Atlant Atlant Ukraine AF, n/t	d/d JNB rgd Mtp Mtp	31jan85 24apr93 29jun94 06may98 27may02	line # 43-10; rgd 14jan87; delivered to Melitopol; f/n ADD apr89 l/n JNB 05may93; officially rgd 26jan93 as UR- f/n OST 25jul94; l/n MST 16jan95; in fleet list 29apr95; soc and canx 08aug95 as to Ukraine based at Melitopol mar97 operated by Atlant; officially canx 21mar97; l/n Melitopol 29apr99 l/n Melitopol 22jun11
00534	58722	K2661 K2662	Il-76MD Il-76MD	Indian Air Force Indian Air Force	d/d ph.	28feb85 06oct22	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 in a flypast over Chandigarh, serial not visible in the photo
00534	58725	K2662	Il-76MD	Indian Air Force	d/d	30mar85	line # 44-02; f/n BOD jul85; seen AGR 11mar98 and nov01, coded 'B', 44 sqdn; seen DME 10jul08, as such without tail tuck; l/n Bangalore-HAL 24may13 still coded 'B'
00534	58731	K2662 K2663	Il-76MD Il-76MD	Indian Air Force Indian Air Force	ZIA d/d	aug18 31mar85	still coded 'B'; in CGK 29may21; l/n IXC 27oct24 uncoded line # 44-03; f/n CAI jun86; seen AGR 11mar98 and nov01, coded 'C', 44 Sqn, named 'Bharani'; seen NAG mar06, no code; l/n DME 03dec14, as such; seen ZIA 21aug15, coded 'C'; l/n DMK 18jun21
00534	58733	CCCP-76627 UR-76317	Il-76MD Il-76MD	Soviet AF/AFL c/s Atlant	d/d rgd	28feb85 26jan93	line # 44-04; rgd 14jan87; delivered to Melitopol; f/n Zerbst 02dec90 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	Il-76TD	United Nations	ACC	12jun04	opb Ukraine Cargo Airways; in all-white c/s; in Ukraine Cargo Airways fleet list jan02 and 01mar07; l/n as such NBO 09dec05; seen KBP 10jun06 in all-white c/s without titles, stored; seen as such OZH 08jul07/15apr19; was canx 30apr09
00634	58738	"48" red "48" red	A-50 A-50	Soviet AF/PVO Russian Air Force	d/d Kln	30sep86 02sep97	line # 44-05; late d/d; delivered to Vitebsk according to the mar97 list, but reportedly operated by the otrayd at Ukurei and detached to Vitebsk most of the time; photo exists based at Pechora-Beryozovka mar97; photo exists with '8738' on engine cover; l/n Ivanovo-Severnoy 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 Ukrayiny; l/n Kryvy Rih 21mar97; leased by the Ukrainian MoD to Volare 05aug97 in basic Aeroflot c/s with own logo on fin, no titles; l/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; l/n MUC 05mar01 in basic Aeroflot c/s with own logo on fin; initially without titles; l/n as such JNB 09oct03; f/n with titles JNB 26apr04; l/n JNB 15nov06
		UR-76628 UR-76628 UR-76628	Il-76MD Il-76TD Il-76TD	Volare East Line Volare	SIN DUS OST	24feb98 27dec99 18mar01	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
		RA-76628	Il-76TD	Polet	rgd	29oct08	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; l/n operational JNB 29mar13; CoFA expired 28jun14; stored at FJR, seen oct13/jun16; offered for sale 10sep14, but could not be sold; canx 15nov17; l/n FJR 10dec17/25mar18, stored
		UR-CIU	Il-76TD	ZetAvia	rgd	02jul12	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; l/n Melitopol sep97 as such; seen OST aug98 with additional 'AZAL' logo; l/n OST 21dec98 as such; not in fleet list 13sep00 l/n Melitopol 12jun09/03may13, missing engines
00534	58745	CCCP-76629 UR-76629	Il-76MD Il-76MD	Soviet AF/AFL c/s ATI Airlines	d/d Mtp	28feb85 06jul96	line # 44-08; delivered to Melitopol; f/n Sperenberg 21nov90 based at Melitopol mar97; seen Melitopol 06may98; l/n Melitopol 29apr99, titles not reported opb Ukraine Cargo Airways; in all-white c/s opb Ukraine Cargo Airways; in all-white c/s; l/n FIH 21feb04 converted to Il-76TD by nov05; in all-white c/s, no titles, UN markings overpainted
00534	58749	76629 CCCP-76630 UR-76630 UR-UCO UR-UCO UR-UCO UR-UCO	Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD Il-76TD Il-76TD	Ukraine AF, n/t Soviet AF/AFL c/s Atlant United Nations DFS Ukrainian Cargo Aw United Nations	Mtp d/d LUX BDS BOH EMA FIH	06aug08 31mar85 14jan94 18mar01 31jan02 12nov05 17may06	

	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 07sep09/15apr19; canx 20jul10 line # 44-09; delivered to Melitopol; rgd 27jun90; f/n CGN 10jan91
00534 58756	CCCP-76631 76631	II-76MD II-76MD	Soviet AF/AFL c/s Atlant	d/d Mtp	31mar85 06jul96	
00534 59757	CCCP-76632 RA-76632 RA-76632	II-78 II-78 II-78	Ukraine AF, n/t Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	Mtp d/d Iva KLD	07may97 06jun85 24aug95 aug10	based at Melitopol mar97; l/n Melitopol 29aug10/may13, CCCP- prefix still visible on tail line # 44-10; delivered to Uyzn; later based at Engels; photo 1991 based at Ivanovo mar97 (sole Ivanovo II-78); l/n Ryazan-Dyagilevo 09may10 in basic Aeroflot c/s, no titles; seen Ryazan-Dyagilevo 16aug14; to undergo overhaul by 360 ARZ in 2016; l/n Ryazan-Dyagilevo 08sep16 parked on the 360 ARZ ramp; also carried code "63" blue, in white/grey c/s with Russian Stars on tail and 'VKS Rossi' titles; l/n Ryazan-Dyagilevo 30aug21 line # 45-01; rgd 14jan87; delivered to Melitopol; f/n Alt Lönnewitz (Falkenberg) 06dec90; see c/n 093420594
00534 59764	RF-94280	II-78	Russian Air Force	Rzd	23aug18	
	CCCP-76633(1)	II-76MD	Soviet AF/AFL c/s	d/d	31mar85	
	76633(1) UR-76633(1) UR-76633(1) UR-76633(1) UR-76633(1) 76633(1) CU-T1271 CU-C1271	II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Ukraine Air Force Aeroflot c/s, n/t ATI Airlines Aeroflot c/s, n/t Air Service ex-Aeroflot c/s Cubana Cubana	Mtp OST SHJ Mtp Mtp Mtp d/d	06jul96 14nov96 19jan97 25aug97 06may98 27may02 30mar85 may96	l/n OST 18mar97; based at Melitopol mar97, operated by Avilond; not in 1998 fleet list l/n Melitopol 29apr99 no titles; l/n Melitopol 01jan11, with Ukraine AF badge 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; l/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 line # 45-03; delivered to Melitopol (still based there jul91); rgd only 30jun87; f/n in former East Germany 21nov90 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 in basic Aeroflot c/s, no titles; l/n OVB 29mar15 leased from the Russian Air Force; in basic Aeroflot c/s with a Syrian flag on the fin, no titles; l/n DAM 22jan17 at an airfield in Iran; in basic Aeroflot c/s with a Syrian flag on the fin, no titles and also painted as 'II-76T' by the registration on the rear fuselage; l/n DAM 14mar23 line # 45-04; delivered 05apr85 to Melitopol, but see mfd; later based at Taganrog; no reports based at Chkalovski mar97; l/n CKL 29dec15, still in full Aeroflot c/s with titles; l/n CKL jul19 line # 45-05; delivered to Beryozovka and still based there mar97; late d/d seen Ivanovo-Severny aug07; l/n Ivanovo-Severny 08may15/2019, stored 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 as leased to Volare from the Ukrainian MoD from 05aug97 still with a 'Volare' logo on the fin; l/n RKT 18dec98 l/n OST 21oct99 still with a 'Volare' logo on the fin; l/n RKT 14oct00 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 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; l/n LUX 01jun87; repainted with red cheatline and red outer wing surfaces; f/n MLA 24mar89; l/n SVO 08jul92 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 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-Lamaca-Djibouti-Maputo- ôMolodezhnayaô station- ôNovolazarevskayaô 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; l/n SNN 28mar88; repainted with white tail but retained the red cheatline; seen ATH 09jun92, now with grey tail, Russian flag and still with CCCP- prefix; l/n FRA 30sep92 with red cheatline and grey tail; repainted into standard c/s, still with grey tail after overhaul in 1999; l/n 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; l/n RKT 01feb07 no titles, grey tail; canx 09aug07 to Belarus l/n KDH 21apr08, still with grey tail and no titles 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'; seen SHJ 28jan11; l/n OSS 01aug15/12jul19, stored line # 45-09; in Aeroflot c/s; delivered to Sheremetyevo; toc 15aug85; II-76TD test and developemnt aircraft; CoFR renewal 25sep87 leased from AFL/GosNII GA in Aeroflot c/s leased from AFL/GosNII GA in Aeroflot c/s l/n AMS 07oct92; in Aeroflot c/s, no titles in Aeroflot c/s, no titles; l/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; l/n SHJ 22nov98, c/n checked l/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' 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- 76481 visible again on top of the wings; l/n jan13; broken up KRT jul13 line # 45-10; delivered to Melitopol; rgd 27jun90; f/n Merseburg 23may91 based at Melitopol mar97 l/n Melitopol 29apr99 l/n Melitopol 07oct10/03may13 line # 46-01; delivered 31may85 to Dzhankoi; rgd 12mar92; f/n SZW 15aug92 based at Pskov mar97; l/n VKO 22aug01 l/n PKV 20aug03, no titles; seen HAJ 07apr05 with 224th Flight Unit badge, no titles; l/n LED 18jun22 line # 46-02; rgd 14jan87; delivered to 175 vtap at Melitopol (still based there jun91); f/n SNN 29nov89; l/n KHV oct92 initially based at Ukurei; based at Orenburg by mar97; l/n Ivanovo-Severny 30aug07 equipped with guns; in basic Aeroflot c/s, no titles; l/n CKL 14jun13 equipped with guns; in basic Aeroflot c/s, no titles; l/n PEE 29apr15; reportedly leased to the Syrian Air Force in autumn 2015; reported by some sources apr19 as likely to have become YK-ATF 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 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 in basic Aeroflot c/s, no titles; l/n Minsk-Machulishchi jan22 line # 46-04; d/d 29jun85 to Klin; f/n Klin-5 airbase 06may94; based at Klin mar97; l/n Klin-5 airbase 02sep97 opb 334 vtap at Pskov; named 'Nikolai Zaitsev' 01jun05 after a WWII Hero of the Soviet Union; equipped with guns; seen PKV 16aug12; to undergo overhaul at 360 ARZ in 2017 location withheld; l/n KHV 25jan22 line # 46-05; rgd 14jan87; delivered to Melitopol; f/n CGN 21may91 according to Russian register; no reports; ntu ? f/n LUX 04mar93 leased from Atlant l/n OST 04sep94 l/n OST 28nov96; both times as Air Force l/n Melitopol 29apr99; Melitopol based, operated by Atlant mar97; canx 23sep08 ! l/n EDL 17sep02; checked as ex UR-76408 converted to TD by jun03; l/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 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, still with Aeroflot titles in basic Aeroflot c/s, no titles; l/n OVB mar23 line # 46-07; delivered 29jun85 to Melitopol; rgd 06feb89; f/n Spenenberg 07dec90 according to the Russian register feb98 with owner given as 'Ukraine' based at Melitopol; f/n Spenenberg 18nov93, the crew requested asylum in Russia after the unauthorised flight to Spenenberg; opb Atlant mar97; canx 21mar97; l/n Uyzn 27jun99

	ER-IBS 4K-AZ27	Il-76MD Il-76TD	Azerbaijan AI, n/t Silk Way AI, n/t	rgd CGN	04oct01 16nov02	f/n BAK 19may02; l/n IST 08aug02; tail logo only; canx 31oct02 l/n SHJ 20feb04; yellow 'AZAL' badge on tail; crashed 18may04 after take-off from Urumqi probably due to being overloaded; still given as current on Azerbaijan register 22nov05
00534 60832	CCCP-76482 RA-76482 ER-IBY EX-065 ER-IBY UN-76030 UP-17610 UP-17610 RDPL-34163 3X-GGY ER-IAB UR-CMD	Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	AFL/Internat.-SVO Aeroflot Rus. AI Airline Transp.Inc Tenir Airlines not known SkyLink Arabia SkyLink Arabia Sky Lao Capricorn Air no titles Jet Star Ak Eleron	mfd STN rgd KDH rgd RKT BZV SHJ AKT SHJ trf rgd	04jul85 23jan93 23aug04 30may05 19dec06 12nov07 06oct08 02feb10 05mar10 06aug11 feb13 19aug14	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 no titles but with 'Air Trans' logo; f/n SHJ 08oct04; l/n SHJ 22may05; canx 26may05 c/n checked; in basic Aeroflot c/s, no titles; l/n SHJ 30sep06 in basic Aeroflot c/s, no titles; f/n RKT 01feb07; l/n RKT 26mar07; canx 04oct07 as to Kazakhstan small titles by the nose; l/n DXB 11jan08 l/n DXB 09dec09 in basic Aeroflot c/s with grey fin, with titles as such; l/n SHJ 08feb10 c/n confirmed and checked AKT 14mar10; in basic Aeroflot c/s with grey fin, no titles c/n confirmed; in basic Aeroflot c/s with grey fin; l/n SHJ 21aug11 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 titles; seen FJR 02jun16; canx between 07jun19 and 29jun19; l/n FJR sep22, missing many parts line # 46-09; rgd 14jan87; delivered to Melitopol; f/n Brandis 07dec90 based Melitopol mar97 operated by Antey; seen Melitopol 08jul07 'CCCP-' prefix visible; l/n may13/aug13 in fair condition with Ukrainian shield on tail line # 46-10; d/d 16oct85; opb 409 apsz at Uzyn; no reports prefix not confirmed for this sighting; based at Uzyn mar97; sold to Scimitar Systems S.A for \$ 3.676 million, see next line 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 line # 47-01; delivered to Dzhankoi; f/n SVO 03jun89 based Dzhankoi mar97, operated by Veteran; l/n Melitopol 29apr99 small 'Speed Space' titles near the door; l/n Melitopol 07oct10/30jun13 stored line # 47-02; delivered to Melitopol; later based at Ukurei; f/n Spereberg 28aug89 based at Orenburg mar97; l/n Tver-Migalovo 01sep07 basic ex-Aeroflot c/s no titles, equipped with guns; l/n Taganrog Tsentrally apr19 line # 47-03; opb 44 Sqn; named 'Kartika'; f/n DXB sep89; seen AGR 05dec98 and nov01 with code 'D'; seen ZIA 21aug07, stripped of paint but still coded 'D'; seen LEH 24oct14, without turret; l/n ZIA nov16 l/n ALA 11nov23 still coded 'D'; l/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; l/n CKL sep21, as such; used call-sign 'VU-FGE' jun/jul24 according to flight trackers uncoded 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'; seen ZIA mar17 and Staraya Russa 22aug17 still coded 'F' l/n DME aug22 still coded 'F' line # 47-06; delivered to Melitopol; f/n in East Germany before 1990 opb 708 vtap at Taganrog-Tsentrally by mar97; l/n Smolensk-Severnny 19may08 opb 708 vtap at Taganrog-Tsentrally; in basic Aeroflot c/s, no titles; l/n OVB aug21 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 issued 04apr07 in basic Aeroflot c/s, no titles; l/n LED aug21 line # 47-08; delivered to Melitopol; rgd 25feb91; f/n Kötén 23may91; l/n UTC 27apr93 based Melitopol mar97; not in 1998 fleet list; l/n Uzyn 22jun99 in white c/s with grey undersides and red/black/orange cheatlines, no titles; l/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; l/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 line # 47-09; delivered to 175 vtap at Melitopol; rgd 14jan87; f/n SNN 30jul88 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 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) line # 47-10; delivered to Uzyn; f/n ZRH 06jan89 based at Uzyn mar97; l/n Uzyn 16may98 confirmation as such welcome; sold to Scimitar Systems S.A for \$ 3.617 million, see next line 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 15may15, with '2879' on the tail and 'Il-78' on the nose; l/n ZIA 26jan22 line # 48-01; delivered to Dzhankoi; f/n DME 12jun90 based at Dzhankoi mar97, operated by Antey mar97; l/n Kryvy Rih 17may98 in basic ex Aeroflot c/s with Ukrainian shield on fin, no titles; stored at OZH, l/n OZH jul11/15apr19 with 'CCCP-' prefix bleeding through line # 48-02; rgd 14jan87; delivered to Melitopol; was equipped with the experimental L-369 system for 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 Spereberg 1991; trf to the Ukrainian Air Force by jul92, but still carried the prefix 'CCCP-' when seen ZIA 06jul93 leased from the Ukrainian Air Force, based at Melitopol by mar97; l/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 Il-76s still visible on Google Earth at Deblin 20sep24 @@ Adrian all seven as such still these all mentioned in the file 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 based at Melitopol by mar97, operated by Azov Avia l/n Melitopol 29apr99 tail turret filled in; c/n checked; in basic Aeroflot c/s, no titles; l/n SHJ 27jul06 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 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 ex Aeroflot c/s, no titles; seen 15apr19 in very poor condition line # 48-05; airborne command post (Il-76VKP aka izd. 9-A9676/65s324); in Aeroflot c/s; d/d 22sep87 to Zhukovskii, late d/d; f/n ZIA 18aug91; l/n ZIA 04sep93; see c/n 1023414450 in Aeroflot c/s; based at Chkalovski mar97; l/n CKL feb10, active in very faded c/s; repainted in basic Aeroflot c/s, no titles; with 'GLTTS' badge on starboard side; CKL sep10; l/n CKL aug18, active in basic Aeroflot c/s with Russian stars on the fin, 'VKS Rossi' titles and with a 'GLTTS' badge on the starboard side; f/n CKL jul19; l/n CKL mar21 active line # 48-06; rgd 30jun87; delivered to Melitopol; f/n ORY 21oct90 based at Melitopol mar97, operated by Antey; l/n Melitopol 29apr99 l/n SHJ 28may04; opb Azov Avia; no titles near Darfur, Sudan; with 'WFP' on tail and operated by Azov Avia; l/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 sale on the internet in 2009 with t/t 3,995 hours and 2,104 cycles; stored Melitopol, l/n 06aug08/10may13 line # 48-07; delivered to Melitopol; rgd 25feb91; f/n in the Baltics nov91 leased from Atruvera; still present 20jan96; based at Melitopol mar97, opb Atruvera l/n SHJ 26oct99 f/n VKO 29may00, still with tail turret; l/n TSN 03nov03, with tail turret removed; soc and canx 20apr04 as to Moldova f/n SDA jun04, no titles; l/n KBL 09nov04 l/n SHJ 22may05; canx 01jun05 c/n confirmed; opb Tenir AI; l/n RKT 03dec06; in Air Almaty fleet list sep06 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; l/n SHJ 17jul10, still no titles; canx late 2010/early 2011 l/n OSS 06nov11/25nov23, stored; details from russianplanes.net line # 48-08; rgd 14jan87; delivered to Melitopol; f/n CGN 21feb91; l/n UTC 27apr93 based at Melitopol mar97; seen Melitopol 27may02 as such; l/n Melitopol 26aug09/06jul13, with Avilond titles visible under paint line # 48-09; opb 175 vtap at Melitopol; rgd 25feb91; f/n Merseburg 06may91 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
00534 61834	CCCP-76645 UR-76645	Il-76MD Il-76MD	Soviet AF/AFL c/s Ukraine AF, n/t	d/d Mtp	29jul85 06jul96	
00534 61837	CCCP-76646 UR-76646	Il-78 Il-78	Soviet AF/AFL c/s Aeroflot c/s, n/t	mfd Uzn	25sep85 16may98	
00534 61843	7T-WIH	Il-78	Algerian Air Force	d/d	dec99	
00534 61843	CCCP-76647 UR-76647	Il-76MD Il-76MD	Soviet AF/AFL c/s Veteran	d/d OST	29jul85 18oct95	
00534 61848	CCCP-76648 RA-76648 RA-76648	Il-76MD Il-76MD Il-76MD	Ukraine AF, n/t Soviet AF/AFL c/s Russian AF/AFL c/s	Mtp d/d Ors	27may02 30jul85 21apr97	
00534 61849	RA-76648 K2664	Il-76MD Il-76MD	Russian Air Force Indian Air Force	CKL d/d	02sep10 29aug85	
00534 62856	KI2664 K2665	Il-76MD Il-76MD	Indian Air Force Indian Air Force	ZIA d/d	05jul17 30aug85	
00534 62857	KI2665 K2666	Il-76MD Il-76MD	Indian Air Force Indian Air Force	IXC d/d	27oct24 26sep85	
00534 62864	KI2666 CCCP-76649 RA-76649 RA-76649	Il-76MD Il-76MD Il-76MD Il-76MD	Indian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	ALA d/d Tgr Sty	24sep18 31aug85 20jun99 15oct10	
00534 62865	CCCP-76650 RA-76650	Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	12aug85 08apr94	
00534 62872	RF-76650 CCCP-76651 UR-76651 D2-FCN	Il-76MD Il-76MD Il-76MD Il-76TD	Russian Air Force Soviet AF/AFL c/s Khors Air Angolan Air Force	PKV d/d LTN SHJ	may16 31aug85 08nov95 31jan01	
00534 62873	CCCP-76652 UR-76322	Il-76MD Il-76MD	Soviet AF/AFL c/s Atlant	d/d rgd	24sep85 26jan93	
00534 62879	76322	Il-76MD	Ukraine Air Force	Mtp	27may02	
00534 62879	CCCP-76653 76653 UR-76653 7T-WIQ	Il-78 Il-78 Il-78 Il-78	Soviet AF/AFL c/s Ukraine Air Force Atlant Algerian Air Force	d/d Uzn Blt d/d	31dec85 28jun95 25apr99 sep99	
00534 62884	CCCP-76654 UR-76654 UR-76654	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Avilond Ukraine Air Force	d/d SHJ OZH	27sep85 14feb96 28may02	
00534 63885	CCCP-76655	Il-76MD	Soviet AF/AFL c/s	d/d	30sep85	
	UR-76655 76655	Il-76MD Il-76MD	Air Service Ukraine Air Force	LUX Mtp	01sep95 may07	
00534 63891	CCCP-76656 CCCP-76656 UR-76656 UR-76656 UR-ZVC 76656	Il-76MD Il-76MD Il-76MD Il-76MD Il-76TD Il-76TD	Soviet AF/AFL c/s Ukraine Air Force not reported Azov Avia Azov Avia Ukraine Air Force	d/d JNB Mtp Mtp BTS Mtp	30sep85 09dec92 25aug97 06may98 30apr03 06aug08	
00534 63896	CCCP-76657 76657	Il-76MD Il-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d Mkk	30sep85 22aug97	
00534 63900	CCCP-76450(1) RA-76450(1) RF-93646	Il-82 Il-82 Il-82	LII Zhukovski LII Zhukovski Russian Air Force	f/f CKL photo	29apr87 29aug95	
00534 63902	CCCP-76658 UR-76658 UR-ZVB UR-ZVB UR-ZVB 76658	Il-76MD Il-76MD Il-76TD Il-76TD Il-76TD Il-76TD	Soviet AF/AFL c/s Air Service United Nations Tobruk Air United Nations Ukraine AF, n/t	d/d ATH BUD HAJ ph. Mtp	31oct85 12oct95 09feb03 12jun04 15feb05 12oct07	
00534 63908	CCCP-76659 RA-76659 RA-76659 RA-76659 RA-76659	Il-76MD Il-76MD Il-76TD Il-76TD Il-76TD	Soviet AF/AFL c/s Atruvera Aviacon Zitotrans Sukhoi Atruvera	d/d PKC FJR SHJ rgd	31oct85 08jul94 12nov95 16dec98 18feb00	
	ER-IBL ER-IBL EX-075 EX-075 4L-GLP	Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	Airline Transp.Inc Juba Air Cargo white/grey c/s,n/t Tenir Air Eastern Exp. Geor.	rgd SHJ SHJ SHJ FJR	23apr04 21nov04 24jun05 12jan07 14sep08	
00534 63910	3X-GGO CCCP-76660 76660	Il-76TD Il-76MD Il-76MD	all-white c/s, n/t Soviet AF/AFL c/s Ukraine AF, n/t	KDH d/d Mtp	15jul11 01nov85 06jul96	
00534 63913	CCCP-76661 76661 76661	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Air Ukraine Cargo Ukraine Air Force	d/d ZAG Mtp	31oct85 13jun95 06jul96	

						jul19; seen under overhaul aug20; repainted in dark grey c/s with medium grey undersides and Ukrainian shield on the fin; test flown after overhaul 02jul21 and flew to Melitopol 03aug21; l/n Deblin 14may22/08mar23; 7 Ukraine Air Force Il-76s still visible on Google Earth at Deblin 20sep24 @@
00534 64919	CCCP-76662 UR-76662	Il-78 Il-78	Soviet AF/AFL c/s BSL Airline	d/d Uzn	31mar86 10may98	line # 48-10; opb 409 apsz at Uzyn; photo exists based at Uzyn mar97; l/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 Il-78 in service as of 2007; seen DME 22oct07, refuelling equipment now removed, version still painted as Il-78; seen Boufarik aug10; seen Boufarik 15apr14, missing engines; l/n Tamanrasset 16dec24
	7T-WIS	Il-78	Algerian Air Force	d/d	oct99	line # 49-01; delivered to Melitopol; f/n Alt Lönnewitz (Falkenberg) 06feb91; rgd 25feb91; l/n UTC 28apr93
00534 64922	CCCP-76663 UR-76663 UR-CAT	Il-76MD Il-76TD	Soviet AF/AFL c/s Aeroflot c/s, n/t Ukr. Air Alliance	d/d OST BTS	26nov85 12dec95 04mar04	reported for Polyssaviatrans; based at Melitopol mar97, opb Icar; l/n Melitopol 29apr99 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
00534 64926	76663 CCCP-76664 CCCP-76664 UR-76664 4K-AZ22	Il-76TD Il-76MD Il-76MD Il-76MD Il-76TD	Ukraine Air Force Soviet AF/AFL c/s Aeroflot c/s, n/t Khors Air Silk Way Al, n/t	Mtp d/d JNB ATH CGN	06aug08 30nov85 aug92 28jul95 04may03	l/n Melitopol 10may13 line # 49-02; delivered to Melitopol; rgd 14jan87; l/n Brandis 13nov90; l/n NRT apr91 and JNB 10oct92, operated for SAA; l/n SIN 13oct92 based at Melitopol mar97, opb Antey; l/n Melitopol 29apr99 owned by Ukrainian deputy Anatoli Lyovin; registration painted on as 4KAZ-22, small AZAL badge on tail; l/n SHJ 30sep04; canx 01dec04
	4L-ZIL 4L-ZIL 4L-ZIL	Il-76TD Il-76TD Il-76TD	Sarit Airlines Global Georgian Aw Royal Air Cargo	rgd SHJ DXB	21dec04 15may05 sep05	in full c/s with tail logo; f/n 14jan05; l/n SHJ 20apr05 with red cheatline, no titles; l/n SHJ 22jul05 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	Il-76MD	Soviet AF/AFL c/s	d/d	30oct85	line # 49-03; rgd 14jan87; delivered to Melitopol; f/n CGN 07feb91 reported Mykolayiv-Kulbakino 18sep96 but 'CCC' in prefix missing
	76665	Il-76MD	Ukraine Air Force	Mkk	10may97	based at Melitopol mar97, opb Antey; in basic ex Aeroflot c/s, no titles; seen Mykolayiv-Kulbakino 30apr99, as such; l/n OZH 08jul07/15apr19, in all-white c/s, no titles; registration from top of the wing only
00534 64934	CCCP-76666 RA-76666 RA-76666 RA-76666 RA-76666	Il-76MD Il-76MD Il-76MD Il-76MD Il-76TD	Soviet AF/AFL c/s Atruvera Iron Dragonfly Atruvera Aviacon Zitotrans	mfd Siv LUX IST RKT	25dec85 26oct94 21nov95 30may96 18mar98	line # 49-04; d/d 25dec85 to Melitopol; rgd 25feb91; f/n Neurrpin 21may91 in basic ex Aeroflot c/s with titles and logo on the tail; l/n AMS 30aug95 in basic ex Aeroflot c/s with large 'IDF' and logo on the tail; l/n SHJ 12feb96 photo proof; in Ilyushin OKB listing mar97 as Atruvera; l/n oct97 in basic ex Aeroflot 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; l/n RKT 15dec98
	RA-76666 RA-76666	Il-76TD Il-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 Il-76TD standard CoFR renewal 20oct00; l/n SHJ 14apr05; had additional 'Aviakompaniya Pravitelstva Moskvyy' (Moscow Government Air Company) titles; soc 27jun05 as to Kyrgyzstan
	EX-066 EX-066 EW-239TH UP-1763H 4L-SKY EW-343TH ER-IAN	Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	Reem Air Reem Air Gomelavia Asia Continental Sky Georgia Trans Avia Export Aerotranscargo	EIN EIN HHN TMP FNB trf trf	14jul05 04aug05 20aprr06 16jun09 23oct09 jul12 mar13	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; l/n ASB 26feb06 seen FJR 14sep08/01nov08, parked; l/n RUN 29mar09 c/n confirmed; operated by Asia Continental Avialines; l/n TBS 22sep09 in white/light grey c/s, former registration '76666' still visible on tail; l/n KWG 21dec11 f/n SHJ 15nov12; l/n FJR 15feb13 current on register 19apr13; f/n MVQ 28apr13, all-white c/s with grey undersides, no titles; l/n stored MVQ 02jul14; canx 23dec14
	RA-76463(2)	Il-76TD	Abakan Avia	rgd	15feb18	operator from russianplanes.net; f/n TJM 15oct19 in all-white c/s, no titles; l/n IKT 20dec21; see c/n 0013432960
	RA-76463(2) RA-76463(2)	Il-76TD Il-76TD	United Nations Abakan Avia	JUB	12apr22	in all-white c/s with 'WFP' on the fin; l/n 17oct22 over South Sudan canx 24nov22 as sold abroad; CoFR renewal 16dec22; flight trackers show active ZIA 26sep23 with NKP (Abakan Air) call-sign; l/n TAS 22oct23, in all-white c/s, no titles
00534 64938	CCCP-76451	Il-82	LII Zhukovski	d/d	30nov87	line # 49-05; airborne command post (Il-76VKP aka izd. 9-A9676/65s324); in Aeroflot c/s; delivered to Zhukovski, late d/d; f/n ZIA 16aug92; l/n ZIA 04sep93
00534 65941	RA-76451 CCCP-76667 UR-76667 UR-76667 EP-ALK EP-RAB RDPL-34141 RDPL-34141	Il-82 Il-76MD Il-76MD Il-76MD Il-76TD Il-76TD Il-76TD Il-76TD	LII Zhukovski Soviet AF/AFL c/s Aeroflot c/s, n/t all-white c/s, n/t Atlas Air Aram Air all-white c/s, n/t Astro Air	ZIA d/d ZIA SHJ SHJ SHJ rgd BKK	22aug95 31jan86 27aug95 08aug01 03sep01 25jan02 23dec02 28dec02	in Aeroflot c/s; based at Chkalovski mar97; seen CKL 13aug12, still with Aeroflot titles; l/n CKL may22 line # 49-06; delivered to Dzhanokoi; f/n SVO 03jun89 based at Dzhanokoi mar97, operated by Veteran; l/n Melitopol 29apr99; not in 2000 fleet list converted to TD in 2001; l/n SHJ 11aug01; canx 21aug01 l/n SHJ 28dec01; ex reg checked ending in '7.667'
		Il-76TD	Aram Air	SHJ	25jan02	in all-white c/s with grey undersides, tail logo and titles; l/n SHJ 09nov02
		Il-76TD	all-white c/s, n/t	rgd	23dec02	f/n SHJ 03dec02; 'Aram Air' titles removed this date
		Il-76TD	Astro Air	BKK	28dec02	titles on right side and Euro Asia Aviation on left side; l/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 dated 01apr04
00534 65946	CCCP-76668	Il-76MD	Soviet AF/AFL c/s	mfd	30jan86	line # 49-07; delivered 30jan86 to Dzhanokoi; rgd 14jan87; f/n Brandis 04apr92; l/n Ivanovo-Severnny 24aug95/24apr97
	RA-76432	Il-76MD	unknown	rgd	15oct92	according to Russian register feb98 with owner given as 'Ukraine', but serial was probably never used, see above and below
	RA-76668 RA-76668	Il-76MD Il-76MD	Russian AF/AFL c/s Russian Air Force	Iva KLD	26aug97 jun07	based at Ivanovo mar97; l/n Ivanovo-Severnny (North) 06

	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) 18oct17 and returned to ZIA 07nov17; l/n 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; l/n OVB 01aug23, active line # 50-03; f/n ATH 06jun86; seen AGR 11mar98, coded 'G' 44 sqdn; seen WTN 29jun07, still coded 'G' without tail turret; l/n AGR 10mar08, as such; l/n DEL 01jan10 still coded 'G'; l/n SIN 05may21; used call-sign 'VU-FGG' on a tracked flight over India 19apr24; l/n IXC 27oct24 uncoded
00634 65970	K2878	II-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'; l/n ZIA sep16 still coded 'H'
	KI2878	II-76MD	Indian Air Force	DME	23may18	in the Ladakh region; in all-grey c/s, still coded 'H'; used call-sign 'VU-FGH' on a tracked flight Bangalore 05Apr24; l/n IXC 27oct24 uncoded
00634 65973	K2879	II-76MD	Indian Air Force	d/d	31mar86	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
	KI2879	II-76MD	Indian Air Force	ph.	26feb23	line # 50-06; d/d 25feb86 to Melitopol; f/n in (former) East Germany 02jun90; rgd 25feb91
00634 66979	"32" red	A-50	Soviet AF/PVO	d/d	20may87	with Atruvera logo on the tail with Atruvera logo on the tail based Melitopol mar97; CoFR renewal 11jul97; l/n SHJ 31mar98 l/n ZIA 22aug99; converted to II-76TD l/n SVO 08aug00 l/n NUE 23aug00 in basic ex Aeroflot c/s with titles and tail logo; leased from Atruvera, CoFR renewal 29aug01; l/n DME 22nov01
00634 66981	CCCP-76672 RA-76672 RA-76672 RA-76672 RA-76672 RA-76672 RA-76672 RA-76672 RA-76672 RA-76672 EP-CFC RA-76672 ER-IBM	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	Soviet AF/AFL c/s Atruvera Express Air Cargo Aeroflot c/s, n/t Atruvera KrasAir Aeroflot c/s, n/t Atruvera Airstars Chabahar Air Atruvera Airline Transp.Inc	mfd OST OST OST OST OST OST NUE DME OST rgd rgd	25feb86 15aug94 12dec94 10may95 aug96 15dec98 07aug00 jul00 01jun01 19jan02 02jul02 24may04	in basic ex Aeroflot c/s with titles and white tail; l/n SHJ 31may02; leased from Atruvera f/n ZIA 19aug03; l/n ZIA 22aug03; soc and canx 19may04 as to Moldova Airline Transport Incorporation; in all-white c/s with 'Air Trans' logo; named 'Sergi Radonezhski' after a Russian saint; f/n BUD 10jun04; l/n BUD 01dec04; severely damaged 30dec04 on a UN relief flight from Billund (Denmark) via Baku 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 Jeppesen 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, l/n 23mar06
00634 66988	CCCP-76673 UR-76323	II-76MD II-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; leased from Atlant; l/n EBB jul94
00634 66989	UR-76323 76323 CCCP-76674 UR-76394 UR-CAP	II-76MD II-76MD II-76MD II-76MD II-76TD	Atlant Ukraine AF, n/t Soviet AF/AFL c/s Atlant Ukr. Air Alliance	Mtp Mtp d/d Mtp rgd	22mar97 27may02 25feb86 06may98 16aug02	based at Melitopol mar97, in ex UN all-white c/s, no titles; canx 21mar97; l/n Melitopol 29apr99 still in ex UN all-white c/s with Ukrainian shield on the fin; l/n Melitopol 07oct10/01jun13 line # 50-08; rgd 14jan87; delivered to Melitopol; f/n Brandis 01dec90 based at Melitopol, opb Atlant mar97; l/n Melitopol 29apr99 f/n BRQ sep02; carried additional 'Kyrgyzstan Airlines' titles aug/oct03; opb Tobruk Air jan05; current in fleet list 31oct05; sold jan06; l/n KRT 27feb06
	ST-EWD	II-76TD	Air West Cargo		oct06	mentioned in UN report; f/n KRT 19jan07; c/n confirmed, from Air Operator's Certificate; l/n KRT 10feb09, all-white; l/n Mykolayiv-Kulbakino mar10 on overhaul and flew again on 29dec10
	ST-EWD	II-76TD	Alfa Airlines	NLV	26feb11	in all-white c/s with small 'Alfa' titles; l/n KRT 15may14; seen JUB 08jun14, without titles; l/n KRT 22jun15/28mar16, stored without titles and with an unknown tail logo
	ST-EWD	II-76TD	Kush Aviation	KRT	23aug16	in all-white c/s with gold cheatline and grey undersides, no titles or badge; aircraft being worked upon; still current and monitored aug18 according to MIDRMA RVSM listing; l/n KRT 09mar23, stored; destroyed KRT 16apr23 during fighting between different factions of the military
00634 66995	CCCP-76453	II-76/976	LIJ Zhukovski	d/d	08sep87	line # 50-09; missile tracking/telemetry relay aircraft; delivered to Zhukovski, late d/d (due to the 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	LIJ Zhukovski	ZIA	24aug95	version painted on as '976'; in full Aeroflot c/s with an additional LIJ badge on the nose; stored at ZIA, l/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) 18oct17 and returned to ZIA 07nov17; l/n 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 ZIA 20dec17; seen ARH jan18 and 26feb18; l/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; l/n Mykolayiv-Kulbakino 03sep09; sold to A.T.E International (Rawalpindi, Pakistan) for \$6.42 million, see next line
	882792BT	II-78MP	Pakistan Air Force	f/f	11dec10	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 delivery/ferry flights; l/n Mykolayiv-Kulbakino 30dec10
	R11-003	II-78MP	Pakistan Air Force	ISB	05feb11	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 Ukraine to Pakistan 27jan22; f/n again CRX 03apr22; l/n Nur Khan 21feb24
00634 67003	CCCP-76676 UR-76676 UR-UCB UR-UCB	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Veteran Ukrainian Cargo Aw United Nations	d/d RKT JNB FIH	31mar86 18jan96 12aug00 15mar01	line # 51-01; delivered to Dzhankoi; f/n CGN 23dec91 based at Dzhankoi mar97; l/n OZH 06may98; not in fleet list 2000
	UR-UCB	II-76MD	Ukrainian Cargo Aw	OZH	08jul07	l/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
00634 67005	CCCP-76677 UR-76677 4K-76677 UR-76677 76677	II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Veteran Veteran Ukraine Air Force Ukraine Air Force	d/d OST ATH Mtp Mtp	31mar86 29aug95 09oct95 29apr99 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 line # 51-02; delivered to Dzhankoi; f/n AOC 05jul91
00634 67011	CCCP-76678 UR-UDC UR-UDC UR-UDC	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s ex-Aeroflot c/s Ukrainian Cargo Aw Gals	d/d OZH OZH	31mar86 28may02 08jul07	based at Dzhankoi mar97, operated by Veteran; l/n Melitopol 06may98 based Melitopol jun99; l/n KRK 29sep99 l/n Melitopol 30jul09/03may13, no titles line # 51-03; delivered to Kirov; no reports; still based at Kirov mar97 no titles; reported in JP-01 as Galairservice in fleet list jun06 as stored, not in fleet list 01mar07 with titles as such, "CCCP-76678" visible on tail; l/n OZH 06aug08 canx 13aug08; seen OZH 22sep10/15apr19, with serial removed but still with titles
00634 67014	CCCP-76679	II-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, exploded and crashed into Lake Sivash, all 8 crew members were killed
00634 67020	CCCP-76680 RA-76431	II-76MD II-76MD	Soviet AF/AFL c/s	d/d rgd	18apr86 15oct92	line # 51-05; rgd 14jan87; opb 369 vtap at Dzhankoi; l/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; l/n with titles KBP 15may98; f/n without titles KBP 25apr99; l/n KBP 07jul99
	76680	II-76MD	Ukraine Air Force	BZG	mar02	opb military unit A1049-G; in basic 'blue' Aeroflot c/s with Ukrainian roundels and a Ukrainian shield on the fin, no titles; stored at Melitopol, seen feb09/jun13; ferried to Mykolayiv-Kulbakino 26mar20 for overhaul by NARP; stored with NARP by aug20
00634 67021	CCCP-76681 UR-76681 UR-76681 UR-76681 UR-76681 UR-76681 EK-76727(2)	II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Aeroflot c/s, n/t Air Service Belbek 5P ATI Airlines Ukraine Air Force South Airlines	d/d SIN ATH KBP OST KBP KBP	29apr86 24may93 23oct94 29jun95 05dec96 04may99 12nov06	line # 51-06; rgd 30jun87; delivered to Melitopol; f/n FRA 10nov90; l/n UTC 25apr93 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 l/n OST 07oct96; see next line based at Kiev based mar97, operated by Avialiniyi Ukrayiny; l/n OST 16may97; not in 1998 fleet list; with 'Ukraine' titles; seen KBP sep99/may04 wfu flight plan only this date; c/n confirmed; f/n SHJ 10jan07; seen SHJ 30may07, in full c/s; l/n FJR 12dec09; see c/n 0073475268
	EK-76021	II-76TD	Air Highnesses	rgd	20jan10	f/n MCT 17feb10, in basic South Airlines c/s, no titles; l/n FJR 06aug11; II-76 UN-76021 c/n 0013430890 also existed
	EK-76921	II-76TD	V-Bird Avia		12aug11	flight planned Yerevan-Erebuni to Fujairah this date; operated by SKIVA Air LLC; seen SHJ 06oct11; l/n SHJ 03feb12; canx 05mar12
	EY-617	II-76TD	Khatlon Air n/t	trf	mar12	c/n confirmed; owned by Azilzoda FZE; in basic South Airlines c/s, no titles; f/n SHJ 09mar12; l/n Yerevan-Erebuni 03aug14

00634 67027	CCCP-76682 UR-76682	Il-78 Il-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; l/n Uzyn 22jun99; sold to A.T.E International (Rawalpindi, Pakistan) for \$6.42 million, see next line
	882790BT	Il-78MP	Pakistan Air Force	Mkk	30aug11	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; l/n Mykolayiv-Kulbakino 20sep11; ferried to Pakistan 23dec11
00634 68029	R11-004	Il-78MP	Pakistan Air Force	h/o	23dec11	l/n Nur Khan 10feb22
	CCCP-76683	Il-76MD	Soviet AF/AFL c/s	d/d	29mar86	line # 51-08; opb 369 vtap at Dzhankoi; f/n SVO 03jun89; l/n Sperenberg 13mar91
	UR-76683	Il-76MD	Atlant	KBP	29jun95	l/n OZH 07may97, titles not reported
	UR-76683	Il-76MD	Veteran	Mtp	06may98	based at Dzhankoi by mar97, operated by Veteran; l/n Melitopol 29apr99
	76683	Il-76MD	Ukraine Air Force	Mtp	27may02	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; l/n without name Melitopol 19jan14; named 'Oleksandr Bielyi' after a Ukrainian Air Force pilot who was killed 14jun14 when Il-76MD 76777 was shot down; f/n as such KBP 28feb18; l/n Deblin 14may22/08mar23; 7 Ukraine Air Force Il-76s still visible on Google Earth at Deblin 20sep24 @@@
00634 68036	CCCP-76684 UR-76684	Il-76MD Il-76MD	Soviet AF/AFL c/s Veteran	d/d OST	30apr86 03apr95	line # 51-09; delivered to Dzhankoi; no reports based at Dzhankoi mar97, operated by Veteran; l/n Kryvy Rih 17may98 not in 1998 fleet list; seen Kryvy Rih 26apr99, titles not reported
	UR-ZVA	Il-76MD	Aeroflot c/s, n/t	BTS	11dec02	opf Azov Avia, with small 'AA' on nose; l/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	Il-76MD	Soviet AF/AFL c/s	no	reports	line # 51-10; c/n only mentioned in a 1986 technical operations manual about the Il-76; opb 369 vtap at Dzhankoi; w/o 02apr87 on a training flight from Dzhankoi (practising formation flight at night) when Il-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. line # 52-01; d/d 31may86; toc 18jun86; rgd 15jul86; f/n ANC 08jun89; seen BKA 11apr91; still CCCP-08apr93
00634 68042	CCCP-76483	Il-76TD	AFL/Magadan-GDX	mfd	31may86	in Aeroflot c/s and titles; l/n OST 15sep97
	RA-76483	Il-76TD	Aeroflot	MSE	05aug93	l/n ZRH 06jan99
	RA-76483	Il-76TD	North-East Cargo	trf	25jul94	l/n DME 03sep00; seen with additional 'SVGAL' titles aug00
	RA-76483	Il-76TD	Atlant-Soyuz	OST	21aug98	f/n OST 17may01, in full c/s, operated an Atlant-Soyuz flight this date; not in dec01 fleet list
	RA-76483	Il-76TD	Sukhoi	LBG	06jun99	acquired jun01; f/n DME 02apr02; l/n UUS 17nov07
	RA-76483	Il-76TD	Airlines 400	rgd	25jan01	in basic Tesis c/s, with Volga-Dnepr titles and tail logo; l/n SVX 22mar10
	RA-76483	Il-76TD	Tesis	rgd	12jul01	in basic ex-Tesis c/s with Abakan Avia titles; l/n PEE 09apr10
	RA-76483	Il-76TD	Volga-Dnepr	KWI	may08	in white c/s, grey undersides and blue cheatline with small Aero Rent titles; l/n MSQ 23apr11
	RA-76483	Il-76TD	Abakan Avia	PEE	08apr10	in white c/s with blue cheatline, grey undersides and titles; CoFR renewal 07jul12; l/n ZIA 11aug12; seen ZIA 26sep12 without titles; l/n ABA 02nov12; stored at Orsha-Bolbasovo oct14/oct19; canx 13aug19; no longer visible on GE at Orsha-Bolbasovo sep20, presumably broken up
	RA-76483	Il-76TD	Aero Rent	Gos	sep10	line # 52-02; rgd 30jun87; delivered to 175 vtap at Melitopol; f/n OVB 03jul92
	RA-76483	Il-76TD	Aviacon Zitotrans	UUS	04jun11	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 titles; new CoFR issued 07jun00, as operated by 224 LO; last overhaul completed nov11; t/t 5,084 hours 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; l/n VKO 2021
00634 68045	CCCP-76686	Il-76MD	Soviet AF/AFL c/s	mfd	20mar86	line # 52-03; delivered to 369 vtap at Dzhankoi; f/n KBP 22sep94
	RA-76686	Il-76MD	Russian AF/AFL c/s	trf	1992	opb 1st regiment at KBP; according to an Ilyushin OKB listing based at Dzhankoi by mar97; l/n KBP 27aug97
	RA-76686	Il-76MD	Russian Air Force	VKO	20aug99	titles still visible under paint by 1999
00634 69051	CCCP-76687 UR-76687	Il-76MD Il-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d EIN	01jun86 23dec94	in legal documents as leased to Volare by the Ukrainian MoD from 05aug97; given in register as owned by Aerotekhsviss of Kiev; in basic 'blue' Aeroflot c/s with a logo on the fin, initially no titles; l/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 27feb22, seen 01apr22
	UR-76687	Il-76MD	Abakan Avia	lsd	unknown	line # 52-04; replacement for c/n 093416506; f/n LHR 14jul86; in full Iraqi Airways green c/s; l/n LHR 15aug88; evacuated to Iran 19jan91 and impounded there
	UR-76687	Il-76TD	Volare	OST	17dec97	c/n not confirmed; opb 73rd Transport Squadron at TFB.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; f/f 27jan09 after two years of storage at THR; overhaul including conversion completed in late 2009
00634 69055	YI-ANA	Il-76MD	IrAF/Iraqi Aw c/s	d/d	31may86	c/n not confirmed; operational; seen SYZ 15jan13, in all-white with grey undersides, no markings apart 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; l/n THR 16mar20
	5-8210	Il-76MD	Iranian Air Force	SYZ	14mar00	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
	5-8210	Il-76TD	Iranian Air Force	SYZ	feb10	line # 52-06; rgd 30jun87; delivered to Melitopol; f/n ORY 21oct90; l/n CGN 22oct93
00634 69057	"49"	A-50	Soviet AF/PVO	d/d	30sep87	l/n KBP 15may98
00634 69062	CCCP-76688	Il-76MD	Soviet AF/AFL c/s	d/d	31may86	l/n KBP 11sep99 wfu
	UR-76688	Il-76MD	Avialini. Ukrayiny	RKT	18jan96	'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 cheatlines; l/n LAD 23jul12
	UR-76688	Il-76MD	ATI Airlines	OST	apr97	c/n confirmed; in white c/s with grey undersides and two red cheatlines, 'OSB' (Organizacoes Santos Bikuku) titles; de-converted Il-76MD with filled in turret; l/n LAD sep15; visible on GE images at Saurimo (S9.68665 E20.42276) with 'D2-FEM' on top of the wings; l/n may21
	UR-76688	Il-76MD	Ukraine titles	IEV	04may99	line # 52-07; delivered to Uzyn; f/n 01jul89
	D2-FEM	Il-76MD	Angolan Air Force	HLA	oct04	refuelling equipment probably removed
	T-908	Il-76TD	Angolan Air Force	LAD	07nov12	based at Uzyn mar97; seen Uzyn 27jun99; refuelling equipment removed
00634 69066	CCCP-76689	Il-78	Soviet AF/AFL c/s	d/d	30sep86	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
	76689	Il-78	Ukraine Air Force	Uzn	28jun95	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 07jun16; canx 14jun16
	UR-76689	Il-78	BSL Airline	Mtp	06jul96	in bluish grey c/s with light grey undersides, red code; opb 38th Air Regiment at Wuhan-Paozhuwan; seen 24may22 active, now with yellow code, without refuelling equipment; l/n URC 17jul23
	UR-76689	Il-78	Ukraine Air Force	Blt	08aug08	line # 52-08; replacement for c/n 093418543; f/n FRA 17jul86; in full Iraqi Airways green c/s; l/n GVA 23feb90; evacuated to Iran 18jan91 and impounded there
00634 69071	UR-CPA	Il-78	NARP	rgd	12may16	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, with first test carried out at Dasht-e-Naz airport, Sari 06feb11; l/n THR 19nov11
	20643	Il-78	Chinese Air Force	ph.	nov16	all-white c/s and Iranian flag behind the cockpit; former prefix '15-' painted out and contours of IRGC badge still visible on tail
	YI-ANB	Il-76MD	IrAF/Iraqi Aw c/s	d/d	28jun86	reported active as such; in all-white c/s with Iranian flag behind the cockpit and without the badge on the fin; seen THR 02nov16, now with small badge on the tail; badge later removed; l/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; l/n BEN 16sep23
	15-2283	Il-76TD	Iranian RGC AF	THR	dec98	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
	2283	Il-76TD	Iranian RGC AF	KRT	apr12	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', 'Sneema' 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
	15-2283	Il-76TD	Iranian RGC AF	THR	jan14	line # 52-10; delivered to Uzyn; f/n mar91
00734 69074	CCCP-76454	Il-76/976	LII Zhukovski	d/d	30mar88	based at Uzyn mar97; refuelling equipment removed; l/n Uzyn 16may98; sold to Scimitar Systems S.A for \$ 3.495 million, see next line
	76454	Il-76LL	LII Zhukovski	ZIA	19aug07	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; l/n ZIA 08oct23
00634 69080	CCCP-76690 UR-76690	Il-78 Il-78	Soviet AF/AFL c/s BSL Airline	d/d MST	31dec86 18jan96	line # 53-01; d/d 30jun86; rgd 01aug86; f/n DME 25sep86; on charge as of 01oct86
	7T-WIN	Il-78	Algerian Air Force	d/d	jul99	carried no name
00634 69081	CCCP-76484	Il-76TD	AFL/East Sib.-IKT	mfd	30jun86	in basic ex Aeroflot c/s with white tail and titles; l/n MST 05sep91
	CCCP-76484	Il-76TD	Metro Cargo, n/t	AMS	10may91	in Aeroflot c/s and titles; l/n IKT 06jul92
	CCCP-76484	Il-76TD	Jet Air Cargo	BSL	22jul91	in Aeroflot c/s, no titles; l/n HEL 23sep94
	CCCP-76484	Il-76TD	Aeroflot	MST	10dec91	in basic Aeroflot c/s with Baikal Airlines titles
	CCCP-76484	Il-76TD	Baikalavia	trf	30jun92	leased from Baikalavia 01may02/01may05; l/n VKO 28sep07
	RA-76484	Il-76TD	Baikalavia	SVO	05sep93	l/n BRQ nov09
	RA-76484	Il-76TD	Baikalavia	DME	13mar96	
	RA-76484	Il-76TD	Tesis	BKA	28apr99	
	RA-76484	Il-76TD	Volga-Dnepr	KWI	05dec07	

00634 70088	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 engines
	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; l/n jan22; canx 24nov22; the airframe was present EBB 04dec22, satellite image shows '76484' still visible on top of the starboard wing, see next line
	TL-LIZ	II-76TD	Liz Aviation ?		20mar23	routed Lome to Bobo; details from flight trackers, giving this call-sign; last tracked flight 12jun23; photo Corlu 22jun23, in all-white c/s, no titles
	XT-EBO CCCP-76485	II-76TD II-76TD	Liz Aviation AFL/Yakutiya	MSQ mfd	26aug23 30jun86	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 16apr92
	76485 RA-76485 RA-76485 RA-76485 RA-76485 RA-76485 UN-76485 EW-258TH	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Yakutavia Yakutavia Sakha Avia Aviast Aviast East Line ATMA Gomelavia	YKS MST trf DME rgd DME SHJ GKE	05jul92 15oct92 20jul95 22nov01 09jul02 11jul04 13jan05 27jun07	carried both 'Aeroflot' and 'Yakutavia' titles carried both 'Aeroflot' and 'Yakutavia' titles; l/n SXF 10oct94 f/n YEG 24mar96; CoFR renewal 30sep96; l/n ZIA 14aug01
	UP-17637 EK-76485	II-76TD II-76TD	Asia Continental RUS Aviation	TMP rgd	19jun09 23oct09	with operator as East Line; seen DME 06mar03 with additional 'East Line' titles; l/n DME 16nov03 l/n RKT 06nov04; soc and canx 23aug04 as to Kazakhstan in basic Aeroflot c/s, no titles; l/n RIX jul06 c/n confirmed, former registration '76485' still in cockpit; reported as involved in an incident at KDH 14aug08, details not known; l/n SHJ 06may09 Asia Continental Airlines; l/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; l/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 between 01jan16 and 11mar16
	ER-IAR	II-76TD	Grixona	KRT	18jun15	c/n from the Ilyushin website; opb Sky Prim Air; in white c/s with grey undersides, no titles; l/n SAW 04sep15; canx between 01jan16 and 11mar16
	ER-IAX	II-76TD	Oscar Jet	toc	feb16 ?	in white c/s with grey undersides, no titles; ferried from Bila Tserkva to IEV 03mar16; f/n SAW 28apr16; l/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 Dzhanikoi; no reports; trf to the Ukrainian Air Force in 1992 leased from the Ukrainian Air Force; f/n Dzhanikoi 06jul96; based at Dzhanikoi, 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 UR-UCT	II-76MD II-76MD II-76TD	Ukrainian Cargo Aw United Nations Ukrainian Cargo Aw	ODS EBB YTR	24may02 10may07 05oct07	in all-white c/s; seen ATH 27aug04; l/n SSG 31may05 opb Ukrainian Cargo Airways; in full all-white UN c/s; l/n OZH 08jul07 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 oct10/apr19; offered for sale as scrap metal and sold to TOV Radalis 10dec19
	CCCP-76692 RA-76424	II-76MD II-76MD	Soviet AF/AFL c/s Atlant	mfd rgd	15jul86 08oct92	line # 53-04; d/d 15jul86 to Melitopol; f/n AOC 05jul91; rgd only 22nov91 according to Russian register and also mentioned in MGA document; no reports, returned to Ukraine; soc 06feb95, see rgd next line
00634 70096	UR-76424	II-76MD	Atlant	rgd	26jan93	photo exists EVN mar93, with a white tail and without a flag or emblem; f/n AMS 27feb94; l/n OST 06sep97
	UR-76424	II-76MD	ATI Airlines	SHJ	11nov97	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 the water and was still present on the airfield apr99; canx only 29sep03 !
	CCCP-76693 RA-76693	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Wer	29jul86 17jun93	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, still with titles
00634 70100	RF-76693 YI-ANC	II-76MD II-76MD	Russian Air Force IrAF/Iraqi Aw c/s	OVB d/d	28feb17 18jun86	in basic Aeroflot c/s, no titles; l/n OVB jan22 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 Il-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 registration
00634 70107	5-8205	II-76	Iranian Air Force	THR	dec98	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, l/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 THR 12mar22 active
	CCCP-76694 UR-76694 UR-76694 UR-76694 UR-76694 D2-FCM	II-76MD II-76MD II-76MD II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Veteran Yakutaviatrans Veteran Aeroflot c/s, n/t Angolan Air Force	d/d ZRH LUX ZIA Dzh LAD	15aug86 23dec93 13jan94 06may94 15sep96 15mar01	line # 53-07; delivered to Dzhanikoi; f/n VKO 28aug93; l/n LNZ 05sep93 all-white with small titles, no flag still wearing small 'Veteran' sticker l/n Dzhanikoi 04jul96 still with titles ?; Dzhanikoi based operated by Veteran mar97 l/n Uzyn 22jun99; not in 1998 Veteran fleet list 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; l/n MSQ 11may06, same c/s, no titles; seen LAD 17mar07, dark grey c/s with light grey undersides, no titles; l/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
	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; l/n Melitopol 06may98
	UR-UCX UR-UCX UR-UCX	II-76MD II-76TD II-76TD	United Nations United Nations Ukrainian Cargo Aw	VIE FIH OZH	14oct00 12feb05 08jul07	owned by Ukrainian Cargo Airways; converted to, see next line owned by Ukrainian Cargo Airways; l/n JNB 28aug06 in all-white c/s, no titles; stored at OZH according to UCA fleet list 01mar07; sat wfu at OZH, seen jul07/aug18; canx 03feb10; l/n OZH 06oct10/15apr19, serial removed
	CCCP-76696 UR-76444 RA-76444	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force Atlant	d/d rgd EIN	06aug86 26jan93 27jul94	line # 53-09; delivered to Melitopol; f/n in East Germany before 1990; rgd only 22nov91 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; l/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; l/n VIE 13oct99 in all-white c/s without titles; l/n airworthy KBP 07jun05; canx 13aug08; sat wfu at KBP, seen may06/oct19; offered for lease feb17
	CCCP-76697 UR-76697 UR-76697 76697	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Veteran Ukraine Air Force Ukraine Air Force	d/d OZH FFD Mtp	12aug86 22mar97 21jul99 27may02	line # 53-10; delivered to 369 vtap at Dzhanikoi; f/n Sperenberg 22mar91; l/n AMS 26dec93 based at Dzhanikoi by mar97, operated by Veteran; l/n Kryvy Rih 17may98 based at Kryvy Rih by jun99; in basic 'blue' Aeroflot c/s, no titles; l/n TSR 18jun00 opb 25 BrTrA at Melitopol; initially in basic 'blue' Aeroflot c/s, no titles; l/n as such Melitopol 31jul13; seen 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 Melitopol 03oct18; flew from Lielvarde via KBP to Melitopol 17feb22; reportedly the Il-76 which was destroyed by a Russian attack on Melitopol 24feb22 (burnt out completely)
	CCCP-76698	II-76MD	Soviet AF/AFL c/s	d/d	31aug86	line # 54-01; delivered to 369 vtap at Dzhanikoi; 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 Dzhanikoi by mar97, operated by Veteran; l/n Melitopol 06may98; seen Melitopol 29apr99, titles not reported
	UR-76698 76698	II-76MD II-76MD	Ukraine Air Force Ukraine Air Force	LWO Mtp	2001 27may02	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; l/n Mykolayiv-Kulbakino 14jul17, active
00634 71125	CCCP-76455	II-76/976	LII Zhukovski	d/d	18may89	line # 54-02; missile tracking/telemetry relay aircraft; delivered to Zhukovski, late d/d; in Aeroflot c/s; f/n Tashkent-Tuzel 25apr89; l/n ZIA 23aug97
	76455	II-76/976	LII Zhukovski	ZIA	17aug99	Aeroflot c/s; with Russian flag, but 'CCCP-' prefix still carried on the wings when seen ZIA 23aug03; f/n after modernisation ZIA 12sep17; l/n ZIA 21aug18; seen ZIA 12oct22, in bare metal c/s, active
00634 71131	CCCP-76699	II-76MD	Soviet AF/AFL c/s	d/d	28aug86	line # 54-03; opb 175 vtap at Melitopol; f/n in (former) East Germany before 1991; l/n SZW 05jul91; rgd only 12mar92
	UR-76699	II-76MD	Ukraine Air Force	Mtp	22mar97	based at Melitopol, operated by Avilond by mar97; in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; l/n Zeltweg 01jul00
	76699	II-76MD	Ukraine Air Force	Mtp	27may02	opb 25 BrTrA at Melitopol; in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; was stored at 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 26apr19; seen KBP 22aug21; underwent maintenance at Melitopol and was captured there by Russian

00634 71134	CCCP-76700 UR-76700 UR-76700 76700	II-76MD Ukraine Air Force ATI Airlines Ukraine Air Force	Soviet AF/AFL c/s Ukraine Air Force ATI Airlines Ukraine Air Force	d/d Nor DXB Mtp	10sep86 15aug94 13oct97 08jul07	forces in late feb22; was adorned with the slogan 'Sila Rossi v kazhdom iz nas' (The strength of Russia is 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, Borispl; based at Dzhankoi mar97, operated by Veteran l/n BAK 30aug01; Azerbaijan logo; not in fleet list 13sep00 l/n Melitopol 06aug08/10may13
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 11aug92 in Aeroflot c/s; based at Zhukovski mar97; seen wfu Zhukovski 17aug99, engines and nose gear unit missing; l/n ZIA aug07/aug19, wfu line # 54-06; delivered to Ukurei; f/n Klin-5 airbase 07jul94; Ukurei based mar97; l/n Ivanovo-Severnoy 06aug99 opb 2457 AB BP SRLDN at Ivanovo-Severnoy; l/n Ivanovo-Severnoy 15jul13 in basic Aeroflot c/s, no titles, equipped with guns; seen Ivanovo-Severnoy 11aug18 in water-bomber configuration; l/n LED 16sep23 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 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; l/n ADD 10feb03; canx 19feb03 reportedly leased from Sky Wind; in basic Aeroflot c/s with an 'AZAL' logo on the fin, no titles; l/n SHJ 27nov04; 4K-AZ22 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-AZ22 still visible under paint on tail, see above line; l/n FJR 22feb06; leased from Styron Trading Inc. and returned 03mar06 in basic Aeroflot c/s with an 'AZAL' logo on the fin; f/n JNB may06, with 'Lines-Cargo' titles and 4K-AZ22 still visible under paint on tail, see above lines; l/n as such PEK aug06; 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 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 to Technoline FZC of Sharjah, UAE; in basic Aeroflot c/s with white fin, no titles; l/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 seen FRU the same date, in all white c/s, grey undersides, no titles; l/n NDJ aug21 photo also at Khost, in all white c/s with Bu Shames titles; l/n KRT 21oct22; l/n FJR 19jan24, without titles ?
00634 71142	CCCP-76702 RA-76702 RF-76702	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d Iva Iva	18sep86 04aug01 30jul15	line # 54-08; delivered to Dzhankoi; f/n Spenberg 26jul91; seen SVO 27apr93; l/n ZIA 15may93; see next line 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 Ukrainian MoD from 05aug97; l/n OST 1may01 l/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; l/n NLV 03sep09; stored at NLV all-white c/s without registration, photo as such 17jan11 according to Ilyushin website jul11, presumably ntu according to Ilyushin website jul12, presumably ntu without registration painted on this date; l/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 register 31dec15; l/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; l/n PRG 1988; evacuated to Iran 16jan91 and impounded there 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; l/n as II-76TD THR 02sep06; l/n as such THR feb10; seen under rework at Zhukovski 06apr10; seen flying Zhukovski 25jan11, repainted with white fuselage, large green and smaller red cheatline along the fuselage and tail, grey undersides, no titles; l/n THR 19nov11 at Hama, Syria; wet-leased by Syrian Air, in a slightly revised scheme, without the red cheatline and trim, with Syrian Air titles, logo and Syrian flag; l/n Hama 22sep13 f/n THR 03jan16; in white c/s with grey undersides, green cheatline and stripe across the tail; l/n Karaj 06mar24, in water bomber configuration line # 54-10; delivered to Melitopol; rgd 28dec88; was already f/n Kabul jul88 white tail, operated by SAA; l/n ORY 23nov92 departed JNB 17jul94 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 flight planned with 'UTU' call-sign this date; operator reported in UN report as such; l/n KRT 01dec06 c/n confirmed; tail turret filled in; in all-white c/s with 'Trans Attico Cargo' titles; l/n KRT 28apr09 l/n MJ1 07oct09; seen KWG 13apr10 all-white c/s with just 'Cargo' titles in green; l/n MJ1 12nov11, with prefix removed; according to Ilyushin.org 25sep19, was authorised to fly until 30oct11, prior to next overhaul; fate ? line # 55-01; delivered to 175 vtap at Melitopol; f/n Spenberg 26dec88 f/n JNB 24apr93 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 line # 55-02; delivered to Dzhankoi; f/n Jüterbog 18jul91; see c/n 073410292 l/n ZIA 24aug95 f/n Dzhankoi 06jul96; based at Dzhankoi mar97, operated by Veteran; l/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' 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 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 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 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; l/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) opb the outlet of 929 GLITs at Chkalovski; in basic Aeroflot c/s, no titles and no badge; l/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 opb Belarus Air Force basic ex Aeroflot c/s with blue tail, no logo or titles; seen Minsk-Machulishchi 17jun00; l/n Minsk-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 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-Severnoy 19aug01 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 converted in 1998 to II-76TD, tail turret removed; l/n ZIA 19aug99 l/n DME 03sep00; in basic Trans Avia Export c/s to Krylo ?; f/n DME 13aug01; l/n VKO 16aug01; Atlant-Soyuz logo only leased from Trans Avia Export 25mar02/31mar03; leased to Ilavia 10mar04/10sep04 and seen DME 23jun04 with additional small 'Ilavia' titles l/n JNB 27aug05; in basic Aeroflot c/s with all white tail, no and small Belarus flag c/n confirmed; f/n KRT 17jun06; current on register jan07; l/n KRT 27feb07, named 'Sadem' photo proof as such; with additional 'www.airtaxisudan.com' titles, named 'Sadem' l/n POR 28aug07, in all-white c/s current in fleet list jan08; photo MSQ 20jan08, all-white c/s without registration; seen DME 09jul08, all-white with serial and titles; l/n SHJ 12mar09, as such; seen MSQ 16jun09 in full colours; l/n MSQ 18may12; subsequently preserved MSQ and f/n as such 15sep12; l/n 07may13; replaced by c/n 0003427796 and moved back onto the airfield; l/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 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

00634 73187	CCCP-76711	Il-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 Il-76TD; seen VKO 17jun99, but prefix and titles not reported, CoFR issued 25feb99 to Ilavia ? according to Russian register feb01 tail turret removed; l/n ZIA 21aug99; not in apr00 fleet list in all-white c/s with titles and logo on the fin; l/n MSQ 20may05; leased 29aug00/31aug01 from Trans Avia Export and still in their fleet list 01sep03 seen MSQ 27aug07 in all-white c/s without titles, wfu; h/o to the "Aviastar" at Ulyanovsk in 2007 as an instructional airframe for the preparation of the production of the Il-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 (N54.374246 E48.616995) with "MAKET" titles on lower fuselage port side only; l/n 18aug18
	EW-76711 EW-76711	Il-76TD Il-76TD	Ilavia Atlant-Soyuz	ZIA ADD	19aug99 15mar01	
	EW-76711	Il-76TD	Trans Avia Export	MSQ	11aug06	
00634 73190	CCCP-76712	Il-76MD	Soviet AF/AFL c/s	d/d	28nov86	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 Il-76TD f/n SHJ feb99; tail turret removed; canx 26feb99 as to Belarus; CoFR renewal 09mar99 l/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 future, if required, according to Trans Avia Export document 27jan15
	RA-76712 EW-76712 EW-76712	Il-76TD Il-76TD Il-76TD	Ilavia Ilavia Trans Avia Export	rgd OST MSQ	09jul98 07jun99 11may06	line # 55-09; d/d 29nov86 to Taganrog; f/n Sprenberg 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 11aug16; l/n LED 30dec21
00634 74193	CCCP-76713 RA-76713	Il-76MD Il-76MD	Soviet AF/AFL c/s Russian Air Force	mfd LUX	29nov86 06may99	line # 55-10; delivered to Gyandzha, later Ukurel based based at Orenburg mar97; l/n Chelyabinsk-Shagol sep08, faded Aeroflot titles location unknown, in basic Aeroflot c/s, no titles; l/n CKL jul14 in basic Aeroflot c/s, no titles; chaff dispensers and under wing pylons fitted to carry bombs; seen Ivanovo-Severn 19aug17, in water bomber configuration; l/n ZIA 18may21
00634 74198	CCCP-76714 RA-76714 RA-76714 RF-76714	Il-76MD Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	d/d Ors ph. ph.	26dec86 21apr97 jul10 29jan15	at ZIA; in basic Aeroflot c/s, no titles; now without guns and turret; l/n LED 24aug24
00734 74203	RF-76714 CCCP-76758	Il-76MD-M Il-76TD	Russian Air Force MAP Ulyanovsk APK	photo mfd	30dec86	line # 56-01; d/d 30dec86 to Ulyanovsk East; with tail turret; rgd 16sep87, version given as such in Soviet register; f/n BKA 25sep91
	CCCP-76758 CCCP-76758	Il-76TD Il-76TD	Volga-Dnepr Heavylift	STN STN	04nov91 29jan92	l/n BKA 22feb92; with additional small 'Oil Spill Service Centre, Southampton' titles, f/n SOU mar92, l/n STN 09sep92
	RA-76758	Il-76TD	Heavylift	STN	24feb93	with additional small 'Oil Spill Service Centre, Southampton' titles, l/n STN 28jun94; seen ZRH 13feb95 with just Heavylift titles
	RA-76758	Il-76TD	Volga-Dnepr	STN	10dec95	still with tail turret and in full c/s; l/n ZIA 22aug99; turret removed by oct99; f/n YHM oct99; l/n BTS 09nov02; damaged beyond repair by a typhoon at Guam 08dec02; soc 22may03; canx 26may03
00734 74208	CCCP-76456	Il-76/976	MAP LII Zhukovski	d/d	23oct89	line # 56-02; missile tracking/telemetry relay aircraft; delivered to Zhukovski, late d/d; in Aeroflot c/s; f/n ZIA jun92; l/n ZIA 17aug01; converted in early 2004 to, see next line
	76456	Il-76LL	Chinese Air Force	ZIA	23aug04	engine test-bed; d/d 2005; opb China Flight Test Establishment; carried no markings apart from 'China Flight Test Establishment' logo and titles; used to test the WS10 turbofan engine (for the J10 and J11 fighters)
	760	Il-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 engine (for the Y20 transport) in spring 2013 and the WS18 turbofan engine 29oct14/16dec14
00734 74211	CCCP-76716 UR-76716 UR-76716	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Lana ATI Airlines	d/d OST ALP	29jan87 12jan94 16sep97	line # 56-03; delivered to Dzhankoi; f/n in (former) East Germany 20nov90 photo with 'Lana' titles, OST dec94; l/n Kryvy Rih 21mar97; based at Kryvy Rih mar97, operated by Lana in all-white c/s, grey undersides; seen OST 04jul99 with additional AZAL tail logo and small 'AHC' on tail; l/n SXF 23dec00
00734 74216	UR-76716 CCCP-76717(1) UR-76717(1) 4K-76717(1) UR-76717(1) UR-76717(1)	Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD	white/grey, n/t Soviet AF/AFL c/s Veteran Veteran Ukraine Air Force Lviv Airlines	Mtp d/d ZIA SHJ Krv OST	27may02 29jan87 24aug95 17mar96 26apr99 09apr00	l/n Melitopol may07/30jun13 stored line # 56-04; delivered to Dzhankoi; f/n DME 12jun90; see c/n 0043450484 based at Dzhankoi mar97 l/n SHJ 03apr97; l/n Kryvy Rih 05may98, but prefix not read in basic Aeroflot c/s with Air Force roundels, no titles 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 Il-76; still in fleet list jan04; stored with damaged nose at LWO, seen aug05/jan12; canx 13aug08; offered for sale 06may11 with t/t 3,249 hours and 1,582 cycles; in the process of being broken up 28jan12
00734 74219	CCCP-76718 RA-76718	Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Tgr	31jan87 20jun99	line # 56-05; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Taganrog-Tsentralny 16sep11, still with titles; stored Staraya Russa apr12/oct12
	RA-76718	Il-76MD	Russian Air Force	Roc	30nov13	in basic Aeroflot c/s, no titles; equipped with guns; seen OVB 19may15; l/n Taganrog Tsentralny 12mar19, stored, no engines
00734 74224	YI-ANE	Il-76MD	IrAF/Iraqi Aw c/s	d/d	23mar87	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
	5-8202	Il-76TD	Iranian Air Force	ph.	oct05	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-term 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 'Il-76TD' designation behind the cockpit, had not flown since may09 due to fatigue in wing components; l/n SYZ feb14/feb22
00734 74226	CCCP-76719 RA-76719	Il-76MD Il-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; l/n Taganrog-Tsentralny 10aug99
	RA-76719 CCCP-76720 RA-76720	Il-76MD Il-76MD Il-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; l/n PEK 17may24 line # 56-08; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; l/n operational Taganrog-Tsentralny 31aug04; stored at Taganrog-Tsentralny, l/n sep11/aug12
00734 75236	RF-76720 YI-ANF	Il-76MD Il-76MD	Russian Air Force IrAF/Iraqi Aw c/s	OVB d/d	23aug16 30may87	in basic Aeroflot c/s, no titles; l/n VKO 16aug24 line # 56-09; replacement for c/n 093421637; f/n FRA 16jul87; evacuated to Iran 16jan91 and impounded there
	15-2281	Il-76MD	Iranian RGC AF	no	reports	c/n from Pars Aviation Service; possibly the reports of 15-2291 actually concern this aircraft; last overhaul completed 30oct96; dbr 24feb87 from 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; l/n sep10
00734 75239	CCCP-76721	Il-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 based at Uzyn mar97; refueling equipment removed; l/n Uzyn 22jun99
	UR-76721 D2-FEW	Il-78 Il-76TD	BSL Airline Angolan Air Force	MST d/d	24feb95 feb02	f/n LAD 06feb03; opb Angola Air Charter according to JP-05, converted to Il-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 c/s, no titles; seen MSQ 27aug07 in dark grey c/s with light grey undersides, no titles; l/n LAD 28mar09
00734 75242	T-907 D2-FEW CCCP-76722	Il-76TD Il-76TD Il-76MD	Angolan Air Force Angolan Air Force Soviet AF/AFL c/s	LAD LAD d/d	11may10 20jul12 26feb87	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; l/n LAD 22dec14; possibly broken up line # 57-01; delivered to Taganrog; f/n Werneuchen 22apr93; l/n Ribnitz-Damgarten 08nov93, equipped with guns and flare dispensers
	RA-76722 RA-76722	Il-76MD Il-76MD	Russian AF/AFL c/s Russian Air Force	Maw PKV	26jan94 sep06	based at Taganrog-Tsentralny mar97; l/n Taganrog-Tsentralny 31aug04 in basic Aeroflot c/s, no titles; seen CKL 14jul10, equipped with guns; seen Staraya Russa 27nov11, parts missing prior to overhaul; l/n OVB 17jun15
00734 75245	RF-76722 CCCP-76723 RA-76723	Il-76MD Il-76MD Il-76MD	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	Tgr d/d Ors	18aug15 27feb87 21apr97	in basic Aeroflot c/s, no titles; l/n VKO 28aug23 line # 57-02; delivered to Ukurel; f/n in (former) East Germany 12jan91 based at Orenburg mar97; l/n Orenburg-2 (Southwest) 29aug97; was destroyed on emergency landing at Privolshskiy 23jun00, overrun on landing after an inflight fire
00734 75250	CCCP-76724 RA-76724	Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Tgr	28feb87 20jun99	line # 57-03; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny mar97/sep11; named 'Georgi Pakilyov' after a former Commander of the VTA, f/n as such CKL sep09; l/n SVX sep16, still with Aeroflot titles
00734 75253	RA-76724 RF-76724 CCCP-76725 RA-76725 RA-76725 RF-76725 "36" red	Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD A-50	Russian Air Force Russian Air Force Soviet AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Soviet AF/PVO	Kub VKO d/d Grd KLD OVB d/d	apr17 29aug19 28feb87 27may94 03may12 07sep16 25jan88	in basic Aeroflot c/s, no titles, but still named 'Georgi Pakilyov'; l/n OVB jun17 in basic Aeroflot c/s, no titles; l/n over Moscow 07may22 line # 57-04; delivered to Taganrog; f/n in (former) East Germany 04jun90 based at Taganrog mar97; l/n Taganrog-Tsentralny 31aug04; l/n l/n Pskov sep10 in basic Aeroflot c/s, no titles; l/n CKL 03feb16 in basic Aeroflot c/s, no titles; l/n OVB may23
00734 75260	CCCP-76726 RA-76726 RA-76726 RF-76726	Il-76MD Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	f/f Wit KLD ph.	28feb87 07jun94 30dec11 07apr17	line # 57-05; delivered to Beryozovka and still based there mar97; late d/d; probably one of the eight uncodded A-50s Ivanovo-Severn summer 1999, code "36" read off covers 06aug99/30aug07
00734 75268	CCCP-76727(1)	Il-76MD	Soviet AF/AFL c/s	mfd	31mar87	line # 57-06; delivered to Taganrog; f/n Eberswalde-Finow 22nov92 based at Taganrog by mar97; l/n ROV 18jun10; last overhaul completed in 2011 in basic Aeroflot c/s, no titles; l/n OVB 15apr16 in basic Aeroflot c/s, no titles; l/n Moscow region 2020
	UR-76727(1)	Il-76MD	Volare logo, n/t	MST	14feb96	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)	Il-76MD	East Line	OST	14jul00	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; l/n BKK 09oct99 carried a 'Volare' logo on fin; l/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 seized asset, due to substantial debts owed by the company; l/n NLV 03sep09 f/n NLV 02nov10; with blue cheatline, white top and tail with grey undersides; ferried NLV-SHJ 13nov10 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 based at Dzhankoi mar97; l/n OZH 07may97; not in 1998 fleet list l/n IST 12jan00 opb Ukraine Cargo Airways; in white/grey c/s, titles not noted; l/n OZH 28may02 as such; not in fleet list 01mar07; seen OZH 08jul07 in all-white c/s, no titles; l/n OZH 06aug08/07sep09 as such; canx 13aug08; 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 Air Force in 1992 leased from the Ukrainian Air Force; based at Dzhankoi, opb Veteran by mar97; l/n OZH 07may97 in official register, but not taken up carried an 'Azerbaijan' logo; not in fleet list 13sep00 l/n OZH 28may02 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' 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 oct10/aug18; offered for sale as scrap metal and sold to TOV Radalis 10dec19 line # 57-10; opb 409 apsz at Uzyn; no reports 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 basic Pakistan c/s with '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 delivery/ferry flights (a sort of diplomatic clearance number) in full c/s; f/n ISB 29oct10; l/n CTU 17mar22 line # 58-01; d/d 28apr87; toc 28may87; rgd 12jun87 named 'Zurigo'; photo LUX 16feb91 all white c/s grey undersides with Red Cross, no titles; seen LNZ 13mar91 again with titles and name; l/n AMS 09may91, as such
		3X-GFK	II-76TD	GR Avia, n/t	rgd	23jun10	
00734 75270		CCCP-76728 UR-76728 UR-UCR UR-UCR	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Veteran Ukrainian Cargo Aw United Nations	d/d AMS IST BDS	31mar87 11jan94 21oct98 19mar01	
00734 76275		CCCP-76729	II-76MD	Soviet AF/AFL c/s	mfd	23mar87	
		UR-76729 HA-TCF UR-76729 UR-UCU UR-UCU UR-UCU UR-UCU	II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD	Veteran Napkelet Airlines ATI Airlines United Nations Ukrainian Cargo Aw United Nations Ukrainian Cargo Aw	AMS res OST BDS BUD KRT BEG	03mar94 1995 21jun98 08oct00 05mar03 25oct05 01apr06	
00734 76277		CCCP-76730 UR-76730 76730 -- 883383BC	II-78 II-78 II-78 II-78 II-78MP	Soviet AF/AFL c/s BSL Airline ex-Aeroflot c/s Pakistan Air Force Pakistan Air Force	d/d OST Mtp Mkk Mkk	31may87 15dec94 27may02 23jul10 27aug10	
00734 76281		R10-002 CCCP-76486 CCCP-76486	II-78MP II-76TD II-76TD	Pakistan Air Force AFL/Yakutiya-YKS Metro Cargo	d/d mfd CGN	29oct10 28apr87 09jan91	
		CCCP-76486 CCCP-76486 RA-76486 RA-76486 RA-76486 RA-76486 RA-76486	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Jet Air Cargo Aeroflot Aeroflot Sakha Avia Aviast East Line Aviast	BSL BKA MST trf rgd rgd rgd	22jul91 22feb92 17sep92 19oct94 15mar00 20sep02 11mar03	
00734 76288		YI-ANG	II-76MD	IrAF/Iraqi Aw c/s	d/d	26jun87	
		5-8203	II-76MD	Iranian Air Force	SYZ	14mar00	
00734 76290		5-8203 CCCP-76731 RA-76731 RA-76731 RF-76731	II-76MD II-76MD II-76MD II-76MD II-76MD	Iranian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	SYZ d/d Maw ph. PKV	feb10 30apr87 14mar94 jun12 mar17	
		CCCP-76732 UR-76732 76732	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Air Service Ukraine Air Force	d/d AMS Mtp	29apr87 12sep95 27may02	
00834 76298		"37" red "37" red	A-50 A-50	Soviet AF/PVO Russian Air Force	d/d TGK	29jun88 31aug03	
		"37" red	A-50U	Russian Air Force	TGK	22jul09	
		RF-93966	A-50U	Russian Air Force	ph.	09may14	
00734 76304		CCCP-76733 RA-76733 RA-76733 RF-76733	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	d/d Spr Nvk OVb	30apr87 05jun93 05aug01 05may16	
		YI-ANH	II-76MD	IrAF/Iraqi Aw c/s	d/d	30jun87	
00734 76307		CCCP-76734	II-76MD	Soviet AF/AFL c/s	d/d	31may87	
		EW-76734 EW-76734 EW-76734 EW-76734 EW-76734 EW-76734 EW-76734	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Ilavia East Line Krylo Atlant-Soyuz Trans Avia Export Volga-Dnepr	ZIA DME no DME TAM MSQ	17aug99 jan00 reports 02apr02 21jun02 09may08	
00734 76314		CCCP-76735	II-76MD	Soviet AF/AFL c/s	d/d	25may87	
		RA-76735 RA-76735 EW-76735 EW-76735 EW-76735	II-76MD II-76TD II-76TD II-76TD II-76TD	Aeroflot Ilavia Aero Concept Atruvera Trans Avia Export	ZIA SHJ ZIA feb03 MSQ	23aug97 feb98 17aug99 feb03 11may06	
00734 76317		CCCP-76736	II-78	Soviet AF/AFL c/s	d/d	31aug87	
		76736	II-78	Ukraine Air Force	Uzn	10may98	
00734 77323		CCCP-76737(1)	II-76MD	Soviet AF/AFL c/s	mfd	31may87	
		RA-76737(1) EW-76737(1) EW-76737(1) EW-76737(1)	II-76TD II-76TD II-76TD II-76TD	Ilavia Volga-Dnepr Volga-Dnepr Atruvera	rgd rgd SNN DME	16jun97 19jul99 17sep99 15jan02	
00734 77326		EW-76737(1) EW-76737(1)	II-76TD II-76TD	Atlant-Soyuz Trans Avia Export	MSQ MSQ	20may05 11aug06	
		RA-78699(1)	II-76TD	Chinese Air Force	ZIA	11dec13	
00734 77326		27603 20542 CCCP-76738 RA-76738 RA-76738	II-76TD II-76TD II-76MD II-76MD II-76MD	Chinese Air Force Chinese Air Force Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	no ZUH mfd Spr CGN	reports 09nov14 01jun87 28jun94 20jul07	
		CCCP-76739	II-76MD	Soviet AF/AFL c/s	d/d	30jun87	

	RA-76739	Il-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 11jan13
00734 77335	RF-94406	Il-76MD	Russian Air Force	ph.	mar14	at Rostov-na-Donu Tsentralny; c/n from russianplanes.net
	RF-76739	Il-76MD	Russian Air Force	SVX	11jul14	in basic Aeroflot c/s, no titles; l/n OVB 10jul21
	CCCP-76740	Il-76MD	Soviet AF/AFL c/s	d/d	30jun87	line # 59-04; delivered to Taganrog; f/n Finsterwalde 19mar93; l/n Gross Dölln (Templin) 04aug93
	RA-76740	Il-76MD	Russian AF/AFL c/s	Grd	03apr94	opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; named 'Taganrog' oct02; l/n Taganrog-Tsentralny 07feb13, still with titles
00734 78337	RF-76740	Il-76MD	Russian Air Force	Tgr	sep14	in basic Aeroflot c/s, no titles, with Chaff dispensers; l/n OVB mar22
	CCCP-76741	Il-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 opb the A-50 otrtyad 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
00734 78343	RA-76741	Il-76MD	Russian AF/AFL c/s	Kln	12oct94	in basic Aeroflot c/s, no titles; seen SVX 01nov13; to undergo overhaul at 360 ARZ in 2017; l/n TAS 24may24
	RA-76741	Il-76MD	Russian Air Force	PKV	jan08	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; l/n BOM 19aug19, still coded 'Z'
00734 78346	KI2901	Il-76MD	Indian Air Force	Ban	12feb23	in grey c/s, coded 'Z'; l/n IXC 27oct24 still coded 'Z'
	CCCP-76742	Il-78	Soviet AF/AFL c/s	d/d	30sep87	line # 59-07; opb 409 apsz at Uzyn; f/n CGN 29may91
	UR-76742	Il-78	BSL Airline	OST	01sep94	based at Uzyn mar97; l/n Uzyn 27jun99; refuelling equipment removed
	UR-76742	Il-78	Ukraine AF, n/t	Mtp	27may02	l/n Mykolayiv-Kulbakino 01sep09, stripped; sold to A.T.E International (Rawalpindi, Pakistan) for \$6.42 million, see next line
00734 78349	R09-001	Il-78MP	Pakistan Air Force	Mkk	14nov09	d/d dec09; l/n CTU 03aug10
	883374BC	Il-78MP	Pakistan Air Force		19dec10	probably no Pakistan reported, flag or serial were carried and flew under this temporary Ukrainian number allowing it to overfly countries on delivery/ferry flights (a sort of diplomatic clearance number)
	R09-001	Il-78MP	Pakistan Air Force		25dec10	again in full colours; seen Nikolaev-Kulbakino 24mar12; l/n URC 01jun24
	CCCP-76743	Il-76MD	Soviet AF/AFL c/s	d/d	30jul87	line # 59-08; delivered to Taganrog; f/n SVO 07apr89; l/n Werneuchen 08jun93
00734 78353	RA-76743	Il-76MD	Russian AF/AFL c/s	Maw	22mar94	opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; l/n operational Taganrog-Tsentralny 12may08; stored at Taganrog-Tsentralny, l/n sep11
	RF-76743	Il-76MD	Russian Air Force	Tgr	nov12	active, repainted and equipped with guns; l/n ARH 29mar17
	RF-76743	Il-76MD	Russian Air Force	Kub	25aug17	in basic Aeroflot c/s, no titles Kubinka 25aug17; l/n CKL 22mar20
	K2902	Il-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 uncoded
00734 78359	CCCP-76744	Il-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	Il-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 thousand litres of A-76 petrol; subsequently released and returned to Ukraine
	UR-76744	Il-78	BSL Airline	OST	16oct94	based at Uzyn by mar97; l/n Uzyn 27jun99
	76744	Il-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
00734 79362	UR-CLX	Il-78	NARP	rgd	28jul14	for the Chinese Air Force; delivered to Wuhan-Yangluo 18sep14; canx 23sep14
	20641	Il-78	Chinese Air Force	ph.	mar14	the first to be delivered; in bluish grey c/s with light grey undersides, red code; opb 38th Air Regiment at Wuhan-Paozhuan; l/n OVB 12jan21, without refuelling equipment and en route to ZIA and Staraya Russa for overhaul, now with yellow code
	CCCP-76745	Il-76MD	Soviet AF/AFL c/s	d/d	30jul87	line # 60-01; delivered to Taganrog; f/n 1992
	RA-76745	Il-76MD	Russian AF/AFL c/s	Fst	08apr93	opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Taganrog-Tsentralny 19sep11, still with titles
00734 79367	RA-76745	Il-76MD	Russian Air Force	BJY	02sep12	in basic Aeroflot c/s, no titles; l/n Ryazan-Dyagilevo 08sep16
	RF-76745	Il-76MD	Russian Air Force	OVB	01apr17	in basic Aeroflot c/s, no titles; l/n OVB 06oct21
	CCCP-76487	Il-76TD	AF/LYakutiya-YKS	mfd	31jul87	line # 60-02; d/d 31jul87; toc 18aug87; rgd 02sep87; f/n BKA 25sep91; l/n YKS 03jul92
	RA-76487	Il-76TD	Aeroflot	SVO	20apr93	
	RA-76487	Il-76TD	Sakha Avia	trf	19oct94	f/n VIE 05apr96; seen with additional 'Samara' titles dec98/21aug99
	RA-76487	Il-76TD	Aviast	ZIA	18aug00	seen with additional small 'East Line' titles 08oct02; l/n DME 24aug03; not in fleet list 18nov04
	RA-76487	Il-76TD	no titles	RIX	01may05	in basic Aviast c/s; l/n RIX 02jun05; soc 10jun05 as to Kazakhstan
	UN-76487	Il-76TD	ATMA	ZIA	05aug05	in basic Aviast c/s, no titles
	UN-76487	Il-76TD	Air Almaty	LJU	24sep06	in basic Aviast c/s, with titles; l/n BRQ 02feb07
	UN-76487	Il-76TD	ATMA	DXB	13apr07	in basic Aviast c/s, with titles; l/n RKT 05mar08
	EK-76487	Il-76TD	Click Airways	SHJ	23may08	in basic Aviast c/s, no titles; later opb Ayk Avia; l/n KWI 01oct09
	EK-76111	Il-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; l/n EVN 13mar12; canx 11apr12
	EY-680	Il-76TD	Khatlon Air	trf	may12	in white/light grey c/s with blue cheatline, no titles; f/n EVN jun12
	EY-702	Il-76TD	Asia Airways	trf	dec12	in white c/s with two blue cheatlines; f/n DWC 11dec12
	ER-IAW	Il-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; l/n KBP 25feb16; canx between 01jan16 and 11mar16
	ER-IAE	Il-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
00734 79371	UP-17651	Il-76TD	AZee Air	rgd	09jul19	f/n FJR 02dec19; owned by Space Cargo Inc (FZE), operating for the Hafta Affiliated Forces (HAF) since mar20 according to UN document; l/n Beida 22mar20; AOC suspended 21apr20; canx 13may20; CoFA expiry 25sep20
	CCCP-76488	Il-76TD	AFL/Internat.-SVO	mfd	jul187	line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92
	RA-76488	Il-76TD	Aeroflot Russ. Al	SNN	20oct92	with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up
	CCCP-76746	Il-76MD	Soviet AF/AFL c/s	d/d	29aug87	line # 60-04; delivered to Taganrog; no reports
00734 79374	RA-76746	Il-76MD	Russian AF/AFL c/s	Grd	10may94	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
	RA-76746	Il-76MD	Russian Air Force	Chh	21feb13	in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13
	RF-76746	Il-76MD	Russian Air Force	ZIA	oct14	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
	RF-76746	Il-76MD-M	Russian Air Force	f/f	28feb16	the first Il-76MD-M; in basic Aeroflot c/s, no titles; now without guns and turret; f/n ZIA apr16
00934 79377	76746	Il-76MD-M	Russian Air Force	ZIA	may16	in basic Aeroflot c/s, no titles; l/n ZIA 04aug17; h/o 13mar18 at ZIA; l/n ZIA 23jul21
	"43" red	A-50	Soviet AF/PVO	d/d	31aug89	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-Severnoy in summer 1999
	"43" red	A-50	Russian Air Force	Iva	04aug01	c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severnoy; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossiya' titles, but still with Red Stars; l/n Vorkuta-Sovetskij 29may13
	RF-50608	A-50	Russian Air Force	trf	jul13	also carried code "43" red; opb agbbsdrlo 610 TsBPIPLS at Ivanovo-Severnoy; in white/grey c/s with 'VVS Rossiya' titles and Red Stars; f/n PKC sep14; l/n OVB 27aug17
00734 79381	RF-50608	A-50U	Russian Air Force	h/o	29dec21	also carried code "43" red; seen on a test flight over Taganrog in autumn 2021, in faded colours; opb agbbsdrlo 610 TsBPIPLS at Ivanovo-Severnoy; possibly slightly damaged 26feb23 whilst parked at Minsk-Machulishchi, was attacked by 'Belarusian 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
	CCCP-76747	Il-76MD	Soviet AF/AFL c/s	d/d	31aug87	line # 60-06; delivered to Taganrog; no reports
	RA-76747	Il-76MD	Russian AF/AFL c/s	Rzd	12jun99	opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Staraya Russa 10jun12, still with titles
	RA-76747	Il-76MD	Russian Air Force	KLD	23mar13	in basic Aeroflot c/s, no titles and equipped with guns; l/n ABA 19aug14
00734 79386	RF-76747	Il-76MD	Russian Air Force	Azp	sep15	in basic Aeroflot c/s, no titles; l/n VKO 21jun24
	CCCP-76748	Il-76MD	Soviet AF/AFL c/s	mfd	30sep87	line # 60-07; d/d 30sep87 to Melitopol; f/n MST 25jul91
	76748	Il-76MD	Ukraine Air Force	KBP	29jun95	
	UR-76748	Il-76MD	Avialini. Ukrayiny	RKT	12nov95	based at Kiev by mar97, opb Avialiniyi Ukrayiny; l/n KBP 19mar97
00734 79392	UR-76748	Il-76MD	Air Ukraine Cargo	KBP	13may98	l/n KBP 11sep99, stored
	3C-HAV	Il-76TD	Equatorial Cargo	ACC	02nov02	turret removed; c/n checked Vetry 14jun03; l/n SSG 06jul06, now without titles and tail logo
	3C-LGF	Il-76TD	Equat. Guinea Gvt	VLC	25nov06	c/n confirmed; Gobierno de la República de Guinea Ecuatorial; in basic Ecuatorial Cargo c/s, no titles; used RGE call-sign 25nov06; rgd only 02sep08 !; l/n SSG 02sep09; scrapped at SSG may13
	CCCP-76749	Il-76MD	Soviet AF/AFL c/s	d/d	30sep87	line # 60-08; delivered to Melitopol; f/n TAS 13may88; rgd only 28dec88; l/n UTC 28apr93
00734 79394	76749	Il-76MD	Aeroflot c/s, n/t	KBP	03jul96	
	76749	Il-76MD	Atlant	KBP	11sep96	reported for Avialiniyi Ukrayiny
	76749	Il-76MD	Aeroflot c/s, n/t	KBP	18mar97	based at Melitopol mar97, opb Avialiniyi Ukrayiny; l/n KBP 11sep99, wfu
	UN-76005	Il-76TD	GST Aero, n/t	IST	14jun02	opf Buraq Airlines; in all-white c/s with Kazakhstan flag; instruments on flight deck marked '749'; l/n MLA 09sep03
00734 79394	SA-DMQ	Il-76TD	Buraq Aviation	DXB	12feb04	without titles; seen BLL 13may04 with titles; l/n DXB 13mar05
	ST-ASX	Il-76TD	Trans Attico	SHJ	08jan06	current on register jan07; l/n as such KRT 15oct07
	ST-ASX	Il-76TD	United Arabian Al	KRT	26oct07	initially in white/grey c/s; repainted in white c/s with orange fin, cheatline and trim and dark blue engines, rear belly and trim, no titles; f/n as such FJR 28nov10; bought by South Airlines in late 2011; l/n KWG 05jun13
	ST-ASX	Il-76TD	Kush Aviation	d/d	18jun13	ferried KWG-KRT this date; in white c/s with orange fin, cheatline and trim and dark blue engines, rear belly and trim, no titles; l/n KRT (N15.597954 E32.556291) 25may15/22nov17, wfu in storage area; broken up 26nov17
00734 79394	CCCP-76715	Il-76MD	Soviet AF/AFL c/s	mfd	30sep87	line # 60-09; d/d 30sep87 to Melitopol; f/n KBL jan89; l/n Finow dec91
	UR-76715	Il-76MD	Aeroflot c/s, n/t	OST	01mar97	based at Melitopol mar97, operated by Azov Avia; l/n Melitopol 25aug97
	UR-UCA	Il-76MD	Ukrainian Cargo Aw	OST	26mar98	seen ATH may98 with additional 'Air Ukraine' logo and titles beside front door; l/n BOJ 31may99
	UR-UCA	Il-76MD	all-white c/s, n/t	SHJ	16feb99	l/n HRE 12mar01; ex United Nations
00734 79394	UR-UCA	Il-76MD	Ukrainian Cargo Aw	STN	28dec01	l/n KBP 05mar03

	UR-UCA	Il-76TD	Ukrainian Cargo Aw	KBP	05mar06	seen KBP 27aug08 in full colours; had United Nations code 'UNO-517' allocated but no reports a such; placed into storage; canx 08oct10; l/n OZH 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 d/d
00734 79400	CCCP-76760	Il-78	Soviet AF/AFL c/s	d/d	01feb88	based at Uzyn mar97; l/n Uzyn 27jun99; refuelling equipment removed 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-76760	Il-78	BSL Airline	LTN	01jan95	f/n Mykolayiv-Kulbakino 02jun15 test flying, in bluish grey c/s with light grey undersides, no markings or registration worn; in 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
	76760	Il-78	Ukraine Air Force	Mtp	27may02	in bluish grey c/s with light grey undersides, red code; opb 38th Air Regiment at Wuhan-Paozhuwan; l/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 once again with refuelling equipment
	UR-CML	Il-78	NARP	rgd	10jun15	line # 61-01; delivered to 196 vtap at Tartu (relocated to Tver-Migalovo in 1992); f/n LAD jan89; rgd only 11dec89; l/n Grossenhain 23jun93
00734 79401	20642	Il-78	Chinese Air Force	ph.	oct20	equipped with guns; opb 196 vtap at Tver-Migalovo; l/n YKS 09jul10
	CCCP-76761	Il-76MD	Soviet AF/AFL c/s	d/d	31oct87	equipped with guns; opb 1 AvGr 6955 AvB at Tver-Migalovo; in basic Aeroflot c/s with Russian flag on fin, no titles; last overhaul completed in 2010; dbr during the night 26/27jun12 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 wrinkling the fuselage in the process, all crew escaped unhurt; the hulk sat at KLD, l/n 19jan19; seen being broken up end 2021, tail already cut off
	RA-76761	Il-76MD	Russian AF/AFL c/s	Grd	07apr94	line # 61-02; delivered to Novgorod; rgd 12jan88; f/n in East Germany 16apr90; l/n Gross Dölln (Templin) 15sep93
00734 80406	RA-76761	Il-76MD	Russian Air Force	KLD	14oct10	based at Novgorod mar97; l/n Novgorod-Krechevitsy 25aug07; canx but date unknown
	RA-76762	Il-76MD	Russian AF/AFL c/s	Nvk	23oct94	active seen firing flares; no titles, carried a '224 LO' badge; l/n KLD apr14; seen KLD 09may14 now with Russian Stars on tail; seen KLD aug17; l/n 2019, location withheld
	RA-76762	Il-76MD	Russian Air Force	Kub	20aug19	Aeroflot type c/s, no titles; Russian flag on tail; l/n BEN sep23
	K2999	Il-76MD	Indian Air Force	d/d	10mar88	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	Il-76MD	Soviet AF/AFL c/s	d/d	31oct87	line # 61-04; delivered to Novgorod; rgd 12jan88; f/n CGN 21mar91
	RA-76763	Il-76MD	Russian AF/AFL c/s	Grd	19may94	based at Novgorod mar97; seen Novgorod-Krechevitsy 19aug03; canx but date unknown;
	RA-76763	Il-76MD	Russian Air Force	PKV	13apr11	in basic Aeroflot c/s, no titles; l/n CKL 22aug19
00734 80419	K3000	Il-76MD	Indian Air Force	d/d	10mar88	line # 61-05; f/n BOD 02may88; coded 'M'; seen IXC 04dec98 coded 'U' 25 sqdn; seen Staraya Russa 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'
	CCCP-76764	Il-76MD	Soviet AF/AFL c/s	mfd	31oct87	line # 61-06; opb 110 vtap at Novgorod-Krechevitsy; rgd 12jan88; f/n LAD jan89; l/n Grossenhain 27jul93
	RA-76764	Il-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
00734 80424	RA-76764	Il-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	Il-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
	CCCP-76765	Il-76MD	Soviet AF/AFL c/s	d/d	30nov87	line # 61-07; delivered to Taganrog; f/n KBL jul88
00734 81426	RA-76765	Il-76MD	Russian AF/AFL c/s	Tgr	20jun99	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; l/n Staraya Russa 22aug17 on overhaul
	RF-76765	Il-76MD	Russian Air Force	Tgr	mar19	with an unusual shape tail flag; seen Taganrog-Tsentralny apr19, stored with parts missing; l/n OVB may23
	CCCP-76766	Il-76MDK	Soviet AF/AFL c/s	f/f	06aug88	line # 61-08; second Il-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
00734 81436	RA-76766	Il-76MDK	all-white c/s, n/t	OST	08apr94	reportedly operated for Tubelair
	RA-76766	Il-76MDK	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
	RF-75351	Il-76MDK	Roscosmos	DME	14aug11	in Rosimushchestvo (State Property Agency) listing 2010; in basic Aeroflot c/s, no titles; l/n ZIA 31aug19
	CCCP-76767(1)	Il-76MD	Soviet AF/AFL c/s	d/d	30nov87	line # 61-09; delivered to Novgorod; rgd 12jan88; f/n AOC 19apr92; see c/n 0083487598; l/n Kubinka 14may94 with CCCP- prefix on tail and RA- prefix on wings and Russian flag!
00734 81436	RA-76767(1)	Il-76MD	Russian AF/AFL c/s	Nvk	31aug96	opb 110 vtap at Novgorod-Krechevitsy; canx but date unknown; sat wfu at Novgorod-Krechevitsy, seen sep07/apr09; probably remained there when the unit left the base; reported stored Staraya Russa mar12 at Vorkuta-Sov'yetskii; in basic Aeroflot c/s, no titles equipped with guns; l/n ZIA 23mar20
	RA-76767(1)	Il-76MD	Russian Air Force	d/d	29may13	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'
	CCCP-76775	Il-78	Soviet AF/AFL c/s	d/d	31jul88	c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn
	RA-76415	Il-78		rgd	25sep92	refuelling equipment removed; f/n KBP 22sep94; l/n Gostomel 03jul96
00734 81442	UR-76415	Il-78	Busol Airline	rgd	05may93	based at Uzyn by mar97; canx only 27sep02, see next line
	UR-76415	Il-78	Ukraine Air Force	FFD	18jul97	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
	UR-UCI	Il-78	Ukrainian Cargo Aw	OZH	18may98	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
	YI-ANI	Il-76MD	IrAF/Iraqi Aw c/s	d/d	30dec87	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
00734 81442	15-2280	Il-76MD	Iranian RGC AF	photo		line # 62-02; delivered to Taganrog; f/n SVO 27sep91; l/n 22mar93
	CCCP-76768	Il-76MD	Soviet AF/AFL c/s	d/d	30nov87	based at Taganrog mar97; l/n Taganrog-Tsentralny 19aug12, still with 'Aeroflot' titles and equipped with guns; reported on overhaul at Staraya Russa (ARZ-123) 17jan13
	RA-76768	Il-76MD	Russian AF/AFL c/s	Tgr	10aug99	details from russianplanes.net; l/n Taganrog-Tsentralny 15apr14
	RF-94413	Il-76MD	Russian Air Force	Sty	oct13	in basic Aeroflot c/s no titles and large Russian star on tail; l/n OVB 05mar16; seen OVB 31may16 with Russian Stars on the tail; seen Taganrog-Tsentralny 19may18, in water bomber configuration; l/n over Moscow 07may22
00734 81452	RF-76768	Il-76MD	Russian Air Force	AAQ	may14	line # 62-03; opb 708 ovtap at Kirovabad (relocated to Taganrog-Tsentralny apr92/may92); f/n KHV 24jul89
	CCCP-76769	Il-76MD	Soviet AF/AFL c/s	d/d	30nov87	opb 708 ovtap (redesignated 6958 AvB 15oct09) at Taganrog-Tsentralny; seen flying 23apr13 (possibly ferried to an overhaul plant then); t/t 3,681 hours and 2,519 cycles by 29apr13
	RA-76769	Il-76MD	Russian AF/AFL c/s	Sms	09aug99	equipped with guns; opb 6958 AvB at Taganrog-Tsentralny; in basic 'blue' Aeroflot c/s with Russian flag on fin, no titles; l/n Taganrog-Tsentralny 02feb21
00734 81456	RF-76769	Il-76MD	Russian Air Force	ph.	aug14	line # 62-04; delivered to Novgorod; rgd 11mar88; f/n Merseburg 25jun91; l/n Alt Lönnewitz (Falkenberg) 13jun93
	CCCP-76770	Il-76MD	Soviet AF/AFL c/s	d/d	30dec87	based at Novgorod by mar97; l/n Orenburg-2 (Southwest) 30aug11; reported stored Staraya Russa mar12/oct12
	RA-76770	Il-76MD	Russian AF/AFL c/s	Nvk	07aug99	in basic Aeroflot c/s no titles, equipped with guns; l/n OVB oct14 with chaff dispensers
	RF-76770	Il-76MD	Russian Air Force	Roc	30aug13	in basic Aeroflot c/s no titles, equipped with guns; l/n OVB dec21
00934 81457	"40" red	A-50	Soviet AF/PVO	Kub	jun15	line # 62-05; late d/d; delivered to Beryozovka and still based there mar97, photo 1992
	"40" red	A-50	Russian Air Force	d/d	29dec88	c/n not checked; l/n Ivanovo-Severnoy 08may15, stored
00834 81461	CCCP-76753	Il-76MD	MOM NPO	Iva	may99	line # 62-06; d/d 30jun88 to Zhukovskiy; late d/d and c/n on pressure bulkhead as 0073481461, 1987 in line with the actual time this aircraft was produced; converted to Il-76RLSBO radar test-bed and f/f 04oct88; rgd 16feb90; f/n LED 17may91 in Aeroflot c/s
	RA-76753	Il-76MD	Zhukovskii LII	mfd	15may93	canx 10sep98; l/n ZIA 21aug99; in Aeroflot c/s; seen ZIA aug03/29aug19 wfu, in Aeroflot c/s, no titles
00834 82466	CCCP-76771	Il-76MD	Soviet AF/AFL c/s	d/d	20jan88	canx 10sep98; l/n ZIA 21aug99; in Aeroflot c/s; seen ZIA aug03/29aug19 wfu, in Aeroflot c/s, no titles
	RA-76771	Il-76MD	Russian AF/AFL c/s	jun01		line # 62-07; d/d 20jan88 to Klin; f/n Rovno 1988; based at Klin mar97; l/n Klin-5 airbase 21aug99
	RA-76771	Il-76MD	Russian Air Force	PKV	18aug03	in basic Aeroflot c/s, no titles and equipped with guns; l/n KLD apr14; seen Ryazan-Dyagilevo 24may14 with Russian Stars on fin; l/n SVX 01sep18
	RF-76771	Il-76MD	Russian AF/AFL c/s	ph.	apr19	in basic Aeroflot c/s with Russian flag on fin, no titles; l/n CKL 17jul20
00834 82472	CCCP-76772	Il-76MD	Soviet AF/AFL c/s	d/d	29jan88	line # 62-08; delivered to Taganrog; f/n in (former) East Germany 04jun90
	RA-76772	Il-76MD	Russian AF/AFL c/s	Wit	04may94	based at Taganrog mar97; seen Smolensk-Severnoy oct06, still with Aeroflot titles; l/n Kubinka 23mar10
	RA-76772	Il-76MD	Russian Air Force	KLD	10apr12	in basic Aeroflot c/s no titles, equipped with guns; l/n KLD 08feb18
	RF-76772	Il-76MD-M	Russian Air Force	ZIA	10aug22	in basic Aeroflot c/s no titles, tail turret removed; l/n ZIA 23feb23
00834 82473	CCCP-76773	Il-76MD	Soviet AF/AFL c/s	d/d	30jan88	line # 62-09; delivered to Taganrog; f/n LED 31aug91; l/n Sperebneg 25jun93
	RA-76773	Il-76MD	Russian AF/AFL c/s	Tgr	20jun99	opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Rostov-na-Donu Tsentralny 22sep12 active, still with Aeroflot titles

	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 Stars on tail; l/n CKL 2020
00834 82478	CCCP-76774 RA-76414	II-78 II-78	Soviet AF/AFL c/s	mfd rgd	10jun88 25sep92	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 worn
	UR-76414	II-78	Busol Airline	KBP	22sep94	refuelling equipment removed and used as a transport aircraft, but officially remained an II-78; still based at Uzyn by mar97
	UR-UCG UR-UCG	II-78 II-78	Ukrainian Cargo Aw United Nations	Uzn DLA	10may98 apr01	used as a transport aircraft, but officially remained an II-78; l/n OSR 18jun00 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); 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
00834 82481	YI-ANJ	II-76MD	IrAF/Iraqi Aw c/s	d/d	31jan88	line # 63-01; f/n FRA 21apr88; in white c/s grey undersides with Iraqi Airways titles, emblem and flag on tail; destroyed in landing accident SDA 12jan89
00834 82486	CCCP-76776 RA-76776	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Lrz	31jan88 08jul93	line # 63-02; delivered to Novgorod; rgd 11mar88; f/n in East Germany 23apr91; l/n SZW 02nov92 based at Novgorod mar97; l/n Novgorod-Krechevitsy 25aug07; canx but date unknown
00834 82490	CCCP-76777(1) UR-76777(1)	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	PKV d/d	01jun13 17feb88	in basic Aeroflot c/s no titles, equipped with guns; l/n Ryazan-Dyagilevo jul17 line # 63-03; delivered to Melitopol; f/n KBL jan89; see c/n 1023412395
	EP-TPY UR-76777(1) 76777(1)	II-76MD II-76MD II-76MD	Payam Air ATTI Airlines Ukraine Air Force	Uzn Mtp	10may98 19sep06	in basic Aeroflot c/s; f/n Melitopol 06jul96, reported for Azov Avia; based at Melitopol by mar97, operated by Avilond; l/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; l/n with titles OST 19aug01; seen Melitopol 27may02, titles not reported 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 Novorossiia 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; l/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; l/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 eiaulai based at Vitebsk-Zhurzhevo by mar97; initially without titles and with Red Stars; l/n as such Ivanovo-Severnny 30aug07; f/n with "VVS Rossii" titles and Russian stars overhead Moscow 05may10; l/n overhauled Moscow 09may10
	RF-94268	A-50	Russian Air Force	ZIA	10aug12	also carried code "41" red; based at Ivanovo-Severnny; in white/light grey c/s with "VVS Rossii" titles and Russian stars; l/n Ivanovo-Severnny 17aug13
	RF-94268	A-50U	Russian Air Force	TGK	22oct16	also carried code "41" red; based at Ivanovo-Severnny; 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 Ivanovo-Severnny 09mar17; l/n Ivanovo-Severnny jan22
00834 83502	CCCP-76778 UR-76778	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine AF/AFL c/s	mfd JNB	24feb88 24apr93	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; l/n OST 07may00
	UR-76778 UR-76778 EK-76737(2)	II-76MD II-76MD II-76TD	Lviv Airlines Lviv Airlines South Airlines	OST LWO KBP	05nov00 feb09 22may09	Lvivski avialiniyi; in basic Avialiniyi Ukrayiny c/s with modified tail logo; l/n LWO 30may03 converted to II-76TD by may07; canx 13aug08; l/n LWO feb09 c/n confirmed; blue cheatline, white top with grey undersides and white tail, no titles; l/n SHJ 10dec09; see c/n 0073477323
	EK-76502(2) EK-76592(2)	II-76TD II-76TD	Air Hignesses 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, no titles; l/n Yerevan-Erbuni 08mar11; seen KRT 11jun11 in white/blue, c/s without titles
	EK-76599(2) EY-627 EK-76778 YI-BAC	II-76TD II-76TD II-76TD II-76TD	white/blue c/s n/t Khatlon Air South Airlines Al-Rafedain Falcon	SHJ DWC rgd EBL	20aug11 27apr12 25jul14 17feb15	see c/n 0043453593; operator reported as SKIVA Air LLC; l/n SHJ 20dec11; canx 16apr12 c/n confirmed; owned by Azilzoda FZE; in basic South Airlines c/s with titles painted as such (their actual website has a different spelling - http://www.alrafidainfalcon.com) and tail logo; seen Billa 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 Spenberg 29jul94 opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Taganrog-Tsentralny 19aug12, still with titles; reported undergoing overhaul at Staraya Russa feb13
	RF-76779	II-76MD	Russian Air Force	Sty	apr14	in basic Aeroflot c/s no titles, equipped with guns and chaff dispensers; seen over Moscow 09may16, with Russian stars on the fin; seen CKL 21aug18, as such; l/n OVB jan22
00834 83510	CCCP-78750 RA-78750 RA-78750	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Maw KZN	29feb88 13may94 28aug05	line # 63-08; delivered 29feb88 to Taganrog; f/n Mahlwinkel 12apr94; l/n Mahlwinkel 05may94 opb 708 vtap at Taganrog-Tsentralny by mar97 opb 708 vtap at Taganrog-Tsentralny; in basic Aeroflot c/s with '224 LO' badge, no titles; seen CKL jul17; l/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; l/n STN 14jul93 based at Melitopol mar97, operated by Eco Patrol; l/n BUD 03mar99, when the registration was removed
	HA-TCH HA-TCH HA-TCH S9-DAE S9-DAE S9-DAE	II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Eco PATROL no titles Atlant Hungary Aeroflot c/s, n/t SkyLink Aeroflot c/s, n/t	BUD BUD BUD rgd SDA SHJ	10mar99 21sep99 23apr01 05oct02 24jan04 17feb04	f/n BUD 04mar99 and registration applied this date; l/n BUD 21sep99 l/n BUD 22apr01 l/n BUD 27jun01 f/n JNB 10dec02; l/n OSM dec03; opf Golaf Air from and to Luanda photo with titles on a sticker, basic ex-Aeroflot c/s ex UR-76438 and HA-TCH checked; arrived FJR 13jul06, opb Global Aviation; l/n FJR 13feb08/23jan09, stored; in the process of being broken up 17feb09, l/n mar11 in three sections
00834 83519	CCCP-78752 UR-78752 UR-78752	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Hoseba ATTI Airlines	d/d Gos DXB	28mar88 22sep94 22jan98	line # 63-10; delivered to Zaporozhye; rgd 27jun90; f/n Alt Lönnewitz (Falkenberg) 05jun91 based at Zaporozhye mar97, operated by Hoseba; l/n OZH 22jun97 l/n DXB 20aug00 as such, has an Azerbaijan logo
00834 84522	78752 CCCP-78753	II-76MD II-76MD	Ukraine Air Force Soviet AF/AFL c/s	Mtp d/d	08jul07 30mar88	seen Melitopol 06aug08/16may12, without badge on tail line # 64-01; delivered to Zaporozhye; rgd 14dec88; trf on paper to AFL/Uzbekistan 04jul89 for use in Afghanistan; f/n Zerbst 03jun91 based at Zaporozhye mar97; l/n OZH 22jun97 l/n OZH 22jun99
	UR-76398 UR-UCF UR-UCF	II-76MD II-76MD II-76MD	Khors Air Khors Air United Nations	LTN KBP BDS	09sep93 02may98 aug99	used for relief flights to Kosovo; seen PRN 24jan00, titles not reported (possibly in all-white c/s without titles)
	UR-UCF UR-UCF	II-76MD II-76MD	Ukrainian Cargo Aw United Nations	OSR KBP	06apr00 31may02	in all-white c/s, no titles; l/n as such IST 07nov00; seen with titles YHM oct00; l/n SHJ 13mar01 version painted on as 'II-76'; opb Ukraine Cargo Airways; canx 13aug08; l/n KBP sep12/oct19; offered for lease feb17
00834 84527	CCCP-78754	II-76MD	Soviet AF/AFL c/s	d/d	31mar88	line # 64-02; delivered to Artsyz; rgd 27jun90; f/n KBP 22aug91; c/n in old Soviet register in error as 0083484531 but given c/n in OKB listing and Eco Patrol fleet list
	CCCP-76437 CCCP-76437 UR-76437 UR-76437	II-76MD II-76MD II-76MD II-76MD	Khors Air Hung Ukr Heavylift Hung Ukr Heavylift Eco PATROL	rgd RTM OST OST	10aug92 09dec92 01may93 12oct93	in basic ex-Aeroflot c/s, no titles, Ukraine flag behind the cockpit; seen FRA 25mar93; l/n OST 28apr93 in basic ex-Aeroflot c/s, no titles, also operating with Air Foyle call-signs; l/n OST 05may93 based Melitopol mar97 operated by Eco Patrol; in basic ex-Aeroflot c/s; l/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; l/n JNB 21dec99; CofA expired 01apr00 in basic ex-Aeroflot c/s, no titles; seen LAD 15mar01; l/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 flew Mykolayiv-Kulbakino to NLV 30apr10; l/n Mykolayiv-Kulbakino 23sep10, in basic ex-Aeroflot c/s, no titles; canx late 2010/ early 2011, operator reported as Sun Way
	UP-17647	II-76TD	ex-Aeroflot c/s	NLV	26feb11	flew to OSS this date; seen OSS 06nov11 missing an engine, no titles; l/n OSS 03aug15/12jul19, stored, in 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; l/n OSS 25nov23 stored 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
00834 84531	CCCP-78755 UR-78755 UR-UCJ	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Khors Air Khors Air	d/d LTN OZH	31mar88 16jan94 06may98	seen with additional 'Air Foyle' titles feb94/feb97; based at Zaporozhye mar97 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 engines, Khors Air titles visible under paint; l/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 Soviet flag
00834 84536	CCCP-78756 UR-78756 UR-78756	II-76MD II-76MD II-76MD	ex-Aeroflot c/s Air Service Yuzhmashavia	mfd JNB rgd	31mar88 mar93 14jan93	with white tail no titles; photo JNB with small SAA/SAL sticker based at Zaporozhye; f/n OST 07nov94; l/n OZH 22jun97 in register as canx 30apr09, but see UR-UCH
	UR-UCH UR-UCH	II-76MD II-76MD	Ukrainian Cargo Aw United Nations	OZH DLA	06may98 apr01	l/n Gostomel 03may99, reportedly without titles; opf Ukraine Cargo OST 02sep00 opb Ukraine Cargo Airways; l/n BDS 16aug01; seen SNN 27mar02 in all-white c/s without titles; l/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	l/n VIE 30dec03; seen FIH 21feb04, reported as United Nations l/n KBP 10jun06, stored

	UR-UCH	Il-76TD	United Nations	JNB	28aug06	opb Ukraine Cargo Airways; in all-white c/s with large 'UN' on tail and fuselage; l/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); l/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 Rossi' titles and Russian stars; f/n as such Ivanovo-Severny 03aug11; l/n Byelaya feb12
	RF-50610	A-50	Russian Air Force	ZIA	10aug12	also carried code "42" red; opb agbgsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossi' titles and Russian stars; l/n Ivanovo-Severny 08aug15
	RF-50610	A-50U	Russian Air Force	TGK	28mar19	also carried code "42" red; opb agbgsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VKS Rossi' titles and Russian stars; h/o after modernisation by TANK 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 Trudovaya Armeniya (Kanevskaya district of the Krasnodar region), all 10 crew members (pilot: Major Valeri Borovikov) were killed
00834 84542	YI-ANL	Il-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 there
	5-8208	Simorgh	Iranian Air Force	SYZ	14mar00	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; l/n THR 20sep09; w/o 22sep09 while taking part in the fly-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	Il-76MD Il-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 27jul11 equipped with guns; l/n BAH 20jan12, support for Russian Knights; photo at KLD mar13 firing its guns !
00834 84551	RF-94347 RF-78757 CCCP-78758	Il-76MD Il-76MD Il-76MD	Russian Air Force Russian Air Force Soviet AF/AFL c/s	Sty EGO d/d	feb14 19apr14 29apr88	at ARZ-123, details from russianplanes.net, see next line in basic Aeroflot c/s, no titles; l/n Chelyabinsk-Shagol jun14 with chaff dispensers; l/n Kabil 19dec21 line # 64-08; delivered to Kryvyi 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 UR-78758 UR-78758	Il-76MD Il-76MD Il-76MD Il-76MD	Air Ukraine Cargo Payam Air ATI Airlines Ukraine Air Force	RKT RKT Mtp	12nov95 10nov97 06aug08	l/n Kryvyi Rih 21mar97, titles not reported; based at Kryvyi Rih mar97, operated by Avialiniyi Ukrayiny registration was allocated 1998 but not taken up as lease fell through
00834 85554	CCCP-76489 RA-76489 RA-76489 RA-76489 RA-76489 RA-76489 RA-76489 RA-76489 RA-76489 RA-76489 RA-76489 RA-76489	Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	AFL/Magadan-GDX Aeroflot North-East Cargo Atlant-Soyuz Sukhoi Atlant-Soyuz Aeroflot c/s, n/t Aram Air Aram Air Russian Sky United Nations	mfd BKA trf OST SHJ DME SHJ SHJ DME OVB ZIA	31may88 20mar93 25jul94 25feb98 20jan00 09aug00 28oct00 29jan01 21jun02 12dec11 01apr16	l/n SHJ 22nov98; additional 'SVGAL' titles; seen DME 18aug99, titles not reported l/n DME 22jul00
	RA-76489	Il-76TD	Aviacon Zitotrans	UFA	27mar18	l/n SHJ 27nov00 l/n BLL 08mar02 in basic Aeroflot c/s; stored with VARZ-400 at VKO for 9 years, seen aug02/aug11, overhaul started may11
	EW-564TH	Il-76TD	Ruby Star	ZIA	22jul21	CoFR renewal 21jul11; in white c/s with grey undersides; l/n ZIA 28jan14 UN-WFP; with additional very small, operated by Abakan Air titles; l/n ZIA 03jun16; opf United Nations at Entebbe (UNO 056H)
00834 85558	EW-567TH CCCP-78759 UR-76759(2) EP-TPD UR-76759(2)	Il-76TD Il-78 Il-78 Il-78 Il-78	Ruby Star Soviet AF/AFL c/s BSL Airline Payam Air ATI Airlines	ZIA d/d OST MST	aug21 30sep88 02nov94 01may96	registration was allocated 1998, but was not taken up as the lease fell through based at Uzyn and opb Busol by mar97; in basic 'blue' Aeroflot c/s with titles; initially also carried 'Payam Air' titles; l/n as such sep98; received an additional 'AZAL' logo and 'AHC' titles on the fin; f/n as such HEL 06may00; l/n BAK 14apr01
	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 rgd date below
	N78GF	Il-78	Air Support Syst.	rgd	01aug05	trf 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 were found to have expired; still present at MQT 23mar10
	N78GF	Il-78	Temco Industries	rgd	03jan11	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; l/n may12; rgd 27jul12 to Bank of Utah Trustee of Salt Lake City, UT; current on register may18 with a CoFR expiry date of 31jul21
00834 85561	N78GF N20NS CCCP-76750 RA-76750 RA-76750 RA-76750	Il-78 Il-78 Il-76TD Il-76TD Il-76TD Il-76TD	Meridian Inc Meridian Inc AFL/Internat.-SVO Aeroflot Rus. Al Airstars Abakan Avia, n/t	rgd res mfd FRA rgd ABA	01may19 19jul19 31may88 07dec92 17nov00 10oct12	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 with grey tail; l/n SVO 26feb00
	EW-510TH EW-510TH EW-510TH	Il-76TD Il-76TD Il-76TD	Trans Avia Export United Nations Trans Avia Export	THR MSQ MSQ	01mar18 01aug18 21mar19	f/n SHJ 15jan01; l/n Yaroslavl 22aug12; still in basic ex-Aeroflot Russian Airlines c/s with grey tail l/n YKS 10feb14; still in basic ex-Aeroflot Russian Airlines c/s with grey tail; seen ABA 02jun14 with 'WFP' titles on the tail; l/n EBB 31oct14 as such; seen Zhukovski feb15, without 'WFP' titles on the tail; l/n ZIA oct15, as such; seen EBB 30may17 with 'WFP' titles on the tail; canx between 16feb18 and 22mar18 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
	TL-ART (1)	Il-76TD	Lapara Centrafr.Av	ZIA	12mar21	in all-white c/s, no titles, with overpainted 'World Food Programme' titles visible; l/n MSQ 02sep19; authorised to fly until 07aug19 according to Ilyushin.org website dated mar22, see next lines
	TL-KMZ TL-KPA	Il-76TD Il-76TD	all-white c/s, n/t all-white c/s, n/t	ph.	aug21 03dec22	Lapara Centrafrigue Aviation; in all-white c/s, no titles; 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
00834 85566	CCCP-78760 UR-76399 UR-76399 UR-UCY	Il-76MD Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Khor's Ukrainian Cargo Aw	d/d EVN AMS OST	30apr88 mar93 23dec93 06oct98	c/n not confirmed but likely, in identical c/s to TL-ART; l/n BGF mar22; confirmed became, see next line c/n not confirmed but likely; long 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 86570	CCCP-78761 EW-78761	Il-76MD Il-76MD	Soviet AF/AFL c/s Belarus Air Force	d/d Mma	31may88 17jun00	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 based at Zaporozhye mar97; l/n OZH 18may98 l/n OZH 28may02, operational; stored as of jun06; not in fleet list 01mar07; seen OZH 08jul07/aug18 with version painted as just 'Il-76'; canx 13aug08
	27601	Il-76TD	Chinese Air Force	ZIA	22may13	line # 65-03; delivered to Vitebsk; rgd 25jul88; f/n HEL 05sep90; transferred to Belarus but not noted after jul92 until reported at Minsk-Machulishchi 24aug96
	20541	Il-76TD	Chinese Air Force	OVB	31jul13	in basic Aeroflot c/s with Belarus flag on fin, no titles; stored at Minsk-Machulishchi, seen jun09/apr11; to 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
00834 86574	CCCP-78762 RA-78762 RA-78762	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd trf DME	30jun88 1992 08aug00	c/n from russianplanes.net; serial for delivery to China; in bluish grey c/s with light grey undersides, military roundels and titles, red code, no turret; l/n ZIA 31may13 c/n from russianplanes.net; in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n 31aug21 location unknown, now with yellow code line # 65-04; no tail turret; delivered to 110 vtap at Novgorod-Krechevitsy; l/n PKC 08jul94 based at Chelyabinsk by mar97; f/n Orenburg-2 29aug97; later based at Orenburg, Tver and Smolensk (concerns also the next line)
						in basic Aeroflot c/s with a '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, see next line
	no code	A-50I	TANTK	f/f	28jul99	from Taganrog; in white/grey c/s without titles or code, later received Russian flag on fin; undertook 15 test flights and 7 training flights before delivery to Israel
	RA-78740	A-50I	TANTK	rgd	26oct99	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
	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	Il-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	Il-76MD	Belarus Air Force	Mma	18aug97	in basic Aeroflot c/s with Belarus flag on fin, no titles; l/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
	78699(2)	Il-76TD	Chinese Air Force	ZIA	19jun14	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, no turret; l/n ZIA 20jun14; see also c/n 0073477323, 0093492763, 0093493794 and 1023498978
	20543	Il-76TD	Chinese Air Force	CTU	14aug14	c/n from russianplanes.net; in bluish grey c/s with light grey undersides, military roundels and titles, red code, no turret; l/n URC 29dec17
00834 86586	CCCP-78764	Il-76MD	Soviet AF/AFL c/s	mfd	29jun88	line # 65-07; delivered 30jun88 to Pskov; rgd 15aug88; f/n in (former) East Germany 09sep91; l/n Grossenhain 22mar93
	RA-78764	Il-76MD	Russian AF/AFL c/s	Spr	27jul94	based at Pskov mar97; f/n with 224th badge VKO 20nov01; l/n VKO 28jun02
	RA-78764	Il-76MD	Russian Air Force	PKV	29may04	224th badge, no titles; l/n AAQ 28mar13 in faded colours, with flare dispensers; reported undergoing overhaul at Staraya Russa aug13; l/n OVB 17oct19
00834 86590	CCCP-78765	Il-76MD	Soviet AF/AFL c/s	mfd	30jun88	line # 65-08; rgd 15aug88; opb 339 vtap at Vitebsk; l/n SNN 10sep89; trf to the Belarussian Air Force in 1992
	EW-78765	Il-76MD	Trans Avia Export		16dec93	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 Il-76TD in 2010
	EW-78765	Il-76TD	Aviacon Zitotrans	trf	mar12	without tail turret now; in white c/s with light grey belly, no titles; f/n MSQ 13may12
	RA-78765	Il-76TD	Aviacon Zitotrans	VKO	11dec12	in white c/s with light grey belly, no titles; new CoFR issued 22jul15; seen VKO 26may20 now completely white, no titles; l/n SGN 22oct24
00834 86595	CCCP-78766	Il-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	Il-76MD	Russian AF/AFL c/s	Spr	27may94	opb 110 vtap at Novgorod-Krechevitsy by mar97; later opb 128 vtap at Orenburg; seen Orenburg-2 29aug04; l/n Chelyabinsk-Shagol oct10; t/t 3,595 hours and 2,436 cycles by 12dec12
	RF-94380	Il-76MD	Russian Air Force	Sty	sep13	in basic Aeroflot c/s with Russian flag on fin, no titles; last overhaul completed 16oct13; l/n KLD apr14
	RF-78766	Il-76MD	Russian Air Force	Roc	jun14	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; l/n SVO02jan23
00834 87598	CCCP-78767	Il-78	Soviet AF/AFL c/s	d/d	31oct88	line # 65-10; opb 409 apsz at Uzyn; f/n in East Germany before 1990; l/n Poltava sep93
	UR-76767(2)	Il-78	Busol Airline	AZI	10apr95	painted in error for UR-78767; see c/n 0073481436
	UR-76767(2)	Il-78	ATI Airlines	MST	22may96	carried an Azerbaijani logo on the fin; based at Uzyn by mar97; l/n OST 22may00; not in fleet list 13sep00
	EP-TPU (1)	Il-78	Payam Air			the registration was allocated in 1998, but was not taken up as the lease fell through; see c/n 0093497936
	76767(2)	Il-78	Ukraine Air Force	Mtp	27may02	in dark grey c/s, no titles
	no reg	Il-78	no titles	Mtp	01sep09	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	Il-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
	N78MX	Il-78	N. American T. A.	rgd	25oct18	North American Tactical Aviation Inc. of Newark, DE; owned by Meridican LLC of Philadelphia as of 01aug20; never taken up, but current on register oct20 with a CoFR expiry date of 31oct21; canx 09sep21 as to Ukraine
00834 87603	CCCP-78768	Il-76MD	Soviet 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
	RA-78768	Il-76MD	Russian AF/AFL c/s	Nvk	20aug95	opb 110 vtap at Novgorod-Krechevitsy; l/n PKV 21jul11, still with prefix 'CCCP-' under the wings
	RA-78768	Il-76MD	Russian Air Force	PKV	21jul12	based at Pskov; l/n SVX 17oct12; t/t 4,206 hours and 2,980 cycles by 15jan13
	RF-94346	Il-76MD	Russian Air Force	KLD	apr14	last overhaul completed 10dec13; in basic Aeroflot c/s, no titles; see next line
	RF-78768	Il-76MD	Russian Air Force	KLD	apr14	in basic Aeroflot c/s, no titles; seen over Moscow 09may14 with Russian stars on tail; l/n OVB 13jul24
00834 87607	CCCP-78769	Il-76MD	Soviet AF/AFL c/s	d/d	30jul88	line # 66-02; delivered to Vitebsk; rgd 14dec88; f/n in (former) East Germany 16nov90; l/n Eberswalde-Finow 20apr93
	EW-78769	Il-76MD	Trans Avia Export	Mma	09sep94	based at Machulishchi mar97; l/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 document 27jan15
00834 87610	CCCP-76751	Il-76TD	AFL/Internat.-SVO	mfd	30jul88	line # 66-03; d/d 30jul88; toc 30aug88; f/n SVO 31aug88; rgd 13sep88; l/n NGO 31oct92
	RA-76751	Il-76TD	Aeroflot Rus. AI	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, l/n jul11/jun23
00834 87614	K3012	Il-76MD	Indian Air Force	d/d	02aug88	line # 66-04; f/n NAG feb89; l/n DEL 29dec15
	K13012	Il-76MD	Indian Air Force	DEL	28feb20	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	Il-76MDK-2	Soviet AF/AFL c/s	mfd	12dec90	line # 66-05; third Il-76 zero-gravity trainer; d/d 31dec90; opb 70 oitap on / Space Training Centre at Chkalovski; rgd 25feb91; f/n CKL 24sep91
	RA-78770	Il-76MDK-2	Russian AF/AFL c/s	Spr	26may94	opb 70 oitap on / Space Training Centre at Chkalovski; l/n CKL 17aug09
	RF-75352	Il-76MDK-2	Roscosmos	ZIA	06apr10	based at Chkalovski; in basic Aeroflot c/s, no titles; t/t 1,207 hours and 956 cycles by 09jul10; l/n CKL 21jul15; to undergo overhaul by 360 ARZ in 2016; l/n CKL 2021
00834 87622	CCCP-78771	Il-76MD	Soviet AF/AFL c/s	rgd	14dec88	line # 66-06; late rgd, see the accident date; opb 110 vtap at Novgorod-Krechevitsy; carried the small inscription 'Komsomolsko-molodyozhnyy 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	Il-76MD	Soviet AF/AFL c/s	mfd	31aug88	line # 66-07; rgd 23mar89; opb 363 vtap at Krivoi Rog; f/n SZW 01jul91
	UR-78772	Il-76MD	Air Ukraine Cargo	RKT	27nov95	based at Kryvy Rih by mar97; in basic Aeroflot c/s with own titles; l/n Kryvy Rih 21mar97, titles not reported
	EP-TPW	Il-76MD	Payam Air			the registration was allocated in 1998, but not taken up as the lease fell through
	UR-78772	Il-76MD	ATI Airlines	OST	22aug97	had additional 'Payam Air' titles; l/n as such OST 22jan01; put into storage at Melitopol 26mar01 (did not fly until at least 2013), seen jul07/aug08
	78772	Il-76MD	Ukraine Air Force	Mtp	feb09	in basic Aeroflot c/s 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; l/n Deblin 14may22/08mar23; 7 Ukraine Air Force Il-76s still visible on Google Earth at Deblin 20sep24 @@
00834 88629	K3013	Il-76MD	Indian Air Force	d/d	31aug88	line # 66-08; f/n NAG feb89; l/n DEL 01apr16
10034 88634	K13013	Il-76MD	Indian Air Force	Pim	15mar19	serial no longer on the tail but on the rear fuselage; seen DEL 28feb20; l/n DEL 21nov23
	"51" red	A-50	Soviet AF/PVO	d/d	15jan91	line # 66-09; delivered to Beryozovka and still based there mar97; late d/d; f/n ZIA 16aug92
	"51" red	A-50	Russian Air Force	d/d	09may95	overhead Moscow; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'SRLDN' badge behind the cockpit; seen Minsk-Machulishchi 22apr08 still with the badge; l/n 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; l/n may21 active location unknown
00834 88638	CCCP-78773	Il-78	Soviet AF/AFL c/s	mfd	26dec88	line # 66-10; opb 409 apsz at Uzyn; no reports; trf to the Ukrainian Air Force in 1992
	RA-76412	Il-78		rgd	25sep92	c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn
	UR-76412	Il-78	Busol Airline	RWN	27jun95	refuelling equipment removed and used as a transport aircraft, but officially remained an Il-78; l/n OST 21dec96; still based at Uzyn by mar97
	UR-UCF	Il-78	Ukrainian Cargo Aw	OZH	06may98	used as a transport aircraft, but officially remained an Il-78; in white/light grey c/s with 'Ukrainian Cargo Airways' titles and an 'UAC' logo on the fin; l/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, seen jul07/apr19; offered for sale as scrap metal 23dec19 but the auction did not take place
00834 88643	CCCP-78774	Il-76MD	Soviet AF/AFL c/s	d/d	31aug88	line # 66-03; delivered to Zaporozhye; rgd 26apr89; f/n in former East Germany 24dec90; l/n LHR 17jul91
	UR-78774	Il-76MD	Air Service	rgd	14jan93	based at Zaporozhye; f/n ATH 19sep94; additional small SAA/SAL below the titles; l/n OZH 25aug97
	UR-UCD	Il-76MD	United Nations	IST	20may98	owned by Ukrainian Cargo Airways; l/n PRN 05feb00
	UR-UCD	Il-76MD	Ukrainian Cargo Aw	KBL	29mar02	in all-white c/s, no titles; type painted as just 'Il-76', with filled in tail turret
	UR-UCD	Il-76TD	Ukrainian Cargo Aw	JNB	15nov06	in all-white c/s, no titles; l/n OZH 08jul07
	UR-UCD	Il-76TD	United Nations	no	reports	operated in Sudan for UNMIS, based at Khartoum; carried code 'UN518'
	UR-UCD	Il-76TD	Ukrainian Cargo Aw	DKR	13sep08	canx 30apr09

	EK-76643(2)	Il-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 17oct11; see c/n 0053460822
	EK-76643(2) EY-690 EY-703	Il-76TD Il-76TD Il-76TD	Alnaser Airlines Khaton Air Asia Airways	SHJ trf trf	17nov11 may12 dec12	in white c/s with grey undersides and titles; l/n EVN 11mar12; canx 12mar12
	78698(2)	Il-76TD		ZIA	apr16	in white c/s with grey undersides, no titles; still with filled in tail turret; f/n DWC 11dec12; l/n OSS 23mar15
00834 89647	not known CCCP-78775	Il-76TD Il-76MD	Chinese Air Force Soviet AF/AFL c/s	d/d	31aug88	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-Zhukovskii-Urumqi-Dangyang, version given as such; see c/n 0093496903
	UR-78775 UR-UCC UR-UCC	Il-76MD Il-76MD Il-76MD	Khors Air United Nations Ukrainian Cargo Aw	HAM NBO Gos	16dec93 30jul98 12sep99	line # 67-02; delivered to Zaporozhye; rgd 27jun90; f/n DME 25mar91; still current on the Russian register by mar01 !
	UR-UCC	Il-76MD	United Nations	FIH	15mar01	based at Zaporozhye by mar97, operated by Khors Air; l/n OZH 06may98, but serial from engine covers
	UR-UCC	Il-76TD	Ukrainian Cargo Aw	ODS	25jul07	l/n NBO 01apr99
00834 89652	CCCP-78776	Il-76MD	Soviet AF/AFL c/s	mfd	30sep88	type painted on as just Il-76; in white/light grey c/s; initially without titles; l/n as such OSR 23dec99; seen OST 09aug00 with titles plus logo on fin; seen OST 09jan01 with additional 'Skylink' titles
	RA-78776 RA-78776	Il-76MD Il-76MD	Russian AF/AFL c/s Russian Air Force	Spr OVB	17mar94 07jun01	opb Ukrainian Cargo Airways; in full all-white UN c/s; f/n with version painted on as Il-76TD ACC 12jun04; l/n EBB 08jun05
00834 89654	CCCP-78777 RA-78777 RA-78777 RF-94345 RF-78777	Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Russian Air Force	d/d Maw OVB Sty	30sep88 18apr94 29may10 feb14	in all-white c/s, no titles; canx 10jan12; l/n KBP 25jun12; seen KBP 22sep12 with just UR- prefix; l/n KBP sep12/oct19 as such; offered for lease feb17
00834 89659	CCCP-78778 RA-78778 RF-78778	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d Spr OVB	30sep88 29sep93 10jul15	line # 67-03; delivered 30sep88 to Tartu; l/n LAD jan89; rgd 11dec89; l/n Alt Lönnewitz (Falkenberg) 28apr93
00834 89662	CCCP-78779 EW-78779 EW-78779	Il-76MD Il-76MD Il-76TD	Soviet AF/AFL c/s Trans Avia Export Atlant-Soyuz	mfd Mma rgd	30sep88 09sep94 08sep97	l/n Zeltweg 21jun96; based at Tver mar97
	EW-78779 EW-78779 EW-78779	Il-76TD Il-76TD Il-76TD	East line Atlant-Soyuz Trans Avia Export	DME DME BRQ	19aug02 10aug03 18jan08	224th badge, no titles; l/n KLD dec11, as such; seen KLD sep12, without 224th badge; seen KLD 25may13, active in water bomber configuration; l/n ARH 2019
	EW-78779	Il-76TD	United Nations	ADD	23sep16	line # 67-04; delivered to Novgorod; rgd 14dec88; f/n LAD jan89; l/n Lärz 22apr93
	EW-78779	Il-76TD	Trans Avia Export	MSQ	19may18	based at Novgorod mar97; l/n Pskov 15apr10, still with Aeroflot titles and equipped with guns
9S-AAV	Il-76TD			MSQ	06mar23	in basic Aeroflot c/s, no titles, equipped with guns; l/n Caslav 26nov12
9S-PII	Il-76TD			FIH	15oct23	at ARZ-123, details from russianplanes.net
9T-TIB	Il-76TD				16dec23	in basic Aeroflot c/s, no titles; f/n PKV 16jul14; l/n LED 17aug23
CCCP-78780	Il-76MD			mfd	30sep88	line # 67-05; delivered to Novgorod; rgd 14dec88; f/n LAD jan89; l/n Demmin-Tutov 16aug93
00834 89670	CCCP-78781	Il-76MD	Soviet AF/AFL c/s	mfd	31oct88	based at Novgorod mar97; l/n AER 18sep13 still with Aeroflot titles
	CCCP-78781	Il-76MD	AFL/Uzbekistan-TAS	trf	04jul89 ?	in basic Aeroflot c/s, no titles; l/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 the field about 1 km from the airbase, rolled until it struck trees, broke up and burst into flames; five of the nine crew were killed and the other four were seriously injured
00834 89674	7T-WIA	Il-76MD	Algerian Air Force	d/d	25feb89	line # 67-06; d/d 30sep88 to Vitebsk; rgd 24mar89; f/n LBG 19jun89
00834 89678	CCCP-78782 RA-78782 RA-78782 RF-94281	Il-78 Il-78 Il-78 Il-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	based at Machulishchi mar97; l/n ZIA 23aug97
00834 89683	CCCP-78783	Il-76MD	Soviet AF/AFL c/s	mfd	31oct88	leased from Trans Avia Export with owner given as Belarus and version as such in Russian register; f/n SHJ 16feb98; still in basic Trans Avia Export c/s; l/n VKO 21aug01
	AHY-78001 AHY-78001 AHY-78129 ER-IBC (1) 4K-78129	Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD	Aeroflot fcs Azerbaijan AI Azerbaijan AI ATI Airlines	BAK SHJ SHJ rgd OST	07dec92 05may93 19apr95 05jan01 14aug01	already reported as East Line 01jun02 in an incident report
	4K-78129	Il-76TD	no titles	Gos	27jun09	leased from Trans Avia Export; l/n DXB 02dec07 as such
00834 89687	4K-78129 CCCP-78784 RA-78784 RA-78784 RF-78784	Il-76TD Il-76MD Il-76MD Il-76MD Il-76MD	Azerbaijan AF Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	SOF d/d Spr	12apr21 30nov88 28jan94	l/n SHJ 05oct08; seen parked MSQ jan11/apr11, no tail emblem and titles not visible on photo; seen TAT 26oct11 full c/s with titles; seen CPT 09nov11 with additional 'ALCI' sticker (Antarctica Logistics Centre International) forward of front entry door; l/n MSQ 03jul15
00834 89691	CCCP-78785 UR-78785 UR-78785 UR-78785 UR-78785	Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Atlant Air Service Yuzhmashavia Yuzhmashavia	d/d SHJ AMS DNK IST	30nov88 11dec94 17jun95 05jul96 28sep03	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; l/n MSQ 21feb21, with faded paint and engines # 2 and 3 missing
	78696(2)	Il-76TD	bare metal c/s	ZIA	16feb17	in white c/s with grey undersides, no titles; l/n MSQ 19aug21 seemingly stored, reamibs of 'WFP' still visible on the fin
00834 90693	not known CCCP-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786	Il-76TD Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD Il-76TD	Chinese Air Force Soviet AF/AFL c/s Air Ukraine Cargo Atlant Air Service Yuzhmashavia Yuzhmashavia	d/d d/d SHJ LUX OST rgd	30nov88 mar94 24mar95 11oct95 16aug96 30oct03	c/n not confirmed, but likely; in white c/s with grey undersides and small DRC flag, no titles, remains of 'WFP' still visible on the fin; seen MSQ 25may23, prefix now removed, perhaps ntu ?; l/n as such still MSQ 04sep23; confirmed became, see next line
	UR-ZAR	Il-76TD	ZetAvia	rgd	06jan22	c/n not confirmed, but likely; all white c/s, no titles; the first letter 'P' in a registration denotes provisional marks only, confirmed became, see next line
00834 90698	CCCP-78787 EW-78787	Il-76MD Il-76MD	Soviet AF/AFL c/s Trans Avia Export	mfd VTB	30dec88 05oct95	at Waterkloof; all white c/s, no titles; c/n not confirmed, but likely; l/n Waterkloof 12jun24
00834 90703	CCCP-78788 RA-78788 RF-78788	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d Spr Iva	30dec88 08jun94 jul16	line # 67-07; rgd 06feb89; f/n Spereberg 12jan91; w/o 28aug92 while evacuating Russian embassy staff from Kabul when was hit on the ground by a rocket fired by the Mujahideen and caught fire, no casualties; wreck still present jan02
00834 90706	RF-78788 CCCP-78789 RA-78789	Il-76MD-M Il-76MD Il-76MD	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	ZIA d/d Fin	dec18 31dec88 09mar93	line # 67-08; c/n reported in old Soviet register in error as 0083489683; rgd 28dec88; f/n Tashkent-Tuzel 24apr89
	RF-78789	Il-76MD	Russian Air Force	CKL	23mar17	trf for flights to Afghanistan after the withdrawal of the Soviet forces; opb svodnyy aviaotryad at TAS, flown 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 Il-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 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 16jun93
00934 90714	RA-78790 RF-78790 CCCP-78791 RA-78791	II-76MD II-76MD II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force MAP MMZ Ilyushin Russian AF/AFL c/s	KLD CKL rgd Grd	20aug95 30jul15 14jun90 24mar94	based at Tver mar97; l/n CKL nov13 still with Aeroflot titles in basic Aeroflot c/s, no titles, equipped with guns; l/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 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
	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 01dec17; l/n LED 22sep21 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
00934 90718	CCCP-78792	II-76MD	Soviet AF/AFL c/s	d/d	30jan89	tail turret removed; based at Zhukovski mar97; l/n ZIA 19aug99; canx 18aug99 as to Belarus in apr00 fleet list as EW-
	RA-78792 EW-78792 EP-CFA EP-CFA EW-78792 EW-78792 EW-78792 EW-78792	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Ilavia Ilavia Chababahr, n/t Chababahr Air all-white c/s, n/t Atlant-Soyuz Trans Avia Export Continent	SHJ SHJ DXB ADD VKO SHJ TOJ	03apr97 27jul00 02oct00 mar01 16aug01 21may02 27dec07	c/n confirmed, checked SHJ as such; Iranian CAA gave c/n as 6810 which is the line number l/n SHJ oct00 with titles; not in 2001 fleet list opb Atlant-Soyuz; c/n confirmed; l/n OST 06apr01 l/n DME 21aug01 l/n FRA 05oct07
	EW-78792 RA-78792	II-76TD II-76TD	Trans Avia Export KAPO Avia	SZZ trf	25apr08 nov12	in all-white c/s with titles and small Russian flag; presumably leased as current in Trans Avia Export fleet list jan08
	EW-434TH CCCP-78793 EW-78793 EW-004DE EW-304TH EW-004DE	II-76TD II-76MD II-76MD II-76MD II-76MD	Trans Avia Export Soviet AF/AFL c/s Belarus AF, n/t Belarus AF, n/t Ruby Star Belarus AF, n/t	d/d FCO Mma Mma	08oct14 30jan89 09sep95 10aug06 10dec10 30jun13	in all-white c/s with titles; l/n MSQ 23apr11 details from Ilyushin.org; f/n IAR 18may13, 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; l/n MVQ 07jun14/06apr18, without engines and titles overpainted but still readable; could be made airworthy again in the future, if required, 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 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 in basic ex Aeroflot c/s, Belarus flag; l/n ALG 12jun05 in basic ex Aeroflot c/s, Belarus flag; l/n DOH oct08 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 with stylish red and green, Belarus flag, cheatline and flag on the fin; f/n ZIA 18may19; named 'Minsk Gorod-Geroi' (Minsk Hero City) since aug23; l/n in Belarus active 24jun24
						line # 69-02; delivered 31jan89 to 196 vtap at Tartu; rgd only 01dec89; f/n SNN 13jun92; l/n Neu-Welzow 12jun93
						based at Tver mar97; l/n Uppsala aug00 with '224 LO' badge, no titles; l/n KLD mar12; seen KLD apr13 without '224 LO' badge; seen over Moscow 13aug16, in water bomber configuration; l/n CKL 21jul21
						in basic Aeroflot c/s, no titles, named 'Gorod-Geroi Tula' (Hero City Tula); l/n PEK 01jan24 line # 69-03; delivered to Novgorod; rgd 26apr89; f/n BOJ 12jul89; l/n Eberswalde-Finow 26jun93 based at Novgorod mar97; seen Novgorod-Krechevitsy 30sep07, wfu; l/n KLD 18jul12, in very faded c/s still with Aeroflot titles, wfu
						in basic Aeroflot c/s, no titles; l/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; l/n PEK 17oct23 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
						opb 224 Flight Unit; no titles; l/n Orenburg-2 (Southwest) 29aug04, as such; seen Chelyabinsk-Shagol 20aug07 with '224 LO' badge; l/n OVB 11apr20
						line # 69-05; late d/d; delivered to Beryozovka and still based there by mar97 seen Ivanovo-Severnoy 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' 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 'Premier' complex switched on 21apr17; l/n Taganrog-Yuzhny apr19
00934 91729	CCCP-78794	II-76MD	Soviet AF/AFL c/s	mfd	31jan89	line # 69-06; delivered to 196 vtap at Tartu 20feb89, but see the mfd; rgd only 01dec89; f/n Kluczewo 07feb92; l/n Krzywa 18feb92
	RA-78794 RA-78794	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Wit VKO	05aug93 20aug01	based at Tver by mar97; l/n IST 06nov97
00934 91726	RF-78794 CCCP-78795 RA-78795	II-76MD II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	PEJ d/d Wit	14oct23 28feb89 28jan94	opb 224 Flight Unit; in basic Aeroflot c/s with a '224 LO' logo on the fin, no titles; new CofR issued 07feb01; l/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
	RF-78795	II-76MD	Russian Air Force	OVB	15sep15	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 opb 230 apsz at Engels; l/n DYR 07sep07; seen Ryazan-Dyagilevo 18jun08 with Aeroflot badge, but without titles; l/n SVX 22jun10
00934 91735	CCCP-78796 RA-78796 RA-78796	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr Ors	28feb89 05may94 27aug03	also carried code '79' blue with 'VVS Rossii' titles, in white/grey c/s with Russian Stars on tail, opb oaes2 43 TsBP i PLS at Ryazan-Dyagilevo; l/n feb19, location withheld line # 69-08; f/n LCA 07aug89; l/n ZIA 01feb16 seen DEL 28feb20; l/n DEL 21nov23 line # 69-09; delivered to Vitebsk; rgd 21jul89; f/n SNN 23may90; l/n Eberswalde-Finow 10may93
	"52" red "52" red "52" red	A-50 A-50 A-100LL	Soviet AF/PVO Russian Air Force Russian Air Force	d/d Iga TGK	30apr92 26may99 22oct16	based at Machulishchi mar97; l/n SHJ 02feb98 tail turret removed; l/n DME 22nov01; leased from Trans Avia Export 01feb98/01feb00 l/n RIX 20apr04; still in Trans Avia Export fleet list 01sep03 opb Trans Avia Export; basic East Line c/s; l/n JNB 18jan05
00934 91742	RF-93953	A-100LL	Russian Air Force	TGK	21apr17	initially still in basic green East Line c/s with titles, l/n as such MSQ 27aug07; flight planned LED-NBO 30oct07 as YR9173, operator reported as GosNII GA; l/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 II-76TD EW-78849 which was shot down at Mogadishu 23mar07, f/n as such FIH jun09 (without additional 'ALCI' titles by then); l/n FNB 07aug09, as such; l/n MSQ 23apr11/13may12, stored; seen OSR 05mar13 active, in full c/s with titles and still named 'Igor Vashkevich'; l/n MSQ 06sep16; opf United Nations at Entebbe (UNO 081H);
	CCCP-78797	II-76MD	Soviet AF/AFL c/s	mfd	28feb89	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; l/n MSQ 12dec18 having reportedly been repaired and returned to service; l/n MSQ 10jun22, still all white c/s with 'WFP' titles on the tail partly faded away line # 69-10; l/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 29aug07; l/n Voronezh-Baltimore 27may11, still with prefix 'CCCP'- also carried code '80' blue with 'VVS Rossii' titles; in white/grey c/s with Russian Stars on tail; opb oaes2 43 TsBP i PLS at Ryazan-Dyagilevo; l/n OVB 2017
00934 91747	RA-78797 RA-78797	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Maw SHJ	27jan94 18mar98	line # 70-01; d/d 31mar89 to Vitebsk; f/n Tashkent-Tuzel 24apr89; rgd 21jul89 l/n Minsk-Machulishchi 12jun96; based at Machulishchi mar97 l/n Minsk-Machulishchi jun01; turret removed; still in Trans Avia Export fleet list 01sep03; l/n MSQ 20may05, titles not reported 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 ZIA 24feb15; see c/n 0073477323, 0083486582, 0093493794 and 1023498978 serial for delivery to China; only the first and last digit visible under tab feb15, see sightings previous line in bluish grey c/s with light grey undersides, military roundels and titles, red code; see worn by a Yr20 by apr24
	RF-78797 CCCP-78798 RA-78798	II-76MD II-78 II-78	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	rgd mfd Eng	unknown 30mar89 30aug97	line # 70-02; built without tail gunner's station; opb 675 osap on at Nizhni Novgorod; f/n YKS 03jul92; see c/n 093421621 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 GOJ 16apr15 named 'Vechislav Tikomirov'; l/n GOJ 22jun15 opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; named 'Vechislav Tikomirov'; f/n f/n GOJ 19aug16; l/n OVB 21may22
00934 91750	K3014 KI3014	II-76MD II-76MD	Indian Air Force Indian Air Force	d/d DEL	31mar89 19mar18	line # 70-03; delivered to Vitebsk; opb 50 osap; f/n Tashkent-Tuzel 25apr89; rgd 21jul89; took part in the Afghan war; transferred to Belarus AF; seen Eberswalde-Finow 10may93, operated by a military factory; l/n Minsk-Machulishchi 24aug96, opb Belarus AF opb 50 sab at Machulishchi; in basic ex Aeroflot c/s, Belarus flag; l/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 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 Dzhanokoi (still by jul91) initially opb 192 vtap at Ukurei; trf to 128 vtap at Orenburg jun95; l/n Orenburg-2 04apr12 opb 128 vtap at Orenburg; in basic Aeroflot c/s with Russian flag on fin, no titles; l/n Kubinka 03mar16
	CCCP-78799 EW-78799 EW-78799	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Trans Avia Export Atlant-Soyuz	mfd BRU OST	31mar89 08dec93 27mar98	
00934 91754	EW-78799 EW-78799 EW-78799 EW-78799	II-76TD II-76TD II-76TD II-76TD	Trans Avia Export East Line Airstars no titles	OST DME MSQ JNB	17nov93 11jul98 17aug03 25jul04	
	EW-78799	II-76TD	Trans Avia Export	MSQ	11may06	
00934 91758	EW-78799	II-76TD	United Nations	JUB	25apr17	
	CCCP-78800	II-78M	Soviet AF/AFL c/s	mfd	30jun89	
00934 92763	RF-94283	II-78M	Russian Air Force	rgd	2011	
	CCCP-78801 EW-78801 EW-78801	II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Trans Avia Export Atlant-Soyuz	mfd BRU OST	31mar89 08dec93 27mar98	
00934 92766	EW-78801	II-76TD	Trans Avia Export	MSQ	11aug06	
	78699(3)	II-76TD	Chinese Air Force	ZIA	22jan15	
00934 92771	27604 20546	II-76TD II-76TD	Chinese Air Force Chinese Air Force	no ZUH	reports 07nov16	
	CCCP-86925(2)	II-76MD	MVD/Aeroflot c/s	d/d	31mar89	
00934 92774	RA-86925(2)	II-76MD	MVD/Aeroflot c/s	trf	1992	
	RF-86925(2)	II-76MD	Russian MVD/VV	rgd	11may06	
00934 92774	RF-86925(2)	II-76MD	Rosgvardiya	trf	05apr16	
	CCCP-78802	II-76MD	Soviet AF/AFL c/s	d/d	31mar89	
00934 92774	EW-78802 EW-005DE	II-76MD II-76MD	Belarus AF, n/t Belarus AF, n/t	Mma Mma	18aug97 23feb08	
	CCCP-78803 RA-78803 RA-78803	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Ors PKV	21apr89 21apr97 20feb14	

	RF-78803	Il-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 as such Irkutsk-2 (Vostochny) 18oct16; opb 235 vtap at ULY from 01dec17; l/n OVB mar20
00934 92778	CCCP-78804	Il-76MD	Soviet AF/AFL c/s	d/d	29apr89	line # 70-05; delivered to Dzhanokai and based there until at least jul91; f/n Tashkent-Tuzel 25apr89; later based at Ukurei
	RA-78804	Il-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 passengers were killed
00934 92783	CCCP-78805	Il-76MD	Soviet AF/AFL c/s	d/d	29apr89	line # 70-06; delivered to Novgorod; f/n Tashkent-Tuzel 25apr89; rgd only 30jan90; l/n SZW 11dec92
	RA-78805	Il-76MD	Russian AF/AFL c/s	Wit	01feb94	based at Novgorod mar97; seen KLD dec11 equipped with guns; l/n mar16
00934 92786	RF-78805	Il-76MD	Russian Air Force		apr16	in basic Aeroflot c/s, no titles; seen KLD 10jun18, with small registration; l/n ATH 31aug21
	CCCP-78806	Il-78	Soviet AF/AFL c/s	mfd	30jun89	line # 70-07; d/d 30jun89 to Engels; f/n Wittstock 06apr94; based at Engels mar97; l/n Ryazan-Dyagilevo 23aug01
	RA-78806	Il-78	Russian Air Force	Rzd	18aug05	opb 203 oapsz at Ryazan; in basic Aeroflot c/s, no titles; l/n Ryazan-Dyagilevo 06may15
	RF-94284	Il-78	Russian Air Force	ph.	09oct17	also carried code "86" blue with 'VVS Rossii' titles, in white/grey c/s with Russian Stars on tail; l/n OVB jan22
00934 93791	CCCP-78807	Il-76MD	Soviet AF/AFL c/s	mfd	29apr89	line # 70-08; d/d 29apr89 to Klin; f/n Tashkent-Tuzel 25apr89
	RA-78807	Il-76MD	Russian AF/AFL c/s	Kln	06may94	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-Severnoy 26aug07; based at Novgorod by 2008; seen Novgorod 23jun09, musing some engines; l/n UUS 19jul13, still with worn serial under the wing
	RA-78807	Il-76MD	Russian Air Force	OVB	22jan15	in basic Aeroflot c/s, no titles; l/n aug17
	RF-78807	Il-76MD	Russian Air Force	ph.	2018	in basic Aeroflot c/s, no titles, registration not visible in the photo; seen KLD 10jun18, with small registration on the fin; l/n VKO 29aug19
00934 93794	CCCP-78808	Il-76MD	Soviet AF/AFL c/s	mfd	31may89	line # 70-09; d/d 31may89 to Vitebsk; rgd 21jul89; f/n SNN 23may90; l/n PEK nov91
	EW-78808	Il-76MD	Trans Avia Export	LUX	18jun93	l/n Minsk-Machulishchi 12may96; based at Machulishchi mar97
	EW-78808	Il-76MD	East Line	SHJ	may98	Russian flag and basic Trans Avia Export c/s; l/n MSQ 20may05
	EW-78808	Il-76MD	Trans Avia Export	MSQ	11may06	converted to, see next line
	EW-78808	Il-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 and Staraya Russa jan13, bare metal, still with filled in tail turret
	78699(4)	Il-76TD	Chinese Air Force	ZIA	29mar16	c/n from Russian sources; in bluish grey c/s with light grey undersides, military roundels and titles; l/n ZIA 01apr16; Chinese serial under sticker looks to end '9', see next line; see c/n 0073477323, 0083486582, 0093492763 and 1023498978
	27609	Il-76TD	Chinese Air Force	no	reports	see previous line; serial for delivery to China
	20549	Il-76TD	Chinese Air Force	SHA	17sep16	in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n CGK 12may20
00934 93799	5A-DLL (2)	Il-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)	Il-78	Jamahiria AT	SVO	04apr05	in white c/s with green cheatline and fin; l/n MJI 02may10, complete with refuelling equipment
	5A-DLL (2)	Il-78	Libyan Air Force	ph.	jun16	refuelling equipment removed; in all-white c/s with 'LAAF' on the fin; the registration was removed from the fuselage, but remained on the upper side of the wing; was stored at MJI, seen feb20/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	7T-WIB	Il-76MD	Algerian Air Force	d/d	30jun89	line # 71-01; opb 374 Sqn; f/n SVO 1990; seen SXF 26sep91; l/n ZIA 16aug24
00934 93807	CCCP-78809	Il-76MD	Soviet AF/AFL c/s	d/d	31may89	line # 71-02; delivered to Novgorod; rgd 30jan90; f/n in East Germany before 1990; l/n Werneuchen 21aug93
	RA-78809	Il-76MD	Russian AF/AFL c/s	Maw	18jan94	based at Novgorod mar97; soc and canx 16feb04 (paper exercise ?); l/n Staraya Russa mar12, still with Aeroflot titles
	RA-78809	Il-76MD	Russian Air Force	KLD	apr13	in basic Aeroflot c/s, no titles; seen KLD 10jun18, with small registration
	RF-78809	Il-76MD	Russian Air Force	ph.	2018	at KLD; reg not visible, quoted from russianplanes.net; l/n 21jun24 location unknown
00934 93810	CCCP-76800	Il-76TD	KGB/Aeroflot c/s	d/d	09jun89	line # 71-03; delivered to Sheremetyevo; f/n SVO 16mar90; rgd 20nov90; l/n SVO 14aug92
	RA-76800	Il-76TD	FSB/Aeroflot c/s	SVO	11apr94	based at Sheremetyevo mar97; l/n SVO 29jun04
	RA-76800	Il-76TD	FSB	SVO	18sep05	in white c/s with grey undersides and blue cheatline, no titles
	RF-76325	Il-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; l/n SVO mar21
00934 93814	CCCP-78810	Il-76MD	Soviet AF/AFL c/s	d/d	30jun89	line # 71-04; delivered to Ukurei; rgd 22oct91; no reports
	RA-78810	Il-76MD	Russian AF/AFL c/s	Ors	21apr97	based at Orenburg mar97; seen Orenburg-2 (Southwest) 27aug03; seen Chelyabinsk-Shagol 08sep11, still with Aeroflot titles; l/n Tver mar12 titles not reported
	RF-78810	Il-76MD	Russian Air Force	ph.	09apr15	at Privolzhsk; in basic Aeroflot c/s, no titles and equipped with guns; l/n KHV 10jun22
00934 93818	"45" red	A-50	Soviet AF/PVO	d/d	29sep90	line # 71-05; late d/d; delivered to Beryozovka and still based there by mar97
	"45" red	A-50	Russian Air Force	Iva	26may99	opb agbbsdrlo 610 TsBPILPS at Ivanovo-Severnoy; in white/grey c/s; seen Ivanovo-Severnoy 04aug01 and 06aug06; stored at Ivanovo-Severnoy, seen aug11/aug15; l/n Staraya Russa 22aug17
	RF-93952	A-50U	Russian Air Force	TGK	06dec18	also carried code "45" red; opb agbbsdrlo 610 TsBPILPS at Ivanovo-Severnoy; in white/grey c/s with 'VKS Rossii' titles and Russian stars; h/o after modernisation by TANTK at Taganrog 06dec18; l/n OVB 14mar21
00934 94823	CCCP-78811	Il-76MD	Soviet AF/AFL c/s	d/d	30jun89	line # 71-06; delivered to Ukurei; rgd only 22oct91; no reports
	RA-78811	Il-76MD	Russian AF/AFL c/s	Spr	15aug94	based at Orenburg mar97; seen Orenburg-2 (Southwest) 29aug04; l/n CKL may11
	RF-78811	Il-76MD	Russian Air Force	OVB	09jun15	in basic Aeroflot c/s, no titles; l/n KBL 25aug21
00934 94826	CCCP-78812	Il-78	Soviet AF/AFL c/s	mfd	31aug89	line # 71-07; d/d 31aug89 to Engels; f/n spring 1996
	RA-78812	Il-78	Russian AF/AFL c/s	Eng	30aug97	opb 230 apsz at Engels; l/n Ryazan-Dyagilevo aug13
	RF-94285	Il-78	Russian Air Force	Eng	06mar15	in white c/s with grey undersides, Russian stars and 'VVS Rossii' on tail, also wearing "81" blue; l/n Engels 23dec20
00934 94830	CCCP-78813	Il-76MD	Soviet AF/AFL c/s	mfd	31jul89	line # 71-08; delivered to 192 vtap at Ukurei; rgd 22oct91; no reports
	RA-78813	Il-76MD	Russian AF/AFL c/s	Orn	28mar94	based at Orenburg by mar97; l/n Orenburg-2 29aug97
	RA-78813	Il-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	Il-76MD	Russian Air Force	ph.	07may16	opb 117 vtap at Orenburg; named 'Orenburg'; initially in basic Aeroflot c/s with 'VVS Rossii' 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-Severnoy 19aug17; l/n CKL 2020
00934 94835	CCCP-76784	Il-76TD	NPT's 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	Il-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	Il-78	Soviet AF/AFL c/s	mfd	30sep89	line # 71-10; d/d 30sep89 to Engels; f/n DME 22feb92; l/n Engels 13aug96
	RA-78814	Il-78	Russian AF/AFL c/s	Eng	30aug97	based at Engels mar97; opb 203 oapsz at Ryazan; l/n Ryazan-Dyagilevo 29aug07
	RA-78814	Il-78	Russian Air Force	Rzd	09may10	in basic Aeroflot c/s, no titles; l/n OVB 29sep18
	RF-94286	Il-78	Russian Air Force	Rzd	19aug21	in white c/s with grey undersides, Russian stars and 'VKS Rossii' on tail, also wearing "85" blue; l/n over Moscow 07may22
00934 94842	CCCP-78815	Il-76MD	Soviet AF/AFL c/s	d/d	31jul89	line # 72-01; delivered to Novgorod; rgd 30jan90; f/n in East Germany 12feb90; l/n Brandis 25may92
	RA-78815	Il-76MD	Russian AF/AFL c/s	Wer	30aug93	based at Novgorod mar97; soc 16feb04 (paper exercise ?); l/n CKL 11aug08
	RA-78815	Il-76MD	Russian Air Force	VVO	16jul10	in basic Aeroflot c/s, no titles; l/n PKV 13jun13
	RF-78815	Il-76MD	Russian Air Force	PEE	04may15	in basic Aeroflot c/s, no titles and equipped with guns; l/n Kubinka 26may18; seen KIH 26nov18 with guns removed; l/n Minsk-Machulishchi jan22
00934 95846	CCCP-78816	Il-76MD	Soviet AF/AFL c/s	mfd	31jul89	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
	RA-78816	Il-76MD	Russian AF/AFL c/s	Maw	12jan94	based at Tver mar97, operated by East Line; l/n DME 06jul98
00934 95851	RA-78816	Il-76MD	Russian Air Force	VKO	20aug99	with '224 LO' badge, no titles; l/n VKO 06aug23
	CCCP-78817	Il-76MD	Soviet AF/AFL c/s	mfd	31jul89	line # 72-03; delivered 31jul89 to Novgorod; rgd 30jan90; f/n (former) East Germany 14aug91; l/n Grossenhain 22jun93
	RA-78817	Il-76MD	Russian AF/AFL c/s	Grd	15jun94	l/n Novgorod-Krechevitsy 20aug95; based at Novgorod mar97
00934 95854	RA-78817	Il-76MD	Russian Air Force	ph.	jan99	carried a '224 LO' badge; l/n VKO 05nov23
	CCCP-76787	Il-76TD	AFL/Magadan-GDX	mfd	31aug89	line # 72-04; d/d 31aug89; rgd 22dec89; on charge as of 01jan90; f/n DME 15mar90; l/n OST 20jul92
	CCCP-76787	Il-76TD	North-East Cargo	OST	08nov92	in basic ex Aeroflot c/s with 'Northern-East Cargo' titles
	CCCP-76787	Il-76TD	Aeroflot c/s, n/t	OST	02mar93	opb TAAG Angola; l/n OST 04mar93
	RA-76787	Il-76TD	North-East Cargo	GDX	08jul94	in basic ex Aeroflot c/s with 'Northern-East Cargo' titles; l/n SXF 05apr95
	RA-76787	Il-76TD	Volga-Dnepr	MST	04mar96	in fleet list early 1995, leased from North-East Cargo
	RA-76787	Il-76TD	SVGAL	SHJ	2.mar97	l/n OST 25jul97
	RA-76787	Il-76TD	Atlant-Soyuz	OST	22may98	in fleet list 1998; l/n SHJ 14feb99
	RA-76787	Il-76TD	Sukhoi	SVX	19aug99	
	RA-76787	Il-76TD	MagadanAviaLeas.	SHJ	25nov99	MagadanAviaLeasing; in basic ex Aeroflot c/s with titles; l/n DME 10jul00
	EP-SFA	Il-76TD	Safiran	SHJ	18aug00	l/n SHJ 26may01; c/n checked
	EP-CFB	Il-76TD	Chababhar Air	IST	30jun01	l/n DME 18jun02; '76787' on engine covers; mentioned in UN report, with regards to delivering undeclared weapons via Mwanza in oct01, having originated in Slovakia bound for Angola
	RA-76787	Il-76TD	Airlines 400	VKO	02aug02	l/n as such IKT 04jul04; leased to Atlant-Soyuz from 01aug02 and rgd 22aug02; seen ADD 27oct04 with additional 'Atlant-Soyuz' titles; seen DXB 30jul06 with just 'Airlines 400' titles; l/n VKO 16jun07
	RA-76787	Il-76TD	Russian Sky	VKO	05jul07	leased from Mavial; new markings applied by VARZ-400 05jul07, still in basic Airlines 400 c/s; offered for sale 18apr09; l/n FJR 18aug09
	EK-76787	Il-76TD	Phoenix Avia, n/t	SHJ	23sep09	and KBL the same day in basic Airlines 400 c/s, without hyphen in the registration; c/n confirmed; l/n VKO 01nov12
	RA-76416(2)	Il-76TD	Kosmos c/s, n/t	trf	nov12	details from Ilyushin.org; see c/n 043402041; f/n VKO 29dec12; in all-white c/s; l/n VKO 23jun13; broken up VKO nov14
00934 95858	CCCP-78818	Il-76MD	Soviet AF/AFL c/s	mfd	31aug89	line # 72-05; delivered 31aug89 to Novgorod; f/n Spereberg 16apr90; rgd 20aug90; l/n Spereberg 24sep93

00934 95863	RA-78818	Il-76MD	Russian AF/AFL c/s	Orn	24apr94	Novgorod based mar97; l/n Novgorod-Krechevitsy 07aug99
	RA-78818	Il-76MD	Russian Air Force	Nvk	05aug01	'224 LO' badge, no titles; l/n LED 30jul23
	CCCP-76785	Il-76TD	AFL/Internat.-SVO	mfd	13oct89	line # 72-06; d/d 31oct89; l/n DXB 04dec89; toc 21dec89; l/n SVO 11sep92
	RA-76785	Il-76TD	Aeroflot Rus. Al	LUX	13nov92	with grey tail; l/n SVO 08jul04 stored; soc 09aug04 and canx 10aug04 as to Kyrgyzstan
	EX-036	Il-76TD	Kyrgyzstan	SHJ	17sep04	c/n confirmed; small titles only; l/n SHJ 25nov05
	EX-036	Il-76TD	Ababeel Aviation	SHJ	14jan06	lsd 21dec05 from Click Airways; in SHJ 27jul06, titles not reported
00934 95866	EY-610	Il-76TD	Par Air	trf	jul12	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, l/n SHJ 20aug11, still with small Kyrgyzstan titles; damaged Erzurum, Turkey 30oct11 when the wingtip clipped the cockpit of parked Il-76 4L-SKN on landing
	ER-1A0	Il-76TD	Jet Star	rgd	13jun13	f/n OSS 12nov12, in basic ex Aeroflot c/s with grey tail, no titles
	CCCP-76801	Il-76MD	MVD/Aeroflot c/s	d/d	31aug89	canx between 15jul14 and 09oct14; seen OSS 01aug15/26nov23, still with grey tail, no titles, stored line # 72-07; rgd 12mar90; built without tail gunner's station; opb 675 osap on at Nizhni Novgorod; f/n SID 28mar90
	RA-76801	Il-76MD	MVD/Aeroflot c/s	trf	1992	opb 675 osap on at Nizhni Novgorod (still by mar97); still in full Aeroflot c/s including titles; f/n Yermolino 15aug95; l/n GOJ 22aug95
	RF-76801	Il-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 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
						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
10134 95871	CCCP-78825	Il-76MDK-2	Soviet AF/AFL c/s	mfd	31mar91	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	Il-76MDK-2	Tubelair	MIR	25sep93	opb 70 oitap on / Space Training Centre at Chkalovski; partly scrubbed-out 'Tubelair' titles (in Arabic on left-hand side and in English on right-hand side) still visible by 1999; l/n CKL 17aug09; t/t 1,600 hours and 828 cycles by 09jul10; see next line
	RA-78825	Il-76MDK-2	Russian AF/AFL c/s	CKL	29may99	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; l/n LED 10sep22
	RF-75353	Il-76MDK-2	Roscosmos	CKL	02apr13	line # 72-09; built without tail gunner's station; opb 675 osap on at Nizhni Novgorod (still by mar97); f/n OMS 31aug91; l/n CKL 05aug00, still with the prefix 'CCCP-'
						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
						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
00934 95874	CCCP-76802	Il-76MD	MVD/Aeroflot c/s	d/d	27sep89	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 Rosgvardiya and Hero of the Russian Federation; l/n LED 05mar22; l/n ZIA 01mar23
	RA-76802	Il-76MD	MVD/Aeroflot c/s	trf	1992	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; l/n Ryazan-Dyagilevo 26aug12
	RF-76802	Il-76MD	Russian MVD/VV	rgd	2006 ?	in white c/s with grey undersides, Russian stars and 'VVS Rossii' on tail, also wearing "82" blue; l/n over Moscow 07may16
	RF-76802	Il-76MD	Rosgvardiya	trf	05apr16	line # 73-01; d/d 29sep89 to Vitebsk; rgd 01dec89; f/n CGN 10nov90
						based at Machulishchi by mar97; l/n DME 25aug97
						seen OST 23dec98 in Trans Avia Export c/s with Russian flag
00934 95880	CCCP-78822	Il-78M	Soviet AF/AFL c/s	mfd	27dec89	canx 04apr02 as to Belarus
	RF-94287	Il-78M	Russian Air Force	Rzd	aug13	leased from Trans Avia Export 05mar02/29mar04; in basic TAE c/s with 'Dobrolet' titles and logo on fin; l/n BUD 26feb04
						in basic TAE c/s with additional 'East Line' titles
						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 24sep13
						in all-white c/s with grey undersides and large 'WFP' on the tail and titles on the fuselage; l/n MSQ 14jun14
00934 95883	CCCP-78819	Il-76MD	Soviet AF/AFL c/s	mfd	29sep89	in all-white c/s with grey undersides, no titles; l/n MSQ 23mar16, as such
	EW-78819	Il-76MD	Trans Avia Export	OST	25aug93	opf United Nations at Gambela, Ethiopia (UNO 067H); seen MSQ 21may18; l/n KGA 09jun19
	EW-78819	Il-76MD	East Line	DME	29jun98	in all-white c/s, no titles; l/n MSQ 07nov20
	EW-78819	Il-76MD	Trans Avia Export	Mma	17jun00	in all-white c/s with grey undersides and large 'WFP' on the tail and titles on the fuselage as well as small 'Transaviaexport Airlines' titles; l/n MSQ 19jun21; seen MSQ 19aug21 in process of removing the titles; seen CTU 09jul22, no titles; l/n TSN 24dec22, as such
	RA-78819	Il-76MD	not known	rgd	early01	line # 73-02; f/n PRG 1990; fate unknown, did not go to Iran
	EW-78819	Il-76MD	East Line	DME	05jun02	line # 73-03; f/n SXF 05oct89 coded 'V'; l/n Leh 08apr17 as such; l/n IXC 27oct24 uncoded
00934 95886	EW-78819	Il-76MD	Dobrolet	VKO	01aug02	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
						and Ivanovo-Severnoy 09aug03; l/n AAQ sep12
						also carried code "50" red and 'VVS Rossii' titles; l/n Taganrog-Yuzhny apr19
						line # 73-06; rgd 10jan91; f/n KBP 22aug91; became an Il-76LL test-bed, was possibly based at Nizhni Tagil
						in basic Aeroflot c/s, no titles; with 'Spair' titles SVO 07jul92; l/n 07sep93; converted to, see next line
00934 95886	YI-ANM	Il-76MD	Iraqi Airways	d/d	26feb90	in basic Aeroflot c/s with 'Spair' titles; based at SVX mar97; l/n Ryazan-Dyagilevo 09aug99/18aug99
	K3077	Il-76MD	Indian Air Force	d/d	30sep89	opb AviaPRAD (ceased operations 11feb08); in all-white c/s with titles; seen SVX jul05; l/n SVX oct09
	YI-ANN	Il-76MD	Iraqi Air Force	d/d	02mar90	still in full Rus colours with titles; l/n SVX 03mar10
	"50" red	A-50	Soviet AF/PVO	d/d	28dec91	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
	"50" red	A-50	Russian Air Force	Iva	26may99	c/n from russianplanes.net; see c/n 0083488643
	RF-50601	A-50	Russian Air Force	SVX	07oct12	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; l/n ZIA 03feb15
00934 96903	CCCP-76790	Il-76MD	MOM KB Gos. IASS	d/d	29dec89	at Nakhon Ratchasima-Khorat; in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n SHA 05oct20
	RA-76790	Il-76MD	SP Air	AMS	08apr92	line # 73-07; delivered to Melitopol; f/n PRG 16dec90; rgd only 22nov91
	RA-76790	Il-76TD	SP Air	AMS	26jul94	in basic Aeroflot c/s with own titles; f/n OST 07aug94; soc and canx 08aug95 as to Ukraine; see rgd date next line
	RA-76790	Il-76TD	Rus	ZIA	18aug00	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
	EX-54001	Il-76TD	Rus c/s	SVX	28oct09	in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; l/n Zielona Góra-Babimost 21aug05; took part in the exercise "Cooperative Key" in Bulgaria aug05/sep05
	EX-76002	Il-76TD	Click Airways	rgd	12dec12	reported by the operator Jan06 - a short term lease or not taken up ?
78698(1) 27607		Il-76TD	Chinese Air Force	no	reports	opb 25 BrTrA at Melitopol; in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; l/n KBP 26aug20; contract for the prolongation of life-time until 30oct23 signed with NARP 14jul21; l/n Deblin 14may22/08mar23; 7 Ukraine Air Force Il-76s still visible on Google Earth at Deblin 20sep24 @@
		Il-76TD	Chinese Air Force	ZIA	02feb15	line # 73-08; f/n SXF 05oct89; coded 'W', named 'Nubra'; l/n BOM 13oct12, still coded 'W'
	20545	Il-76TD	Chinese Air Force		12nov15	line # 73-09; delivered to Melitopol; no reports
						Melitopol based, operated by Eco Patrol mar97; l/n Melitopol 25aug97
						l/n Melitopol 29apr99
						dbr 18apr01 on take-off from Ostend; broken up at Ostend 16/20jun03
00934 96912	K3078	Il-76MD	Indian Air Force	d/d	30aug89	line # 73-10; d/d 29apr90 to Engels
	CCCP-78821	Il-76MD	Soviet AF/AFL c/s	d/d	31oct89	received a Russian flag on the fin, but retained the prefix 'CCCP-'; f/n Engels 13aug96; based at Engels by mar97; later opb 203 opasz at Ryazan-Dyagilevo; l/n Vorkuta-Sovjetski 22sep13
	78821	Il-76MD	Aeroflot c/s, n/t	Mtp	14sep96	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; l/n mar21, flying
	78821	Il-76MD	Eco PATROL	Mtp	06may98	line # 74-01; d/d 17nov89; toc 25jul90; rgd 05sep90; f/n KBL 08feb90; l/n DME 22feb92
	UR-78821	Il-76MD	Dart	OST	12jan01	in basic Aeroflot c/s, white tail; l/n MEL nov93
	CCCP-78823	Il-78M	Soviet AF/AFL c/s	mfd	29apr90	f/n SHJ 05mar95; Domodedovo based mar97; l/n DME 25aug97
10034 96918	CCCP-78823	Il-78M	Russian AF/AFL c/s	trf	1992	l/n OST 17sep98
						l/n DME 19sep99
						l/n DME 03sep00; l/n DME 19aug01; leased from Domodedovo Airlines
						l/n DME 08oct02; leased from Domodedovo Airlines
						f/n OVB 02jul03; l/n TLL 12mar05; leased from Domodedovo Airlines
						parked FJR since 14apr08; l/n 18aug09
00934 96923	CCCP-76786	Il-76TD	AFL/Domodedovo	mfd	17nov89	no titles; l/n FJR 13feb12/06sep12; seen with registration on starboard side only FJR nov12/jun16, stored
	RA-76786	Il-76TD	Pacific Express	SIN	23sep92	line # 74-02; built without tail gunner's station; opb 675 osap on at Nizhni Novgorod; f/n VKO 20mar92
	RA-76786	Il-76TD	Domodedovo Airl.	trf	25jul94	opb 675 osap on at Nizhni Novgorod; still in full Aeroflot c/s including titles; f/n GOJ 22aug95; l/n GOJ 21feb12; t/t 3,448 hours by 30mar12; see rgd next line
	RA-76786	Il-76TD	East Line	DME	07jul98	opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n GOJ 06mar13; l/n GOJ 04mar16
	RA-76786	Il-76TD	Domodedovo Airl.	TSN	21apr99	opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n GOJ 17nov16; l/n KEJ 11jun24
	RA-76786	Il-76TD	East Line	rgd	13feb03	line # 74-03; built without tail gunner's station; opb 675 osap on at Nizhni Novgorod; f/n in East Germany in 1990; l/n GOJ 26aug97
00934 97927	RA-76786	Il-76TD	Russian Sky	DME	25jun05	
	UP-17636	Il-76TD	Russian Sky c/s	SHJ	23sep09	
	CCCP-76803	Il-76MD	MVD/Aeroflot c/s	d/d	22nov89	
	RA-76803	Il-76MD	MVD/Aeroflot c/s	trf	1992	
	RF-76803	Il-76MD	Russian MVD/VV	rgd	11may06	
	RF-76803	Il-76MD	Rosgvardiya	trf	05apr16	
00934 97931	CCCP-76804	Il-76MD	MVD/Aeroflot c/s	d/d	30nov89	

	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 26jun06, stored
	RF-76804	II-76MD	Russian MVD/VV	rgd	11may06	not taken up
	RA-76804	II-76MD	Russian MVD/VV	GOJ	13sep06	opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n operated by Rosgvardiya (see below) GOJ apr16; engine covers are marked as RF-76804; seen Ryazan-Dyagilevo 23aug18 at 360 ARZ; l/n LED 21oct23
00934 97936	RF-76804	II-76MD	Rosgvardiya	trf	05apr16	opb 675 osap on at Nizhni Novgorod; see previous line
	CCCP-76791	II-76TD	AFL/Privozhnsk-KUF	mfd	28dec89	line # 74-04; d/d 28dec89; toc 13feb90; rgd 12mar90
	RA-76791	II-76TD	Aeroflot	KUF	25apr93	still with 'Aeroflot' titles DME 16jun94
	RA-76791	II-76TD	Samara Airlines	DME	may95	
	RA-76791	II-76TD	Tesis	trf	05apr96	
	EP-TPU (2)	II-76TD	Payam Air	rgd	01mar00	f/n KUF 20may96; l/n MST 26jul96; leased from Samara Airlines; soc 29dec99 and canx 06mar00 as to Iran
	RA-76846	II-76TD	Aviacon Zitotrans	SVX	19may09	f/n DXB 19mar00; l/n KUF jul04/aug05, stored; see c/n 0083487598 !
00934 97940	RA-76846	II-76TD	United Nations	FIH	21dec16	in basic Tesis c/s without titles; c/n and operator from Ilyushin website; seen SVX jun09 in basic Aviacon Zitotrans colours; l/n CEK 18aug16
	RA-76846	II-76TD	Aviacon Zitotrans	KGP	30mar17	in all white c/s with large 'UN' titles
	"53" (red)	A-50	Soviet AF/PVO			in all white c/s, no titles; l/n ZUH 06nov24
00934 97942	CCCP-76792	II-76TD	AFL/Krasnoyarsk-KJA	mfd	20dec89	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
	RA-76792	II-76TD	Aeroflot	LUX	04dec92	line # 74-06; d/d 30dec89; toc 13feb90; rgd 12apr90; f/n PIK nov91; l/n SVO 12apr92
	RA-76792	II-76TD	KrasAir	trf	05apr94	l/n SVO 11apr94; see trf next line
	RA-76792	II-76TD	Remex	trf	05apr96	f/n LUX 21jul95; leased to Remex as payment for overhaul
	RA-76792	II-76TD	KrasAir	DME	04oct99	f/n BKA 15apr97; l/n IST 05aug98
	RA-76792	II-76TD	Saturn	ZIA	16aug07	CoFR renewal 29oct99; l/n KIA 20jun06
10034 97947	CCCP-78824	II-78M	Soviet AF/AFL c/s	mfd	29apr90	CoFR renewal 29oct99; l/n KIA 20jun06
	RA-78824	II-78M	Russian Air Force	Rzd	27jan11	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 register 27aug19; to be scrapped if not sold by 01jul22; still present without titles and registration 10sep23
	RF-94289	II-78M	Russian Air Force	ph.	05may21	line # 74-07; d/d 29apr90 to Engels; f/n Engels 13aug96; Engels based mar97; l/n Ryazan-Dyagilevo 29aug07
00934 98951	CCCP-76793	II-76TD	AFL/Uzbekistan-TAS	mfd	30dec89	freshly painted, no titles; l/n OVB 06apr17
	CCCP-76793	II-76TD	Metro Cargo	ZRH	07nov90	overhead Moscow; also carried code "84" blue; opb agob 6950 AvB at Ryazan-Dyagilevo; in white c/s with grey undersides, with 'VKS Rossi' titles and Russian stars; l/n Kubinka 19aug22
	CCCP-76793	II-76TD	Aeroflot	SXF	19aug91	line # 74-08; d/d 30dec89; toc 09jan90; rgd 30jan90
	UK-76793	II-76TD	Uzbekistan Airways	STN	12aug93	named 'Bellinzona' after a town in Switzerland; l/n OST 21jun91
00934 98954	CCCP-76794	II-76TD	AFL/Uzbekistan-TAS	mfd	30dec89	in standard 'blue' c/s; still with the prefix 'CCCP-' 14apr93
	CCCP-76794	II-76TD	Uzbekistan Airways	SHJ	05mar95	repainted in full c/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; l/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
	UK-76794	II-76TD	East Line	DME	04oct99	line # 74-09; d/d 30dec89; toc 09jan90; rgd 30jan90; in standard 'blue' c/s; f/n SVO 12jul90; l/n TAS 15apr92
	UK-76794	II-76TD	Uzbekistan Airways	TAS	24jan03	damaged during an emergency landing at Peshawar 21apr93; repaired
00934 98959	"30" blue	II-78M	Soviet Air Force	mfd	31jul90	last overhaul completed 30nov94; repainted in full c/s with 'Uzbekistan' titles; f/n as such OST 28aug96; l/n TAS 31jul99
	"30" blue	II-78M	Russian Air Force	LUX	09may95	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 register 27aug19; to be scrapped if not sold by 01jul22; still present without titles and registration 10sep23
	RF-94269	II-78M	Russian Air Force	CKL	11mar14	line # 74-10; d/d 31jul90 to Engels; code from official list
00934 98962	CCCP-76795	II-76TD	AFL/Internat.-SVO	mfd	30dec89	overhead Moscow; based at Engels mar97; opb 203 oapaz at Ryazan; l/n PEE sep13
	RA-76795	II-76TD	Aeroflot Rus. Al	LUX	20nov92	in white c/s with grey undersides, Russian stars and 'VVS Rossi' on tail, also wearing "30" blue; l/n Tambov 25may19
	EX-035	II-76TD	Kyrgyzstan	SHJ	21sep04	line # 75-01; d/d 30dec89; toc 09feb90; rgd 16feb90; f/n SXF 18feb90; l/n SVO 11sep92
00934 98967	CCCP-76752	II-76TD	AFL/Krasnoyarsk-KJA	mfd	30dec89	with grey tail; l/n SVO 08jul04, stored; soc and canx 10aug04 as to Kyrgyzstan
	RA-76752	II-76TD	Aeroflot	LUX	25jan93	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; l/n SHJ 17oct09, still with small Kyrgyzstan titles; seen SHJ 07jul12 with serial now on the side of the fuselage; seen OSS 07nov12; l/n OSS 30oct17/12nov22
	RA-76752	II-76TD	SALPA Air Trp Rus.	SHJ	may93	line # 75-02; d/d 30dec89; rgd 12apr90; on charge as of 01jul90; f/n HAM 29jan91; l/n LUX 24nov92
	RA-76752	II-76TD	UNHCR	SHJ	nov94	
	RA-76752	II-76TD	Aeroflot c/s, n/t	LUX	29may95	
	RA-76752	II-76TD	KrasAir	DME	28aug95	
00934 98971	CCCP-76782	II-76TD	AFL/Uzbekistan-TAS	mfd	31jan90	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
	CCCP-76782	II-76TD	Metro Cargo	STN	22dec90	line # 75-03; d/d 31jan90; rgd 26mar90; f/n HEL 14nov90
	CCCP-76782	II-76TD	Aeroflot	FRA	23sep91	and AMS 28jan91 named 'Gottardo'; l/n OST 30may91
	CCCP-76782	II-76TD	SALPA Air Trp Rus.	TAS	mar93	leased from Uzbekistan Airways; in basic Aeroflot c/s with blue titles; l/n SHJ 16may93
	UK-76782	II-76TD	Uzbekistan Airways	SHJ	mar94	in basic Aeroflot c/s, with 'Uzbekistan' titles
	UK-76782	II-76TD	Uzbekistan Airways	TAS	08may95	in basic Aeroflot c/s, no titles
	90Q-CLF	II-76TD		no	reports	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; l/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; l/n TAS 12oct13
	78690	II-76TD		ZIA	21oct14	c/n confirmed; in ex Uzbekistan Airways c/s, without titles 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-Zhukovskii-Urumqi-Dangyang, version given as such
00934 98974	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 Zhukovskii 03dec15 shows '78690' on the tail with '27610' underneath; serial for delivery to China
	20547	II-76TD	Chinese Air Force	NAY	24nov17	in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n Kubinka 27aug18
	CCCP-76783	II-76TD	AFL/Ulyanovsk HFS	mfd	28feb90	line # 75-04; d/d 28feb90; toc 23mar90; rgd 26apr90; f/n STN 22feb92; l/n EVN mar93
	RA-76783	II-76TD	Aeroflot	OST	29may93	seen STR 24sep94; damaged 31oct95 when overran the runway at Rostov-na-Donu, repaired
	RA-76783	II-76TD	Volga-Dnepr	MST	17oct96	in white c/s with light grey belly and engines, no titles; l/n RKT 17nov97
	RA-76783	II-76TD	Aviacon Zitotrans	RKT	04apr98	leased from the Ulyanovsk Higher Aviation School of Civil Aviation; in white c/s with light grey belly and engines, with titles; l/n JNB 01feb99
	RA-76783	II-76TD	Atlant-Soyuz	OST	04dec99	in white c/s with light grey belly and engines; initially no titles; l/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 the Ulyanovsk Higher Aviation School of Civil Aviation; l/n FJR 25nov08
	RA-76783	II-76TD	Russkoye Nebo	no	reports	excluded from the operator's certificate 16jun10
	RA-76783	II-76TD	United Nations	KRT	06jan09	operated by Russkoye Nebo for the UN in Sudan 05nov08/15dec10; in full all-white UN c/s; l/n SHJ 13aug10
	EK-76783	II-76TD	Veteran	rgd	unknown	reported on Ilyushin.org 07feb11; registration without hyphen; in white c/s with grey engines, no titles; f/n SHJ 22feb11; l/n FJR feb15
	UR-COE	II-76TD	Yevropa Air	rgd	20oct15	to Infinite Seal Inc. of the British Virgin Islands; in white c/s with grey engines, no titles; seen SHJ 08aug16; canx 03dec18; stored at FJR; AOC suspended 27jul19; l/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
10234 98978	UR-COE	II-76TD	Fly Sky Airlines	rgd	24feb20	to Aganya Holdings of the UAE; canx between 02nov20 and 07nov20
	EX-FSA	II-76TD	Fly Sky Airlines	rgd	03nov20	to Aganya Holdings of the UAE; in white c/s with grey engines, no titles; f/n HLP 14dec20; l/n FJR 19jan24
	EX-76022	II-76TD	Fly Sky Airlines	rgd	05sep24	
	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 hours; l/n OSS 03aug15, still in old c/s, stored
	78699(5)	II-76TD		ZIA	19may16	in very faded Turkmenistan Al 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 Zhukovskii-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	II-76TD	Chinese Air Force	d/d	28feb90	line # 75-06; rgd 04may90; delivered to Zhukovskii; built without tail gunner's station; f/n LEH jun90, in Aeroflot c/s and titles
	CCCP-76822	II-76MD	MAP Ilyushin OKB			
	CCCP-76822	II-76MD	Air Moravia	PRG	17dec91	extinguished a fire in Yerevan 09apr/10apr92
	CCCP-76822	II-76MD	Aeroflot	ZIA	10jun92	l/n ADL 23jan93
	CCCP-76822	II-76MD	Pacific Express	LTN	12dec92	

	RA-76822 RA-76822 RA-76822 RA-76822	II-76MD II-76MD II-76TD II-76TD	Pacific Express Aeroflot c/s, n/t Ilavia Ilyushin OKB	FRA LBG LUX ZIA	29jun93 19jun95 13dec95 17aug99	l/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 Moskvy' titles was rgd 29jul03 to Ilavia; l/n ZIA 23aug03 l/n Kecsckemet nov03; soc and canx 17mar04 as sold to Serbia
	RA-76822 RA-76822 RA-76822 YU-AMI	II-76TD II-76TD II-76TD II-76TD	Titan Aero Tesis Kosmas Air Cargo Kosmas Air Cargo	VKO DME BEG rgd	06may03 04oct03 05apr04 apr04	f/n ZAG may04; l/n KWI 19may08; mentioned in technical inspection document feb08 as RA-76822 and operator given as Volga-Dnepr l/n ROV 31oct10
	RA-76822 4K-AZ60	II-76TD II-76TD	Kosmas Air Cargo Silk Way Airlines	Tis res	aug08 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 f/n ULY 07dec22; in basic ex Silk Way c/s, no titles; l/n ALA 25aug24
00934 99986	RA-76822 CCCCP-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	line # 75-07; delivered to Vitebsk; rgd 20aug90; f/n CGN 25feb91; l/n BLQ sep91 based at Minsk-Machulishchi by mar97; l/n Minsk-Machulishchi 17jun00; still in fleet list 01sep03; stored at Balbasovo
	EW-78836	II-76TD	Aviacon Zitotrans	trf	early12	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, suggesting some parts may have been swapped
	EW-78836 RA-76834(2)	II-76TD II-76TD	Ruby Star n/t Aviacon Zitotrans	SXF MSQ	15mar14 29may15	in all-white c/s with Belarus flag; operating 'RSB' flights; l/n TMP 30apr15 all-white c/s, no titles; still with EW-78836 on the tail; rgd 02jun15; seen VKO 18jun15, without the EW-registration on the tail; l/n ZIA 24dec15; current on register apr16; see c/n 1023409319
10034 99991	RA-76834(2)	II-76TD	Abakan Avia	ZIA	aug16	all-white c/s, no titles; operator from russianplanes.net; opf United Nations at Jimma (UNO 080H); l/n 05apr24 location unknown
	CCCCP-78826 EW-78826 EW-78826	II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Trans Avia Export East Line	mfd OST DME	28feb90 15oct93 29jun98	line # 75-08; d/d 28feb90 to Vitebsk; rgd 27jun90; f/n Eberswalde-Finow 28nov90; l/n PEK nov91 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; l/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; l/n ZIA 17aug01; still in Trans Avia Export fleet list 01sep03; see below
	EW-78826 EW-78826 EW-78826 EW-78826	II-76TD II-76TD II-76TD II-76TD	Dobrolet Tesis East Line Trans Avia Export	MSQ IKT MSQ FRA	17aug03 04jul04 24feb05 20sep06	leased form Trans Avia Export 29mar02/29mar03; l/n TSN 20may04 leased to East Line 09sep04/31dec05 in basic Trans Avia Export c/s, no titles; l/n FRA 06aug06 with titles again; l/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 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
10034 99994	CCCCP-76796 RA-76796 RA-76796 RA-76796	II-76TD II-76TD II-76TD II-76TD	AFL/Magadan-GDX Aeroflot Magadan Cargo Al East Line	d/d OST trf DME	28mar90 21jun94 30mar95 05aug96	line # 75-09; rgd 24may90; on charge as of 01jul90; l/n DME 21mar93 l/n OST 02aug94, opb ALAK CofR renewal 05jul96 leased from Magadan Cargo Airlines, in basic Aeroflot c/s with East Line titles and green logo; l/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 UN-76009 ST-WTB	II-76TD II-76TD II-76TD II-76TD	Aerolift GST Aero GST Aero Ababeel Aviation	rgd SHJ DXB KRT	18dec01 08oct04 26nov05 25nov06	f/n CPT oct02, in all-white c/s with grey undersides, no titles; l/n SHJ 25jul04 all-white c/s with grey undersides, no titles; l/n SHJ 18aug05; c/n confirmed and -76796 just visible all-white c/s with grey undersides and titles; l/n SHJ 14jan06 in all-white c/s with grey undersides, initially no titles; l/n as such SHJ 02feb07; seen SHJ 18mar07 with titles; l/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 uncensored 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	CCCCP-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 Machulishchi by mar97; type painted on as just 'II-76'; l/n BUD 22dec97
	EW-78827	II-76TD	Atlant-Soyuz	STN	19mar98	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; l/n MSQ 20may05
	EW-78827	II-76TD	Trans Avia Export	MSQ	30may06	initially in basic 'blue' Aeroflot c/s with white fin, no titles; stored at MSQ, seen aug07/feb13; overhauled and repainted in white c/s with light grey belly and engines, no titles; f/n as such MSQ 12oct15
	UR-CIB	II-76TD	ZetAvia	rgd	29jan16	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 Astra Way FZC of the UAE 19may21; l/n EIN 08jun22; canx between 23nov22 and 16feb23
	EX-76009	II-76TD	New Way Cargo	rgd	11jan23	f/n SHJ 30jan23, in all white c/s with grey undersides, no titles; l/n TAS 11mar23; reported stored at FIH; canx between 05sep23 and 26sep23
	9T-TIA	II-76TD	DR Congo Air Force	FIH	15oct23	in all white c/s with grey undersides, no titles, with filled in tail turret; appears in video footage at FIH shortly after the elections, which were held 20dec23
10034 01004	CCCCP-78828 EW-78828 EW-78828 EW-78828 RA-78828	II-76MD II-76MD II-76TD II-76TD II-76TD	Soviet AF/AFL c/s Trans Avia Export Airvita Trans Avia Export Krylo	d/d OST SVO DME rgd	31mar90 16nov94 1998 nov98 30jun00	line # 76-01; delivered to Vitebsk; rgd 27jun90; f/n Eberswalde-Finow 16nov90 based at Machulishchi mar97 photo; in basic ex Trans Avia Export c/s with titles, tail logo and small Russian flag; tail turret removed l/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; l/n DME 16nov03; canx 01apr04 as returned to Belarus
	RA-78828 EW-78828 RA-76502(3)	II-76TD II-76TD II-76TD	Trans Avia Export Trans Avia Export Aviacon Zitotrans	MSQ MSQ MSQ	20may05 12may08 02jul11	l/n MSQ aug07, blue cheatline, blue tail and no titles, stored l/n MSQ may10, blue cheatline, blue tail and no titles, stored 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	CCCCP-78829 RA-78829 RA-78829	II-76MD II-76MD II-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 13jul01 but obviously restored; seen CKL 23jul07 with '224 LO' badge; opb 708 vtap at Taganrog-Tsentralny by sep11; in basic Aeroflot c/s, no titles; l/n as such Taganrog-Tsentralny 06oct11
10034 01010	RF-76327 CCCCP-78830 RA-78830 RA-78830	II-76MD II-76MD II-76MD II-76MD	FSB Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	DME mfd MST AER	27nov11 01dec90 22aug94 25jan14	in basic Aeroflot c/s, no titles; l/n SVO jul24 line # 76-03; delivered 28dec90 to Ukurei; rgd 22oct91; no reports opb 223 LO at Chkalovsk; l/n Staraya Russa 11jun13, still with 'Aeroflot' titles, undergoing rework in basic Aeroflot c/s, no titles; l/n ZIA 10jan24
10334 01015	UN-76384	II-76TD	Sayakhhat	mfd	30apr93	line # 76-04; d/d 30apr93 to Almaty, explaining the out-of-sequence year in the c/n; rgd 22sep93; f/n FRA 13oct93; initially with a small 'Aeroflot' logo under the cheatline on the fuselage; l/n OST 01jun98
	UN-76384 UN-76384 UP-17615	II-76TD II-76TD II-76TD	Tesis Sayakhhat Sayakhhat	URC OST BST	25sep99 15oct00 18may09	leased from Sayakhhat; l/n as such OST 24oct99 l/n operational OSR 13apr05; stored at ALA, seen feb08/nov08
	no reg 76384	II-76TD-90 II-76TD-90	primer CEIBA Cargo	ph. ph.	aug14 23apr15 ?	recently repainted; l/n DMB 29jul10; current on register by late 2011; ferried from Kazakhstan to TAPO in 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 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'; l/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 Brina 02may19; c/n from Ilyushin.org website; in all-white c/s with Sigma Airlines titles and additional 'EGR Cargo' titles, still named 'Monte Bata'
	EW-550TH	II-76TD-90	Ruby Star	MSQ	12may21	still with additional 'EGR Cargo' titles still in all-white c/s with coat-of-arms of Equatorial Guinea on the fin, still named 'Monte Bata'; l/n CTU 16dec21
	3C-MAF	II-76TD-90	EGR Cargo	TUN	21may22	in all white c/s with coat-of-arms of Equatorial Guinea on the fin, still named 'Monte Bata'; l/n SAW 15aug24
10034 01017	CCCCP-78831	II-76MD	Soviet AF/AFL c/s	mfd	31aug90	line # 76-05; delivered 31aug90 to Novgorod; rgd 25feb91; f/n LED 16apr92; l/n Gross Dölln (Templin) 14feb93
	RA-78831 RA-78831 "01" red	II-76MD II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force Soviet Air Force	Nvk VKO d/d	07jul94 04oct00 01apr90	based at Novgorod mar97; l/n DME 19sep99, '224 LO' badge seen DME 24aug03, '224 LO' badge, no titles; l/n MSQ 02nov24 line # 76-06; opb 610 TsBP i PLS VTA at Ivanovo; registration given as 78837 in Ilyushin OKB document; 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; l/n AAQ 04sep12
	"01" red	II-76MD	Russian Air Force	Iva	aug95	

	RF-78837	Il-76MD	Russian Air Force	PKV	15apr16	opb 610 TsBP i PLS VTA at Ivanovo; in basic Aeroflot c/s, no titles; named 'Marshal Aviatzii Skripko'; already seen under overhaul with 123 ARZ nov15; /l/n ZIA 22jul17; modernised by the Ilyushin OKB outlet at Zhukovskii to an Il-76MD-M in 2018
	RF-78837	Il-76MD-M	Russian Air Force	ZIA	jan19	now without turret and guns; opb 610 TsBP i PLS VTA at Ivanovo; in basic Aeroflot c/s, no titles; named 'Marshal Aviatzii Skripko'; h/o and ferried from ZIA to Ivanovo-Severnoy 30may19; /l/n OVB 08jul24
10034 01025	CCCP-78833 RA-78833	Il-76MD Il-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 /l/n DME 21may96; opb 196 vtap; based at Pskov mar97; soc and canx 16feb04 (paper exercise ?); seen CKL 20aug07, in Aeroflot c/s, no titles; /l/n Pskov mar10
10034 01032	RF-78833 CCCP-78834 RA-78834 RA-78834 RF-78834	Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	OVB mfd Nvk VKO	mar17 29apr90 23oct94 17jun99	in basic Aeroflot c/s, no titles; /l/n PEK 16dec23 line # 76-08; delivered 29apr90 to Novgorod; rgd 20aug90; f/n CGN 12mar91; /l/n Wittstock 18may94 based at Novgorod mar97; /l/n Novgorod-Krechevitsy 07aug99 no titles, but '224 LO' badge; /l/n Chelyabinsk-Shagol 21feb13
10034 02033	CCCP-78835 RA-78835 RA-78835	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	Rzd mfd Grd	sep16 25may90 01apr94	in basic Aeroflot c/s, no titles; /l/n OVB 24jun22 line # 76-09; delivered 25may90 to 196 vtap at Tartu; f/n Eberswalde-Finow 10dec90; rgd only 25feb91 based at Tver mar97
10034 02040	"31" blue "31" blue	Il-78M Il-78M	Soviet Air Force Russian Air Force	VKO mfd Eng	19aug99 31aug90 13aug96	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 based at Engels mar97; later opb 203 oapsz at Ryazan; initially without titles and with Red Stars, /l/n as such Kubinka mar09; seen with 'VVS Rossii' titles and Russian stars overhead Moscow 04may09; /l/n Chelyabinsk-Shagol mar14
	RF-94290	Il-78M	Russian Air Force	CAI	24oct14	still wearing "31" blue and with 'VVS Rossii' titles; /l/n Ryazan-Dyagilevo 06may15; photo Chelyabinsk-Shagol mar16, active; to undergo overhaul by 360 ARZ in 2016; /l/n 2019, location withheld
10034 02044	CCCP-78838 RA-78838 RA-78838	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Rbn SHJ	31may90 01sep93 14feb99	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 Spereberg 20aug93 /l/n Spereberg 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 LED 13sep24
10034 02047	CCCP-78839 EW-78839	Il-76MD Il-76MD	Soviet AF/AFL c/s Trans Avia Export	d/d OST	31may90 01oct93	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 titles
	EW-78839 EX-76024 EX-76024	Il-76TD MAK KG Il-76TD	Trans Avia Export United Nations	MSQ rgd	06apr07 08aug24 photo	seen MSQ oct08/25may19, stored
10034 03052	CCCP-76797 CCCP-76797 RA-76797 RA-76797 RA-76797 RA-76797	Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	AFL/Yakutiya-YKS Penas Air Cargo Aeroflot Aeroflot c/s, n/t Sakha Avia Aviast	mfd MEL YKS MST trf DME	31may90 02may91 14mar93 11dec93 19oct94 13jul00	based Wau, Sudan sep24/dec24, operating for United Nations with call-sign 'UNO-062H'; in all-white c/s 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 /l/n SIN 03may92 /l/n VKO 27apr93 /l/n YKS 08jul94 /l/n BKA 12mar96; /l/n ZIA 23aug97; seen SHJ 19mar00, titles not reported 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 cut off by that date); part of the forward fuselage was still present 03may08
10034 03056	CCCP-78840 RA-78840	Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Grs	26jun90 05jun93	line # 77-04; delivered 26jun90 to Novgorod; f/n in (former) East Germany 08feb91; rgd 16jun92 had additional 'ptt Petroleum Authority of Thailand Official Fuel Supplier' titles may94/oct95; based at Novgorod mar97; opb East Line from DME 23apr/25aug97; /l/n Staraya Russa 16nov10
10234 03058	RA-78840 76449 UK-76449 UK-76449 UK-76449 UK-76449	Il-76MD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	Russian Air Force Uzbekistan Airways Uzbekistan Airways United Nations/WFP Uzbekistan Airways East Line	CKL d/d SHJ SHJ MST SHA	26jul12 30nov92 03may93 1994 21may95 23nov98	basic Aeroflot c/s, no titles; /l/n PVG 08apr20 line # 77-05; delivered to Tashkent; f/n FRA 02mar93 /l/n SHJ 09nov93 photo, as such /l/n SHJ 07oct97 named 'Shenyang' after the Chinese town which was the standard destination for this aircraft; /l/n OST 01mar01
	UK-76449	Il-76TD	Uzbekistan Airways	TAS	13mar03	/l/n ICN 10apr05; offered for sale 27feb07 with t/t 7,877 hours and 2,106 cycles; in fleet list 14dec07 as stored; /l/n TAS 05jul09; current on Uzbekistan register dec10
10034 03063	CCCP-76798 CCCP-76798 CCCP-76798 RA-76798 RA-76798	Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	AFL/Privolzhsk-KUF Joy Air Cargo Aeroflot Aeroflot Volga-Dnepr	d/d MEL VKO KUF trf	30jun90 01apr92 11sep92 25apr93 31...94	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; /l/n LAD 08sep24 line # 77-06; rgd 20sep90; on charge as of 01jan91; f/n MEL 18mar92
	RA-76798 RA-76798 RA-76798	Il-76TD Il-76TD Il-76TD	all-white c/s, n/t Atlant-Soyuz Libyan flag, n/t	BKA VKO BKA	02jun01 19aug01 11aug03	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; /l/n BKA 16jun00, still with Volga-Dnepr titles
	LAF110 5A-DRT	Il-76TD Il-76TD	Libyan Air Force Libyan Air Force	SVO TIP	29oct04 04mar06	last overhaul completed 25apr01 in all-white c/s with titles; /l/n BKA 29jun03, on overhaul /l/n BKA 21aug03; offered for sale by Samara Airlines dec03 with t/t 4,765.36 hours and 1,131 cycles, for \$ 1.3 million; soc and canx 17dec03
10034 03068	"32" blue "32" blue	Il-78M Il-78M	Soviet Air Force Russian Air Force	mfd ph.	30sep90 05sep93	opb 1274 Sqn; /l/n MLA 23mar05 c/n checked MJ1 31oct07; in white c/s with green cheatline and fin, no titles; 'LAF110' still visible under paint; /l/n TIP 09oct09 line # 77-07; d/d 30sep90 to Engels; code from official list
	RF-94270	Il-78M	Russian Air Force	ph.	2012	over Moscow-Tushino; based at Engels by mar97; later opb 203 oapsz at Ryazan-Dyagilevo; /l/n Ryazan-Dyagilevo 09may10 also carried code "32" blue; in white/light grey c/s with 'VVS Rossii' titles and Russian stars; /l/n 2020, location withheld
10034 03069	CCCP-78842 RA-78842 RA-78842	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr VKO	30jun90 17may93 04nov01	line # 77-08; delivered 30jun90 to Novgorod; f/n Brandis 20may92; rgd 16jun92; /l/n Spereberg 03mar93 based at Pskov mar97; /l/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 28aug09 when the left wingtip hit a mast; repaired and seen HEL 08feb10, /l/n CKL 14sep22
10034 03075	CCCP-76799 RA-76799 RA-76799 RA-76799 RA-76799 RA-76799 RA-76799 RA-76799	Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	AFL/Moscow Aeroflot Domodedovo Airl. East Line Airstars East Line Russian Sky	mfd HAM trf rgd DME rgd DME	31jul90 23jan93 25jul94 05may00 01jun01 14feb03 20mar05	line # 77-09; d/d 31jul90; toc 28aug90; rgd 30oct90; opb 212 LO Domodedovskogo PO; in standard 'blue' c/s; f/n MST 09aug91; /l/n DME 10sep92 opb Domodedovski PO; /l/n DME 21may94 f/n OST 12oct94; /l/n DME 19aug99 leased from Domodedovo Airlines; f/n DME 29jul00; /l/n DME 10may01 leased from Domodedovo Airlines; /l/n DME 26jan03 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 titles; /l/n DME 25jun09
	RA-76799	Il-76TD	Abakan Avia, n/t	rgd	26jan09	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 27sep09/31dec10; 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 CoR issued 20jan15; /l/n FRU 18jun16; canx between 20jun16 and 29jul16 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 25nov18; AOC suspended 27jul19; canx between 01sep19 and 06sep19
10034 03079	EX-76017 "50" blue "50" blue RF-94275	Il-76TD Il-78M Il-78M Il-78M	Trans Avia Export Yevropa Air Fly Sky Airlines Fly Sky Airlines Soviet Air Force Russian Air Force Russian Air Force	DWC rgd rgd mfd Eng	08dec16 05may17 01dec20 16nov23 15nov90 13aug96	to Aganya Holdings of the UAE; current on the register 13aug22; f/n FRU 14jun21 in all-white c/s, no titles; /l/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 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 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; /l/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	Il-76MD Il-76MD Il-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 hangar at Krasnoyarsk-Yemelyanovo, but repaired
	EW-78843 EW-78843 EW-78843 EW-78843 EW-78843 EW-78843	Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	Aeroflot c/s, n/t Trans Avia Export Gomelavia Trans Avia Export Volga-Dnepr Trans Avia Export	OST BTS GVA TOJ SHJ TOJ	30jan02 28jun02 26jul06 may07 10feb08 18dec08	/l/n BLL 07jun02; white tail opf Volga-Dnepr /l/n MSQ 23may06 in basic Trans Avia Export c/s; /l/n RKT 26mar07 photo; /l/n RKT 08jan08 in basic Trans Avia Export c/s, with 'Volga-Dnepr' titles and badge on tail; /l/n RKT 15sep08 /l/n BUD 02apr09; seen ZRH 18jan10, all-white/grey undersides without titles; /l/n EMA 21jan10 as such; seen with additional United Nations and 'WFP' titles overpainted, SCL 25mar10; seen SXF 03mar11, no titles on port side; /l/n MSQ 23apr11
	EW-78843 EW-78843 EW-78843	Il-76TD Il-76TD Il-76TD	Aviacon Zitotrans Trans Avia Export United Nations	VKO DOH MSQ	29aug11 12may12 17sep17	in all-white c/s/grey undersides with titles and Belarus flag behind the cockpit; /l/n PDV 25feb12 in all-white c/s/grey undersides with titles and Belarus flag behind the cockpit; /l/n MSQ 21jul17 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 5-8209	Il-76TD Il-76MD Il-76TD	Trans Avia Export Iraqi Air Force Iranian Air Force	MSQ d/d THR	21may18 28jun90 02mar09	in all-white c/s/grey undersides, no titles; /l/n MSQ 12nov21 line # 78-02; no reports; evacuated to Iran 18jan91 and impounded there 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

10034 03092	CCCP-78844 RA-78844 RA-78844 CCCP-78845	Il-76MD Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Soviet AF/AFL c/s	mfd Fal TXL mfd	31jul90 09jun93 17jun00 28aug90	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; l/n SYZ 03jan20 line # 78-03; delivered 31jul90 to Ukurei; 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 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; l/n Orenburg-2 29aug97 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 MAK5-2007' (sic); new CoFR issued 23jun09; overhauled in 2015; t/t 3,980 hours by sep16; l/n VKO sep20 line # 78-05; d/d 30apr91 to Engels; code from official list based at Engels by mar97; later opb 203 oapzs at Ryazan; l/n SVX 05jul10 also still wearing "33" blue, with 'VVS Rossii' on tail; l/n LED 06mar23 line # 78-06; f/n SXF 11dec90; l/n SXF 12sep91; 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 09oct24 line # 78-07; delivered to Engels; code from official list; mfd reported as 28jan91 which is considerably later than the d/d and the actual production date based at Engels mar97; later opb 203 oapzs at Ryazan; initially without titles and with Red Stars, l/n overhead Moscow 09may09 as such; seen with 'VVS Rossii' titles and Russian stars overhead Moscow 04may10/09may10; l/n OVB 10dec12 also carried code "51" blue, with 'VVS Rossii' titles and Russian stars; l/n over Moscow 05may21 line # 78-08; d/d 29sep90; toc 16oct90; rgd 11nov90 see rgd previous line l; named 'Ticino' l/n Zerbst 13jun92 still in fleet list 30oct00, see next lines l/n DME 1999, must be before August l/n HHN 26oct06; with a small Samarkand Airways sticker next to the front door since early 2006; seen OSR 12mar08, full Uzbekistan c/s and titles; new CoFR issued 30jan09; l/n TAS 10dec14
10134 03097	"33" blue "33" blue RF-94271	Il-78M Il-78M Il-78M	Soviet Air Force Russian Air Force Russian Air Force	mfd Eng Rzd	30apr91 13aug96 aug13	
10034 03104	P-912 P-912	Il-76TD Il-76TD	Chosonminhang Air Koryo	d/d SXF	31aug90 02apr93	
10034 03106	"51" blue "51" blue	Il-78M Il-78M	Soviet Air Force Russian Air Force	d/d Eng	30dec90 30jul97	
10034 03109	RF-94276 CCCP-76805 CCCP-76805 CCCP-76805 UK-76805 UK-76805 UK-76805 UK-76805	Il-78M Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	Russian Air Force AFL/Uzbekistan-TAS Metro Cargo Aeroflot Uzbekistan Airways Uzb Inter Car Ser East Line Uzbekistan Airways	Rzd mfd ZRH TAS SHJ TAS DME URC	07may14 29sep90 07nov90 15apr92 13apr93 12nov97 15aug99 25oct02	
10034 03115	76805 UK-76805 CCCP-78846	Il-76TD Il-76TD Il-76MD	Uzbekistan Airways bare metal Soviet AF/AFL c/s	TAS TAS d/d	10may15 27jun19 30sep90	
10034 03119	RA-78846 "52" blue "52" blue RF-94277	Il-76MD Il-78M Il-78M Il-78M	Russian AF/AFL c/s Soviet Air Force Russian Air Force Russian Air Force	Maw mfd Eng rgd	10nov93 31mar91 13aug96 2011	
10034 03121	CCCP-76806 RA-76806 RA-76806 RA-76806 RA-76806 RA-76806	Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	AFL/Domodedovo Aeroflot Domodedovo Airl. East Line Airstars East Line	mfd AMS trf rgd DME rgd	30nov90 31dec92 01jan94 05may00 11jun01 16jan03	
10034 04126	P-913 P-913	Il-76TD Il-76TD	Chosonminhang Air Koryo	d/d SXF	23oct90 19nov92	
10034 04132	CCCP-78847 RA-78847 RA-78847	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Fal SVX	30sep90 05apr93 06sep17	
10034 04136	CCCP-76825 RA-76825 RA-76825	Il-76MD Il-76MD Il-76MD	MVD/Aeroflot c/s MVD/Aeroflot c/s Russian MVD/VV	d/d GOJ GOJ	31oct90 22aug95 02feb07	
10134 04138	RF-76825 "34" blue "34" blue	Il-76MD Il-78 Il-78	Russian MVD/VV Soviet Air Force Russian Air Force	rgd d/d FFD	11may06 29jan91 22jul93	
10034 04139	RF-94272 RF-94272	Il-78 Il-78-2	Russian Air Force Russian Air Force	ph. r/o	oct16 23aug19	
10034 04143	CCCP-76826 RA-76826 RF-76826 RF-76826	Il-76MD Il-76MD Il-76MD Il-76MD	MVD/Aeroflot c/s MVD/Aeroflot c/s Russian MVD/VV Rosgvardiya	d/d trf rgd trf	16nov90 1992 11may06 05apr16	
10034 04146	P-914 P-914	Il-76TD Il-76TD	Chosonminhang Air Koryo	d/d SXF	29dec90 03dec92	
10034 04151	CCCP-76827 RA-76827	Il-76MD Il-76MD	MVD/Aeroflot c/s MVD/Aeroflot c/s	d/d trf	30dec90 1992	
10034 05154	RF-76827 RF-76827	Il-76MD Il-76MD	Russian MVD/VV Rosgvardiya	rgd trf	11may06 05apr16	
10134 05159	7T-WIC CCCP-78848 EW-78848 RA-78848 EW-78848 EW-78848 EW-78848 EW-78848	Il-76MD Il-76MD Il-76MD Il-76MD Il-76TD Il-76TD Il-76TD Il-76TD	Algerian Air Force Soviet AF/AFL c/s Trans Avia Export Russkoye Nebo Atlant-Soyuz Ilavia Trans Avia Export	d/d mfd LUX rgd SHJ DME MSQ	30dec90 15apr91 18jun93 24jan96 16feb99 18jun02 11aug06	
10034 05164	EW-78848 EW-78848 EW-356TH EW-356TH EW-356TH CCCP-76828	Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76MD	United Nations Russian Sky Trans Avia Export Ruby Star United Nations Trans Avia Export MVD/Aeroflot c/s	UYL NSK TSN trf JUB MSQ mfd	17apr10 08oct11 09dec11 jul13 12feb17 10may17 28mar91	

[illegible]

10134 06207	UK-76427	II-76TD	Uzbekistan Airways	mfd	30apr91	line # 81-02; d/d 30apr91 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 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; l/n PRG 27jul99 leased from the Tashkent Aircraft Production Corporation; in basic TAPC c/s with own titles plus a logo on the fin; l/n THR 13mar00 photo proof as such leased from the Tashkent Aircraft Production Corporation; in basic TAPC c/s with own titles plus a logo on the fin; l/n DME 02apr02 in full c/s; the airline branch of the factory was renamed TAPC Aviatrans Aircompany; current in fleet list nov06; canx before dec07 but date unknown; stored at Tashkent-Tuzel following the closure of the factory, seen mar09/mar10; current on register dec10 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 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 still II-76MD by feb94, according to Ilyushin OKB listing mar97 with operator as Zall Trans seen with additional 'Zall Trans' titles late94/early95; l/n FAB 06sep96 based at Zhukovski mar97; l/n ZIA 19aug97 f/n ZIA jun98; with additional 'Samara' titles; l/n PRG 14jan99; seen DME 15aug99 with additional 'Samara' titles removed; l/n DME 30jun04 f/n DME 04jul04 with small titles on the lower fuselage; lsd from Dobrolet 29jun04/30sep05 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; l/n SHJ 29dec06 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), burnt out completely line # 81-04; opb 409 apsz at Uzin; no reports; trf to the Ukrainian Air Force in 1992 c/n confirmed; was on the Russian register with the owner given as Ukraine, the RA- prefix was probably never worn 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 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; l/n ODS 06feb20; contract for the prolongation of life-time until 28jun23 signed with NARP 14jul21; l/n Deblin 14may22/08mar23; 7 Ukraine Air Force II-76s still visible on Google Earth at Deblin 20sep24 @@
	UK-76427	II-76TD	Krylo	SHJ	28oct99	
	UK-76427	II-76TD	TAS A/c Prod Corp	DME	13aug01	
	UK-76427	II-76TD	Airstars	DME	16aug01	
10134 07212	UK-76427	II-76TD	TAS A/c Prod Corp	Tac	24may04	
	UK-76427	II-76TD	Uzbekistan Airways	rgd	24mar15	
	CCCP-78852	II-76MD	Soviet AF/AFL c/s	mfd	25may91	
	RA-78852	II-76MD	Russian AF/AFL c/s	SVO	16may93	
10134 07215	RA-76389	II-76TD	Veteran	ZIA	06may94	
	RA-76389	II-76TD	Tupolev Aerotrans	OST	02oct96	
	RA-76389	II-76TD	Dobrolet	rgd	03oct97	
	RA-76389	II-76TD	East Line	rgd	02jul04	
	EX-093	II-76TD	Tesis	TLL	10may05	
	EX-093	II-76TD	ACI Air	DXB	04jun06	
	EX-093	II-76TD	Tenir Air	ABJ	04feb07	
	CCCP-78853	II-76MD	Soviet AF/AFL c/s	d/d	28aug91	
	RA-76413	II-76MD	not known	rgd	25sep92	
	UR-76413	II-76MD	Busol Airline	RWN	27jun95	
UR-76413	II-76MD	Ukraine Air Force	FFD	16jul97		
10134 07220	76413	II-76MD	Ukraine Air Force	Hrd	03sep00	
	CCCP-78854	II-76MD	Soviet AF/AFL c/s	mfd	01jun91	
	RA-78854	II-76MD	Russian AF/AFL c/s	GEN	12jun94	
	RA-78854	II-76MD-90	Russian AF/AFL c/s	r/o	nov05	
10134 07223	RA-78854	II-76MD-90	Russian Air Force	CKL	29may07	
	CCCP-76811	II-76TD	AFL/Uzbekistan	mfd	29jul91	
	UK-76811	II-76TD	Uzbekistan Airways	SHJ	09jun93	
	D2-MBQ	II-76TD	Angolan Air Force	LAD	28mar09	
...34 07227	T-905	II-76TD	Angolan Air Force	ph.	jul09	
	D2-MBQ	II-76TD	Angolan Air Force		13apr11	
	T-905	II-76TD	Angolan Air Force	LAD	29dec12	
	"53" (blue)	II-78M	Soviet Air Force	no	reports	
10134 07230	CCCP-76812	II-76TD	AFL/Moscow	mfd	30jul91	
	RA-76812	II-76TD	Aeroflot	AMS	09dec92	
	RA-76812	II-76TD	Euro Atlantic Air	BJL	18jan93	
	RA-76812	II-76TD	Domodedovo Airl.	trf	25jul94	
	RA-76812	II-76TD	East Line	DME	06jul98	
	RA-76812	II-76TD	Airstars	DME	16aug01	
	RA-76812	II-76TD	East Line	rgd	16jan03	
	RA-76812	II-76TD	Russian Sky	DME	25may06	
	ST-MGD	II-76TD	El Magal Aviation	FJR	01aug09	
	EK-76812	II-76TD	Veteran Avia	rgd	06aug10	
10134 07233	ER-IAL	II-76TD	Grixona	trf	mar13	
	UR-CMC	II-76TD	Eleron	rgd	05may14	
	UR-CMC	II-76TD	Yevropa Air	rgd	08jul14	
	B-4030	II-76MD	China United Al	d/d	10jul91	
10134 08240	B-4030	II-76MD	Chinese Air Force	CTU	may08	
	21041	II-76MD	Chinese Air Force	ZIA	21aug13	
	UK-76351	II-76TD	Uzbekistan Airways	mfd	22dec92	
	UK-76351	II-76TD	East Line	SHJ	mar97	
10134 08244	UK-76351	II-76TD	Uzbekistan Airways	ZRH	12aug99	
	UK-76351	II-76TD	AERO-Rad Tech LLC		photo	
	T-911	II-76TD	Angolan Air Force	LAD	dec14	
	CCCP-76835	II-76TD	ANTK Ilyushin	d/d	28oct91	
	RA-76835	II-76P	ANTK Ilyushin	ZIA	15may93	
	RA-76835	II-76TD	Ilavia	ZIA	24aug95	
	RA-76835	II-76TD	Rus	REN	27mar01	
	RA-76835	II-76TD	Algerian Air Force	sls	aug02	
	7T-WIR	II-76TD	Algerian Air Force	SVO	16jun99	
	10134 08246	CCCP-76813	II-76TD	AFL/Uzbekistan	mfd	20aug91
UK-76813		II-76TD	Uzbekistan Airways	ZRH	09jul93	
D2-MAA		II-76TD	Angolan Air Force	LAD	19feb09	
T-906		II-76TD	Angolan Air Force		photo	
10134 08252	CCCP-76809	II-76TD	MAP PO Transp.Avia	d/d	31aug91	
	RA-76809	II-76TD	Aeroflot	LUX	13nov92	
	RA-76809	II-76TD	Aviatrans	AMS	29dec93	
	RA-76809	II-76TD	Atran	trf	14jun94	
	RA-76809	II-76TD	Dobrolet	DME	16aug01	
	RA-76809	II-76TD	East Line	rgd	31mar04	
	RA-76809	II-76TD	Aviast	DME	07may05	
	RA-76809	II-76TD	Aviast			
	RA-76809	II-76TD	Aviast			
	RA-76809	II-76TD	Aviast			

	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 this date; l/n stored KRT nov16/mar23
10134 08254	B-4031 B-4031 21042	II-76MD II-76MD II-76MD	China United Al Chinese Air Force Chinese Air Force	d/d ZUH ph.	30sep91 23oct08 11may13	line # 82-04; f/n Wuhan-Hankou 27nov91; l/n CTU nov06 in civilian c/s with titles and military roundels; l/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; l/n Zhengzhou 08apr20; seen 28jul21, now with yellow code; l/n TAO 29oct24
10134 08257	CCCP-78736 CCCP-78736 UR-78736 HA-TCB HA-TCB HA-TCB	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Aeroflot Hung Ukr Heavylift Hung Ukr Heavylift Hung Ukr Heavylift United Nations Aeroflot c/s, n/t	d/d STN OST rgd BUD ZRH	27sep91 21jan93 01may93 21mar94 29aug94 06mar96	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 l/n OST 05may93, opf Air Foyle these dates was already f/n BUD 01mar94 l/n BUD 24oct94; based at Donetsk mar97 arrived at BUD 12jan01 and stored since; CofA expired 06apr02 and wfu 05may02; work to make it airworthy again commenced jun08; registration and flag removed 04aug08 in basic Aeroflot c/s, no titles; registration applied 11aug08; ferried BUD-RKT 14aug08; l/n RKT 17feb09 l/n Basra 21mar09; seen AKT 03jun09 without titles; l/n FJR 11sep09 opb Eastern Express Georgia in basic ex-Aeroflot c/s, no titles; renamed Skyway and in official document dec09 as such; l/n SHJ 09oct10, still no titles; canx late 2010/early 2011 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 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 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, red code; l/n CTU 01may16; serial worn by a YY-20 by mar24
	UP-17629 UP-17629 4L-FFG	II-76TD II-76TD II-76TD	Eastern Express SkyLink Arabia Eastern Exp. Geor.	BUD RKT SAW	11aug08 02mar09 14sep09	
	EX-76001	II-76TD	Click Airways	rgd	12dec12	
	27606 78696(1)	II-76TD II-76TD	Chinese Air Force Chinese Air Force		may14 28sep14	
	20544	II-76TD	Chinese Air Force	KMG	03may15	
10134 08264	CCCP-76818	II-76TD	all-white c/s	mfd	31oct91	line # 82-06; d/d 31oct91 to Sheremetyevo; f/n DME 17feb92; wearing Russian Federation flag; slide exists with Soviet Flag 1; rgd 14jan92 to Exparc; l/n SVO 11sep92
	CCCP-76818 76818 RA-76818 RA-76818 RA-76818 RA-76818 7T-WIT	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	United Nations United Nations Exparc Air Ilavia Rus Abakan Avia Algerian Air Force	BTS ZAG SHJ SHJ OST VKO	07dec92 26feb93 24nov93 11mar98 13jun00 2002 nov04	owned by Exparc Air l/n SVO 22aug97 l/n VKO 06aug99; not in apr00 fleet list l/n DME 16aug01 photo, in all-white c/s with grey undersides and titles; soc and canx 10feb03 as sold to Algeria at Boufarik; opb 374 Sq; l/n ZIA 15oct20
10234 08265	RA-76355 RA-76355 RA-76355 RA-76355 RA-76355 RA-76355 RA-76355 9L-LBO EP-ALD T9-QAB T9-CAB XT-FCB	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	VIA Viktor Al United Nations all-white c/s n/t Moscow Airways TANTK Continental Aw Intalair Atlas Air Phoenix Phoenix Faso Airways	d/d ZAG SVO OST OST SVO DXB SHJ rgd rgd OUA	26dec92 sep93 1995 16may95 dec96 23apr97 sep98 22nov98 jan99 01jan99 26nov00	line # 82-07; f/n BTS 31jul93; in basic Aeroflot c/s with 'V I A' titles; l/n BTS 08aug93 and 29nov93; l/n LAD 24jun94; leased from VIA Viktor Airlines seen SVO 06may95; reported for Velocity, formerly VIA Viktor Airlines l/n SXF 05jun95 in all-white c/s with titles l/n SHJ 27jan97 l/n SHJ 09nov97; soc and canx 03aug98 as to Sierra Leone registration also reported worn by an An-24, Mi-8 and L-410 in blue/white c/s with red stripe; l/n SHJ 14dec98; c/n checked reported seen feb99, but ever taken up ? l/n SHJ 19jan99; in blue/white c/s with red stripe and titles; l/n SHJ 07dec99 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; l/n FJR 13feb08, still with Faso Airways titles c/n not confirmed; registration applied recently as it looked like a sticker c/n not confirmed; reported as XT-AZZ KRT 24mar09, 31mar09 and 24apr09 confirmed XT- !; see sighting next line c/n confirmed !; in full Azza c/s; l/n KRT 13nov10 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; l/n KRT 20jul12 seen painted with very small serial by the nose and Sudan Air Force titles; l/n KRT 05aug13 in all-white c/s with grey undersides, large 'II-76TD' behind the nose in all-white c/s with grey undersides, large 'II-76TD' behind the nose; l/n KRT 21oct14 in all-white c/s with grey undersides, large 'II-76TD' behind the nose and small serial on the rear fuselage with 'S.A.F' beneath
	XT-AZZ XT-AZZ	II-76TD II-76TD	all-white c/s, n/t AZZA	KRT KRT	24jun08 06jan09	
	ST-AZZ no reg	II-76TD II-76TD	AZZA Sudanese Air Force	KRT OAU	26mar09 27mar11	
	1106 no reg ST-AZZ 1106	II-76TD II-76TD II-76TD II-76TD	Sudanese Air Force Sudanese Air Force Sudanese Air Force Sudanese Air Force	EGN KRT KRT KRT	14feb13 10may14 15may14 02nov14	
	ST-AZZ 1106 ST-AZZ no reg ST-AZZ 1106 ST-AZZ 1106	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Sudanese Air Force Sudanese Air Force Sudanese Air Force Sudanese Air Force Sudanese Air Force Sudanese Air Force Sudanese Air Force Sudanese Air Force	KRT KRT KRT KRT KRT ELF KRT KRT	05jan15 08feb15 04apr15 may15 23nov15 jan16 aug17 23aug22	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 in all-white c/s with grey undersides; l/n KRT 25may15 active, wearing no registration in all-white c/s with grey undersides; l/n KRT 24nov15, with registration in all-white c/s with grey undersides in all-white c/s with grey undersides, wfu, with ST-AZZ still visible; l/n mar23 line # 82-08; d/d 31oct91 to Sheremetyevo; rgd 06feb92; f/n AMS 22feb92 in Aeroflot c/s; l/n SVO 11sep92
10134 08269	CCCP-76814	II-76TD	ALAK	mfd	31oct91	
	RA-76814 RA-76814 RA-76814 RA-76814 RA-76814 RA-76843(2) RA-76843(2) RA-76843(2) RA-76843(2) RA-76843(2)	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	ALAK ALAK c/s, n/t Rusaerolizing East Line Sukhoi Aviast United Nations/WFP Aviast United Nations Airstars	DUS DME SHJ DME DME rgd ZIA DME JUB rgd	24apr93 23apr97 dec97 29jun98 06aug99 11dec02 16aug05 22jul06 27aug07 17apr09	l/n SHJ 25oct97; operated by East Line l/n OST 02apr98 l/n SHJ 16feb99 l/n DME 21aug01; not on Russian register mar03 but also not canx from Russian register ! f/n DME 27aug03; l/n VKO 27jun04; see c/n 1033418584; still in fleet list 18nov04 f/n KRT 25oct05; current in Aviast fleet list dec05 full colours and titles; l/n DME oct06
10134 09274	CCCP-76819 CCCP-76819 76819 RA-76819 RA-76819 ES-NIT RA-76819	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	LII Zhukovski Air Syder United Nations United Nations all-white, n/t Enimex Elf Air	mfd BTS ZAG photo TLL OST	30nov91 01may93 11jul93 photo 12oct95 16mar98	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 18feb11; l/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 leased to VIA Viktor Airlines leased from VIA Viktor Airlines; l/n ZAG 24may93 leased from Exparc Air; in full all-white UN c/s; l/n DME 04may94 soc and canx 11oct95 as to Estonia l/n EMA 13dec97 l/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 1,177 cycles; canx 26mar01 line # 82-10; delivered to Domodedovo; f/n BKA 24may94, with a small red cheatline under the normal blue cheatline; l/n BKA 24aug97 owned by Ural Airlines; l/n BKA 21sep98 but did wear this registration and was mentioned on the Russian register as leased to Azerbaijan nov98 canx 01apr99 as to Sbo Tomé; f/n BUD 12apr99; registration on nose-wheel doors only; registration in flight-plan as S9-BAD of Air Cargo Centre; l/n BUD 15apr99 f/n BUD 08dec99 when delivered; l/n BUD 23dec99 l/n JNB 03apr04; opb for the Angolan Air Force with call-sign T-902 at least between nov02 and apr04; CofA valid until 16apr04; l/n LAD 12apr06 c/n not checked, see a few lines down with T-902 in dark grey c/s with light grey undersides, no titles; l/n LAD 28mar09; c/n confirmed in Ilyushin OKB listing but not current in this listing 2010, see next line c/n not checked c/n not checked; flew KRT-ODS 20jun12; photo comparison suggests this is likely to be the same aircraft as per the lines above; l/n ODS 30jan13 c/n not checked; in dark grey c/s with light grey undersides, with titles; seen Bila Tserkva 2015 and LAD 06aug15; seen LAD 21sep16/12nov16, parked; arrived for overhaul at Bila Tserkva 23dec16 and left 22apr17; seen LAD 21nov19; l/n LAD 03jan23, stored line # 83-01; d/d 30dec91; toc 12jan92; rgd 04feb92 to Neryungri Sakha Korporatsiya; in Aeroflot c/s; f/n KJA 01jul92 canx 31jan94 as to Kazakhstan impounded at Maastricht oct95/nov96; was trf 26sep96 to Air Kazakhstan, Karaganda based, but never had such titles l/n FJR 25nov05 opb GST Aero, l/n KRT 21mar06 c/n confirmed; l/n DOH 26jun06 in white/grey c/s; current on register jan07; l/n KRT 27jul11 in white/grey c/s, no titles; operator given in ICAO document as such; l/n KRT oct15 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 Hafta Affiliated Forces (HAF) in Libya since 04jun20 according to UN document dated 08mar21; l/n BEN nov20 in all white c/s with grey undersides; operating for the Hafta Affiliated Forces (HAF) in Libya; photo exists photo 29jan23, in all white c/s with grey undersides, small web address titles; l/n LEJ 02dec23; canx between 08jan24 and 24jan24
10234 09280	RA-76354 RA-76354 4K-AZ11 RA-76354	II-76TD II-76TD II-76TD II-76TD	Aeroflot Remex Azerbaijan Al Azerbaijan Al	d/d BRU no trf	29dec92 22nov97 reports nov98	
	HA-TCK HA-TCK	II-76TD II-76TD	Atlant, n/t Atlant Hungary	rgd LAD	07oct99 16mar01	
	T-902 D2-MBJ	II-76TD II-76TD	Angolan Air Force Angolan Air Force	LAD KBP	22jul06 03dec06	
	T-902 D2-MBJ	II-76TD II-76TD	Angolan Air Force Angolan Air Force	HLA LAD	10oct11 01may12	
	T-902	II-76TD	Angolan Air Force	LAD	06jun13	
10134 09282	CCCP-76810	II-76TD	AFL/Yakutiya	mfd	24dec91	
	RA-76810 UN-76810	II-76TD II-76TD	Aviapromservis Aeroflot c/s, n/t	trf frf	20mar93 11apr94	
	UN-76810 UN-76810 ST-EWX ST-EWX ST-EWX 1105 ST-EWX	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Kazakhstan Airlines all-white c/s, n/t East West Cargo Air West Cargo Green Flag Sudanese Air Force Green Flag	ALA DXB KRT KRT KRT ELF KVG	21sep02 16dec05 02may06 13aug06 20aug11 jan16 31may16	
	5A-EWX UR-CTX	II-76TD II-76TD	no titles ZetAvia	BEN rgd	04jun21 06dec21	

10134 09287	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
	CCCP-76831	II-76TD	Transp. Aviat'siya	rgd	10jan92	line # 83-02; d/d 22jan92 to Tashkent; the Uzbek register dated 27aug19 gives the mfd as 22oct82 (sic)
	UK-76831	II-76TD	Uzbekistan Airways	DME	13aug93	
	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; l/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; l/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	II-76MD	China United AI	d/d	30oct91	line # 83-03; f/n Wuhan-Hankou 27nov91; l/n JJN 15may07
	B-4032	II-76MD	Chinese Air Force	ph.	aug07	in civilian c/s with titles and military roundels; l/n ZUH 22nov10
	21043	II-76MD	Chinese Air Force	CTU	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	II-76TD	Aeroflot	AMS	15dec92	opb Aviatrans; l/n LUX 02feb94
	RA-76820	II-76TD	Aviatrans	AMS	24feb94	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; l/n as such DME 23aug97; l/n as such ARN 22aug01; seen LUX 26mar02, titles not reported
	RA-76820	II-76TD	Dobrolet	VKO	21jun02	leased from Atran; l/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; l/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; l/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 25may09; l/n as such REC 08nov09; l/n SSA 30oct16
	UP-I7601	II-76TD	Sigma Airlines	rgd	04oct17	in white c/s with grey belly and engines, with titles; l/n SSA 30oct17; l/n Punta Arenas 31oct19; the AOC was suspended 29may20 and revoked 23sep20
	UR-CTO	II-76TD	ZetAvia	rgd	15jun20	to Technoline FZC of Sharjah, UAE; in white c/s with grey belly and engines and the URL '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
10134 09297	EX-76015	II-76TD	New Way Cargo	rgd	30oct23	f/n AUH 11dec23; in white c/s with grey undersides, no titles; l/n SHJ 10feb24
	SU-OAA	II-76TD	Cairo Char & Cargo	mfd	dec91	line # 83-05; f/n CAI 03feb92; d/d in files as 13feb92 !
	EP-JAY	II-76TD	Mahan Air	SHJ	dec93	in green/gold c/s; l/n OST 08sep00
	EP-TQJ	II-76TD	Qeshm Air	rgd	11sep00	f/n DXB 04oct00; in green/gold c/s; l/n THR 11apr06
	EP-PCC	II-76TD	Pars Air	CMB	30may06	c/n confirmed in Iranian RVSM listing; in green/gold c/s; l/n DXB 15dec07
	EP-GOL	II-76TD	Yas Air	DXB	24jun08	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; l/n THR 01mar16, still in the same c/s and missing some engines, EP-PUO still visible partially painted out; l/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	II-76TD	Hung Ukr Heavylift	res	06dec93	not taken up; see next line
	UR-78734	II-76TD	Atlant	SIP	20sep94	l/n SHJ 27nov94
	UR-78734	II-76TD	KB "Yuzhnoye"	SHJ	13mar95	based at Donetsk by mar97; initially in basic Aeroflot c/s, no titles; l/n as such FJR 19aug00; received 'Yuzhnoye State Office' titles; f/n as such SXF sep00; l/n JNB 03may03; sold by KB "Yuzhnoye" to GST Aero 24jan06
	RA-78734	II-76TD	Atlant-Soyuz			reported by the operator jan06, but no sightings
	UN-78734	II-76TD	no titles	BEG	18mar06	in basic Aeroflot c/s; sold by GST Aero to Air Tomisko 02mar06
	YU-AMJ	II-76TD	Air Tomisko	rgd	apr06	in basic Aeroflot c/s with own titles and logo; f/n BTS 05aug06; l/n VIE 25jul07; sold by Air Tomisko to Aerospace Company FZE 02aug07; stored at FJR, seen mar08/sep08
	UP-I7626	II-76TD	Air Trust	SHJ	05oct08	c/n confirmed; in basic Aeroflot c/s, no titles; seen with an additional 'Rayyan Air' sticker SHJ 16nov11; l/n DWC 16nov13
	ER-IAM	II-76TD	Grixona	rgd	> jul14	current on register 09oct14; f/n SAW 30oct14; Grixona was renamed Sky Prim Air in 2014 (the Moldovan CAA gave the operator as Sky Prim Air from dec14)
	ER-IBI	II-76TD	Air Stork	FJR	02jun16	in white/light grey c/s, no titles; already on Ilyushin.org dec15; canx between 22mar18 and 03may18; l/n TBS 06may18
	UR-CRP	II-76TD	Yevropa Air	rgd	15may18	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 08aug19 and 06sep19
10134 09305	CCCP-76836	II-76TD	ANTK Ilyushin	mfd	20mar92	line # 83-07; d/d 20mar92 to Minsk; rgd 06apr92; f/n ZIA 16aug92 in Aeroflot c/s
	CCCP-76836	II-76TD	Belair	MUC	11may93	
	EW-76836	II-76TD	Belair	MUC	08jun93	dbn on landing Sarajevo 31dec94, l/n derelict 14nov00 and later scrapped; t/t 1,275 hours and 438 cycles
10134 09310	CCCP-76815	II-76TD	AFL/Kyrgyzstan-FRU	mfd	25apr92	line # 83-08; d/d 30apr92; f/n STN 15mar93; l/n NCL 21feb94
	EX-76815	II-76TD	Kyrgyzstan AI	KUL	27jul94	with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; l/n active MLA 27dec99; seen FRU nov02/nov04 stored
	RDPL-34148	II-76TD	Intrec 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, l/n 25jul08
	RDPL-34148	II-76TD	no titles	RIX	29nov09	in white/grey c/s, no markings apart from registration and type; l/n Jurmala-Tukums 31mar10
	EK-76310	II-76TD	Air Highnesses	rgd	05nov10	photo Yerevan-Erebuni 08mar11, serial not visible; reported flying 20jun11 for the Armenian Air Force
	76310	II-76TD	Armenian Air Force	ROV	22dec11	now without prefix, in white/grey c/s, no titles; l/n PEK 20jun20
	EK-76345	II-76TD	Atlantis Armenian	lsd	oct20	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	II-76TD	Armenian Air Force	MSQ	17jan22	in white/grey c/s, no titles; seen VKO 27dec23; photo 28mar24 being loaded with aid for Gaza
	CCCP-76837	II-76TD	Aeroflot	d/d	27mar92	line # 83-09; delivered to Minsk; f/n ZIA 16aug92
	EW-76837	II-76TD	Belair		06aug93	l/n 07oct95; offered for sale jan95 for \$ 3,900,000
	ST-APS	II-76TD	AZZA, n/t	JNB	26jul96	
	RA-76837	II-76TD	SAT Air	rgd	28oct96	f/n SHJ dec96; l/n SHJ 04feb97, photo proof; ex-Belair c/s, Russian flag; canx 25apr97 as leased to Sudan
	ST-APS	II-76TD	AZZA	STN	04mar98	in white/grey c/s with red/green/black cheatline, 'AZZA' titles; seen KRT 27jul11, missing engine cowlings; l/n KRT 06nov11
	ST-APS	II-76TD	Kush Aviation	KRT	12may13	in white c/s with grey undersides, small emblem on tail; l/n KRT 03mar14; seen KRT 10sep14, titles and logo now overpainted
	ST-APS	II-76TD	Kata Air Transport	KRT	11sep14	in white c/s with grey undersides, small sticker only, Kush Aviation logo covered on the tail; l/n KRT 13sep14
	ST-APS	II-76TD	Kush Aviation	NYL	16sep14	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 between different factions of the military
10234 09319	CCCP-76834(1)	II-76TD	MAP Voronezh APO	mfd	28apr92	line # 83-10; d/d 28apr92 to Voronezh; f/n VKO 10jun92 in Aeroflot c/s; rgd 23jun92; see c/n 0093499986
	RA-76834(1)	II-76TD	Aeroflot	SHJ	30jan94	dbn at Anadyr 25jan97 when sank back to the ground on take-off; soc 11jun97; canx 24jun97; t/t 3,309 hours and 1,083 cycles
10234 09321	SU-OAB	II-76TD	Cairo Char & Cargo	rgd	13mar92	line # 84-01; f/n SVO 16apr92; l/n AMS aug92
	EP-MAH	II-76TD	Mahan Air		early93	l/n SVO 13jul00
	EP-TQI	II-76TD	Qeshm Air	rgd	19jul00	f/n SHJ 27jul00; seen with 'Faraz Qeshm Air' titles jan03/feb03; l/n THR 11apr06
	EP-PCB	II-76TD	Pars Air	CMB	30may06	c/n confirmed in Iranian RVSM listing; l/n THR 15may08
	EP-GOM	II-76TD	Yas Air	THR	01jul08	c/n confirmed; initially in white c/s with green/yellow cheatline; the landing gear suffered minor damage on landing at IEV 09jan10 when the aircraft touched down off the runway; l/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; f/n as such Zhukovski 13jul12; l/n DME 20aug12
	EP-PUS	II-76TD	Pouya Air	ZAH	06jan13	in white c/s with red and green (Iranian flag) bands around the rear fuselage and tail, no titles; l/n VKO 10nov24
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	II-76TD	Uzbekistan Airways	STR	20nov92	l/n 13mar93
	UK-76824	II-76TD	Uzbekistan Airways	FRA	10jun93	last overhaul completed 15may97; l/n OST feb98
	UK-76824	II-76TD	East Line	SXF	may98	l/n DME 25nov98
	UK-76824	II-76TD	Uzbekistan Airways	OST	01feb99	in fleet list oct00/dec07 as stored; offered for sale 22dec05/27feb07 with t/t 5,480 hours and 1,798 cycles; l/n TAS 12oct13. still in old c/s
	78691	II-76TD	Chinese Air Force			details from russianplanes.net; reported stored at TAS 12nov14; departed TAS 21apr15; at 123 ARZ by 06may15; 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; l/n ZIA 28dec15
	27608	II-76TD	Chinese Air Force	ZIA	11jan16	in bluish 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; l/n Ryazan-Dyagilevo 24jul19
10234 10330	RA-76445	II-76TD	AFL/West Siberia	mfd	11nov92	line # 84-03; d/d 11nov92 to Barnaul; on charge as of 01jan93; f/n DME 07jul93; in Aeroflot c/s and titles; l/n SHJ 05feb97
	RA-76445	II-76TD	Polyus	ZIA	19aug97	in basic ex Aeroflot c/s with additional 'Antex' titles on the rudder; l/n ZIA nov97
	RA-76445	II-76TD	Novosibirsk Al	SHJ	dec98	l/n OST 16may99
	4L-76445	II-76TD	Lasare Air	JNB	23nov99	l/n EVN 06sep00; for sale sep00 t/t 4,753 hours
	EK-76445	II-76TD	Dvin Air	SHJ	18sep00	l/n OST 22dec00, with additional UN-WFP titles on fuselage
	RA-76445	II-76TD	Gazpromavia	VKO	21aug01	reported just painted; rgd 28aug01; l/n DME 11sep05; had additional 'Atlant-Soyuz' titles at some stage
	RA-76445	II-76TD	Volga-Dnepr, n/t	EIN	24jan06	in basic Gazpromavia c/s with 'Volga-Dnepr' badge on tail; l/n DME 25dec09
	RA-76445	II-76TD	Abakan Avia	UUS	26sep10	in basic Gazpromavia c/s with small Abakan Avia titles; l/n IAR 16nov10
	RA-76445	II-76TD	Aviacon Zitotrans	OSR	27feb11	in basic Gazpromavia c/s with small Aviacon Zitotrans titles
	RA-76445	II-76TD	Russian Sky	Bib	22feb12	all-white c/s with titles; l/n IAR 16may15, being worked upon
	EW-448TH	II-76TD	Ruby Star		jul15	details from russianplanes.net; f/n MSQ 01sep15 in all-white c/s, no titles; l/n HLA 04feb16
	RA-76445	II-76TD	Abakan Avia	rgd	19apr16	
	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; l/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); l/n IKT 23dec21; new CoFR 31oct22
10234 10336	RA-76445	II-76TD	Aviacon Zitotrans	ZIA	23sep23	all white c/s, no titles; l/n ZUH 15nov24
	CCCP-76816	II-76TD	Aviakompania Vitaz	mfd	31mar92	line # 84-04; d/d 30apr92 to Bykovo; f/n BKA 09jun92 in Aeroflot c/s; rgd 10jun92; canx 14feb94 as to Turkmenistan
	EZ-F425	II-76TD	Turkmenistan Al	ATH	08jun94	l/n operational OST 30aug98; not in 2001 fleet list but present ASB 16apr02; seen FRU sep04; l/n stored ASB feb06/oct09 in an ever deteriorating condition; advertised for sale 14oct12 with t/t 3,482 hours; l/n IAR 20apr18/15jun20
10234 10339	RA-76816	II-76TD	not known	rgd	22jun20	details from Russian register dated 21jul20; current on register jun23
	UK-76358	II-76TD	Uzbekistan Airways	mfd	21may93	line # 84-05; d/d 21may93 to Tashkent; f/n SVO 18jul93; without titles apr96/sep96; seen TAS 21mar09, stored, two engines missing; l/n TAS 07aug13/10may15, stored
	78692	II-76TD	ex Uzbekistan c/s	ZIA	24jul15	no titles, small Russian flag behind the cockpit; l/n ZIA 28jul15; to undergo rework at 123 ARZ; for the Chinese Air Force; line number only mentioned in an insurance document by sep15 with owner given as Ilyushin for 4 test flights, version given as such
	78692	II-76TD	Chinese Air Force	ZIA	jun16	in bluish grey c/s with light grey undersides, military roundels and titles
	20640	II-76TD	Chinese Air Force	SZX	28oct18	in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/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 11nov92, which is not in line with the d/d
	RA-76350	II-76TD	C-Air	LCA	13oct94	l/n UUD 20apr97
	RA-76350	II-76TD	East Line	DME	26may97	in basic ex C-Air c/s with East Line titles; l/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; l/n DME 24aug03; soc 13apr06 as to Belarus
	EW-244TH	II-76TD	Gomelavia	GME	22jul06	seen GKE 06oct06 with small Red Cross sticker; l/n FJR 23jan09
	UP-17639	II-76TD	Asia Continental	TMP	23jun09	was reported opb Asia Continental Avialines and already flight planned KGF-FNB 19jun09; l/n SHJ 02feb10
	4L-SKD	II-76TD	Sky Georgia	BUD	18feb10	in white/grey c/s, no titles; seen GKE 09mar10, with titles; l/n SXF 03nov11
	RA-76460(2)	II-76TD	ShAR Ink	rgd	10dec12	f/n SHJ 30mar13, with UGP call-sign (ShAR Ink) and Shar Ink logo behind the cockpit; l/n SHJ 30apr13; seen XCR 17aug13 with small additional 'Ceiba Cargo' titles on fuselage and engines; seen OSR 30oct14, with just ShAR Ink logo; l/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 titles are just visible under the paint; repainted in all-white c/s with titles; l/n MSQ 15apr22; last tracked over Kaluga 27apr22
	D2-ANJ	II-76TD	Angolan Air Force	LAD	29jun22	c/n not confirmed; in all white c/s, no titles; l/n LAD aug24
10234 10348	CCCP-76830	II-76TD	LII im. Gromova	d/d	30may92	line # 84-07; in Aeroflot c/s; f/n ZIA 11aug92; rgd 20aug92; canx 17jun93 as to Turkmenistan
	EZ-F422	II-76TD	Turkmenistan Al	AUH	29jul93	l/n OST 27aug98; not in 2001 fleet list and not present ASB 16apr02; not current in fleet list feb08; seen stored ASB nov08/oct09 in an ever deteriorating condition; advertised for sale 14oct12 with t/t 4,382 hours; l/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-Urumqi-Dangyang, version given as such
	27613	II-76TD	Chinese Air Force		may17	details from russianplanes.net; reported at 123 ARZ; serial for delivery to China
10334 10351	not known	II-76TD	Chinese Air Force			
	--	II-76/1076	--			line # 84-08; unknown specialised version 1076 (given as such in an official OKB listing); former TAOiCh employees state that this aircraft was never built, probably the assemblies were used to build other II-76s
10234 10355	RA-76409	II-76TD	KnAAPO	mfd	31aug92	line # 84-09; d/d 30nov92 to Komsomolsk-na-Amure; initially in full Aeroflot c/s including titles; l/n as such ZIA 15may93; operated for Dobrolet apr94/may94; f/n without titles SVO 24sep94; l/n MST 27nov95
	RA-76409	II-76TD	ODA/UNHCR		photo	at JNB, date unknown, in basic ex Aeroflot c/s with huge 'UNHCR' titles on the port side and 'ODA' titles (Overseas Development Agency) and Union Jack flag on the starboard side
	RA-76409	II-76TD	Atlant-Soyuz	MST	08jan96	leased from KnAAPO 20nov02/31dec04; l/n BUD 14dec04; soc 13dec05 as to Kyrgyzstan
	EX-109	II-76TD	Click Airways	FJR	11jan06	c/n confirmed; on a photo at FJR with 'Atlant-Soyuz' titles plus logo on the fin; canx 07mar06
	ST-WTA	II-76TD	Ababeel Aviation	KRT	21mar06	c/n confirmed by the Sudanese CAA; in white/light grey c/s; l/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; l/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 Murted 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 and burnt out, 1 of the 8 crew members was slightly injured; canx between 08aug19 and 06sep19
	CCCP-76832	II-76TD	Aeroflot	mfd	30may92	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; l/n as such STN 23jun95; repainted in all-white c/s with 'GATS' titles; f/n as such STN 09oct96; l/n LHR 13mar97; soc 16jul97 as to the United Arab Emirates and canx the same day
	YN-CEW	II-76TD	Gulf Avn Tech Serv	AUH	23jul97	in all-white c/s with 'GATS' titles; l/n GVA 25aug98
	3C-KKG	II-76TD	Gulf Avn Tech Serv	STN	04nov98	in white c/s with light grey belly and 'GATS Airlines' titles; l/n AUH 21nov03
	EX-832	II-76TD	Gulf Avn Tech Serv	DXB	28dec03	in white c/s with light grey belly and 'GATS Airlines' titles; l/n DME 04jul04
	UR-BXQ	II-76TD	Gulf Avn Tech Serv	AUH	jan05	departed in early jan05 with an 'Ilyushin' call-sign
	UR-BXQ	II-76TD	Experts Cargo	AUH	04feb05	in all-white c/s with 'Experts Cargo' titles; l/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; l/n as such JED 13jan17; titles changed to just 'Maximus'; f/n as such BTR 19oct20; l/n KHI 16dec21
10234 11363	CCCP-11363	II-76TD	Aeroflot	ZIA	10jun92	line # 85-01; probably the c/n used as registration, also see h/o date next line; was reported this date as an II-76T
	RA-76833	II-76TD	Aeroflot	d/d	16jun92	f/n KJA 13jul93; delivered to Barnaul; operated by Altai Airlines; mfd also reported as given for the d/d; on charge as of 01jan93 with AFL/West Siberia according to MGA document
	RA-76833	II-76TD	Polyus	OST	09apr98	Antex in tail
	RA-76833	II-76TD	East Line	DME	29jun98	l/n BAX 24jul00, without engines; for sale sep00 t/t 3,258 hours; canx 20nov02 as sold to Algeria
	7T-WIM	II-76TD	Algerian Air Force		aug10	at Boufarik; registration confirmed by Ilyushin for this c/n; seen SVO 16jun14; l/n Constantine-Ain El Bey 16apr17
	76436	II-76TD	Donetsk Avn Enter.	d/d	19jun92	line # 85-02; delivered to Donetsk; reported for Dobrolet, but not confirmed; f/n STN 29mar93
	RA-76436	II-76TD	Gulf Avn Tech Serv	CAI	02dec94	in basic 'blue' Aeroflot c/s with 'GATS' titles; new CoFR issued 20jun96; soc 18jul97 as to the United Arab Emirates and canx the same day; l/n AUH 23jul97
	YN-CEX	II-76TD	Gulf Avn Tech Serv	STN	22aug97	in all-white c/s with 'GATS Airlines' titles; l/n AUH 10jul98
	3C-KKE	II-76TD	Gulf Avn Tech Serv	GVA	23oct98	in all-white c/s with 'GATS Airlines' titles; l/n AUH 21nov03
	EX-436	II-76TD	Gulf Avn Tech Serv	DXB	28dec03	c/n confirmed; l/n BCN 20jun04; canx 01nov04
	UR-BXS	II-76TD	Gulf Avn Tech Serv	AUH	jan05	had departed by 08feb05 with an 'Ilyushin' call-sign; l/n DXB 14apr05, titles not reported
	UR-BXS	II-76TD	Experts Cargo	AUH	01jun05	c/n checked; in all-white c/s with titles and a UAE flag on the fin; l/n as such SHJ 29jul07; in a Ukraine Air Alliance fleet list oct07; seen without titles DME 07nov07
	UR-BXS	II-76TD	Maximus Air Cargo	AUH	dec07	Maximus Air LLC of the UAE; in all-white c/s with titles; new CoFRs issued 23apr12 and 26sep14; l/n SHJ 02mar15; current on register 17apr15
	UR-BXS	II-76TD	Yevropa Air	rgd	21apr15	to Infinite Seal Inc. of the British Virgin Islands; in white c/s with grey engines, no titles; reported at FJR 02jun16; photo at FJR 01jun17; l/n in Oman may18; AOC suspended 27jul19; canx between 01sep19 and 06sep19
	UP-17660	II-76TD	Jenis Air	no	reports	reported on the Ilyushin OKB website 30jan20
	UR-FSD	II-76TD	Fly Sky Airlines	rgd	01sep20	to Infinite Seal Inc. of the British Virgin Islands; already reported on the Ilyushin OKB website 18jun20; f/n Marculesti 21nov20; in white c/s with grey engines, no titles; l/n CGK 04oct21; canx between 21feb22 and 10may22
	EX-76006	II-76TD	Fly Sky Airlines	rgd	10may22	f/n CUR 07jun22; in white c/s with grey engines, no titles; l/n OTP 20dec23; last tracked flight is 02nov24 from the UAE to Libya; canx nov24 but before 13nov24
10234 11370	CCCP-76838	II-76TD	KGB/Aeroflot c/s	mfd	30may92	line # 85-03; d/d 30may92 to Sheremetyevo; f/n SVO 08jun92; rgd 28jul92; l/n SVO 05sep93
	RA-76838	II-76TD	FSB/Aeroflot c/s	SVO	11apr94	opf oao sn FSB at SVO; l/n SVO 27nov06; referred to as 'RF-76838' in a tender published by the FSB 11apr07
	RF-76326	II-76TD	FSB/Aeroflot c/s	SVO	02dec06	c/n confirmed; opb oao sn FSB at SVO; still in full Aeroflot c/s including titles; photo exists with date given as 17nov06, but see l/n above; l/n SVO 31nov12
	RF-76326	II-76TD	FSB	SVO	29mar13	in white c/s with grey undersides and blue cheatline, no titles; l/n SVO 11oct21

10234 11375	CCCC-76839 RA-76839	II-76TD II-76TD	KGB/Aeroflot c/s FSB/Aeroflot c/s	mfd SVO	30apr92 22may94	line # 85-04; d/d 30apr92 to Sheremetyevo; f/n SVO 02jun92; rgd 28jul92; l/n SVO 05sep93 l/n SVO 19aug01; Sheremetyevo based mar97; crashed near Okhotsk 02dec01 after an in-flight fire
10234 11378	UK-76352 RA-76352 RA-76352 RA-76352	II-76TD II-76TD II-76TD II-76TD	Uzbekistan Uralinteravia n/t Uralinteravia AviaPRAD	mfd STN AMS STN	24dec92 03mar94 26jan96 25sep96	line # 85-05; d/d 24dec92 to Tashkent; no reports; titles were painted on; canx but date unknown seen SVX 23aug95; in basic Uzbekistan c/s, Russian flag on the tail; l/n end 1995 l/n CRZ 18may96; also had additional 'Samara' titles l/n STN 13sep99, titles starboard side only and carried overpainted 'Samara', 'Uralinteravia' and 'Tesi' titles
	RA-76352 EP-SFB RA-76352 RA-76352 RA-76352	II-76TD II-76TD II-76TD II-76TD II-76TD	Aviacon Zitotrans Safir Aviacon Zitotrans United Nations Aviacon Zitotrans	rgd FJR ZIA MST PER	20mar00 17jan01 09aug02 15jul05 13apr06	in fleet list sep/nov00 and current on Russian register sep01, see below l/n BTS 31jul02; c/n from JP-01 rgd 16oct02; l/n AUH 19feb05 l/n SHJ 22jul05
	RA-76352 RA-76352	II-76TD II-76TD	United Nations Aviacon Zitotrans	ZIA IKT	10feb16 10dec16	in all-white c/s, initially no titles; l/n as such BTS 05may06; f/n with titles and tail logo SVG 11aug06; l/n GYD 15may11; seen GKE 16nov11, all-white c/s without titles; l/n ZIA 24apr15, as such; reported may15 still operating with an 'AZS' call-sign
	UP-17646	II-76TD	AZee Air	ZIA	18dec19	in all-white c/s with 'UN-WFP' titles and additional opb 'Abakan Air' 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 ?; l/n ZIA 23aug19; canx 14nov19
	UP-17646	II-76TD	Jenis Air	rgd	25jun20	sale reported nov19 by ATDB; all-white c/s, no titles; was rgd 23dec19; l/n FJR 21jan20; last operation 18feb20; AOC suspended 21apr20
	EX-76007	II-76TD	Sapsan	rgd	18may21	operating from BEN for the Hafta 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	Bu Shames	SHJ	26nov21	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
	TZ-98T	II-76TD	Mali Air Force	d/d	sep23	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; l/n BAH 21jul22; last tracked flight 20feb23; canx between 05sep23 and 26sep23
10234 11384	RA-76411	II-76TD	Gulf Avn Tech Serv	d/d	20oct92	registration and c/n not confirmed; poor quality photo exists, in all white c/s with 'Armee De L'Air' ? titles 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 another crew member were killed
	YN-CEV 3C-KKF EX-411 UR-BXR UR-BXR UR-BXR	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Gulf Avn Tech Serv Gulf Avn Tech Serv Gulf Avn Tech Serv Gulf Avn Tech Serv Experts Cargo Maximus Air Cargo	FRA DME SHJ AUH AUH AUH	18jul97 25nov98 12jan04 27jan05 19feb05 sep07	line # 85-06; delivered to Donetsk; f/n GVA 03jan95; l/n STN 22may97; soc and canx 03jul97 as to Nicaragua l/n SNN 09sep98 l/n AUH 21nov03 l/n KBL jun04 had departed by 08feb05 with an 'Ilyushin' call-sign c/n checked; l/n SHJ 29jul07
10234 12387	CCCC-76817 CCCC-76817 RA-76817 RA-76817 RA-76817 RA-76817 RA-76817 RA-76817 RA-76817 RA-76817 RA-76817	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Liana Mals Deoghar Mals Deoghar Trans Aero Samara Samara Airlines East Line Sukhoi East Line Russian Sky Atlant-Soyuz United Nations	mfd ZIA ZIA trf DME DXB SHJ rgd DME BTS MDK	21may92 31aug93 03sep93 09nov95 18aug99 06feb00 01may01 12feb02 27oct05 02apr06 21feb10	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 dec11/nov13; not visible on latest GE image line # 85-07; d/d 21may92 to Zhukovskii; rgd 28may92; f/n SVO 08jul92, in Aeroflot c/s photo proof l/n ZIA 24aug95 f/n SHJ 15oct96; l/n SHJ jan98 l/n DME 21aug99; in basic Trans Aero Samara c/s l/n DME 10may01; small additional 'Iliavia' titles in left side l/n DME 05jun02; in basic East Line c/s f/n BUD 14feb03; l/n DME 11jul04 in basic East Line c/s; current in fleet list dec05; opb Atlant Soyuz BTS 15jan06; l/n BTS 16feb06 still in basic East Line c/s, titles on left-hand side only; l/n FJR 14sep08/17feb09, parked seen FJR jan11, stored, with registration crudely painted; offered for sale on the internet may15; l/n jun16/mar18, stored; photo from the inside of the cockpit 15nov22 shows many parts and instruments removed
10234 12389	CCCC-76447 76447 UK-76447 UK-76447 UK-76447 4K-AZ14 4K-AZ14 4K-AZ14	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Uzbekistan Airways Uzbekistan Airways Uzbekistan Airways Avialeasing Uzbek. Azerbaijan Al Azerbaijan Al Avialeasing Azerbaijan Al	mfd FRA SVO SHJ IST OST YHM OST	22may92 05nov92 11apr94 04oct96 10jul98 09apr99 27jan01 24jul01	line # 85-08; d/d 22may92 to Tashkent; rgd 21jul92; f/n SIN 13oct92 l/n BUD jul96 l/n IST 19jun98 l/n OST jan99; in basic Avialeasing colours with AZAL logo on tail, no titles; canx but date unknown basic Avialeasing colours with AZAL tail logo and large 'Cargo' titles; l/n OST 06dec00 still with AZAL tail logo; l/n YTT 15mar01 still basic Avialeasing colours with AZAL tail logo and large 'Cargo' titles; current in fleet list jun07; l/n GYD jul08/jan09, and broken up since
10234 12395	CCCC-76434	II-76TD	Sayakhath	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 'Aeroflot' 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	Sayakhath	RTM	12aug93	initially in white c/s with red/white/blue cheatline and grey belly; l/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 sources, seen nov07/apr10; offered for sale apr09 with t/t 11,017 hours and 2,982 cycles, for \$ 1.7 million
	UP-17613 EK-76777(2)	II-76TD II-76TD	Sayakhath Ark Airways	no rgd	reports may10	c/n from Kazakhstan CAA, presumably not taken up, see line above 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; l/n MUC 20dec20; rgd to Astra Way FZC of the UAE 19may21; seen SHJ 29jun21; l/n ALA 28jan22, with small www.zetavia.net titles; canx between 23nov22 and 16feb23
	EX-76010	II-76TD	New Way Cargo	rgd	11jan23	in white c/s with grey belly, no titles; f/n 21may23 in Jordan; l/n AUH 16jul23; last tracked flight 24sep23 to RKT
10234 12399	CCCC-76401 RA-76401 RA-76401	II-76TD II-76TD II-76TD	AFL/Ulyanovsk HFS Aeroflot Heavylift	d/d ULV r/o	30jun92 31aug93 31jul95	line # 85-10; mfd 28jul92; toc 14aug92; rgd 24aug92; f/n ULV 09sep92 arrived at SNN 28jul95 for repainting at SNN after repainting; leased from the Ulyanovsk Higher Aviation School of Civil Aviation/Volga-Dnepr; in full c/s; l/n STN 07dec96
	RA-76401 RA-76401 RA-76401 RA-76401	II-76TD II-76TD II-76TD II-76TD	Aerofreight Atlant-Soyuz Russkoye Nebo United Nations	STN OVV rgd KRT	jul98 aug99 24jul08 28apr09	in white/light grey c/s, no titles in white/light grey c/s with titles plus logo on fin; l/n SHE 30jan08 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' assigned but not worn; l/n JUB 19dec10
	EK-76401 EK-76401 ER-IAK	II-76TD II-76TD II-76TD	Phoenix Avia Veteran Avia Grixona	rgd rgd JNB	08apr11 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 renamed Sky Prim Air in 2014 (the Moldovan CAA gave the operator as Sky Prim Air from dec14); seen KUL 02nov14; l/n in flight over Khabarovsk 25jan15
	ER-IAZ	II-76TD	Oscar Jet	DWC	23dec15	Oscar Jet belonged to the same group of companies as Grixona and Sky Prim Air; in white c/s with grey engines, no titles; l/n SAW 28apr16; canx between 22mar18 and 03may18
	UR-CRN	II-76TD	Yevropa Air	rgd	15may18	to Infinite Seal Inc. of the British Virgin Islands; in white c/s with grey engines, no titles; f/n DWC jun18; l/n AAN 20nov18; AOC suspended 27jul19; canx between 01sep19 and 06sep19
	UR-CRN	II-76TD	Fly Sky Airlines	rgd	24feb20	to Aganya Holdings of the UAE; l/n VIN 03sep20; still reported on the Ilyushin OKB website as such sep20 (see below); canx between 16oct20 and 02nov20
	UR-FSC	II-76TD	Fly Sky Airlines	rgd	03nov20	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; l/n FJR 10sep22; last tracked flight 28jun23 to UAE; canx between 13oct23 and 16dec23
10234 12402	EX-76018 RA-76405	II-76TD II-76TD	Fly Sky Airlines Aeroflot c/s, n/t	rgd d/d	27nov23 30sep92	f/n FJR 19jan24, in all-white c/s, no titles; l/n DLC 23dec14 line # 86-01; delivered to Zhukovskii; 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; l/n STN 25jul96
	70-ADG (2) 70-ADO	II-76TD II-76TD	Yemenia Yemen Air Force	FRA SHJ	11may99 27jan12	l/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; l/n SAH 02apr13, now with white tail and flag
	70-ADO	II-76TD	Barash Aviation	SHJ	17jun13	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	not known	II-76MD	Soviet AF/AFL c/s	d/d	07oct92	line # 86-02; II-76MD "Skalpel-MT" (izd. 576) medevac version according to official list, but no further info
10234 12411	UN-76410 UN-76410 UN-76410 UK-76410 UK-76410 4K-AZ16 4K-AZ16	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Aeroservice Kazakh Sayakhath Avialeasing Uzbek. Azerbaijan Al Avialeasing Uzbek. Azerbaijan Al, n/t Azerbaijan Al	d/d OST FRA IST DXB BNE OST	07oct92 13jul94 27aug97 31jul98 09dec99 12feb01 16jan02	line # 86-03; delivered to Almaty; f/n ALA 23mar94; Aeroservice Kazakhstan l/n ALA 04jun97 with Sayakhath red/blue cheatline; l/n PRG 10may98 with Sayakhath red/blue cheatline, AZAL 'AHC' logo on tail, no titles; l/n OST 04dec99 l/n LUX 20dec00; AZAL 'AHC' logo on tail; canx but date unknown in basic Avialeasing colours, AZAL '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; /n GYD sep12; still in fleet list jan13; seen GYD oct15/apr18, stored engineless line # 86-04; d/d to Artyom 04jul92; toc 28aug92; f/n MST 01sep92	
10234 12414	CCCP-76403	II-76TD	AFL/Far East	mfd	30jun92	/n DME 23aug97 named 'Igor Bykov' after the commercial director of East Line who was murdered in 1997; /n SNN 22oct99 f/n DME 01jun01, in basic East Line c/s with additional 'Ilavia' titles; lsd from Vladivostok Air from 02aug00 lsd from Vladivostok Avia aug00/dec01 f/n DME 03dec01; leased from Vladivostok Avia 19sep01/31dec04; /n IKT 05jul04 acquired jul04; /n HEL 12feb06; soc 05apr06 as to Belarus in white/grey c/s; /n FJR 23jun07 /n GKE 08feb08 c/n confirmed; /n FJR 18aug09 /n MVQ 24apr11; titles as such, opb Air Company Continent /n XCR 06nov11, white/grey c/s with titles in white/grey c/s with small sticker; seen DAC 17may15; /n MVQ 06apr18, stored; canx 27dec21 line # 86-05; d/d 31aug92 to Barnaul; on charge as of 01jan93; f/n SHJ 08may94; /n HAJ 13mar97, 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 in white/light grey c/s with blue/green cheatline; seen with additional 'UN-WFP' titles by nov00; /n OST 22dec00 current on Russian register feb/sep01 with last CoFR renewal 30dec98, with remark 'Rented Excluded' in full c/s; f/n BKA 01aug02; /n CPT 04dec05 in basic Gazpromavia c/s with 'Volga-Dnepr' logo on fin; /n KHI 05aug09 in basic Gazpromavia c/s with own titles; new CoFR issued 12mar10, owner given as 'Government' (certainly the Government of Equatorial Guinea); /n as such SSG 12jan10; repainted in all-white c/s with titles plus the coat-of-arms of Equatorial Guinea on the fin; f/n as such XCR 04jan11; /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 registration and the coat-of-arms of Equatorial Guinea on the fin; /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; /n MSQ 01jul16; canx between 23nov17 and 26dec17 c/n confirmed; owner given as such in CoFR with expiry 16feb22; no reports; see next line reportedly flew SSG-RBA-SSG 26/27sep18 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; /n SSG feb23 line # 86-06; delivered to Arkhangelsk; f/n SVO 20apr93 but not since and still current on Russian register feb98/apr16 with last CoFR 15dec94, see next line ! opb 374 Sqn; /n DME 30jun10; seen in primer undergoing rework at Staraya Russa 15oct10; /n NBO 18may23 line # 86-07; d/d 31jul92; rgd 26aug92; f/n HEL 25jan93; /n 25jun93	
	RA-76403	II-76TD	Aeroflot	BKA	08apr93		
	RA-76403	II-76TD	Vladivostok Avia	trf	30mar94		
	RA-76403	II-76TD	East Line	DME	08jul98		
	RA-76403	II-76TD	Ilavia	rgd	21aug00		
	RA-76403	II-76TD	Abakan Avia	rgd	24jul01		
	RA-76403	II-76TD	East Line	rgd	24nov01		
	RA-76403	II-76TD	Tesis	DME	03mar05		
	EW-241TH	II-76TD	Gomelavia	GKE	07jun06		
	UN-76025	II-76TD	Asia Continental	GKE	31oct07		
10234 12418	UP-17620	II-76TD	Asia Continental	BRQ	09jul08	line # 86-05; d/d 31aug92 to Barnaul; on charge as of 01jan93; f/n SHJ 08may94; /n HAJ 13mar97, 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 in white/light grey c/s with blue/green cheatline; seen with additional 'UN-WFP' titles by nov00; /n OST 22dec00 current on Russian register feb/sep01 with last CoFR renewal 30dec98, with remark 'Rented Excluded' in full c/s; f/n BKA 01aug02; /n CPT 04dec05 in basic Gazpromavia c/s with 'Volga-Dnepr' logo on fin; /n KHI 05aug09 in basic Gazpromavia c/s with own titles; new CoFR issued 12mar10, owner given as 'Government' (certainly the Government of Equatorial Guinea); /n as such SSG 12jan10; repainted in all-white c/s with titles plus the coat-of-arms of Equatorial Guinea on the fin; f/n as such XCR 04jan11; /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 registration and the coat-of-arms of Equatorial Guinea on the fin; /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; /n MSQ 01jul16; canx between 23nov17 and 26dec17 c/n confirmed; owner given as such in CoFR with expiry 16feb22; no reports; see next line reportedly flew SSG-RBA-SSG 26/27sep18 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; /n SSG feb23 line # 86-06; delivered to Arkhangelsk; f/n SVO 20apr93 but not since and still current on Russian register feb98/apr16 with last CoFR 15dec94, see next line ! opb 374 Sqn; /n DME 30jun10; seen in primer undergoing rework at Staraya Russa 15oct10; /n NBO 18may23 line # 86-07; d/d 31jul92; rgd 26aug92; f/n HEL 25jan93; /n 25jun93	
	RA-76403	II-76TD	Continent	FNB	29dec09		
	RA-76403	II-76TD	Aero Rent	TMP	29oct11		
	RA-76403	II-76TD	SHAR Ink	BUD	08feb12		
	RA-76446	II-76TD	AFL/West Siberia	mfd	14aug92		
	RA-76446	II-76TD	Novosibirsk Al	HRE	13sep99		
	EK-76446	II-76TD	Dvin-Avia				
	RA-76446	II-76TD	Altai Airlines	rgd	12jul02		
	RA-76446	II-76TD	Gazpromavia				
	RA-76446	II-76TD	Volga-Dnepr	TLV	01apr06		
RA-76446	II-76TD	Continent	SSG	dec09			
RA-76446	II-76TD	ShAR Ink	VLC	18sep12			
RA-76446	II-76TD	CEIBA Cargo	SSG	21mar13			
3C-MAE	II-76TD	Equat. Guinea Gvt	rgd	16feb18			
3C-6GE	II-76TD	Equat. Guinea Gvt					
3C-TM06	II-76TD	Equat. Guinea AF	SAW	02sep20			
RA-76440	II-76TD	Aeroflot	d/d	30nov92			
7T-WIU	II-76TD	Algerian Air Force	PRG	28mar95			
CCCP-76435	II-76TD	AFL/Kazakhstan-CIT	mfd	31jul92			
UN-76435	II-76TD	Aeroflot	VKO	23jul93			
UN-76435	II-76TD	Kazakstan Airlines	STN	14aug93			
10234 13430	RA-76402	II-76TD	Aeroflot	d/d	30sep92	line # 86-08; d/d 30nov92 to Luch at Neryungri; toc 05apr93; in full Aeroflot c/s; seen BKA 08apr93; new 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; seen SVO sep96; /n Nanjing 30may22 line # 86-10; d/d 30sep92 to Artyom; opb Vladivostokskii 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 initially still in full Aeroflot c/s including titles; /n as such BKA 11jul98; repainted in own c/s; f/n as such SHJ 01dec98; seen with additional 'East Line' titles nov98/mar02; /n DME 05jul03 leased from Vladivostok Avia 19sep01/31dec04; in basic Aeroflot c/s with own titles; /n DME 12jul04 leased from jul04; in basic Aeroflot c/s with own titles; /n FJR 19nov05; soc 10feb06 as to Kyrgyzstan c/n confirmed from the operator's certificate; /n ADJ 18may06; canx 30may06 Jordanian International Air Cargo; operated for the Jordanian Air Force; reported in flight plans AMM 11nov06 and AMM 13nov06 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; /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 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 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 line # 87-01; d/d 30sep92 to Tashkent; f/n STN 24feb93 /n TAS 07may98; still in fleet list 30oct00, see next line /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; /n DME 28mar02 /n as such KBL 17jul03; seen ALA 06nov03 in basic Uzbekistan Airways c/s, no titles; /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; /n TAS 07oct08, with titles c/n confirmed by Ilyushin; in white/light grey c/s with titles; /n stored/wfu KRT nov19/mar23; destroyed KRT as of 21apr23 during fighting between different factions of the military line # 87-02; delivered to Domodedovo; toc 27jan93; official mfd 29jan93; in standard 'blue' Aeroflot c/s including titles; f/n VKO 17jul93 initially still in full Aeroflot c/s including titles; f/n VKO 23may94; /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; /n DME 21aug99, 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; /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) 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; /n MJZ 15jun21 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 titles; carried a small 'Aeroflot' logo under the cheatlines; f/n ZRH 25feb93; /n KUF 25apr93 in white/light grey c/s with red/white/blue cheatline, with titles; carried a small 'Aeroflot' logo under the cheatlines in 1993; f/n without the 'Aeroflot' logo STN 25mar94; wet-leased to Tesis in 1998 and in 2002, 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 operator is not confirmed, but also see the other three Sayakhat aircraft which became UP-17613/7615 and 7616	
	RA-76402	II-76TD	Mostransgaz	DME	01jul96		
	RA-76402	II-76TD	Aeroflot c/s, n/t	VVO	19apr97		
	RA-76402	II-76TD	Gazpromavia	VKO	28feb98		
	RA-76402	II-76TD	Krylo	DME	23jun00		
	RA-76402	II-76TD	Gazpromavia c/s	OST	20jul00		
	RA-76402	II-76TD	Atlant-Soyuz	DME	13aug01		
	RA-76402	II-76TD	Gazpromavia	ZUH	31oct02		
	RA-76402	II-76TD	Volga-Dnepr	LYE	20apr06		
	RA-76402	II-76TD	Gazpromavia	DME	25jun09		
RA-76402	II-76TD	Finlight	rgd	10aug09			
RA-76402	II-76TD	Airstars	lsd	09nov09			
RA-76402	II-76TD	Aviacon Zitotrans	lsd	01mar10			
RA-76402	II-76TD	AeroRent	JNB	21sep11			
RA-76402	II-76TD	FMBA Rossii	rgd	27feb12			
RA-76402	II-76TD	Abakan Avia	ZIA	may12			
RA-76402	II-76TD	FMBA Rossii	ZIA	26jul12			
RA-76407	II-76TD	Polis Air	mfd	nov92			
7T-WIG	II-76TD	Algerian Air Force	LAX	may95			
CCCP-76400	II-76TD	AFL/Far East	mfd	30sep92			
RA-76400	II-76TD	Aeroflot	MST	26may93			
RA-76400	II-76TD	Vladivostok Avia	trf	30mar94			
RA-76400	II-76TD	East Line	DME	10aug03			
RA-76400	II-76TD	Tesis	IXC	15feb05			
EX-100	II-76TD	Click Airways	SHJ	22mar06			
JY-JIB	II-76TD	JJAC	AMM	11nov06			
EK-76400	II-76TD	Click Airways	RKT	01feb07			
15-2286	II-76TD	Iranian RGC AF	THR	08may16			
76448	II-76TD	Uzbekistan Airways	mfd	30sep92			
UK-76448	II-76TD	Uzbekistan Airways	LAD	28may93			
UK-76448	II-76TD	East Line	DME	06jul98			
UK-76448	II-76TD	Uzbekistan Airways	TAS	24jan03			
ST-BDN	II-76TD	Badr Airlines	KRT	31mar09			
RA-76420	II-76TD	Mirny Avn Enterpr.	d/d	30dec92			
RA-76420	II-76TD	Almazy Ros.-Sakha	trf	10aug93			
RA-76420	II-76TD	Alrosa	rgd	01mar00			
RA-76420	II-76TD	not known	rgd	02nov20			
CCCP-76442	II-76TD	Sayakhat	mfd	20oct92			
UN-76442	II-76TD	Sayakhat	FRA	25jun93			
UP-17614	II-76TD	Sayakhat	no	reports			

	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; l/n KDH 26jan10, see rgd next line
	EK-76442	II-76TD	Phoenix Avia	rgd	14jan10	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 03feb10; l/n SHJ 06dec11
	EK-76450(2)	II-76TD	Air Armenia	trf	dec11	registration without hyphen; in white/light grey c/s, no titles; t/t 11,134 hours and 3,112 cycles by dec11; f/n EVN 29feb12; l/n EVN 13mar12; see c/n 0053463900
	ER-IAH	II-76TD	Grixona	ph.	04dec13	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); l/n SHJ 15mar15
	ER-IBU	II-76TD	Air Stork	rgd	2015	registered between 12may15 and 31dec15; in white/light grey c/s, no titles; f/n DAC 05feb17; l/n JNB 16dec17; canx between 22mar18 and 03may18
	UR-CRQ	II-76TD	Yevropa Air	rgd	15may18	to Infinite Seal Inc. of the British Virgin Islands; in white/light grey c/s, no titles; f/n MGQ 05jun18; l/n DMB 12jun19; canx between 08jun19 and 29jun19; see rgd next line
	UP-17654	II-76TD	AZee Air	rgd	10apr19	but see l/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; l/n FRU 20may20, all white c/s, no titles; canx 14jul20
	EX-76004	II-76TD	Fly Sky Airlines		18jun20	reported on the Ilyushin OKB website; rgd 27jul20; in white/light grey c/s; photo at FJR (uploaded oct20); a United Nations report gives rgd as 09jul20 and canx 15oct20
	EK-76074	II-76TD	Atlantis European	rgd	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	II-76TD	Leya LLC	rgd	16sep22	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	EX-76025	II-76TD	Sapsan	rgd	15mar24	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 Airlines, SHJ 14nov95 and seen many times since at SHJ; l/n DME 13mar96 l/n DME 21aug01; small Russian flag on tail; still in Uzbekistan Airways fleet list jan03 l/n SZX 27jul06; in Qanot Sharq fleet list 22sep06; l/n BRQ 02mar07 in full Uzbek c/s with additional Qanot Sharq titles; current in fleet list 14dec07; seen BRQ 01may08, just Uzbekistan titles; l/n TAS 07aug13
	76353	II-76TD	Uzbekistan Airways	d/d	27jan93	
	UK-76353	II-76TD	Uzbekistan Airways	SVO	19mar93	
	UK-76353	II-76TD	East Line	SXF	16apr98	
	UK-76353	II-76TD	Uzbekistan Airways	BZZ	03sep03	
	76353	II-76TD	ex Uzbekistan c/s	Tac	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; l/n URC 10apr24
10334 14458	EX-76012	II-76TD	Sky Line Airlines			operator from register dated 21may24, with same rgd date as per the previous line
	RA-76370	II-76TD	Zhukovski LII	d/d	30jan93	line # 87-05; delivered to Zhukovski; mfd 26feb93, according to sales document may20; f/n OST 12may93; in Aeroflot c/s, no titles; l/n VKO 01sep97
	RA-76370	II-76TD	Gazpromavia	DME	11jul98	with additional 'Atlant-Soyuz' titles aug01; l/n DME 11oct04
	RA-76370	II-76TD	Volga-Dnepr, n/t	HHN	20jan06	in basic Gazpromavia c/s with 'Volga-Dnepr' logo on fin; l/n DME 08aug08
	RA-76370	II-76TD	Gazpromavia	DME	14mar09	in white/light blue c/s with dark blue trim, no titles but 'Gazprom' logo on fin; l/n DME 22aug09, seemingly stored
	RA-76370	II-76TD	Aviacon Zitotrans	i/s	20jan10	in basic Gazpromavia c/s; f/n OSR 31jan10; l/n LCA 22dec10
	RA-76370	II-76TD	AeroRent	JNB	18mar11	still in basic Gazpromavia c/s; l/n JNB 09feb12
	RA-76370	II-76TD	Trans Avia Export	JNB	12mar12	still in basic Gazpromavia c/s; l/n JNB 16mar12
	RA-76370	II-76TD	no titles	MVD	17sep12	still in basic Gazpromavia c/s; opb Aviacon Zitotrans; seen PNR 16nov13, operator not confirmed this date; l/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	II-76TD	Abakan Avia	MVQ	02dec22	in all-white c/s, no titles; l/n ZIA 11jul24
	RA-76406	II-76TD	Trans Super	d/d	28oct92	line # 87-06; delivered to Ryazan; f/n SVO aug94; canx 01dec94 as to Algeria; Ilyushin OKB document gives c/n as 1033414463
10334 14467	7T-WIE	II-76TD	Algerian Air Force	BRU	12jan95	opb 374 Sqn; l/n ZIA aug22
	RA-76357	II-76TD	AFI/Yakutiya	d/d	30jan93	line # 87-07; mfd reported as 26feb93 which is not in line with the d/d; delivered to Mirny
	RA-76357	II-76TD	Almazy Ros.-Sakha	trf	18oct94	f/n IKT 10may95; in Aeroflot c/s, no titles; l/n BKA 25aug95
	RA-76357	II-76TD	Almazy Ros.-Sakha	DME	18aug97	in basic ex Aeroflot c/s with titles; l/n BKA 29apr00
	RA-76357	II-76TD	Alosa	rgd	22apr01	f/n BKA 25apr01; seen DME 17aug09 active; seen MJZ 27sep12 with one engine missing; l/n MJZ oct17/jun21, missing more and more parts over time
10234 14470	RA-76419	II-76TD	AFI/Arkhangelsk	d/d	31oct92	line # 87-08; delivered to Arkhangelsk; toc 18nov92; rgd 25dec92; Ilyushin OKB document gives c/n as 1033414470
10334 14474	RA-76419	II-76TD	Burundi BCR Chart.	OST	21jul93	still also wearing 'Aeroflot' titles; still current on the Russian Register feb98/mar03, see next line
	RA-76419	II-76TD	Virunga Air Cargo	OST	30nov93	
	7T-WID	II-76TD	Algerian Air Force	PRG	17feb95	
	RA-76367	II-76TD	Aeroflot	mfd	30mar93	
	RA-76367	II-76TD	C-Air	LUX	06aug94	
	RA-76367	II-76TD	Atlant-Soyuz	SXF	09nov96	
	5A-DRS	II-76TD	Libyan Air Cargo	MLA	17feb04	
	5A-DRS	II-76TD	Jamahiria AT	ZIA	jun10	in white c/s with green cheatline and fin with titles; l/n FCO 31aug10
	5A-DRS	II-76TD	Air Transport	MJI	19jan12	in white c/s with green cheatline and fin, with new Libyan flags on the tail and fuselage, LAF call-sign; seen MJI may12; l/n FJR 28nov14
	5A-DRS	II-76TD	Libyan Nat. Army	ph.	04jun16	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; l/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	II-76TD	Aeroflot	mfd	15mar93	line # 87-10; d/d 15mar93 to Kazan; f/n KZN 13jun94; l/n OST oct94
	RA-76369	II-76TD	Air Stan	STN	21may95	
	RA-76369	II-76TD	East Line	PSA	16dec96	l/n DME 22sep98
	RA-76369	II-76TD	Air Stan	rgd	15oct98	f/n STN 05dec98; l/n DME 18jun02
	RA-76369	II-76TD	East Line	DME	18aug02	l/n DME 17oct02
	RA-76369	II-76TD	Airstars	rgd	05feb03	f/n DME 10aug03; l/n DME 23aug04; Isf Air Stan; soc 28feb05 as to Kyrgyzstan
	EX-054	II-76TD	Reem Air	DUS	17dec04	c/n confirmed; seen EIN 05apr05; current in dec05 fleet list; Isf Air Stan; l/n OSR 08mar06; canx 08may06
	EW-242TH	II-76TD	Gomelavia	HHN	01jun06	l/n SHJ 05jun07
	UN-76024	II-76TD	Asia Continental	GKE	20jul07	in white/grey c/s; l/n GME 11may08; to be sold to Libya
	UP-17619	II-76TD	no reports	no	reports	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	II-76TD	Libyan Air Force	MJI	02nov08	in white/grey c/s, no titles
10334 14483	5A-DNX	II-76TD	Libyan Air Cargo	rgd	10nov08	f/n REC 23sep09; in white/grey c/s with titles; l/n MJI dec09/nov21, stored in poor condition
	UK-76359	II-76TD	Uzbekistan Airways	mfd	23mar93	line # 88-01; d/d 23mar93 to Tashkent; f/n SVO 14may93; still in fleet list 30oct00, see next line
	UK-76359	II-76TD	East Line	DME	19aug99	named 'Jinan' after the Chinese town which was the standard destination for this aircraft; l/n DME 03sep00 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 current on register 27aug19, with owner given as AERO-Rad Tech L.L.C and last CoFR issued 23dec21
	UK-76359	II-76TD	Uzbekistan Airways	STN	17nov01	in white c/s with grey undersides, tail logo and titles with additional 'UZ Aero Cargo' on the lower fuselage; l/n TAS 17nov24
10334 14485	UN-76371	II-76TD	Aeroflot	mfd	30mar93	line # 88-02; d/d 30mar93 to Shymkent; rgd 15apr93; f/n STN 02may93; thought to have carried '14485' on fuselage, presumably prior to delivery as faded marks could still be seen jul05
10334 14492	UN-76371	II-76TD	ex-Aeroflot c/s	ZRH	05dec93	no titles, with Kazakhstan flag; l/n FJR 04dec95
	UN-76371	II-76TD	Kazakhstan Airlines	FJR	04oct96	see next line
	UN-76371	II-76TD	Air Kazakhstan	trf	26sep96	based Shymkent; f/n feb98; l/n BUD 02dec03
	UN-76371	II-76TD	Berkut	ALA	29may04	with 'Kazakhstan' titles; officially taken on charge by decree dated 22jul04; l/n ALA jul07
	UP-17604	II-76TD	Berkut	rgd	29feb08	in basic Aeroflot c/s with 'Kazakhstan' titles; f/n Payam 10jul08; l/n as such DXB 01may09; seen CIT 11feb10 with white tail and without titles; l/n FJR 13mar10
	UP-17604	II-76TD	Kazaviaspas	ALA	04jul10	in full c/s, repainted during maintenance at FJR mar10; offered for sale by auction 29apr16 for 402.7 million Tenge, but was not sold; l/n ALA 20may18/02may22, stored and in a dirty condition
10334 14492	9S-PRR	II-76TD	DR Congo Air Force	ALA	apr24	in basic ex Kazaviaspas c/s, no titles; opb the presidential flight; l/n FIH 15nov24
	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 Ros.-Sakha	trf	10oct94	initially still in full Aeroflot c/s including titles; l/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 'Samara' titles on the rear fuselage DME 20jun99
	RA-76360	II-76TD	Alosa	LED	25may01	in full c/s; new CoFRs issued 06may05, 10may11 and 09jan17; l/n with titles and logo KJA 30may19, active; CofA expired 12jul19; probably sold by Alosa to an unknown owner 13aug20; titles and logo painted out; f/n as such MJZ 14oct20
	RA-76360	II-76TD	not known	rgd	02nov20	reported for Geliks, but that airline did not have any Il-76s in its operator's certificate as of 22dec20; in basic Alosa 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	II-76TD	Gelix Airlines	SVO	06oct22	still in basic ex Alosa c/s with Gelix Airlines titles; l/n VKO 04aug24
	RA-76375	II-76TD	TAS a/c Prod Corp	mfd	09nov93	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 Il-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 15497	TL-KMS RA-76361	II-76TD II-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; l/n MSE 08aug94; soc 06sep94 and 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; l/n STN 20jan96; see c/n 1023412402 still with a blue cheatline, full Yemenia tail colours and Yemen flag behind cockpit in white colours, grey undersides with titles and 'YAF' on tail; seen Mykolayiv-Kulbakino 26feb10; flew Mykolayiv-Kulbakino to Yemen 03mar10; l/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 line # 88-06; delivered to Zhukovski; f/n OST 30dec93 with additional small Aeroflot titles; l/n ZIA 23aug97; soc and canx 12sep97 as to Liberia 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 no flag carried a Congo (Brazzaville) flag on tail and II-76TD designation on nose, l/n CHR 18jul07 operated by the Presidential Flight; in white c/s with grey belly, Congo (Brazzaville) flag on fin and cheatline in Congolese (Brazzaville) colours; seen BVZ 28aug13; opf Congo Air Force; l/n REC 28jul22 line # 88-07; toc 01jul93; in standard 'blue' Aeroflot c/s including titles; f/n VKO 25jan94 in basic 'blue' Aeroflot c/s with 'Almazay 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; l/n operational KHV 02jun10; excluded from the operator's certificate of Mirny Aviation Enterprise 14jun10; canx between aug10 and mar16; stored at MJZ, seen sep12/oct18; new CoFR issued 06feb19; overhauled in 2019; received a '75 Pobeda! 1945-2020' sticker behind the cockpit in spring 2020; l/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; l/n ZIA 26oct20 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 in basic Alrosa c/s with 'Gelix Airlines' titles; CoFR renewal 10nov21; l/n ULY jul24 line # 88-08 in civilian c/s with titles and military roundels; l/n Dangyang 10oct09; reported undergoing rework at Zhukovski jan13; photo oct13 in all grey/blue c/s, white undersides with titles and military roundels 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 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 l/n DMB 29jul10 f/n FJR 28nov10; l/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; l/n SHJ 08oct13; canx 13nov13 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; 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 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; l/n EBB 04jul23, in white c/s with grey undersides, now with very small registration; current on register 29mar24 line # 88-10; d/d 31jul93 Shymkent; f/n HEL 24aug93; l/n FRA 21nov94 l/n SHJ 12nov95 l/n CIT 10may98; was trf to Air Kazakhstan 26sep96 l/n DME 22jul00; see trf date next line Shymkent based; f/n OST 23jan01; l/n BRQ 18nov03 with 'Kazakhstan' titles; officially taken on charge by decree dated 22jul04; l/n BRQ 19nov07 with 'Kazakhstan' titles; f/n BRQ 16jul08; l/n TSE 28apr19 seen Guangzhou 22apr20 with Qazaqstan titles; l/n ALA 12oct24 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 Zhukovski 10jan13; l/n ZIA 13jan13 opb 39th Transport Regiment at Dangyang; in light blue c/s with white undersides, with titles and military roundels, red code; seen Changchun 19aug22, now with yellow code; l/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; l/n LAD 15apr98 leased from TAPO; in basic TAPO c/s; l/n FJR 09dec99 in basic TAPO c/s with additional 'Uzavialeasing' titles; f/n LUX 23aug00; l/n OST 23dec00; canx 01mar01 in basic TAPO c/s with own titles; in fleet list jul07 as leased; seen DXB 16may08; l/n Tashkent-Tuzel 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 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
	70-ADG (1)	II-76TD	Yemenia n/t	LTN	17oct95	
	70-ADG (1) 70-ADG (1)	II-76TD II-76TD	Yemenia n/t Yemen Air Force	RKT Mkk	27oct99 03sep09	
10334 15504	RA-76421 RA-76421 EL-WTA TN-AFS TN-AFS TN-AFS TN-AFS	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Aeroflot Dacomo Air Ghostbuster Centrafrican, n/t all-white c/s, n/t all-white c/s, n/t no titles	d/d LUX CVT MLA CHR JNB BVZ	21jun93 28feb94 09oct97 06jul99 aug02 11aug03 17mar09	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; l/n MSE 08aug94; soc 06sep94 and 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; l/n STN 20jan96; see c/n 1023412402 still with a blue cheatline, full Yemenia tail colours and Yemen flag behind cockpit in white colours, grey undersides with titles and 'YAF' on tail; seen Mykolayiv-Kulbakino 26feb10; flew Mykolayiv-Kulbakino to Yemen 03mar10; l/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 line # 88-06; delivered to Zhukovski; f/n OST 30dec93 with additional small Aeroflot titles; l/n ZIA 23aug97; soc and canx 12sep97 as to Liberia 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 no flag carried a Congo (Brazzaville) flag on tail and II-76TD designation on nose, l/n CHR 18jul07 operated by the Presidential Flight; in white c/s with grey belly, Congo (Brazzaville) flag on fin and cheatline in Congolese (Brazzaville) colours; seen BVZ 28aug13; opf Congo Air Force; l/n REC 28jul22 line # 88-07; toc 01jul93; in standard 'blue' Aeroflot c/s including titles; f/n VKO 25jan94 in basic 'blue' Aeroflot c/s with 'Almazay 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; l/n operational KHV 02jun10; excluded from the operator's certificate of Mirny Aviation Enterprise 14jun10; canx between aug10 and mar16; stored at MJZ, seen sep12/oct18; new CoFR issued 06feb19; overhauled in 2019; received a '75 Pobeda! 1945-2020' sticker behind the cockpit in spring 2020; l/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; l/n ZIA 26oct20 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 in basic Alrosa c/s with 'Gelix Airlines' titles; CoFR renewal 10nov21; l/n ULY jul24 line # 88-08 in civilian c/s with titles and military roundels; l/n Dangyang 10oct09; reported undergoing rework at Zhukovski jan13; photo oct13 in all grey/blue c/s, white undersides with titles and military roundels 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 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 l/n DMB 29jul10 f/n FJR 28nov10; l/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; l/n SHJ 08oct13; canx 13nov13 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; 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 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; l/n EBB 04jul23, in white c/s with grey undersides, now with very small registration; current on register 29mar24 line # 88-10; d/d 31jul93 Shymkent; f/n HEL 24aug93; l/n FRA 21nov94 l/n SHJ 12nov95 l/n CIT 10may98; was trf to Air Kazakhstan 26sep96 l/n DME 22jul00; see trf date next line Shymkent based; f/n OST 23jan01; l/n BRQ 18nov03 with 'Kazakhstan' titles; officially taken on charge by decree dated 22jul04; l/n BRQ 19nov07 with 'Kazakhstan' titles; f/n BRQ 16jul08; l/n TSE 28apr19 seen Guangzhou 22apr20 with Qazaqstan titles; l/n ALA 12oct24 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 Zhukovski 10jan13; l/n ZIA 13jan13 opb 39th Transport Regiment at Dangyang; in light blue c/s with white undersides, with titles and military roundels, red code; seen Changchun 19aug22, now with yellow code; l/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; l/n LAD 15apr98 leased from TAPO; in basic TAPO c/s; l/n FJR 09dec99 in basic TAPO c/s with additional 'Uzavialeasing' titles; f/n LUX 23aug00; l/n OST 23dec00; canx 01mar01 in basic TAPO c/s with own titles; in fleet list jul07 as leased; seen DXB 16may08; l/n Tashkent-Tuzel 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 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
	RA-76373 RA-76373 RA-76373	II-76TD II-76TD II-76TD	Mirny Avn Enterpr. Almazay Ros.-Sakha Alrosa	mfd trf rgd	30jun93 18oct94 01mar00	
10334 15507	RA-76373 RA-76373 RA-76373	II-76TD II-76TD II-76TD	Mirny Avn Enterpr. Almazay Ros.-Sakha Alrosa	mfd trf rgd	30jun93 18oct94 01mar00	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; l/n MSE 08aug94; soc 06sep94 and 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; l/n STN 20jan96; see c/n 1023412402 still with a blue cheatline, full Yemenia tail colours and Yemen flag behind cockpit in white colours, grey undersides with titles and 'YAF' on tail; seen Mykolayiv-Kulbakino 26feb10; flew Mykolayiv-Kulbakino to Yemen 03mar10; l/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 line # 88-06; delivered to Zhukovski; f/n OST 30dec93 with additional small Aeroflot titles; l/n ZIA 23aug97; soc and canx 12sep97 as to Liberia 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 no flag carried a Congo (Brazzaville) flag on tail and II-76TD designation on nose, l/n CHR 18jul07 operated by the Presidential Flight; in white c/s with grey belly, Congo (Brazzaville) flag on fin and cheatline in Congolese (Brazzaville) colours; seen BVZ 28aug13; opf Congo Air Force; l/n REC 28jul22 line # 88-07; toc 01jul93; in standard 'blue' Aeroflot c/s including titles; f/n VKO 25jan94 in basic 'blue' Aeroflot c/s with 'Almazay 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; l/n operational KHV 02jun10; excluded from the operator's certificate of Mirny Aviation Enterprise 14jun10; canx between aug10 and mar16; stored at MJZ, seen sep12/oct18; new CoFR issued 06feb19; overhauled in 2019; received a '75 Pobeda! 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	RA-76373	II-76TD	not known	rgd	02nov20	
10334 16512	RA-76373 B-4033 B-4033	II-76TD II-76MD II-76MD	Gelix Airlines China United AI Chinese Air Force	IKT d/d ZUH	28aug21 30sep93 27oct08	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; l/n MSE 08aug94; soc 06sep94 and 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; l/n STN 20jan96; see c/n 1023412402 still with a blue cheatline, full Yemenia tail colours and Yemen flag behind cockpit in white colours, grey undersides with titles and 'YAF' on tail; seen Mykolayiv-Kulbakino 26feb10; flew Mykolayiv-Kulbakino to Yemen 03mar10; l/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 line # 88-06; delivered to Zhukovski; f/n OST 30dec93 with additional small Aeroflot titles; l/n ZIA 23aug97; soc and canx 12sep97 as to Liberia 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 no flag carried a Congo (Brazzaville) flag on tail and II-76TD designation on nose, l/n CHR 18jul07 operated by the Presidential Flight; in white c/s with grey belly, Congo (Brazzaville) flag on fin and cheatline in Congolese (Brazzaville) colours; seen BVZ 28aug13; opf Congo Air Force; l/n REC 28jul22 line # 88-07; toc 01jul93; in standard 'blue' Aeroflot c/s including titles; f/n VKO 25jan94 in basic 'blue' Aeroflot c/s with 'Almazay 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; l/n operational KHV 02jun10; excluded from the operator's certificate of Mirny Aviation Enterprise 14jun10; canx between aug10 and mar16; stored at MJZ, seen sep12/oct18; new CoFR issued 06feb19; overhauled in 2019; received a '75 Pobeda! 1945-2020' sticker behind the cockpit in spring 2020; l/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; l/n ZIA 26oct20 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 in basic Alrosa c/s with 'Gelix Airlines' titles; CoFR renewal 10nov21; l/n ULY jul24 line # 88-08 in civilian c/s with titles and military roundels; l/n Dangyang 10oct09; reported undergoing rework at Zhukovski jan13; photo oct13 in all grey/blue c/s, white undersides with titles and military roundels 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 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 l/n DMB 29jul10 f/n FJR 28nov10; l/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; l/n SHJ 08oct13; canx 13nov13 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; 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 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; l/n EBB 04jul23, in white c/s with grey undersides, now with very small registration; current on register 29mar24 line # 88-10; d/d 31jul93 Shymkent; f/n HEL 24aug93; l/n FRA 21nov94 l/n SHJ 12nov95 l/n CIT 10may98; was trf to Air Kazakhstan 26sep96 l/n DME 22jul00; see trf date next line Shymkent based; f/n OST 23jan01; l/n BRQ 18nov03 with 'Kazakhstan' titles; officially taken on charge by decree dated 22jul04; l/n BRQ 19nov07 with 'Kazakhstan' titles; f/n BRQ 16jul08; l/n TSE 28apr19 seen Guangzhou 22apr20 with Qazaqstan titles; l/n ALA 12oct24 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 Zhukovski 10jan13; l/n ZIA 13jan13 opb 39th Transport Regiment at Dangyang; in light blue c/s with white undersides, with titles and military roundels, red code; seen Changchun 19aug22, now with yellow code; l/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; l/n LAD 15apr98 leased from TAPO; in basic TAPO c/s; l/n FJR 09dec99 in basic TAPO c/s with additional 'Uzavialeasing' titles; f/n LUX 23aug00; l/n OST 23dec00; canx 01mar01 in basic TAPO c/s with own titles; in fleet list jul07 as leased; seen DXB 16may08; l/n Tashkent-Tuzel 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 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
	21044	II-76MD	Chinese Air Force	NAY	jan14	
10334 16515	UN-76385	II-76TD	Sayakhmat	d/d	30jun93	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; l/n MSE 08aug94; soc 06sep94 and 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; l/n STN 20jan96; see c/n 1023412402 still with a blue cheatline, full Yemenia tail colours and Yemen flag behind cockpit in white colours, grey undersides with titles and 'YAF' on tail; seen Mykolayiv-Kulbakino 26feb10; flew Mykolayiv-Kulbakino to Yemen 03mar10; l/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 line # 88-06; delivered to Zhukovski; f/n OST 30dec93 with additional small Aeroflot titles; l/n ZIA 23aug97; soc and canx 12sep97 as to Liberia 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 no flag carried a Congo (Brazzaville) flag on tail and II-76TD designation on nose, l/n CHR 18jul07 operated by the Presidential Flight; in white c/s with grey belly, Congo (Brazzaville) flag on fin and cheatline in Congolese (Brazzaville) colours; seen BVZ 28aug13; opf Congo Air Force; l/n REC 28jul22 line # 88-07; toc 01jul93; in standard 'blue' Aeroflot c/s including titles; f/n VKO 25jan94 in basic 'blue' Aeroflot c/s with 'Almazay 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; l/n operational KHV 02jun10; excluded from the operator's certificate of Mirny Aviation Enterprise 14jun10; canx between aug10 and mar16; stored at MJZ, seen sep12/oct18; new CoFR issued 06feb19; overhauled in 2019; received a '75 Pobeda! 1945-2020' sticker behind the cockpit in spring 2020; l/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; l/n ZIA 26oct20 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 in basic Alrosa c/s with 'Gelix Airlines' titles; CoFR renewal 10nov21; l/n ULY jul24 line # 88-08 in civilian c/s with titles and military roundels; l/n Dangyang 10oct09; reported undergoing rework at Zhukovski jan13; photo oct13 in all grey/blue c/s, white undersides with titles and military roundels 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 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 l/n DMB 29jul10 f/n FJR 28nov10; l/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; l/n SHJ 08oct13; canx 13nov13 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; 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 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; l/n EBB 04jul23, in white c/s with grey undersides, now with very small registration; current on register 29mar24 line # 88-10; d/d 31jul93 Shymkent; f/n HEL 24aug93; l/n FRA 21nov94 l/n SHJ 12nov95 l/n CIT 10may98; was trf to Air Kazakhstan 26sep96 l/n DME 22jul00; see trf date next line Shymkent based; f/n OST 23jan01; l/n BRQ 18nov03 with 'Kazakhstan' titles; officially taken on charge by decree dated 22jul04; l/n BRQ 19nov07 with 'Kazakhstan' titles; f/n BRQ 16jul08; l/n TSE 28apr19 seen Guangzhou 22apr20 with Qazaqstan titles; l/n ALA 12oct24 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 Zhukovski 10jan13; l/n ZIA 13jan13 opb 39th Transport Regiment at Dangyang; in light blue c/s with white undersides, with titles and military roundels, red code; seen Changchun 19aug22, now with yellow code; l/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; l/n LAD 15apr98 leased from TAPO; in basic TAPO c/s; l/n FJR 09dec99 in basic TAPO c/s with additional 'Uzavialeasing' titles; f/n LUX 23aug00; l/n OST 23dec00; canx 01mar01 in basic TAPO c/s with own titles; in fleet list jul07 as leased; seen DXB 16may08; l/n Tashkent-Tuzel 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

	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 0083485561; l/n OSS 21apr24 in bare metal c/s without any extrenal marks
10334 17567	B-4038	II-76MD	China United Al	d/d	27dec93	line # 90-02; f/n Chengdu-Pengshan 10apr99
	B-4038	II-76MD	Chinese Air Force	Chh	20aug07	in civilian c/s with titles and military roundels; l/n DMK 22oct11
	21049	II-76MD	Chinese Air Force	ZUH	19nov12	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; l/n ZIA oct14; photo suggests that another serial has been overpainted above this serial, see previous line; l/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; l/n ZUH 07oct21, now with yellow code
10334 17569	17569	II-76TD	all-white c/s, n/t	TAS	1993	line # 90-03; used the last five of the c/n as registration
	RA-76379	II-76TD	all-white c/s, n/t	d/d	29nov93	grey undersides; f/n OST 11may94; delivered to Luch Neryungri; l/n DME 16jul94
	RA-76379	II-76TD	green cheatline	AMS	22sep94	l/n ZIA 21aug99, no titles; reported for Krylo; soc and canx 22dec99 as to Azerbaijan
	4K-AZ15	II-76TD	Aeroflot c/s, n/t	ATH	25apr00	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; l/n GYD (N40.461701 E50.069760), jul08/jan09, wfu; not visible on 2011 Google Earth image, fate ?
10334 18576	B-4039	II-76MD	China United Al	d/d	04feb94	line # 90-04; f/n CTU 26sep99
	B-4039	II-76MD	Chinese Air Force	Chh	02aug07	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; l/n ZIA 21aug13; repainted in light blue c/s with white undersides, with titles and military roundels, red code; seen TAO 05sep20, now with yellow code; l/n HET 21jul24
10334 18578	RA-76380(1)	II-76TD	Aeroflot	d/d	02dec93	line # 90-05; see c/n 0043450493; delivered to Luch Neryungri; l/n DME 04may94; l/n DME 16jun94; sold to Yemen 10nov95 according to Ilyushin OKB listing; originally reported to 70-ADH
	70-ADF	II-76TD	Yemenia, n/t	STN	06jun95	ex reg visible on wing, in basic ex-Aeroflot c/s with Yemenia emblem on the tail; l/n JNB 21jul96
	70-ADF	II-76TD	Yemenia	DXB	jun99	now in full c/s with titles, white fuselage and grey undersides; l/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; l/n TAS 10dec14
	70-ADF	II-76TD	Yemen Air Force	SAH	dec18	photo, only the top of the last letter of the registration can be seen; in white c/s with grey undersides and a flag on the fin, no titles, reported stored after it had been damaged by shrapnel
10334 18584	RA-76843(1)	II-76TD	Aeroflot	d/d	29dec93	line # 90-06; delivered to Zhukovsk; f/n DME 30aug93 which was before the official d/d; see c/n 1013408269
	RA-76843(1)	II-76TD	Aviaenergo	h/o	17jan95	f/n NSK 13may95; l/n DME 15aug99, with additional small 'East Line' titles
	RA-76843(1)	II-76TD	Cen-Sad	TIP	feb00	l/n TIP jun00; soc 28feb00 and canx 01mar00 as to Central African Republic
	5A-DKS	II-76TD	Cen-Sad	RUH	10oct00	l/n DME summer03
	5A-DKS	II-76TD	Transafrica Al	DME	10aug03	l/n DME 19jul06, c/n checked; flight planned DME-TIP 08mar07
	5A-DKS	II-76TD	ex Transafrica Al	TIP	29oct07	and TIP 19nov08, in same c/s without titles; l/n FJR 18aug09
	5A-DKS	II-76TD	Libo Air Cargo	FJR	19oct09	l/n FJR 09may13/27feb15
	ST-ALF	II-76TD	all-white c/s, n/t	KRT	13may15	including chin radar and engines; see 466TH below; l/n KRT 22jun15
	no reg	II-76TD	all-white c/s, n/t	JUB	nov15	c/n not confirmed; acquired by the Sudanese Government aug15; flew without registration, reported to be the same aircraft as above in a UN report dated jan16; see also 466TH below
	EW-466TH	II-76TD	Trans Avia Export		29dec15	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; l/n JUB 10jun17 active, call-sign "5641" which used to be "TXC5641" when the aircraft was 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	MSQ	17sep17	in all-white c/s, no titles, l/n MSQ 13oct19 with small 'Rescue Air' titles and logo of two fish on the forward fuselage
	EW-576TH	II-76TD	Belcanto Airlines	MSQ	10aug22	in all-white c/s with titles and Belarus flag; l/n TSN 08jan23; destroyed KRT 17apr23 during fighting between different factions of the military
10634 18587	B-4042	II-76TD	China United Al	d/d	unknown	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
	B-4042	KJ2000	Chinese Air Force	ph.	17mar07	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
	30073	KJ2000	Chinese Air Force	ph.	nov07	opb 76th Regiment at Wuxi; in bluish grey c/s with light grey undersides, red code; f/n NAY 07sep08; seen WUX 04oct09; l/n aug17; comparison of photos suggest it became, see next line
	30573	KJ2000	Chinese Air Force		nov17	in bluish grey c/s with light grey undersides, red code; seen 10aug22, now with yellow code; l/n WUX 30jul24
10334 18592	EZ-F424	II-76TD	Turkmenistan Al	d/d	29dec93	line # 90-08; f/n STN 24mar94; l/n OST operational 07oct98; not in 2001 fleet list; seen stored ASB 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)	II-76TD		rgd	18feb20	see c/n 1033416525; registration not painted on, see previous line; canx 10jun22
	4K-AZ102	II-76TD	Silk Way Airlines	PRG	05oct22	in all-white c/s, dark blue tail with titles; l/n VRN 25mar23; repainted with blue undersides; f/n TAS 22jun23; l/n Torrejon 27nov24
10334 18596	RA-76381	II-76TD	Trans Aero Samara	d/d	14mar94	line # 90-09; delivered to Samara; mfd 15mar94; f/n LED 12jul94; l/n DME 06aug99
	RA-76381	II-76TD	East Line	DME	17aug99	l/n DME 10may01; was basic Trans Aero Samara c/s for a while
	RA-76381	II-76TD	Sukhoi	DME	01jun01	l/n DME 19aug01; basic East Line c/s
	RA-76381	II-76TD	East Line	rgd	12feb02	f/n DME 05jun02; l/n DME 30jun04
	RA-76381	II-76TD	Russian Sky	DME	25jun05	l/n DME 04jul05
	RA-76381	II-76TD	Tesis	TLL	07may06	still in basic Russian Sky c/s, titles on outer engines; l/n KRT early jan07
	ST-ATI	II-76TD	Trans-Attico	KRT	27feb07	c/n confirmed; in basic Russian Sky c/s, no titles
	ST-ATI	II-76TD	Almajara Aviation	ACC	29jun07	in basic Russian Sky c/s with titles; l/n SEZ 03jul10
	ST-ATI	II-76TD	Tarco Air n/t	DXB	02sep10	operator reported as such, in basic Russian Sky c/s no titles; l/n DXB 01oct10
	EK-76381	II-76TD	Veteran Avia	rgd	07oct10	f/n SHJ 30nov10, in basic Russian Sky c/s no titles, no hyphen in serial; l/n FJR 03feb12; photo KRT 03may12 with orange cheatline, white top and tail, grey undersides, no titles; seen KRT 12may13, reported opb Tarco Air; l/n EBB 15oct13; canx 04dec14
	ER-IAI	II-76TD	Grixona	FJR	17dec14	details from Ilyushin.org; in all-white c/s, grey undersides and brown cheatline, no titles; l/n SAW 21feb15
	ER-IAY	II-76TD	Oscar Jet		dec15	details from Ilyushin.org; f/n JUB 29feb16, in all-white c/s, grey undersides and brown cheatline, no titles; seen FJR 09nov17; canx between 14jan18 and 22mar18; l/n FJR 25mar18
	UP-17650	II-76TD	AZee Air	rgd	09jul18	f/n sep19, location possibly AQJ, in all-white c/s, grey undersides and brown cheatline, small Kazakhstan flag behind the cockpit, no titles; AOC reported annulled 21apr20; l/n FRU 20may20; canx 15jun20
	EX-76003	II-76TD	Fly Sky Airlines	rgd	09jun20	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; l/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	II-76TD	Uralinteravia	AMS	29sep94	in basic Uzbekistan Airways c/s; l/n FJR 04oct96
	RA-76386	II-76TD	AviaPRAD	rgd	23jan97	to Aerotrade NPP; in basic Uzbekistan Airways c/s; seen without titles STN 30jan97; received titles; f/n as such PNG 21jan02; l/n FJR 14mar04
	RA-76386	II-76TD	Aviacon Zitotrans	CGN	14jan05	in basic Uzbekistan Airways c/s, no titles; new CoFR issued 03may05; l/n TLL 12nov05
	RA-76386	II-76TD	United Nations/WFP	LCA	05aug06	in white c/s with grey belly and engines, with 'Aviacon Zitotrans' titles plus logo on the fin, large 'UN' titles and a 'WFP' badge; l/n FMO 25aug06
	RA-76386	II-76TD	Aviacon Zitotrans	FJR	27oct06	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 by 01jul10; l/n with titles HHN 09may11; f/n without titles HHN 04jun11
	RA-76386	II-76TD	United Nations	SVX	jun11	in full all-white UN c/s; seen PKC 17jul11 and TJM 27jul11; based at Kinshasa by aug11, was allocated code 'UNO-825'
	RA-76386	II-76TD	Aviacon Zitotrans	ACC	21oct11	in all-white c/s, no titles; l/n operational SVX 24jan14; new CoFR issued 22jul15; was stored at Orsha-Bolbasovo, seen jul15/jul19; canx 01dec20
	UR-CTU	II-76TD	ZetAvia	rgd	09feb21	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; l/n TSN 21may22; current on the register 13aug22; last tracked flight 18nov22
	EX-76019	II-76TD	New Way Cargo	rgd	15feb24	flew SCO-BEY 14mar24; appears in video 25apr24, in all-white c/s with grey undersides; l/n DLC 08dec24
	RA-76841	II-76TD	MChS Rossii	d/d	31mar94	line # 91-01; delivered to Krasnoyarsk; f/n MST 12jan96; named 'Mavriki Slepnyov' 31jul97; l/n ZIA 16aug24
10334 18608	EZ-F423	II-76TD	Turkmenistan Al	mfd	01jun95	line # 91-02; d/d 07jun95; f/n OST 26jul95; l/n ASB 16apr02; not in fleet list feb08; seen stored ASB nov08/feb22
10334 18609	EZ-F426	II-76TD	Turkmenistan Al	mfd	01jun95	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 DEL 28aug20
10334 18616	RA-76842	II-76TD	Air Stan	d/d	29apr94	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; l/n OST 19jun01 as such
	RA-76842	II-76TD	Airstars	DME	16aug01	in Air Stan c/s, small change of titles to 'Airstars' (photo proof); seen as such DME 22nov01; l/n DME 15jan02 as 'Airstar' (no s at the end)
	RA-76842	II-76TD	East Line	DME	28mar02	l/n DME 09sep02
	RA-76842	II-76TD	Airstars	DME	13aug03	l/n DME 24jul04
	RA-76842	II-76TD	red c/l, n/t	CGN	17jan05	opb Aviacon Zitotrans; l/n Torrejon 12oct05
	RA-76842	II-76TD	all-white c/s, n/t	KBL	30nov05	l/n FJR 28jul06
	RA-76842	II-76TD	Aviacon Zitotrans	SAW	30sep06	with titles and tail logo; l/n Leeuwarden 19mar11;
	RA-76842	II-76TD	United Nations	MVQ	28aug11	all-white with large titles
	RA-76842	II-76TD	Aviacon Zitotrans	VKO	15sep11	all-white without titles
	RA-76842	II-76TD	United Nations	FIH	05nov11	l/n EBB 08jan12
	RA-76842	II-76TD	Aviacon Zitotrans	GYD	24apr12	all-white c/s without titles; l/n SVX 30mar14; seen PEE 17sep14, with titles; l/n UFA 02nov21; seen ZIA feb22, no titles; l/n MBA 03jun24
10334 18620	EZ-F427	II-76TD	Turkmenistan Al	mfd	27dec93	line # 91-05; c/n given in fleet list mar07 as 1043418620; d/d 26may95; f/n MST 18jul95; l/n DWC 07dec23

10434 18624	EZ-F428	II-76TD	Turkmenistan Al	mfd	07jun95	line # 91-06; d/d 09jun95; f/n MST 11jul95; l/n PEK 19nov23
10434 18628	RA-76366	II-76TD	Aviaenergo	mfd	05mar96	line # 91-07; delivered to Zhukovski; f/n ZIA 31may96; c/n checked and also in official files, see c/n 093421628, line # 16-074; carried additional small 'East Line' titles 29jun98; l/n DME 01jun01
	RA-76366	II-76TD	Rus	DME	25jul02	leased from Aviaenergo since 22mar01; l/n DME 28aug02
	RA-76366	II-76TD	Volga-Dnepr	BUD	06jan03	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 mar08/dec23, all-white c/s, still with Volga Dnepr titles, stored, engineless
10434 19632	4K-AZ40	II-76TD	Silk Way Airlines	mfd	27oct94	line # 91-08; delivered ten years after completion; registration mentioned in Euro Control documents 20feb04; f/n CGN 27feb04; in fleet list jul07 as leased; l/n TAS 01feb24
10434 19636	7T-WIP	II-76TD	Algerian Air Force	Sty	19aug03	line # 91-09; export CoFA dated 15feb97; opb 374 Sq; l/n PEK 23jul21
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
10434 19644	UK-76426(2)	II-76TD	Uzbekistan Airways	mfd	30aug96	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
	76426(2)	II-76TD	ex Uzbekistan c/s	Tac	10may15	operated by the Uzbekistan Air Force as parked on the military ramp, prefix overpainted but still visible; seen CKL 29oct15 as such, active, still with 'Uzbekistan' titles
	UK-76426(2)	II-76TD	Uzbekistan Airways	SVO	jun17	in full Uzbekistan Al c/s and with prefix again; l/n TAS jul19/sep23, stored; was not current on register 27aug19
10434 19648	UK-76428(2)	II-76TD	Uzbekistan Airways	mfd	17oct96	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 Qanat 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	Tac	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; l/n active l/n PEK 25apr20, but not current on register 27aug19; l/n TAS aug21/sep23 stored; seen CHR 08jul24, opb Uzbek Air Force; l/n TAS 05oct24
10434 19649	7T-WIV	II-76TD	Algerian Air Force	LBG	apr98	line # 92-03; export CoFA dated 15feb97; opb 374 Sq; l/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 fire
10534 19656	19656	II-76TD	all-white c/s, n/t	mfd	13jul94	line # 92-04; last five digits of the c/n used as the registration; also see the story with c/n 1043420696; f/n TAS 1994; version from OKB listing and export data; export CoFA dated 31jul96
	B-4040	II-76TD	China United AI	CAN	apr98	in all-grey c/s with Chinese flag, no titles
	B-4040	II-76TD	Chinese Air Force	ph.	2003 ?	in civilian c/s with titles and military roundels; converted by Xian Aircraft Industry Co. to, see next line
	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 next line
	30071	KJ2000	Chinese Air Force	ph.	nov07	opb 76th Regiment at Wuxi; in bluish grey c/s with light grey undersides, red code; l/n WUX 04oct09; photo aug15; probably became, see next line
10434 19657	30571	KJ2000	Chinese Air Force	ph.	2017	in bluish grey c/s with light grey undersides, red code; l/n WNZ 06jun22
	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; l/n TAS sep18/sep23 stored
10534 20663	B-4041	II-76TD	China United AI	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		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
	30572	KJ2000	Chinese Air Force		dec17	in bluish grey c/s with light grey undersides, red code; seen sep22 location unknown, now with yellow code; l/n 29jan24 location unknown
10434 20667	UK-76365	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; l/n TAS aug19/aug24 in the same, fading, colours and possibly stored
10634 20671	B-4043	II-76TD	China United AI	CAN	apr98	line # 92-08; version from OKB listing and export data; export CoFA dated 20nov96; in grey c/s with light grey undersides, no titles; l/n NAY 01jun01; converted by Xian Aircraft Industry Co. to, see next line
	B-4043	KJ2000	Chinese Air Force		2005	at Nanjing-Dajiaochang; the third KJ2000; in grey c/s with light grey undersides and Chinese flag, no titles; became according to a Chinese forum, see next line
	30074	KJ2000	Chinese Air Force	ph.	23jun07	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
	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; l/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 repaired; l/n ADA 31may24
20534 20680	4K-AZ55	II-76TD	Silk Way Airlines	mfd	20feb05	line # 92-10; f/n CGN 03mar05; l/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 killed
10634 20681	# 93-01	II-78 ?				line # 93-01 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10634 20685	# 93-02	II-78 ?				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				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	II-76MD	MChS Rossii	mfd	22mar95	line # 93-04; d/d 31mar95 to Zhukovski; version given in official document as such and see next line
	RA-76845	II-76TD	MChS Rossii	ZIA	24aug95	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 of both entry doors carried the c/n (10434)19656 and the mfd 13jul94; l/n TJM 18may23
20534 20697	76950	II-76TD-90	Volga-Dnepr	f/f	05aug05	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; l/n ZIA 19aug05
	RA-76950	II-76TD-90	Volga-Dnepr	h/o	06may06	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 16dec20 and 15oct21 according to flight trackers; seen back in service SVO 04jan23; l/n OVB 08nov24
20734 21704	76951	II-76TD-90	Volga-Dnepr	f/f	31jul07	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); l/n STR 31may10; seen PRG 20jun10 with additional '20 years' on the port side of the fin; CoFR renewal 24aug10; l/n LED 19apr14, with additional titles; l/n CGO 06nov24
	RA-76951	II-76TD-90	Volga-Dnepr	h/o	28sep07	line # 93-07; II-76TD-90SW; commenced scheduled flights 10may07; f/n LUX 10may07; seen CGN 02aug11 with additional '10 years in the sky'; l/n MXP 22apr12 as such and later removed; l/n BFS 24oct24
20734 21708	4K-AZ100	II-76TD-90	Silk Way Airlines	d/d	07may07	line # 93-08 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10634 21709	# 93-08	II-76TD				line # 93-09; II-76TD-90SW; was marked '101' on its first flight
20834 21716	--	II-76TD-90	primer	f/f	15may08	at GYD; seen CGN 25jul11 with additional '10 years in the sky'; l/n RTM 10may12 as such and later removed; l/n LED 25dec24
	4K-AZ101	II-76TD-90	Silk Way Airlines	h/o	10jul08	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'; l/n GKE 21mar12 as such, seen SAW 30apr12 without them; l/n LEJ 10sep14, see next line
20934 21717	4K-AZ70	II-76TD	Silk Way Airlines	Tac	26may09	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; l/n ALA 30sep21
	4K-78131	II-76TD	Azerbaijani AF	trf	sep14	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/f 12may11
10634 21724	76953	II-76MF	Ilyushin OKB	r/o	nov99	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; l/n HHN 15nov11
	JY-JIC	II-76MF	Jord.Int.Air Cargo	ZIA	31may11	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'; l/n as such ZIA 29apr16; seen with just the serial '360' DSA 28may16; l/n ZIA sep19 and flew back to Jordan 20sep19 as 'RJZ360'; see II-76TD RJAF-360 c/n 1013405184
	360 (1)	II-76MF	Jord.Int.Air Cargo	ADJ	08dec11	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; l/n ALA 29nov24
	SU-BTX/1331	II-76MF	Egyptian Air Force		12dec19	line # 94-02; TAPO designation for an A-50 airframe without mission equipment; in primer, no markings; arrived at Taganrog from Tashkent apr05 for installation of mission equipment; D-30KP-2 engines replaced
.0.34 21727	KW3551	II-76A	Indian Air Force	f/f	apr05 ?	

	KW3551	A-50EI	Indian Air Force	TGK	29nov07	by PS-90A-76; photo Taganrog 12dec06, in full Indian Air Force c/s with serial, with some parts still being 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 11jan09, now in all-grey c/s; h/o by IAI 24may09; ferried to Jamnagar 25may09; toc at Palam 28may09; opb 50 Sqn at Agra with a hyphen in the serial; seen in paint-shop at Ulyanovsk 27jun11; l/n AGR 21feb15	
.0.34	21730	KW3552	Il-76A	Indian Air Force	f/f	jun05 ?	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 by PS-90A-76; f/f after installation of Russian special kit (but still without radome) 11jan09 from Taganrog-Yuzhny
	KW3552	A-50EI	Indian Air Force	TGK	22apr09		A-50 export version for India, with Israeli Elta ELW-2090 "Phalcon" phased-array radar; in all-grey c/s; ferried Taganrog-TLV 23jun09; l/n TLV 08mar10; h/o 25mar10 at Mumbai; opb 50 Sqn at Agra with a hyphen in the serial; seen at the Pokhran range in Rajasthan mar16
.0.34	21736	KW3553	Il-76A	Indian Air Force	f/f	jul05 ?	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 Taganrog-Yuzhny; in all-grey c/s; ferried as such Taganrog-TLV 08oct10; l/n TLV 03nov10
	KW3553	A-50EI	Indian Air Force	d/d	mar11		A-50 export version for India, with Israeli Elta ELW-2090 "Phalcon" phased-array radar; opb 50 Sqn at Agra; in all-grey c/s with a hyphen in the serial; l/n Hindon 08oct15
.0.34	21737	--	Il-76TD	primer			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 23oct14) and on a barge from Aktau to Taganrog nov14/apr15
	--	A-50EI	Indian Air Force				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 SAAB 2000 operated by Pakistan
20934	22743	76952	Il-76TD-90	primer	r/o	feb10	line # 94-06; Il-76TD-90VD; primer fuselage with Volga-Dnepr tail c/s 30jan10; f/f 05mar10; l/n Tashkent-Tuzel 12mar10; h/o 08apr10; flown to Ulyanovsk 09apr10
	RA-76952	Il-76TD-90	Volga-Dnepr	TFS	28may10		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; l/n PDX 05may14, as such and later removed; l/n SVO 12aug24
	RA-76952	Il-76TD-90	Antarctica	CPT	06nov24		in basic Volga-Dnepr c/s with large 'Antarctica' titles and outline map of Antarctica replacing the original tail logo; l/n CPT 21nov24; operating for Runbuk a US based running tourism company from Cape Town to Novolazarevskaya Station (Novo) in Antarctica; l/n as such CPT 27nov24
21134	22748	76503(2)	Il-76TD-90	primer	r/o	30sep11	line # 94-07; Il-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)	Il-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; l/n DAC 02nov24
21234	22752	76511(2)	Il-76TD-90	primer	mfd	21apr12	line # 94-08; Il-76TD-90VD; the last ever Il-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 083414444
	RA-76511(2)	Il-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 overshoot 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 escaped unhurt; l/n CGO 28nov24
.0.34	22753	--	Il-76TD	primer			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 Aktau to Taganrog nov14/apr15
	--	A-50EI	Indian Air Force				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 SAAB 2000 operated by Pakistan
10734	22760	# 94-10	Il-76TD				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	Il-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	Il-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	Il-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	Il-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	Il-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	Il-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	Il-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	Il-76MD	Uzbek Air Force	LED	21aug01	line # 95-08; was in the official list mar97 as Il-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; l/n TAS 20sep18
	"07" white	Il-76MD	Uzbek Air Force	TAS	16oct19		also carried the registration UK-76007; in dark grey c/s with 'Uz Air Force' titles and an Uzbek flag on the fin, version painted as such; l/n URC 26jan22, c/n checked as such in aircraft's papers; l/n FEG 29sep23
10734	23793	# 95-09	Il-76TD				line # 95-09 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10634	23800	"06" red	Il-76MD	Uzbek Air Force	mfd	1996	line # 95-10; was in the official list mar97 as Il-76TD c/n 1073423800; version not painted on, but 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 (reportedly the aircraft was referred to as UK-7606 in Uzbek documents); l/n TAS 29may18
	UK-76008 "08" white	Il-76MD	primer	TAS	20apr19		no markings apart from registration; re-flown after overhaul 20apr19
		Il-76MD	Uzbek Air Force	ALA	12jun19		still carried the registration UK-76008; in dark grey c/s with 'Uz Air Force' titles and an Uzbek flag on the fin, version painted as such; l/n FEG 29sep24
10634	23801	# 96-01	Il-76MF				line # 96-01 and c/n in official list mar97; probably the primer aircraft seen Tashkent-Tuzel jun10/aug17 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
20134	23808	76954	Il-76MF	Ilyushin OKB	Tac	17sep10	line # 96-02; c/n already in official list mar97; version given in some factory documents as Il-76MF-90EI; 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
	JY-JID	Il-76MF	Jord.Int.Air Cargo	ZIA	21apr11		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; d/d 30jun11; l/n SHJ 22dec11
	361	Il-76MF	Jord.Int.Air Cargo	ZIA	22jun12		opb the Jordanian Air Force; still with the registration JY-JID in all positions and the serial '361' below the 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; l/n DME 14dec18
	SU-BTY/1332	Il-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	Il-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	Il-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	Il-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	Il-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	Il-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	Il-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	Il-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	Il-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	Il-76..	Tac	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	Il-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
	KJ3449	Il-78MKI	Indian Air Force	ZIA	apr21		with a hyphen in the serial; l/n Dover AFB 18jun24
20434	25852	RK3450	Il-78MKI	Indian Air Force	d/d	apr03	line # 97-03; c/n from Indian document; reported flew Hoedspruit- Mauritius 20sep04 and returned 03oct04; with a hyphen in the serial; seen Gwailor oct06; l/n Delhi flypast rehearsal 23jan13
	KJ3450	Il-78MKI	Indian Air Force	ZIA	21sep20		with a hyphen in the serial; l/n Dover AFB 01jun24
20434	25855	RK3451	Il-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	Il-78MKI Il-78MKI	Indian Air Force Indian Air Force	d/d	28jun19 early04	at Mont-de-Marsan; with a hyphen in the serial; l/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; l/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; l/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; l/n Eielson AFB Alaska 09may16
20434	25868	KJ3453 RK3454	Il-78MKI Il-78MKI	Indian Air Force Indian Air Force	DME d/d	04sep19 dec04	with a hyphen in the serial; l/n ZIA 14oct20 as KJ-3453 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 Rajasthan mar16
		KJ3454	Il-78MKI	Indian Air Force	ZIA	16apr21	with a hyphen in the serial

Il-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

01-01	--	Il-76MD-90	primer	ULY	01aug11	Il-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	--	Il-76MD-90	primer	ULY	01aug11	Il-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; l/n ULY 26jul12; no markings apart from 'OAK' titles and '0102' on the fin
	RA-78650 78650	Il-76MD-90 Il-76MD-90	OAK OAK	ULY ULY	29jul12 28sep12	still in primer; f/f 22sep12 without prefix during its second flight 28sep12; initially still in primer; painting completed 21dec12; in grey c/s, no titles; f/n as such in Aviastar 22dec12
	RA-78650 78650	Il-76MD-90 Il-76MD-90	OAK OAK	ULY ZIA	28jan13 11mar13	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 stage of factory trials started 14dec16; l/n ZIA sep24 active
01-03	no reg	Il-76MD-90	primer	ULY	23aug12	Il-76MD-90A; the first production aircraft; fuselage in three sections, with wings separate by aug12; under final assembly by aug13; r/o 17jun14 with '0103' on the forward fuselage
	RF-78651	Il-76MD-90	OAK	ULY	15aug14	in basic Aeroflot c/s, no titles; named 'Ulyanovsk'; f/n ULY 06jul14, but presence of registration not confirmed then
	78651	Il-76MD-90	OAK	ULY	14sep14	f/f 03oct14; in basic Aeroflot c/s, no titles; named 'Ulyanovsk'; h/o to TANTK im. Berieva at Taganrog 21nov14; converted by TANTK to an A-100
	78651	A-100	OAK	f/f	18nov17	from Taganrog-Yuzhny; the prototype of this new AWACS aircraft based on the Il-76MD-90A; in primer with the registration on the wings only
	78651	A-100	Russian Air Force	TGK	09feb19	in light grey c/s with 'VKs Rossii' titles and Russian stars; preliminary trials started 08feb19; made its first test flight with the 'Premier' complex switched on 09feb22
01-04	no reg	Il-76MD-90	primer	f/f	30dec14	Il-76MD-90A; the second production aircraft; front and rear fuselage seen aug12, under final assembly by aug13 and basically complete by 31oct14; marked '0104' on the forward fuselage
	RF-78652	Il-76MD-90	Russian Air Force	h/o	29apr15	still in primer, with registration and a Russian flag on the fin; h/o to TANTK im. Berieva at Taganrog 29apr15; l/n in primer in 2018; painted in basic 'blue' Aeroflot c/s with a Russian flag on the fin; f/n as such ULY 14oct21; l/n LED 13feb24, location and date correct ?; see next line
	--	A-60SE				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	--	Il-76MD-90	primer	r/o	03may15	Il-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	Il-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-Severnoy from 03dec15; l/n PEE apr16; seen over Moscow 09may16, with Russian Stars on the fin and 'VVS Rossii' titles; seen Ivanovo-Severnoy 30may17, with Russian flag on the fin, no titles; l/n active apr21
01-06	--	Il-76MD-90				Il-76MD-90A; construction of this airframe was cancelled
01-07	--	Il-76MD-90				Il-76MD-90A; construction of this airframe was cancelled
01-08	RF-78654	Il-76MD-90	Russian Air Force	f/f	15dec15	Il-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 titles; f/n as such ULY 06jan16; h/o 17jan16; opb 610 TsBP i PLS at Ivanovo-Severnoy; l/n OVB 21sep22
01-09	RF-78655	Il-76MD-90	Russian Air Force	f/f	07nov18	Il-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; l/n SVX 08jul19
01-10	RF-78656	Il-76MD-90	Russian Air Force	f/f	22dec18	Il-76MD-90A; fuselage in primer without registration seen on the assembly line aug16/aug17; in basic Aeroflot c/s with Russian flag on fin, no titles; h/o 16may19; opb 235 vtap at ULY; l/n KHV 12jan24
02-01	no reg	Il-78M-90A	primer	r/o	29nov17	the prototype of the new Il-78 version based on the Il-76MD-90A; construction started 16jan15; seen on the assembly line aug15/aug17; marked '0201' on the forward fuselage
	78741	Il-78M-90A	OAK	f/f	19jan18	in primer with Russian star on fin, no titles; painting started 27jun18
	RF-78741	Il-78M-90A	Russian Air Force	ULY	08jul18	in white/grey c/s with 'VKs Rossii' titles and Russian stars; h/o for trials 08jul18; factory trials started 27dec18; l/n ZIA 27dec21
02-02	RF-78657	Il-76MD-90	Russian Air Force	f/f	13jun19	Il-76MD-90A; components only seen on the assembly line aug17/2018; in basic Aeroflot c/s with Russian flag on fin, no titles; h/o 30aug19; opb 235 vtap at ULY; l/n ABA 23jun22
02-03	RF-78658	Il-76MD-90	Russian Air Force	f/f	17mar20	Il-76MD-90A; already seen in primer without registration on the assembly line aug17/aug19 and with '78658' on the fin oct19; in basic Aeroflot c/s 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; l/n Kubinka 07jun22
02-04	RF-78659	Il-76MD-90	Russian Air Force	r/o	24mar20	Il-76MD-90A; r/o still in primer without registration; l/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"; l/n OVB jun23
02-05	no reg RF-78660	Il-76MD-90 Il-76MD-90	primer Russian Air Force	r/o ULY	12nov20 30nov20	Il-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 235 vtap at ULY; l/n CKL sep21
02-06	78661	Il-76MD-90	primer	r/o	16may21	Il-76MD-90A; the first one built on the new assembly line; r/o still without registration; f/n with registration ULY 02jun21; f/f 10jun21
	RF-78661	Il-76MD-90	Russian Air Force	h/o	08sep21	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 21oct21; l/n OVB 17oct23
02-07	78662 RF-78662	Il-76MD-90 Il-76MD-90	primer Russian Air Force	r/o h/o	29sep21 dec21	Il-76MD-90A; f/f 04oct21; photo exists 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	Il-76MD-90 Il-76MD-90	primer Russian Air Force	r/o ULY	jan22 23feb22	Il-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, no titles; l/n OVB sep22
02-09	78664 RF-78664	Il-76MD-90 Il-76MD-90	primer Russian Air Force	ph. ULY	24may22 07dec22	Il-76MD-90A; r/o still without registration; f/f 07jun22 in basic Aeroflot c/s with Russian flag on the fin, no titles, named 'Vyacheslav Yefanov' after the VTA commander of 1986/97; l/n OVB feb24
02-10	78665 RF-78665	Il-76MD-90 Il-76MD-90	primer Russian Air Force	f/f h/o	26aug22 11oct22	Il-76MD-90A flew 01nov22 according to flight trackers this date; in basic Aeroflot c/s with Russian flag on the fin, no titles; l/n LED 09may24
03-01	78666	Il-76MD-90	primer	r/o	20oct22	Il-76MD-90A; f/f 05nov22; h/o 28nov22; with some cockpit windows blanked off
03-02	78667 RF-78667	Il-76MD-90 Il-76MD-90	primer Russian Air Force	r/o h/o	29nov22 jan23 ?	Il-76MD-90A; f/f 04dec22 in basic Aeroflot c/s with Russian flag on the fin, no titles; l/n 22may23
03-03	78668	Il-76MD-90				Il-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	Il-76MD-90 Il-76MD-90	Russian Air Force Russian Air Force	h/o f/f	30may23 10jun23	Il-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	Il-76MD-90A; r/o 21aug23; f/f 28aug23
03-06	78671 RF-78671	Il-76MD-90 Il-76MD-90	primer Russian Air Force	ph. f/f	aug23 09oct23	Il-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	Il-76MD-90 Il-76MD-90	primer Russian Air Force	ph. h/o	aug23 21dec23	Il-76MD-90A; under final assembly; f/f 11nov23 f/n ULY 01jun24
03-08	78673 RF-78673	Il-76MD-90 Il-76MD-90	primer Russian Air Force	r/o h/o	26nov23 29dec23	Il-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	Il-76MD-90 Il-76MD-90	primer Russian Air Force	ph. h/o	mar24 jul24	Il-76MD-90A; under final assembly; f/f 17may24; l/n ULY 27may24; for painting early jun24
03-10	78675 RF-78675	Il-76MD-90 Il-76MD-90	primer Russian Air Force	ph. h/o	17may24 aug24	Il-76MD-90A; under final assembly, registration not visible on the photo; f/f 09jul24
04-01	--	Il-76MD-90	primer		aug24 jul24	f/n LED 20oct24; in basic Aeroflot c/s with Russian flag on the fin, no titles
04-02	--	Il-76MD-90	primer	f/f	02oct24	Il-76MD-90A; under final assembly; f/f 02aug24
	RF-78677	Il-76MD-90	Russian Air Force	h/o	oct24	f/n 04nov24, in basic Aeroflot c/s with Russian flag on the fin, no titles; l/n LED 04nov24
04-03	--	Il-76MD-90	primer		oct24 nov24	Il-76MD-90A; for painting end of oct24
	RF-78678	Il-76MD-90	Russian Air Force	h/o		Il-76MD-90A; under final assembly; f/f 09nov24

04-04	--	II-76MD-90	primer	ph.	24apr24	II-76MD-90A; small parts only under assembly
	RF-78679	II-76MD-90	Russian Air Force	h/o	24dec24	photo ULY 24dec24, in basic Aeroflot c/s with Russian flag on the fin, no titles

II-76 with unknown construction numbers

---	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 Danyang 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 Danyang 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; l/n TAO 25aug23
---	21146	II-76TD	Chinese Air Force		12oct19	at Danyang; in bluish grey c/s with light grey undersides, military roundels and titles, red code; seen TAO 25jun22, with yellow code; l/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; l/n 05jun23 location unknown
---	21148	II-76TD	Chinese Air Force	CGK	21nov22	in bluish grey c/s with light grey undersides, military roundels and titles, yellow code
---	21149	II-76TD	Chinese Air Force	TYN	07may23	in bluish grey c/s with light grey undersides, military roundels and titles, yellow code
---	21243	II-76TD	Chinese Air Force	ph.	aug24	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
---	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); l/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, l/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; l/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 Kuwaiti 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	II-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 ?, 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	II-76TD		ADJ	25apr23	in all-white c/s with grey undersides, no titles; using the same hex code as 9U-ILO; l/n BEN 02nov23
---	9U-ILO	II-76TD		ADJ	16nov22	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; l/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 Il-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 Il-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 hold on 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 Il-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 Il-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"

01 01	CCCP-86000	Il-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 (N50.405638 E30.458508), seen oct03/dec21
01 02	--	Il-86	Ilyushin OKB			static test airframe and likely to be the fuselage seen dumped at Zhukovski aug92/aug95 in bare metal c/s

104 Il-86 built by Factory No. 64 at Voronezh-Pridacha from 1976 to 1996

01 03	CCCP-86002	Il-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; l/n SVO 22may91
	CCCP-86002 RA-86002	Il-86 Il-86	MAP Ilyushin MMZ MAP Ilyushin MMZ	trf SVO	02dec91 04jul93	in Aeroflot c/s; f/n ZIA 16aug92; l/n ZIA 15may93
0001	CCCP-86003	Il-86	AFL/GosNII GA	f/f	02mar79	in Aeroflot c/s; l/n SVO 25aug95, active; stored ZIA 1995; seen without engines ZIA aug01; soc 11apr05 as not economical to operate; l/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 (MGU GA) at SVO (N55.985830 E37.443211); soc 18jan90 as worn out and canx same date; f/n mar90; l/n apr15; broken up at SVO 22jun15; see c/n 51483208071
0002	CCCP-86004	Il-86	AFL/Moscow	d/d	23sep79	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 19may91
	RA-86004 RA-86004	Il-86 Il-86	Air AJT Internat. Vnukovo Airlines	DXB rgd	18mar93 16sep93	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 04feb03; CoFR returned 19apr04, but still on register aug10
0003	CCCP-86005	Il-86	AFL/Moscow	ph.	1979	mfd jan80; toc 22jan80; rgd 25feb81; seen VKO 11apr91; l/n VKO sep91/aug02, stored/wfu; broken up at VKO 10feb03
0004	CCCP-86006 RA-86006 RA-86006	Il-86 Il-86 Il-86	AFL/Moscow Aeroflot Vnukovo Airlines	toc IST trf	06dec80 11dec92 29aug95	rgd 25dec80; i/s 26dec80, first Il-86 passenger service (MOW-TAS); f/n MRV apr81
						arrived at MST 07jun94 to be repainted
0005	CCCP-86007	Il-86	AFL/Moscow-VKO	f/f	oct79	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
						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 Aktyubinsk, touching down at 345 km/h and bursting 7 tyres, but all crew and 279 passengers escaped unhurt; repaired; l/n VKO 16aug92
	RA-86007	Il-86	Aeroflot	VKO	21mar93	c/n given in CoFA at AMS 15aug93 as 51483200005 with mfd oct79; small titles only from at least jul93; l/n VKO 11jun94
	RA-86007	Il-86	Vnukovo Airlines	trf	29aug95	in basic Aeroflot c/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	Il-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	Il-86 Il-86 Il-86	AFL/Moscow AFL/International AFL/Moscow	mfd trf trf	mar81 15jan81 10jul86	toc 27mar81; rgd 09apr81
						f/n HAM 25oct81
0008	CCCP-86010 CCCP-86010 RA-86010	Il-86 Il-86 Il-86	AFL/International AFL/Vnukovo Vnukovo Airlines	mfd trf VKO	16jun81 13feb87 15apr97	seen VKO sep91/aug02 stored/wfu; was for Vnukovo Airlines; reported no titles by aug02; soc 28oct02 as life-time expired and canx same date; broken up at VKO 05dec02
						toc 17jun81; rgd 22jun81; f/n SXF jun81
0009	CCCP-86011 RA-86011 RA-86011 RA-86011	Il-86 Il-86 Il-86 Il-86	AFL/Moscow AFL/Moscow Aeroflot Vnukovo Airlines	mfd mfd VKO trf	jun81 jun81 12jun93 30aug94	seen VKO sep91/may95, stored
						seen VKO jul00/aug03, stored/engineless; broken up 25sep04
						toc 09jul81; rgd 28jul81; f/n CDG 13jun84, l/n VKO 27apr93
						l/n VKO 07sep93
						f/n VKO 25sep94; in full Aeroflot c/s and titles; l/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; broken up 23aug03; canx 19apr03
0010	CCCP-86012 CCCP-86012 CCCP-86012 CCCP-86012 CCCP-86012 UK-86012	Il-86 Il-86 Il-86 Il-86 Il-86 Il-86	AFL/International AFL/Ulyanovsk HFS AFL/Vnukovo AFL/Ulyanovsk HFS AFL/Uzbekistan Uzbekistan Airways	mfd trf trf trf trf TAS	08aug81 23sep85 14jul90 22oct90 31may91 92/93	l/n TAS 15apr92
	86012 UK-86012 RA-86012	Il-86 Il-86 Il-86	Uzbekistan Airways Uzbekistan Airways KrasAir	SHJ SHJ KJA	feb93 16may93 03jun01	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
	UK-86012	Il-86	KrasAir	SVO	15jul01	CoFR renewal 24nov00; l/n DEL 27feb01
	UK-86012	Il-86	Uzbekistan Airways	SHJ	feb93	in Uzbekistan Airways c/s with KrasAir titles; l/n SVO 29jun01, photo proof with RA- prefix; leased from Uzbekistan Airlines 26apr01/30oct01, see next line
	UK-86012	Il-86	Uzbekistan Airways	TAS	25may04	in Uzbekistan Airways c/s with KrasAir titles; photo proof with UK- prefix; l/n SVO 14aug01, see previous line
						l/n 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 RA-86013	Il-86 Il-86 Il-86	AFL/Moscow Aeroflot Vnukovo Airlines	mfd VKO trf	30oct81 21mar93 30aug94	l/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	Il-86	AFL/Moscow	mfd	24dec81	toc 09jan82; rgd 18jan82; f/n VKO 30aug83; seen VKO sep91/aug03, stored/wfu and titles painted out by jun03; soc 20mar03 as life-time expired; broken up at VKO 14sep03; canx 19apr04
51483202013	CCCP-86015	Il-86	AFL/International	mfd	18mar82	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 Il-86 in such a configuration); l/n SVO 12apr92
	RA-86015 RA-86015 RA-86015	Il-86 Il-86 Il-86	Aeroflot Rus. Al VASO Airlines Aeroflot Rus. Al	FRA rgd rgd	26oct92 23jul99 15jun01	l/n SVO 19sep98
51483202014	CCCP-86016 CCCP-86016 CCCP-86016 CCCP-86016 86016 UK-86016	Il-86 Il-86 Il-86 Il-86 Il-86 Il-86	AFL/GosNII GA AFL/Moscow AFL/International AFL/Uzbekistan Uzbekistan Airways Uzbekistan Airways	mfd trf trf trf TAS SHJ	30jun82 11mar83 08apr83 13oct83 07apr93 08may94	l/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 toc 12jul82; rgd 26jul82
						f/n CDG 16apr83
						l/n TAS 15apr92
51483202015	CCCP-86017 RA-86017 RA-86017	Il-86 Il-86 Il-86	AFL/Moscow Aeroflot Vnukovo Airlines	mfd VKO trf	31may82 21mar93 30aug94	seen TAS apr02/dec06, stored; in fleet list oct00/jan03 as stored; broken up at Tashkent; not advertised for sale 27feb07
						toc 08jun82; rgd 21jun82; f/n GVA 30aug83
51483202016	CCCP-86018 RA-86018 RA-86018	Il-86 Il-86 Il-86	AFL/Moscow Aeroflot Vnukovo Airlines	mfd VKO trf	jun82 12jun93 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
						toc 12jul82; rgd 30jul82; f/n VKO 21sep83; l/n VKO 18jul92
51483202017	CCCP-86050 CCCP-86050 RA-86050	Il-86 Il-86 Il-86	AFL/International AFL/Leningrad Aeroflot	mfd trf FRA	31aug82 dec88 28feb93	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
	RA-86050	Il-86	Pulkovo Avia	trf	22nov94	toc 16sep82; rgd 21sep82; f/n HAM 03oct82; l/n FRA 16mar86
	RA-86050 RA-86050	Il-86 Il-86	Pulkovo Avia Pulkovo Avia	SVO LED	18jun00 06jul01	l/n LED 05sep92
51483202018	CCCP-86051 CCCP-86051 CCCP-86051 RA-86051 RA-86051	Il-86 Il-86 Il-86 Il-86 Il-86	AFL/Moscow AFL/Leningrad AFL/Urals Aeroflot Ural Airlines	mfd trf trf SVX trf	28sep82 19jan88 21sep92 20apr93 25jul94	l/n FRA 02oct94; a slide in full Aeroflot c/s with small China Xingjiang titles over the forward lower door, taken in China but date unknown probably in 1993 or 1994
						in full Aeroflot c/s and titles; hit a power line on approach to Almaty 22may96, which was close to becoming a disaster; l/n LED 21feb00
						in basic Aeroflot c/s, no titles; CoFR renewal 21nov00; l/n LED 25may01
						in basic Aeroflot c/s with 'Pulkovo' titles; seen LED aug03/nov05, stored engineless; broken up toc 12oct82; rgd 20oct82; f/n VKO 13sep87
						l/n DME 10sep92
51483202019	CCCP-86052	Il-86	AFL/Uzbekistan-TAS	mfd	30nov82	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
	UK-86052	Il-86	Uzbekistan Airways	PEK	30mar93	arrived at TAS 22dec82, first Il-86 based at TAS; toc 22dec82; rgd 03jan83; f/n TAS 14sep83; last overhaul completed 18may91; l/n TAS 16apr92
	UK-86052	Il-86	Uzbekistan Airways	TAS	07may95	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; l/n PEK apr93
						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; l/n TAS 15apr92
						last overhaul completed 30nov93; in full c/s with Uzbekistan titles; l/n DME 22aug97

	RA-86053	Il-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	Il-86	Vector M	LGK	01dec97	in red/blue and white c/s with large titles and Russian flag, photo proof with prefix as such; l/n LGK 07dec97
	UK-86053	Il-86	East Line	DME	06jul98	in Uzbekistan c/s with East Line titles; l/n DME 21sep98
	UK-86053	Il-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	Il-86	AFL/International	mfd	mar83	toC 14apr83; f/n LGW 16jul83; rgd 18jul83; l/n LUX 29jun91
	RA-86054	Il-86	Aeroflot Rus. Al	LED	oct92	probably operating for China Xinjiang this date; seen SVO 22sep93; in full Uzbekistan c/s; l/n SHJ 11jan94
51483203022	CCCP-86055	Il-86	AFL/Moscow	mfd	29apr83	CofR renewal 13may98; seen MLA 08aug03, active; l/n Voronezh-Pridacha 01sep04; broken up
	RA-86055	Il-86	Aeroflot	VKO	17jul93	toC 19may83; rgd 08jun83; f/n SNN 28may85; l/n VKO 27apr93
	RA-86055	Il-86	Vnukovo Airlines	trf	30aug94	in full Aeroflot c/s and titles; l/n VKO 24aug97, as such; seen VKO 20aug99, without titles; l/n VKO jul00/aug03, stored/wfu; soc 20mar03 as life-time expired; broken up at VKO; canx 19apr04
51483203023	CCCP-86056	Il-86	AFL/Uzbekistan	mfd	27may83	toC 09jun83; rgd 27jun83; f/n TAS 08aug87; last overhaul completed 08aug91; l/n SHA 26nov92
	UK-86056	Il-86	Uzbekistan Airways	PEK	27may93	probably operating for China Xinjiang this date; seen SVO 22sep93; in full Uzbekistan c/s; l/n SHJ 11jan94, active; seen TAS may04/oct08 stored, offered for sale 27feb07 with t/t 17,799 hours and 5,652 cycles; in fleet list 14dec07 as stored; broken up at TAS
51483203024	CCCP-86057	Il-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	Il-86	Uzbekistan Airways	CAN	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
	UK-86057	Il-86	Uzbekistan Airways	TAS	23apr94	in basic Aeroflot c/s with Uzbekistan titles and flag on the tail; l/n TAS 07may95
	RA-86057	Il-86	Uzbekistan Airways	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	Il-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; l/n TAS 25may04, in all-white c/s
	UK-86057	Il-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; l/n TAS may08; broken up at TAS
51483203025	CCCP-86058	Il-86	AFL/International	mfd	29jul83	toC 11aug83; rgd 22aug83; f/n FRA 19aug83; l/n SVO 07jul92
	RA-86058	Il-86	Aeroflot Rus. Al	ATH	dec92	seen LHR 03jan93; CofR renewal 13may98
	RA-86058	Il-86	Continental Aw	rgd	01jun01	in Continental fleet list dec01, leased from Aeroflot 14may01
	RA-86058	Il-86	Aeroflot Rus. Al	ret	unknown	l/n SVO dec02/sep03, engineless; soc 09aug04 as life-time expired and canx same date; photo 2004, broken up
51483203026	CCCP-86059	Il-86	AFL/International	mfd	31aug83	toC 15sep83; f/n HAM 05oct83; rgd 12oct83; l/n SVO 19jul93
	RA-86059	Il-86	Aeroflot Rus. Al	SVO	07sep93	seen SVO jun94/may96, wfu; soc 29aug95 as life-time expired and canx same date; broken up 12oct99
51483203027	CCCP-86060	Il-86	AFL/Leningrad	mfd	29oct83	toC 23nov83; rgd 12dec83; first LED based Il-86; f/n LHR 16aug88; l/n LED 17apr92
	RA-86060	Il-86	Aeroflot	CDG	31aug92	l/n FRA 15nov92; seen PEK 29oct93, with additional small 'China Northern Airlines Leasing' titles
	RA-86060	Il-86	Pulkovo Avia	trf	22nov94	in full Aeroflot c/s and titles; l/n LED may99
	RA-86060	Il-86	Pulkovo Avia	AYT	jul99	in basic Aeroflot c/s, no titles; l/n SVO 20oct00; CofR renewal 21nov00
	RA-86060	Il-86	Pulkovo Avia	LED	25may01	in basic Aeroflot c/s with 'Pulkovo' titles; l/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	Il-86	AFL/Leningrad	mfd	20nov83	toC 09dec83; rgd 21dec83; f/n LED 13jun84; l/n LED 05sep92
	RA-86061	Il-86	Aeroflot	CDG	28nov92	was leased to China Northern in 1993, seen SHA 03nov93; l/n LED 09jun94
	RA-86061	Il-86	Pulkovo Avia	trf	22nov94	in full Aeroflot c/s and titles; l/n LED 23feb00
	RA-86061	Il-86	Pulkovo Avia	AYT	09may00	in basic Aeroflot c/s, no titles; l/n LED 12sep00; CofR renewal 21nov00
	RA-86061	Il-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 24feb/11may07; broken up at LED 19/20may07
51483203029	CCCP-86062	Il-86	AFL/Ulyanovsk HFS	mfd	feb84	toC 13feb84; rgd 27feb84
	CCCP-86062	Il-86	AFL/Leningrad	trf	23jun88	f/n VKO 30aug88
	CCCP-86062	Il-86	AFL/Ulyanovsk HFS	trf	05jul88	
	CCCP-86062	Il-86	AFL/Uzbekistan	trf	09jun90	
	CCCP-86062	Il-86	AFL/Ulyanovsk HFS	trf	17sep90	
	CCCP-86062	Il-86	AFL/Uzbekistan	trf	20dec90	
	CCCP-86062	Il-86	AFL/Ulyanovsk HFS	trf	18jan91	
	EW-86062	Il-86	Belavia	trf	18aug94	
	RA-86062	Il-86	Ulyanovsk HFS	trf	26jan96	
	RA-86062	Il-86	Transeuropean	SVO	26may97	
	RA-86062	Il-86	Atlant-Soyuz	rgd	21apr98	
51483203030	CCCP-86063	Il-86	AFL/Leningrad	mfd	28feb84	
	RA-86063	Il-86	Aeroflot	HAM	27dec92	
	RA-86063	Il-86	Pulkovo Avia	trf	22nov94	
	RA-86063	Il-86	Pulkovo Avia	LED	06jul01	
51483204031	CCCP-86064	Il-86	AFL/Uzbekistan	mfd	27mar84	
	UK-86064	Il-86	Uzbekistan Airways	TAS	28jul93	
51483204032	CCCP-86065	Il-86	AFL/International	mfd	30may84	
	RA-86065	Il-86	Aeroflot Rus. Al	SVO	20apr93	
	RA-86065	Il-86	Air AJT Internat.	SVO	11jun99	
	RA-86065	Il-86	Aeroflot	rgd	25jun04	
51483204033	CCCP-86066	Il-86	AFL/International	mfd	03jun84	
	RA-86066	Il-86	Aeroflot Rus. Al	LHR	22jan93	
	RA-86066	Il-86	Hajvairy Al, n/t	SVO	mar93	
	RA-86066	Il-86	Hajvairy Airlines	ISB	17jun93	
	RA-86066	Il-86	Aeroflot Rus. Al	ret	jan94	
	RA-86066	Il-86	VASO Airlines	rgd	17jul00	
51483204034	CCCP-86067	Il-86	AFL/International	mfd	20jul84	
	RA-86067	Il-86	Aeroflot Rus. Al	FRA	02dec92	
	RA-86067	Il-86	Continental Aw	rgd	16sep99	
	RA-86067	Il-86	Aeroflot Rus. Al	ret	unknown	
51483204035	CCCP-86068	Il-86	AFL/GosNII GA	mfd	06nov84	
	CCCP-86068	Il-86	AFL/Kazakhstan-ALA	trf	04jun85	
	UN-86068	Il-86	Kazakhstan Airlines	SHJ	12jan96	
	UN-86068	Il-86	Air Kazakhstan	trf	26sep96	
	UN-86068	Il-86	East Line	DME	30jul01	
	RA-86144	Il-86	East Line	rgd	11jun02	
	RA-86144	Il-86	Russian Sky	DME	11may05	
51483204036	CCCP-86069	Il-86	AFL/Kazakhstan-ALA	mfd	11oct84	
51483204037	CCCP-86070	Il-86	AFL/Leningrad	mfd	07jan85	
	RA-86070	Il-86	Aeroflot	FRA	11oct92	
	RA-86070	Il-86	Pulkovo Avia	trf	22nov94	
	RA-86070	Il-86	Pulkovo Avia	AYT	02jul01	
51483204038	CCCP-86071	Il-86	AFL/Kazakhstan-ALA	mfd	01mar85	
	UN-86071	Il-86	Aeroflot	LED	10sep93	
	UN-86071	Il-86	Aeroflot c/s, n/t	FRA	13apr94	
	UN-86071	Il-86	Kazakhstan Airlines	VKO	30aug95	
	UN-86071	Il-86	Air Kazakhstan	trf	26sep96	
51483204039	CCCP-86072	Il-86	AFL/Uzbekistan	mfd	04apr85	
	UK-86072	Il-86	Uzbekistan Airways	FRA	07sep93	
51483204040	CCCP-86073	Il-86	AFL/Leningrad	mfd	15may85	
	RA-86073	Il-86	Aeroflot	LED	16jun93	
	RA-86073	Il-86	Pulkovo Avia	trf	22nov94	
	RA-86073	Il-86	Air AJT Internat.	no	reports	
	RA-86073	Il-86	Pulkovo Avia	IST	20may98	

	RA-86073	Il-86	Pulkovo Avia	HAI	30jun01	in basic Aeroflot c/s with 'Pulkovo' titles; l/n LED 04oct06; wfu at LED, seen 11/24may07; broken up at LED 31may07
51483205041	CCCP-86074	Il-86	AFL/International	mfd	aug85	toC 09aug85; rgd 13aug85; f/n SNN 15aug85; l/n SVO 30jun92
	RA-86074	Il-86	Aeroflot Rus. AI	LHR	20nov92	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 gone by may03; reported sunk on to a reef as a diving aid
51483205042	CCCP-86146	Il-80	Soviet AF/AFL c/s	ph.	summ'90	at Baikonur; airborne command post (Il-86VKP); l/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 a question mark
	RA-86146	Il-80	Russian AF/AFL c/s	CKL	06sep93	opb 4 ae VzPU 929 GLITs (mil. unit 22737) at Chkalovski; seen with additional GLITs badge apr09 below the cheatline on port side; tender for 10,000 hours check of this c/n published 22apr10
51483205043	RA-86146	Il-80	Russian Air Force	CKL	may10	in basic Aeroflot c/s, no titles; last seen active may10; l/n CKL aug21/may23 still parked and dirty
	CCCP-86147	Il-80	Soviet AF/AFL c/s	ZIA	16aug92	airborne command post (Il-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-86147	Il-80	Russian AF/AFL c/s	CKL	06sep93	opb 4 ae VzPU 929 GLITs (military unit 22737) at Chkalovski; modernised with the "Zveno-2" complex (second generation airborne command post), f/f as such in 2007; l/n CKL 08sep08
	RA-86147	Il-80	Russian Air Force	VKO	22aug09	freshly painted; in basic Aeroflot c/s, no titles; started state trials in 2010; l/n CKL mar14
	RF-93645	Il-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 07may22
51483205044	CCCP-86075	Il-86	AFL/International	mfd	10aug85	toC 24sep85; f/n SNN 29sep85; rgd 28oct85; l/n SVO 11sep92
	RA-86075	Il-86	Aeroflot Rus. AI	FRA	07nov92	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	CCCP-86076	Il-86	AFL/Moscow	mfd	24oct85	toC 01nov85; rgd 14nov85; f/n VKO 15sep87; l/n VKO 11apr91
	CCCP-86076	Il-86	AFL/Armenia	trf	01aug91	seen EVN mar93/mar04 stored; photo 30sep04, in the process of being scrapped, wings removed
51483205046	CCCP-86148	Il-80	Soviet AF/AFL c/s	ZIA	16aug92	airborne command post (Il-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	Il-80	Russian AF/AFL c/s	CKL	06sep93	opb 4 ae VzPU 929 GLITs (mil. unit 22737) at Chkalovski; in basic Aeroflot c/s, no titles; l/n CKL 13aug12
	RA-86148	Il-80	Russian Air Force	CKL	04aug08	opb 4 ae VzPU 929 GLITs (mil. unit 22737) at Chkalovski; in basic Aeroflot c/s, no titles; l/n CKL 13aug12
	RF-93642	Il-80	Russian Air Force	DME	01may13	in basic Aeroflot c/s, no titles; seen KZN oct19 now with "VKS Rossi" titles and Russian stars on the fin; l/n OVB 13may24
51483205047	CCCP-86077	Il-86	AFL/Kazakhstan-ALA	mfd	16dec85	rgd 12feb86; opb 240 LO; f/n ALA 24mar86; l/n ALA 22apr93
	UN-86077	Il-86	Aeroflot c/s, n/t	DME	aug93	opb Kazakhstan Airlines; carried a Kazakh flag; /n SHJ 16apr95
	UN-86077	Il-86	Kazakstan Airlines	DME	28aug95	l/n IST 31aug98; see trf date next line !
	UN-86077	Il-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	CCCP-86149	Il-80	Soviet AF/AFL c/s	ZIA	16aug92	airborne command post (Il-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	Il-80	Russian AF/AFL c/s	ZIA	15may93	still with Aeroflot titles and additional GLITs badge, port side only since sep05; was still active may09; seen CKL aug12/aug18 parked
	86149	Il-80	Russian AF/AFL c/s	CKL	feb19	still with Aeroflot titles and additional GLITs badge, port side only; prefix removed on port side; ferried to Taganrog-Yuzhny feb19 for repairs and modernization; l/n Taganrog-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	Il-86	AFL/Leningrad	mfd	07feb86	toC 24mar86; f/n LED 04apr86; rgd 09apr86; opb 205 LO Leningradskogo OAO; l/n DME 10sep92
	RA-86078	Il-86	AFL/Urals	trf	21sep92	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	Il-86	AFL/International	mfd	23may86	toC 02jun86; rgd 11jun86; f/n SNN 05jun86; l/n SVO 09sep92
	RA-86079	Il-86	Aeroflot Rus. AI	MXP	07feb93	CoFR renewal 13may98; l/n SVO 26aug06, still with engines; seen SVO 27nov06, wfu; all markings painted out 24jan07; broken up at SVO 28feb/02mar07
51483206051	CCCP-86080	Il-86	AFL/International	mfd	24jun86	toC 01jul86; rgd 25jul86; f/n LHR 29jul86; l/n SVO 29jun92
	RA-86080	Il-86	Aeroflot	LHR	10nov92	
	RA-86080	Il-86	Hajvairy Airlines	KHI	13may93	l/n SVO 07sep93
	RA-86080	Il-86	all-white c/s, n/t	FRA	25sep93	
	RA-86080	Il-86	Aeroflot Rus. AI	SNN	06apr94	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; l/n SVO 26feb01, being broken up
51483206052	CCCP-86081	Il-86	AFL/Moscow	mfd	07aug86	toC 19aug86; rgd 02sep86; f/n VKO 14sep86; l/n VKO 22apr97, stored
	RA-86081	Il-86	Vnukovo Airlines	VKO	28feb98	l/n SVO 06sep00; l/n VKO 22nov98; seen VKO 30may01, titles not reported, see next line
	RA-86081	Il-86	Sibir	rgd	26apr01	f/n OVB 08jun01; sat wfu at OVB, seen without engines 29aug07 and dumped on the grass; in very poor condition by oct09; wings cut off at OVB by 04jan10; later broken up
51483206053	CCCP-86082	Il-86	AFL/Vnukovo	mfd	17sep86	toC 25sep86; rgd 21oct86; f/n SIP 19aug87
	CCCP-86082	Il-86	Aerolicht	VKO	23feb92	
	RA-86082	Il-86	Aeroflot	ULV	31aug93	leased to Ulyanovsk Higher Flying School aug93/apr94
	RA-86082	Il-86	Aeroflot	VKO	21apr94	very small titles; l/n AYT aug95
	RA-86082	Il-86	Vnukovo Airlines	trf	29aug95	
	RA-86082	Il-86	Aeroflot c/s, n/t	AGP	aug97	owned by Sibir; stored without titles at VKO, f/n aug99, l/n aug05
	RA-86082	Il-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	Il-86	AFL/Uzbekistan	mfd	27oct86	mfd also given as 29oct86; toC 03nov86; rgd 10dec86; f/n TAS 15sep87; l/n TAS 15apr92; last overhaul completed 06jul92
	86083	Il-86	Aeroflot	KHI	29jan93	
	86083	Il-86	Uzbekistan Airways	SHJ	11apr93	
	UK-86083	Il-86	Uzbekistan Airways	DME	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	Il-86	AFL/Vnukovo	mfd	29nov86	toC 09dec86; rgd 22dec86; f/n SIP 17sep87; seen VKO aug92/jul95 stored
	RA-86084	Il-86	Vnukovo Airlines	trf	29aug95	f/n VKO 22aug95, in full Aeroflot c/s and titles; l/n VKO 16apr97, as such; seen DME 17jun99, in Aeroflot c/s, without titles
	RA-86084	Il-86	East line	rgd	14jun00	seen stored at VKO aug01/aug02, in Aeroflot c/s, without titles
	RA-86084	Il-86	Pulkovo Avia	SVO	13mar03	leased from Sibir; l/n CDG 07jun03
	RA-86084	Il-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	Il-86	AFL/Vnukovo	mfd	24dec86	toC 29dec86; rgd 20jan87; f/n VKO 30aug88; l/n VKO 27apr93
	RA-86085	Il-86	Vnukovo Airlines	VKO	02sep93	trf 29aug95 to Vnukovo Airlines, according to register; seen ATH 1995 in full Vnukovo colours with additional Aeroflot titles; l/n VKO 22jul00
	RA-86085	Il-86	East Line	rgd	31jul00	seen DME 03sep00 without titles; f/n DME 01mar01, in basic Vnukovo Airlines c/s with titles, l/n VKO 05sep01
	RA-86085	Il-86	ex-Vnukovo AI c/s	VKO	18feb02	stored, no titles
	RA-86085	Il-86	Sibir	rgd	06aug02	f/n DME 21aug02; in basic Vnukovo Airlines c/s with Sibir titles; l/n DME 16oct05; seen at UTP 30dec05 with 'www.S7.ru' titles; seen stored engineless OVB since jul09; l/n 26nov11; broken up
51483206057	CCCP-86086	Il-86	AFL/Kazakhstan-ALA	mfd	19mar87	toC 30mar87; rgd 16apr87; opb 247 LO; f/n SVO 25sep87; l/n ALA 22apr93
	UN-86086	Il-86	Aeroflot c/s, n/t	ALA	oct94	based at ALA; trf to Air Kazakstan 26sep96, but was never painted up; sat wfu at ALA with only one hour left, with 'Aeroflot' titles (paint faded) and Soviet flag, seen jun97/nov08; scrapped at ALA in 2010
51483206058	CCCP-86087	Il-86	AFL/International	mfd	12may87	toC 18may87; rgd 22may87; f/n ZRH 24may87; l/n SVO 29jun92
	RA-86087	Il-86	Aeroflot Rus. AI	FRA	02jan93	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 engines removed 13jan07; broken up 07/14feb07
51483206059	CCCP-86088	Il-86	AFL/International	mfd	30jun87	toC 03jul87; rgd 07jul87; f/n SNN 07jul87; l/n SVO 14aug92
	RA-86088	Il-86	Aeroflot Rus. AI	FRA	30dec92	CoFR renewal 13may98; l/n BUD 30sep01; seen SVO dec02/aug05, derelict; soc 29jun05 as life-time expired; l/n SVO 27nov06; broken up at SVO
51483206060	CCCP-86089	Il-86	AFL/Vnukovo	mfd	31aug87	toC 10sep87; f/n MRV 15sep87; rgd 22sep87; l/n VKO 16aug92
	RA-86089	Il-86	Aeroflot	VKO	27apr93	
	RA-86089	Il-86	Vnukovo Airlines	trf	30aug94	in full Aeroflot c/s and titles; l/n SVO 22sep98, as such; seen VKO 17jun99 in Aeroflot c/s, without titles; l/n DME 19sep99/11feb01, stored as such
51483207061	RA-86089	Il-86	Sibir	rgd	16may01	f/n OVB 07jun01; l/n DXB 28dec07; seen OVB sep08/oct10, no engines, titles painted out; broken up
	CCCP-86090	Il-86	AFL/Uzbekistan	mfd	30sep87	toC 16oct87; rgd 28oct87; photo TAS nov87; seen DME 24apr89; l/n LED 17may91
	UK-86090	Il-86	Aeroflot	TAS	aug94	
	UK-86090	Il-86	Uzbekistan Airways	TAS	08may95	in full c/s with Uzbekistan titles; last overhaul completed 29jun95; CoFR renewal 03jul95; l/n DXB 19mar01
	UK-86090	Il-86	East Line	RMI	27oct01	in Russian canx register mar03 without date
	UK-86090	Il-86	Uzbekistan Airways	SVO	jan02	repainted in latest full c/s with Uzbekistan titles by jan03; l/n SHJ 28jan04, active; stored at TAS; offered for sale 27feb07 with t/t 20,345 hours and 6,164 cycles; in fleet list 14dec07 as stored; l/n dec10/may12; broken up at TAS sep12
51483207062	CCCP-86091	Il-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; l/n VKO 16aug92
	RA-86091	Il-86	Aeroflot	VKO	27apr93	
	RA-86091	Il-86	Vnukovo Airlines	trf	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	Il-86	Sibir	rgd	06dec01	f/n VKO 16feb02; f/n with additional 'S7' logo and titles DME 21jul07; seen OVB mar09/may12, stored, engines missing; broken up
51483207063	CCCP-86092	Il-86	AFL/Leningrad	mfd	dec87	toc 25dec87; rgd 26feb88; f/n LED 19jul88; l/n LED 17apr92
	RA-86092	Il-86	Aeroflot	LED	05sep92	l/n KJA 12jun94
	RA-86092	Il-86	Pulkovo Avia	trf	22nov94	in full Aeroflot c/s and titles; l/n SVO 30jun98; CoFR renewal 18nov98
	RA-86092	Il-86	Pulkovo Avia	AGP	05may99	in full blue/white c/s with 'Pulkovo' titles; seen 17jan07 with additional small 'Rossiya' titles; seen LED 07oct08, active, l/n LED 20apr09; in the process of being scrapped 29jul09
51483207064	CCCP-86093	Il-86	AFL/Leningrad	mfd	11mar88	toc 01jul88; rgd 15jul88; f/n LED 02sep88; seen DME 16aug92 with Russian flag; l/n LED 05sep92
	CCCP-86093	Il-86	AFL/Ural	trf	21sep92	
	RA-86093	Il-86	Aeroflot	DME	20mar93	
	RA-86093	Il-86	Ural Airlines	trf	25jul94	
51483207065	CCCP-86094	Il-86	AFL/Leningrad	mfd	mar88	f/n SHJ apr96; wfu SVX since late 2009, l/n nov12/jan13 parts missing; in the process of being broken up
	RA-86094	Il-86	Aeroflot	VKO	27apr93	12mar13; tail section only 20apr13
	RA-86094	Il-86	Pulkovo Avia	trf	22nov94	toc 31mar88; rgd 11apr88; f/n BRU 07may88; l/n LED 17apr92
	RA-86094	Il-86	Pulkovo Avia	CDG	30apr98	in Aeroflot c/s and titles; l/n ZRH 03oct96; CoFR renewal 23apr97
51483207066	CCCP-86095	Il-86	AFL/International	mfd	03jun88	in full blue/white c/s with 'Pulkovo' titles and small additional Aeroflot titles which were removed by nov00; 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
	RA-86095	Il-86	Aeroflot Rus. Al	AMS	18jul93	toc 06jul88; d/d and rgd 07jul88; f/n SNN 12jul88; l/n FRA 29aug92
	RA-86095	Il-86	VASO Airlines	rgd	27dec02	CoFR renewal 20apr98
	RA-86095	Il-86	Aeroflot Rus. Al	rgd	04dec03	leased from Aeroflot 31oct02
51483207067	CCCP-86096	Il-86	AFL/International	mfd	24sep88	seen SVO 22jun06, active; l/n SVO 27nov06, wfu; canx in late 2006; scrapped at SVO around 24jul/01aug07; cockpit transported on a flat-bed trailer from SVO to Monino 22sep11 and preserved in the Russian Air Force museum since; l/n oct23
	RA-86096	Il-86	Aeroflot Rus. Al	JFK	27nov92	toc 30sep88; f/n SNN 06oct88; rgd 18oct88; l/n SVO 29jun92
						CoFR renewal 13may98; l/n active SVO 24apr07; l/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 24/30oct07
						toc 22nov88; rgd 05dec88; f/n BRU 03mar90; l/n VKO 21mar93
51483207068	CCCP-86097	Il-86	AFL/Vnukovo	mfd	nov88	in full Aeroflot c/s and titles; l/n VKO 22jul00, as such; seen VKO 02jun01, in basic Aeroflot c/s, no titles; seen VKO aug01/aug03, stored/wfu as such
	RA-86097	Il-86	Aeroflot	VKO	15may93	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), l/n sep24
	RA-86097	Il-86	Vnukovo Airlines	trf	30aug94	toc 16jan89; rgd 26jan89; f/n SVO 23apr89; l/n ALA 15may93
	RA-86097	Il-86	Sibir	OVB	05jul04	opb Kazakhstan Airlines
51483207069	CCCP-86101	Il-86	AFL/Kazakhstan-ALA	mfd	19dec88	titles painted with 'h!'; in basic Aeroflot c/s with only the fin repainted; seen ALA 19aug07, flying, registration now without hyphen; l/n FJR 15nov07; was trf 26sep96 to Air Kazakstan, Almaty based, but never had such titles
	UN-86101	Il-86	Aeroflot c/s, n/t	FRA	06jan94	in red/grey/white c/s with 'www.global-aviationgroup.com' and large Arabic titles, reg read from top of wing only; l/n FJR 23mar08
	UN-86101	Il-86	Kazakhstan Al	FRA	jul94	f/n MJJ sep08; seen FJR early09/sep22, stored; in the process of being scrapped late 2023
						toc 21mar89; rgd 17apr89; f/n ALA 01may89
51483207070	5A-DQB	Il-86	Global Aviation	rgd	17jul08	l/n OVB 21apr93, in full Aeroflot c/s and titles; CoFR renewal 12jul94
	CCCP-86102	Il-86	AFL/Kazakhstan-ALA	mfd	mar89	still in full Aeroflot c/s; l/n as such LHR 27may98; seen OVB 07jun01/08aug02, wfu, no engines, still in Aeroflot c/s but now without titles
	CCCP-86102	Il-86	Sibavia	trf	01jan92	wfu at OVB, seen 04jul04/25may07, no engines or titles; broken up at OVB around 22jun07, rear fuselage and wings gone by that date; part of fuselage only seen OVB 18jul07
	RA-86102	Il-86	Sibir	trf	29dec94	toc 06may89; rgd 23may89; f/n SNN 28may89; l/n SVO 09sep92
51483208071	CCCP-86103	Il-86	AFL/International	mfd	05may89	wfu oct06; t/t some 28,000 hours; l/n SVO 09oct08; donated to Moscow Technical University of Civil Aviation (MGU GA) as a ground instructional airframe 03jun08 and moved to its apron there (N55.985526 E37.444684) 15jan09, l/n 28jan14
	RA-86103	Il-86	Aeroflot Rus. Al	FRA	06nov92	seen in the Moscow Technical University of Civil Aviation (MGU 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
						seen in the Moscow Technical University of Civil Aviation (MGU GA); l/n oct16
						seen in the Moscow Technical University of Civil Aviation with registration on the tail and nose wheel door on the starboard side; l/n may18/may22
51483208072	CCCP-86104	Il-86	AFL/Vnukovo	mfd	23jun89	toc 28jun89; rgd 18jul89; f/n PRG 21oct89
	CCCP-86104	Il-86	Aeroflot	FRA	aug91	with additional 'Greenair' titles; l/n VKO 11sep92
	CCCP-86104	Il-86	Transaero	TLS	01dec92	still also wearing additional 'Aeroflot' and 'Greenair' titles and named 'Ramsi'
	RA-86104	Il-86	Transaero	HAM	31dec92	
51483208073	CCCP-86104	Il-86	Vnukovo Airlines	VKO	31aug93	in full Aeroflot c/s and titles; l/n VKO 16apr97; seem VKO 24aug97, in basic Aeroflot c/s, no titles; l/n VKO 05sep01, as such
	RA-86104	Il-86	Vnukovo Airlines	trf	29aug95	f/n VKO nov01; f/n with additional 'S7' logo and titles DME 21jul07; seen OVB (N55.010384 E82.657046) 11jul09/sep14, parked on the grass without engines; broken up at OVB 01dec14
	RA-86105	Il-86	Sibir	rgd	30oct01	toc 31aug89; rgd 15sep89; arrived OVB 31aug89, first OVB based Il-86; f/n BRU 15mar90; l/n DME 10sep92
	RA-86105	Il-86	Sibir	LHR	01nov92	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	Il-86	AFL/Leningrad	mfd	sep89	toc 06oct89; rgd 26oct89; f/n BRU 18nov89; l/n LED 17jul92
	RA-86106	Il-86	Aeroflot	FRA	27dec92	l/n DUS 12jun94
	RA-86106	Il-86	Pulkovo Avia	trf	22nov94	CoFR renewal 23apr97; in full Aeroflot c/s and titles; l/n LED 12jan99
	RA-86106	Il-86	Pulkovo Avia	LED	14apr99	in full blue/white c/s with 'Pulkovo' titles; seen LED 26feb07 with additional small 'Rossiya' titles; l/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. Petersburg Heli Drive; l/n dec13/may16; 'Motocross.ru' titles on the left side only may16/mar17; seen 10jun17 in WW-II decoration with an Il-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; l/n apr24
51483208075	CCCP-86107	Il-86	AFL/West Sib.-OVB	mfd	30nov89	toc 10dec89; rgd 05jan90; f/n DME 12apr91; l/n OVB 01jul92
	RA-86107	Il-86	Aeroflot	OVB	22apr93	seen IST 14apr97, in basic Aeroflot c/s, no titles
	RA-86107	Il-86	Sibir	trf	29dec94	leased from Sibir; l/n DME 27nov97
	RA-86107	Il-86	East Line	DME	25may97	CoFR renewal 16jan98; l/n DME 27feb06, as such; seen DME 30apr06/12aug06 in all-white c/s
51483208076	CCCP-86108	Il-86	AFL/West Siberia	mfd	05jan90	just with 'S7' logo on fuselage; l/n AYT 30sep08; last flight 18nov08 (DME-OVB) was the last service of a Soviet-built aircraft for S7 Airlines; broken up
	RA-86108	Il-86	Aeroflot	DME	20mar93	toc 15jan90; rgd 08feb90; f/n DME 13mar92
	RA-86108	Il-86	Sibir	trf	29dec94	in full Aeroflot c/s and titles; l/n SVO 24nov97, as such
	RA-86108	Il-86	Sibir	SVO	13mar00	carried additional 'Savings Bank of Russia 160 Years' titles in early 2002; f/n with additional 'S7' logo and titles DME 27may06; l/n DXB 19oct07; seen stored engineless OVB 11jun09, broken up since
51483208077	CCCP-86109	Il-86	AFL/West Siberia	mfd	12mar90	toc 22mar90; rgd 26apr90; f/n over BKA (overflew from DME ?) 25sep91; l/n DME 16aug92
	RA-86109	Il-86	Aeroflot	OVB	21apr93	in full Aeroflot c/s and titles; l/n SVO 27nov97, as such
	RA-86109	Il-86	Sibir	trf	29dec94	l/n VKO 24jun05
	RA-86109	Il-86	Sibir	VKO	19aug99	l/n VKO 15oct10; seen ULV oct11/dec14, stored; broken up may17
51483208078	CCCP-86110	Il-86	Atlant-Soyuz	d/d	22may90	mfd reported also as 22may90; toc 26may90; rgd 31may90; f/n SNN 01jun90; l/n SVO 24jun92
	RA-86110	Il-86	AFL/International	d/d	22may90	in SVO 27nov06, stored
	RA-86110	Il-86	Aeroflot Rus. Al	SNN	28oct92	in basic old Aeroflot c/s with Cyrillic titles as 'Aeroflot Don'; l/n DXB 09jan09; scrapped starting late feb09, only forward fuselage remained by 01/06mar09
	RA-86110	Il-86	Aeroflot-Don	AYT	20jul07	toc 28jun90; rgd 11jul90; Vnukovo Proizv. Ob. (VPO GA, future Vnukovo Airlines)
51483208079	CCCP-86111	Il-86	Vnukovo PO	mfd	jun90	leased from VPO and probably already opb Air AJT
	CCCP-86111	Il-86	Aeroflot	KBP	17mar91	l/n VKO 11sep92
	CCCP-86111	Il-86	Air AJT Internat.	VKO	15aug92	l/n VKO 16jul93; seen VKO 04may94, with small Air AJT badge
	RA-86111	Il-86	Air AJT Internat.	VKO	12jun93	in Aeroflot c/s and small titles only
51483208080	CCCP-86111	Il-86	Aeroflot	VKO	11may94	in Aeroflot c/s and small titles only; l/n VKO 20aug99, as such; seen VKO 02jun01, in basic Aeroflot c/s, no titles; l/n VKO aug01/sep08, stored/wfu in very derelict condition; broken up at VKO apr09
	RA-86111	Il-86	Vnukovo Airlines	trf	30aug94	toc 31aug90; rgd 10nov90; f/n OVB 30jun92
	CCCP-86112	Il-86	AFL/West Siberia	mfd	aug90	in full Aeroflot c/s and titles; l/n SVO 26nov97, as such; seen OVB 07jun01, in basic Aeroflot c/s, no titles; l/n OVB 02jul03, two engines missing; was stored OVB for many years; CoFR renewal 23jan04; f/n DME 26apr04; l/n DME 08nov04
	RA-86112	Il-86	Sibir	DME	01sep93	l/n DME 01nov08, active; CoFA expired 31dec08; seen stored at CKL mar09/jan11; to be scrapped and photos exist 'nose up'; by mar11 front fuselage section cut off; rear fuselage only left by aug12/aug17 and broken up since
51483209081	CCCP-86113	Il-86	Atlant-Soyuz	VKO	02apr05	toc 01oct90; arrived at SNN 11oct90 for painting; rgd 20nov90; l/n SVO 09sep92
	CCCP-86113	Il-86	AFL/International	mfd	25sep90	f/n SVO 29sep93; l/n SNN 19mar94, repainted at Shannon into full Aeroflot c/s, see next line
	RA-86113	Il-86	Aeroflot	FRA	04nov92	seen SVO jul03 with additional large red 'Wella' titles and logo below windows; l/n as such SVO 22jul03; damaged 21dec04 in a collision with Il-96 RA-96015, returned to service 14jul05; l/n SVO 16sep07
	RA-86113	Il-86	Hajvairy Airlines	SNN	jul93	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	Il-86	Aeroflot-Don	SVO	19oct07	

	RA-86113	Il-86	Donavia	SVO	10jun10	with titles painted just as 'Donav' on the left-hand side that day, seen SVO 12jun10 with full titles; l/n SVO 18dec10; scrapped at SVO jan11
51483209082	CCCP-86114	Il-86	AFL/Leningrad	mfd	05dec90	toc 15dec90; rgd 10jan91; f/n LED 17may91; l/n LED 06sep92
	RA-86114	Il-86	AFL/Ural	trf	21sep92	f/n DME 15may93, in full Aeroflot c/s and titles
	RA-86114	Il-86	Ural Airlines	trf	25jul94	f/n SVX 23aug95; CoFR renewal 23may96; l/n SVX 28aug08; still with CoFA 17mar09; seen SVX 03dec09, wfu/stored since late 2009; l/n SVX mar10/jan13, some parts and engines missing; photo 15feb13 in the process of being broken up
51483209083	CCCP-86115	Il-86	AFL/International	mfd	dec90	toc 18jan91; f/n SNN 21jan91; rgd 01feb91; l/n SVO 24jun92
	RA-86115	Il-86	Aeroflot Rus. Al	LHR	16jan93	l/n SVO 11apr94; returned 01oct94 to Voronezh Aviation Factory
	RA-86115	Il-86	Orient Avia	SVO	21may96	named 'Antalya'; l/n SVO jun96; Orient Avia went bankrupt
51483209084	RA-86115	Il-86	Air AJT Internat.	lsd	01mar97	leased from VASO; in full blue/white c/s; f/n SVO 14apr97; CoFR renewal 09jun00; l/n HRG 14nov02
	RA-86115	Il-86	VASO Airlines	SVO	02may04	in all-white c/s with titles and tail logo; l/n SVO 23jun07 active; reported broken up at Voronezh already f/n DME 12apr91; toc 15apr91; rgd 06may91; l/n ALA 22apr93
	CCCP-86116	Il-86	AFL/Kazakhstan-ALA	mfd	28mar91	opb Kazakhstan Airlines
51483209085	UN-86116	Il-86	Aeroflot	Dem	07jul93	opb Kazakhstan Airlines; l/n VKO 15may95
	UN-86116	Il-86	Aeroflot c/s, n/t	HAI	10nov93	trf 26sep96 to Air Kazakhstan, Almaty based, but titles not worn as such; seen ALA mar03/may04, stored in white c/s with blue cheatline and fin, with titles; sat wfu at ALA, seen nov08/aug13; broken up
	UN-86116	Il-86	Kazakhstan Airlines	DME	26aug95	toc 01aug91; rgd 15aug91; f/n DME 18aug91, carried small 'Armenian Airlines' titles on the fuselage and logo on the fin; l/n EVN mar93
51483209085	CCCP-86117	Il-86	Yuzhnaya	UTP	30dec05	still no titles Vnukovo 23may94, see above !
	EK-86117	Il-86	AFL/Armenia	mfd	jun91	l/n AMS mar98
	EK-86117	Il-86	Armenian Airlines	CDG	10jun93	in basic Armenian c/s; l/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
51483209086	EK-86117	Il-86	Atlant-Soyuz	SVO	16jun99	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
	EK-86117	Il-86	Armenian Al, n/t	AMS	14jan00	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; l/n EVN mar93
	CCCP-86118	Il-86	Armenian Airlines	toc	01aug91	l/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
51483209087	EK-86118	Il-86	Armenian Airlines	CDG	24jun93	in basic Armenian Airlines c/s; l/n FJR 15may05
	EK-86118	Il-86	Air Van	OVV	06mar05	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
	EK-86118	Il-86	Armavia	DME	19jun05	17jul14; the remaining airframe less then nose and tail was still present Voronezh-Pridacha may24
51483209087	CCCP-86119	Il-86	AFL/International	mfd	sep91	toc 04oct91; rgd 15oct91; opb 216 LO Sheremetyevskogo OAO; f/n BRU 26oct91; l/n BRU 28nov92
	RA-86119	Il-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 Il-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 Il-86, the Il-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
	CCCP-86120	Il-86	Sibavia	mfd	26nov91	toc 12dec91; rgd 17jan92; in full Aeroflot c/s and titles; f/n DME 15aug92; l/n KHV oct92
51483209088	RA-86120	Il-86	Sibavia	OVV	21apr93	in full Aeroflot c/s and titles
	RA-86120	Il-86	Sibir	trf	29dec94	f/n DME 18aug97; l/n PEK 01oct04; sold to Ural Airlines nov04; arrived at SVX 25feb05 after maintenance according to press report
	RA-86120	Il-86	Ural Airlines	SVX	21jun06	l/n SVX jul10/mar13, wfu/stored since late 2009 and scrapped apr13, only tail section remaining
51483209089	CCCP-86121	Il-86	Krasnoyarskavia	mfd	26dec91	20apr13/18may13
	RA-86121	Il-86	Krasnoyarskavia	DME	07jul93	toc 18jan92; rgd 06mar92; in full Aeroflot c/s and titles; f/n DME 09jun92; l/n KJA 01jul92
	RA-86121	Il-86	KrasAir	trf	04apr94	in full Aeroflot c/s and titles
51483209090	CCCP-86122	Il-86	Krasnoyarskavia	mfd	24mar92	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 broken up
	RA-86122	Il-86	Krasnoyarskavia	DME	20mar93	toc 04apr92; rgd 08jun92; in full Aeroflot c/s and titles
	RA-86122	Il-86	KrasAir	trf	04apr94	in full Aeroflot c/s and titles
51483210091	CCCP-86123	Il-86	Transaero	mfd	25jun92	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; l/n KJA oct09/oct10, minus engines; reportedly broken up 2011
	RA-86123	Il-86	Transaero	SVO	19mar93	rgd 07jul92; with Russian flag next to 'CCCP-' registration; named 'Moskva'; already f/n SVO 30jun92; toc 29jul92
	RA-86123	Il-86	KrasAir	SVO	10jul00	named 'Moskva'; l/n SVO 22aug99
51483210092	RA-86123	Il-86	VASO Airlines	SVO	31may01	leased from Transaero; in basic Transaero c/s; l/n SVO 06sep00
	RA-86123	Il-86	Atlant-Soyuz	SVO	15jan07	leased from Transaero; named 'Moskva'; seen with additional 'Wella' titles and logo SVO 15aug05; l/n SVO 14aug06
	CCCP-86124	Il-86	Transaero	mfd	29jul92	leased from Transaero; still named 'Moskva'; l/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
51483210093	RA-86124	Il-86	Transaero	SVO	19mar93	toc 29jul92; f/n LCA 15dec92
	RA-86124	Il-86	all-white	SVO	22may94	named 'Voronezh'; l/n SVO 18apr93
	RA-86124	Il-86	Aeroflot Rus. Al	SNN	19jul94	l/n AYT 02aug07
51483210094	RA-86124	Il-86	Aeroflot-Don	SVO	27aug07	in basic old Aeroflot c/s with Cyrillic titles as 'Aeroflot Don'; seen AYT 25sep09, without titles; l/n AYT 19may10
	RA-86124	Il-86	Donavia	AYT	30may10	t/t 19,723 hours and 6,107 cycles by 01jan10; l/n complete SVO 02jan11; seen SVO 15jun11 with titles scrubbed but still visible, with engine # 1 removed; seen SVO 01jul11/04aug11 without engines, titles, registration and flag on tail painted over; scrapped at SVO nov11, only forward fuselage remaining by 14nov11
	RA-86125	Il-86	ANPK	mfd	11sep92	toc 11sep92; f/n ZIA 15may93; basic Aeroflot c/s with Air Transport School logo superimposed on a diagonal blue stripe across the forward fuselage, l/n ZIA 31aug93
51483210095	UN-86125	Il-86	Jana Aral Airlines			in an insurance list by jan96, but ever taken up ?
	RA-86125	Il-86	Sibir			in 1997/1999 fleet list; seen DME aug99 in the same ATS c/s; l/n DME 24may00, as such; sold to East Line apr00 and seen DME 05jul00 stripped
	RA-86125	Il-86	East Line	DME	10jul00	in white c/s with grey undersides and titles; CoFR renewals 20dec00 and 23jul01; l/n SNN 16aug01
51483210096	RA-86125	Il-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; l/n VKO 23aug03; seen DME 21oct03, in Eurasia c/s but opb Atlant-Soyuz
	RA-86125	Il-86	Atlant-Soyuz	rgd	15apr04	f/n SVO 29apr04; l/n SVX 13oct10; seen stored at ULV 03jun15; broken up may17
	RA-86136	Il-86	A/O Tiss	toc	17nov92	f/n VKO 21mar93; in Aeroflot c/s, no titles; leased by Transform-Interservice of Irkutsk to Aeroflot-RIA 29nov93/2001
51483210097	RA-86136	Il-86	Aeroflot	LHR	14aug94	in full Aeroflot c/s with titles; l/n CDG sep94
	RA-86136	Il-86	Aeroflot c/s, n/t	rgd	23nov94	in register with owner as Euro-Avsonia; f/n SVO 25jun95; canx 11nov97 as to Germany; restored, date unknown; l/n LCA 07sep01
	RA-86136	Il-86	IRS Aero	SVO	26feb02	in all-white c/s with large titles and tail logo; l/n SVO 14oct02
51483210098	RA-86136	Il-86	Continental Aw	SVO	03dec02	carried small titles only
	RA-86136	Il-86	Atlant-Soyuz	rgd	21jan03	with operator as Atlant Soyuz and owner as Provider VIP Service
	RA-86136	Il-86	Continental Aw	rgd	23apr03	with operator as Continental and owner as Provider VIP Service; seen AYT 22aug03; in all-white c/s, no titles; l/n SVO 26aug04; still in fleet list oct04
51483210099	RA-86136	Il-86	Russian Sky	trf	jun05	in all-white c/s; f/n DME 25jun05, without titles; seen DME 24aug05, with titles; l/n DME 12aug05; current in fleet list dec05
	RA-86136	Il-86	Tatarstan	DME	12may06	in all-white c/s, 'Tatarstan' logo on fin but no titles; l/n VKO 12aug07; seen VKO 17aug07 in all-white c/s without any markings
	RA-86136	Il-86	Atlant-Soyuz	VKO	18aug07	leased from Provider VIP Service 10may07; in all-white c/s; painted up by VARZ-400 18aug07; sat wfu in VARZ-400 at VKO, seen oct11/sep12; scrapped VKO mar13
51483210100	RA-86137	Il-86	Krasnoyarskavia	mfd	23dec92	toc 25dec92; rgd 03feb93; in full Aeroflot c/s and titles; f/n FRA 16apr93
	RA-86137	Il-86	KrasAir	trf	12aug94	f/n DME 15dec95; offered for sale mar07 with t/t 19,098 hours, but not sold; reportedly leased to AviaPRAD jun07 (ceased operations 11feb08); operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 20,987 hours; l/n KJA 14oct09, stored; photo KJA oct10, fuselage only and in the process of being broken up
	RA-86138	Il-86	Moskovskiy Avial.	Vox	13jan93	toc 05mar93; in Aeroflot c/s, no titles; l/n AMS 22aug93, owned by VIA Viktor Airlines
51483210101	RA-86138	Il-86	Moscow Airways	SVO	22may94	l/n SVO 04aug94, small titles only
	RA-86138	Il-86	Continental Aw	SVO	11may96	very small titles on port side only; l/n as such LCA 09oct05; seen SAW 27mar06 with additional 'VASO' titles
	RA-86138	Il-86	Atlant-Soyuz	AYT	25jun06	l/n AYT 14oct10; stored at ULV, l/n oct11/dec14; broken up may17
51483210102	RA-86145(1)	Il-86	not delivered ?			see next line and c/n 51483211101
	B-2016	Il-86	China Xinjiang Al	d/d	30may93	toc 31may93; f/n PEK 29oct93; RA-86145 visible under paint on tail; l/n URC 25oct02, stored
	RA-86142	Il-86	East Line	rgd	15may03	in basic China Xinjiang Al c/s; f/n DME 25jun03; l/n IST 13feb05
51483210103	RA-86142	Il-86	Russian Sky	DME	11jun05	in basic China Xinjiang Al c/s; l/n DME 15aug05; at JNB 01mar06 with Russian Sky tail c/s
	RA-86142	Il-86	Atlant-Soyuz	VKO	09apr06	in basic Russian Sky c/s with 'Soyuz' titles on the right-hand side and 'Russkoye Atlant-Soyuz' titles on the left-hand side; l/n DME 22may07
	RA-86142	Il-86	Tatarstan	AYT	10jul07	dark blue tail with 'Tatarstan' logo only on fin; stored at DME, seen may09/feb13; photo 01mar13 in the process of being broken up
51483210104	RA-86139	Il-86	AFL/International	SVO	17jun93	mfd 30jun93 according to Russian register; with small additional 'A/O Tiss' titles; toc 17jul93
	RA-86139	Il-86	Aeroflot	SVO	14sep93	seen PEK 29oct93; stored Guangzhou mar94/mar97, see rgd next line

	RA-86139	Il-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	Il-86	East Line	rgd	10apr02	f/n DME 18jun02; CofR renewal 16apr04; l/n DME 08nov04; leased from Arminda Invest 29sep01/20oct04
	RA-86139	Il-86	Russian Sky	DME	20mar05	l/n DME 18apr05
	RA-86139	Il-86	Atlant-Soyuz	VKO	25may05	initially with tail in Russian Sky colours and 'Atlant-Soyuz' titles, l/n as such VKO 14sep06; seen in full c/s VKO 25mar07; l/n CKL active 21jan09; CofA expired 05mar09; stored at CKL, seen 17mar09 as such and active again VKO 24may09; l/n VKO 10sep10; stored at ULV, l/n nov13/dec14 missing three engines; broken up may17
51483210099	B-2018 RA-86143	Il-86 Il-86	China Xinjiang Al KrasAir	toc rgd	30aug93 20may03	f/n PEK 29oct93; l/n URC 25oct02, stored in basic China Xinjiang Airlines c/s; f/n DME 01aug03; l/n KJA 19nov05; excluded from operator's certificate mar06
	RA-86143 RA-86143	Il-86 Il-86	Tatarstan Kazan Avn Enterpr.	DME DME	16apr06 30nov08	in basic China Xinjiang Airlines c/s, no titles but Tatarstan logo on fin; l/n AYT 14sep08 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 RA-86926	Il-86 Il-86	China Xinjiang Al KrasAir	toc rgd	12oct93 06jun03	f/n PEK 11nov93; l/n URC 25oct02, stored 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	Il-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) RA-86145(2) RA-86145(2) RA-86145(2) RA-86145(2) RA-86145(2)	Il-86 Il-86 Il-86 Il-86 Il-86 Il-86	Krasnoyarskavia KrasAir Air AJT Internat. KrasAir Transeuropan KrasAir	mfd trf ATH DME SNN DME	08dec93 12aug94 04may95 23apr97 01nov97 17jun99	f/n KJA 12jun94; in full Aeroflot c/s and titles see c/n 51483210097 leased from KrasAir; in full c/s; l/n DME 16aug96 in basic Air AJT c/s, no titles; l/n SNN 25oct97 leased from to KrasAir; l/n SHJ 02dec98 still in basic Transeuropan c/s; offered for sale mar07 with t/t 19,047 hours, but not sold; l/n as such SVX 16may07; (ceased to AviaPRAD may07 (ceased operations 11feb08); seen DME 25jun07 with additional small 'AviaPRAD' titles; l/n as such KJA 27aug07; seen KJA 30apr08 in full AirUnion c/s with small additional 'Krasnoyarskiye avialinii' titles; l/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 RA-86140 RA-86140 RA-86140 RA-86140	Il-86 Il-86 Il-86 Il-86 Il-86	Air AJT Internat. Air AJT c/s n/t VASO Airlines Aeroflot Rus. Al Aeroflot-Don	mfd SVO HKT SVO SVO	01jun95 26jun04 10jan06 18jun07 14jul08	leased from VASO; f/n LGW 05aug95; l/n SVO 29aug03; rgd again to VASO 15dec03 opb VASO; l/n SVO 12oct05 l/n SVO 20may07 in all-white c/s, small titles only; l/n DXB 11apr08 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, l/n oct10; CofA expired 14dec09; canx 28jul10; scrapped at Voronezh-Pridacha by mar11
51483211103	RA-86141	Il-86	Air AJT Internat.	Vox	22oct96	last Il-86 built; mfd 26jun97 from Russian register; leased from VASO; seen SVO 05nov97; photo PMI apr00, with additional '7 years' titles on the forward fuselage; CofR renewal 09jun00; l/n SVO 21aug03
	RA-86141 RA-86141 RA-86141 RA-86141	Il-86 Il-86 Il-86 Il-86	VASO, n/t VASO Airlines Aeroflot Rus. Al Aeroflot-Don	rgd IST SVO SVO	15dec03 14feb05 21jun07 21may08	f/n DXB 27feb04; l/n SVO 27aug04 in all-white c/s, now with titles; l/n SVO 12jun07 in all-white c/s, small titles only; l/n DXB 18jan08 in all-white c/s, small titles only as 'Aeroflot Don'; already mentioned in technical inspection document 23apr08; l/n SVO 01jan10, still with titles in all-white c/s, no titles; l/n SVO 22jan11; seen stored Voronezh-Pridacha aug12; l/n may24
	RA-86141	Il-86	Donavia	CMB	04jan10	

Ilyushin Il-96

The Il-96 was a natural development of the Il-86, natural in that the Ilyushin 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 Ilyushin 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 Il-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 Il-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 Il-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

01 01	CCCP-96000 RA-96000	Il-96 Il-96MO	Ilyushin OKB Ilyushin OKB	f/f f/f	28sep88 04apr93	first prototype; in Aeroflot c/s; f/n LBG 09jun89 with exhibition code '386'; converted to, see next line with PW-2337 engines; rolled out Moscow-Khodynka (MMZ No. 240) 29mar93 as Il-96M prototype (O = opytny, experimental); f/n ZIA 15may93; seen ZIA aug03/aug07 as Il-96-400, l/n ZIA 25aug07/01apr09, without engines; broken up may09
01 02 ? 01 03	-- CCCP-96001 RA-96001 CCCP-96002 RA-96002 RA-96002	Il-96 Il-96-300 Il-96-300 Il-96-300 Il-96-300 Il-96-300	Ilyushin OKB Ilyushin OKB Ilyushin OKB Aeroflot Aeroflot Atlant-Soyuz	f/f ZIA f/f SVO rgd	11nov89 15may93 09jul90 18apr93 12nov98	static test airframe; photo of forward fuselage section dumped at Moscow-Khodynka 2011 second prototype; in Aeroflot c/s; f/n ZIA 16aug92 in Aeroflot c/s; l/n ZIA 30jun06, dumped engineless; subsequently broken up third prototype; mfd given as 12jul90 !; f/n 18aug91 l/n ZIA 22aug97
	RA-96002 RA-96002	Il-96-300 Il-96-300	Ilyushin OKB Airstars	DME TLL	jun06 28nov09	f/n ZIA 17aug99; seen DME 14apr05 with additional 'Aviakompaniya pravitelstva Moskv' subtitles; CofA expired jun05; l/n ZIA 20aug05, c/n checked as 0001; still active mar06 in basic old Aeroflot c/s but with white tail, no titles; l/n ZIA 19aug09 still owned by Ilyushin OKB; initially in basic old Aeroflot c/s but with white tail, Cyrillic 'Aerostarz' titles on left-hand side and English titles on right-hand side; l/n as such LWO 04feb10; repainted into new c/s (very similar to Aeroflot Russian Airlines c/s) and named 'Igor Gudkov'; f/n as such YKS 06sep10; t/t 8,762 hours and 2,209 cycles by 01jan11; l/n ZIA oct24 engines 1 and 2 missing the first series-production Il-96; f/n LBG 14jun91; official mfd 17jun94 in basic Aeroflot c/s with large 'Rossiya' and small 'Aeroflot' titles (this was part of a trial to give Aeroflot a new identity as the Russian flag carrier); based at SVO; l/n SVO 20apr93 repainted in the new Aeroflot c/s mar04 and named 'V. Chkalov' (Valeri Chkalov) after a legendary Soviet pilot of the 1930s; t/t 44,270 hours and 6,073 cycles by 01jan10; last service/flight 25oct13; stored at SVO apr14/may15; seen 15may15 without engines; towed 01jun15 to the eastern part of the airfield to become a rescue trainer, in basic ex Aeroflot c/s without registration; l/n sep15/apr23 official mfd (as per incident report) 22jul93 !; l/n ZIA 16aug92
74393201002	CCCP-96005 CCCP-96005	Il-96-300 Il-96-300	Aeroflot Aeroflot/Rossiya	f/f SVO	17apr91 24jun92	f/n DME 28aug95; was leased to Cubana jun05; last revenue flight 11oct08; operator's certificate revoked 01nov08; stored at DME with at least one engine missing, l/n nov08/jul18; t/t 21,137 hours and 3,282 cycle by 01jul09; CofR renewal 13sep17 and 24oct17; moved to the hangar area, seen aug18/sep18 with engines; ferried from DME to ZIA 12nov18; l/n ZIA 17oct24 engine # 1 missing f/f 24nov92; named 'A. Mayorov' (Aleksai Mayorov) after a former head of 235 OAO; f/n SIN 09dec92; rgd 20apr93; new CofR issued 23dec02; repainted in the new Aeroflot c/s apr05; t/t 46,032 hours and 6,690 cycles by 01jan10; last scheduled flight 02feb14; stored at SVO from apr14; new CofR issued 29jul15; test-flown after storage 10aug15 and ferried from SVO to VASO at Voronezh-Pridacha 25aug15; new CofR issued 18nov16; canx 27nov19
74393201003	CCCP-96006 RA-96006 RA-96006	Il-96-300 Il-96-300 Il-96-300	Aeroflot Aeroflot Domodedovo Airl.	SVO Vox trf	01jun92 13jan93 04oct93	in basic Aeroflot c/s with an 'Il' logo behind the cockpit and Russian flag on fin, no titles on the experimental aviation register; in basic Aeroflot c/s with an 'Il' logo behind the cockpit and Russian flag on fin, no titles; f/n ZIA 30mar19; test-flown from ZIA 16jun20; senn ZIA 21sep22 active; l/n Voronezh-Pridacha apr23 as such
74393201004	RA-96007	Il-96-300	Aeroflot Rus. Al	mfd	24nov92	already f/n Voronezh-Pridacha 13jan93; toc 13jul93; repainted in the new Aeroflot c/s nov05 and named 'Ia. Moiseyev' (Yakov Moiseyev) after a Soviet test pilot (1897-1968) of the 1920s/30s; new CofR issued 01aug03; last scheduled service 30mar14 (the last one of any Aeroflot Il-96); stored at SVO from apr14, l/n jun14; t/t 44,990 hours
	RF-96007 96007	Il-96-300 Il-96-300	Ilyushin OKB Ilyushin OKB	Vox rgd	27dec18 2019	leased from Ilyushin Finance 14aug14; initially in basic Aeroflot c/s with 'Cubana' titles; h/o 03sep14; ferried SVO-HAV 09sep14 with the call-sign CUB1461; l/n as such HAV 19dec14; tail repainted in Cubana colours but the fuselage remained in basic Aeroflot c/s and still carried the name 'Ia. Moiseyev'; f/n as such VKO 05may15; nick-named 'Juana Bacallao' after a Cuban singer and musician, but name not painted on; seen MAD 24jan17; seen HAV may19/jan22, stored; some parts were used for the repair of CU-T1254 jan19, to enable that to be ferried to Russia for overhaul; l/n HAV 14mar24 engine # 4 missing f/n DME 04jul94
74393201006	RA-96009	Il-96-300	Aeroflot	mfd	27apr94	

	RA-96009	Il-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 01jul09; new CoFR issued 14apr11; canx 09oct17
	96009	Il-96-300	LII im. Gromova	rgd	oct17 ?	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; l/n ZIA oct24, no engines stored South of the threshold RW30
74393201007	RA-96010	Il-96-300	Aeroflot Rus. AI	mfd	25may94	rgd 29jun94; named 'N. Karpeyev' (Nikolai Karpeyev) in 2001 after the first head of Aeroflot's Il-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; l/n TAS 19jan14, operational; wfu mar14; severely damaged 03jun14 whilst stored at SVO, when a fire started in the cockpit area, resulting in the fuselage being burnt out; l/n SVO feb15, broken up at SVO by 21feb15
74393201008	RA-96011	Il-96-300	Aeroflot Rus. AI	mfd	12oct94	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/flight 11feb14; stored at SVO from apr14, made a test flight from SVO 16apr15; CoFR renewal 22may15; l/n Voronezh-Pridacha nov15/may24; a planned lease to Cubana by aug14 as such did not materialize
74393201009	RA-96012	Il-96-300	Rossiya	mfd	17aug95	Il-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 VKO in the scrap area jun21/jun23 three engines missing
74393202010	RA-96016	Il-96-300	Rossiya	Vox	jun95	on the assembly line; Il-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); f/f 21apr03; h/o at VKO 02may03; mfd 26nov03 1; rgd 29mar04; CoFR renewal 03aug09; t/t 1,486 hours and 517 cycles by 01jan19; l/n VKO jun23
74393202011	RA-96017	Il-96-300	KrasAir	f/f	aug04	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 to DME 03nov10; l/n DME 14apr11
74393202012	RA-96017 RA-96015	Il-96-300S Il-96-300	Rossiya Aeroflot Rus. AI	h/o mfd	29dec11 01dec95	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	Il-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; l/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	l/n 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	Il-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 CU-T1250	Il-96-300 Il-96-300 Il-96-300M	Rossiya Rossiya Cubana	Vox Vox r/o	21feb17 may18 26jul05	l/n Voronezh-Pridacha 28nov17 with prefix again; rgd 19jun18; l/n PEK 12sep24 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	Il-96-300M	Cubana	f/f	14jan06	trials completed 25jan06; export CoFA dated 09feb06; h/o 06mar06; d/d 07mar06; toc 13mar06; partially to be used as VIP aircraft for Fidel Castro; l/n HAV 09jan22
74393202017	CU-T1254	Il-96-300M	Cubana	Vox	26oct06	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; l/n HAV 31may19/14mar24, stored on the assembly line, registration already painted on; Il-96-300PU lit. K
74393202018	RA-96018 RA-96018	Il-96-300 Il-96-300	primer Rossiya	Vox ZIA	25may07 19aug07	official mfd 14dec07 1; 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	Il-96-300 Il-96-300	primer Rossiya	Vox Vox	27jun08 12mar09	on the assembly line; Il-96-300PU lit. K flying; completed trials 16apr09; mfd 22apr09 1; h/o 23apr09 at Voronezh-Pridacha, ferried to Vnukovo the same day; CoFR renewal 03aug09; t/t 340 hours and 73 cycles by 01jan10; l/n LIM 14nov24
74393202020	--	Il-96-300	primer	Vox	25aug11	on the assembly line; Il-96-300PU(M1); f/f 13aug12; f/n Voronezh-Pridacha 13aug12; l/n ULY 23aug12
74393203021	RA-96020 96021	Il-96-300 Il-96-300	Rossiya primer	Vox r/o	09dec12 24may13	h/o late dec12; rgd 20dec12; ferried to VKO 11jan13; l/n KZN 13sep24
74393203022	RA-96021 RA-96022	Il-96-300 Il-96-300	Rossiya primer	ZIA Vox	24sep13 01nov15	l/n Voronezh-Pridacha 27may1; f/f aug13; l/n ULY 02sep13, for painting
74393203023	RA-96022 RA-96023	Il-96-300 Il-96-300	Rossiya Rossiya	Vox Vox	08dec15 15may16	l/n Voronezh-Pridacha 16nov13; h/o in late 2013; rgd 17jan14; l/n TAS 28may24
74393203024	--	Il-96-300	primer	ph.	apr17	in full c/s; h/o 22jul16 at Voronezh-Pridacha; rgd 27jul16; CoFA issued 05aug16; l/n VKO 05sep24
74393203025	RA-96024 RA-96025	Il-96-300 Il-96-300	Rossiya Rossiya	Vox r/o	05oct20 05jul21	'salon' version for 160 passengers; seen in primer on the assembly line feb16, registration not visible; r/o 16may16, in full c/s; f/f 18aug16 ?; h/o 30dec16; rgd 19jan17; l/n IAD 20dec23
97693201001	RA-96101 RA-96101	Il-96T Il-96-400T	Aeroflot c/s Atlant-Soyuz	Vox Vox	22oct96 01sep04	Il-96-300PU(M1); the fuselage without tail was towed outside at Voronezh-Pridacha apr17
	RA-96101	Il-96-400T	Polet	r/o	04mar09	Il-96-300PU(M1); f/f 09apr21; h/o 23dec22; rgd 20jan23; new CoFR issued 31mar23; l/n VKO 14jun24
97693201002	RA-96101 -- RA-96102	Il-96-400T Il-96-400T Il-96-400T	AirBridgeCargo primer Atlant-Soyuz	Vox Vox Vox	29dec24 26oct06 25may07	Il-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
	RA-96102 RA-96102	Il-96-400T Il-96-400T	Aeroflot-Cargo Polet	h/o Vox	03sep08 02sep09	powered by Pratt & Whitney PW2337 engines; r/o 26apr97; f/f 16may97; never taken on charge by Aeroflot; converted to, see next line
	RA-96102	Il-96-400	Russian Air Force	Vox	may15	never taken on charge by Atlant-Soyuz; initially in old c/s, l/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; CoFR renewal 07aug08; l/n HEL 16dec08
97693201003	-- RA-96103	Il-96-400T Il-96-400T	primer Polet	Vox Vox	27jun08 02sep09	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 539 cycles by 01jan11; l/n operational DME 14apr13; taken out of service may13 and stored at Voronezh-Pridacha; f/n without titles Voronezh-Pridacha feb15; l/n Voronezh-Pridacha sep17/may21
	RA-96103	Il-96-400T	AirBridgeCargo	rgd	02mar23	for Sky Gates which is a subsidiary of Red Wings; in white c/s with grey undersides; test flight this date on the assembly line, basically complete
97693201004	-- 96104 RA-96104	Il-96-400T Il-96-400T Il-96-400T	primer primer Polet	Vox f/f Vox	mar09 17nov11 19dec11	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 19feb08; l/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; l/n Voronezh-Pridacha 28mar09
	RA-96104	Il-96-400	FSB	Vox	13jan15	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; l/n active DUS 30dec12; taken out of service and stored may13; converted by VASO to, see next line
97693201005	--	Il-96-400T				Il-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; l/n SVO 01jan24
97693201006	--	Il-96-400T				seen on the assembly line jun08/mar09
97693201007	--	Il-96-400T				in full white/blue c/s; f/f sep09; official mfd 19oct09; named 'Stanislav Bliznyuk' 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-Pridacha, seen may15/may21
	RA-96103	Il-96-400T	AirBridgeCargo	rgd	02mar23	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; l/n Voronezh-Pridacha 21aug23
	RA-96103	Il-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; l/n HRB 06dec24
	RA-96104	Il-96-400T	FSB	Vox	13jan15	on the assembly line; airframe minus engines complete by apr10; with engines by aug11
	RA-96104	Il-96-400T	FSB	Vox	13jan15	with a small Russian flag behind the cockpit; seen Voronezh-Pridacha 30oct11/19nov11
	RA-96104	Il-96-400T	FSB	Vox	13jan15	in full c/s; never taken on charge due to financial problems of Polet; stored at Voronezh-Pridacha, l/n dec12; seen in the VASO factory under conversion to an Il-96-400VPU (in part primer, part Polet c/s with titles) 05/21oct14
	RA-96104	Il-96-400T	FSB	Vox	13jan15	Il-96-400VPU; flying command post with windows and a satcom fairing on top of the rear fuselage in front of the tail; opb oao sn FSB; in white/blue/light grey FSB c/s; h/o 05nov15; rgd 23nov15; l/n PEK 14sep24
	RA-96104	Il-96-400T	FSB	Vox	13jan15	on the assembly line, fuselage basically complete by aug11; l/n 25mar17
	RA-96104	Il-96-400T	FSB	Vox	13jan15	on the assembly line

01001	--	Il-96-400M	primer			construction commenced in 2019, reportedly using some assemblies of c/n 97693201005; basically complete by mar23
96115		Il-96-400M	OAK	Vox	07jun23	in white c/s with blue fin, large 'Il-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 Il-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 Il-103-10 and Il-103-11 export versions differing in avionics fits, plus a crop-sprayer version designated Il-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 Il-103s built by LAPIK (outlet of RSK MiG) at Lkhovitsy-Tretyakovo from 1994 to 2008

01 01	RA-10300	Il-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; l/n operational ZIA 12aug12; towed by road from ZIA to the church Panteleimonovski khram at Zhukovski 30aug16 and preserved on the premises of the church since, l/n aug18
01 02 ?	no reg	Il-103	primer	Kho	03jul11	static test airframe, underwent tests in the Ilyushin complex at Khodynka
01 03 ?	RA-10302	Il-103	Ilyushin Aircraft		photo	second flying prototype; in standard c/s with silver/blue/silver stripe; fate ?; registration also reported as the first production aircraft in an Ilyushin book written by Nikolai Talikov in 1999; see c/n 0201
01 04 ?	RA-10303	Il-103	Ilyushin OKB	LBG	17jun95	the third flying prototype; in standard c/s with silver/blue/silver cheatline, no titles; carried the exhibition number '335'; l/n ZIA 22aug99
	RA-10303	Il-103LL	Ilyushin OKB	ZIA	19aug03	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'; l/n ZIA 12aug12; sat wfu at ZIA; offered by Rostekh to the administrations of the Russian regions 17dec20, for preservation or display
02 01	RA-10321	Il-103	Ilyushin Aircraft	f/f	30jan95	first production aircraft; f/f from Lkhovitsy-Tretyakovo; in standard c/s with silver/blue/silver stripe; f/n ZIA 22aug95; l/n ZIA 24aug97; (reg explained as Il-103 02-01 ?)
	RA-61917	Il-103	Lkhovitsy MZ	mfd	26dec97	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	Il-103	LII im. Gromova	ZIA	17mar11	in white c/s with grey/blue/grey cheatline, no titles; l/n ZIA 30aug11
		Il-103	LII im. Gromova	ZIA	28aug13	in white c/s with grey/blue/grey cheatline, no titles; l/n ZIA 25aug15; seen ZIA 18jul17, in dark blue/grey c/s, no titles; l/n ZIA 24jul17
02 02	RA-10322	Il-103	Ilyushin Aircraft	Luk	18sep97	c/n not confirmed; (registration explained as Il-103 02-02 ?)
	no reg	Il-103	Avialesookhrana	ZIA	19aug99	in white c/s with orange trim and green tail; l/n ZIA 22aug99
	FLARF01682	Il-103	Avialesookhrana	Mya	jul01	registration painted on as '01682FLARF'; in white c/s with orange trim and green tail; seen dismantled at Myachkovo 22aug03/01jul06
02 03	RA-10323	Il-103	Ilyushin Aircraft	LBG	15jun97	c/n not confirmed; in white c/s with grey/blue/grey cheatline and show code '349' on tail; seen ZIA with Avialine sticker; l/n ZIA 22aug99; (reg explained as Il-103 02-03 ?)
02 04	RA-10324	Il-103	Ilyushin Aircraft	ZIA	19aug97	c/n not confirmed; l/n ZIA 24aug97; in white c/s with red stripe, grey undersides; (reg explained as Il-103 02-04 ?)
	0204	Il-103	Ilyushin Aircraft	ZIA	14aug01	in white c/s with grey/blue/grey cheatline; l/n ZIA 19aug01
	RA-0204	Il-103	Ilyushin Aircraft	ZIA	19aug03	in white c/s with grey/blue/grey cheatline with 'Genrikh Novozhilov' (head of Ilyushin OKB) titles; l/n ZIA 26aug07
02 05	no reg	Il-103	Fed. Ecology Fund	ZIA	19aug99	ecologic survey aircraft; in white/green c/s with yellow trim and 'Ekologiya Rossii' (Ecology of Russia) titles; l/n ZIA 22aug99
	FLARF01577	Il-103	Fed. Ecology Fund		photo	registration painted on as '01577FLARF'; reportedly broken up in 2007
02 06	RA-01386	Il-103	Il-Service	mfd	04sep96	in white c/s with thin grey/blue/grey cheatline and a small 'Il Service' logo; f/n ZIA 22may97; l/n BKA 15aug98
	RA-61916	Il-103	Il-Service	rgd	06mar01	owned by OAO Ilyushin; in white c/s with thin grey/blue/grey cheatline and a small 'Il Service' logo; f/n Myachkovo jul01; l/n operational Myachkovo 19aug02; was stored in disassembled state in a shed of OAO Ilyushin at Leningradskiy 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	Il-103	Ilyushin Aircraft	ZIA	19aug97	c/n not confirmed; l/n ZIA 24aug97; (reg explained as Il-103 02-07 ?)
		Il-103	Ilyushin Aircraft	ZIA	14aug01	export CoFA for Bulgaria issued 12sep97, but obviously not delivered; in non-standard c/s with purple/blue/purple stripe; l/n ZIA 19aug01
02 08	RA-0207	Il-103	Ilyushin Aircraft	ZIA	19aug03	l/n ZIA 26aug07
	RA-61912	Il-103	NLMK	mfd	16may97	also given as 30apr97; rgd 21jun00; force-landed at Kubinka 14apr01 after the engine had developed severe vibrations and lost power; CoFA expired 19may01; stored from 2001; current on register by aug10
	RA-61912	Il-103	Vladimir Kondrakov	ph.	22jul12	bought in a disassembled state; did not have a current CoFA; based at Krutitsyno; in white c/s with 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 dacha co-operative and caught fire, pilot and both passengers killed; still current on register apr16
02 09	RA-61910	Il-103	NAK Resp.Tatarstan	mfd	16may97	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	Il-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	Il-103	NAK Resp.Tatarstan	mfd	27mar97	Natsionalny aeroklub Respubliki Tatarstan (National Aero Club of the Tatarstan Republic); mfd also given as 21may97; rgd 12nov97; based at Kazan; sold in 2002
	RA-61911	Il-103	I.Ye. Vdovin	rgd	01jul08	based at Barnaul-Lesnoi; in white c/s with thin grey/blue/grey cheatline, no titles
	RF-00	Il-103s	privately owned		photo	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	privately owned	ph.	02jun13	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 Novoromanovo-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 30oct19
	RA-1467G	Il-103s	ASK "Lider"	rgd	17feb16	rgd 13jul99; no titles; f/n FDH apr99; rgd to MiG RSK AON 15jan02; l/n Lkhovitsy 21aug04; canx before nov09
03 01	RA-61913	Il-103	Lkhovitsy MZ	mfd	23oct97	in white c/s with grey/blue/grey cheatline, no titles, active
	61913	Il-103	LII im. Gromova	ZIA	jun16	c/n not confirmed for this serial; export CoFA for this c/n dated 09jul99; still active by late 2008; l/n LIM 02oct14, stored; offered for auction aug23 and five were seen LIM aug23, but not identified
03 02	EP-812	Il-103-11	Peruvian Army	ph.	mar02	rgd 27jan99; Klub lyubiteli 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, pilot and passenger escaped unhurt; canx before 2010; preserved CEE, seen nov18/jul24
03 03	RA-61915	Il-103	AUTS "KLA"	mfd	25jan98	on the assembly line
03 04	--	Il-103-11		Luk	18sep97	c/n confirmed; export CoFA dated 09jul99; severely damaged in an accident 16feb00; wreck sat at LIM, l/n 04may02; repaired; offered for auction aug23 and five were seen LIM aug23, but not identified
	EP-813	Il-103-11	Peruvian Army	ph.	mar02	rgd 22mar01 to the Russian Federation; f/n Vladimir-Semyazino 18aug01; l/n Vladimir-Semyazino 16aug05
03 05	RA-61918	Il-103	Vladimir Avn Ent.	mfd	30aug99	not taken up
	N601LF	Il-103	not known			opb Vladimirskaaya 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; l/n SCW 18oct12
	RA-61918	Il-103	Avialesookhrana	Vla	16sep06	in basic Avialesookhrana c/s, no titles
	RA-61918	Il-103	not known	Nig	07may13	on register as YeEVS.03.2646; l/n Babino 06jan16, active; current on register apr16
03 06	RA-61918	Il-103	not known	rgd	16mar15	rgd 03apr06; in white c/s with green tail, with titles and additional 'MChS Belarus' 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 (N52°07'51.5" E23°53'48.2") 120 seconds after lift-off, pilot and observer killed; t/t 2,202 hours
	EW-041LL	Il-103	Bellesavia	mfd	24aug00	rgd 06mar01; f/n ZIA 14aug01; l/n Myachkovo 22aug03
03 07	RA-61919	Il-103	Il-Service	mfd	03mar00	owned by Soyuz Aviatorov "Krylya" ("Wings" Aviators' Association), based in the Moscow region; in white c/s with light grey/blue/light grey cheatline, with titles; registration also worn by a Yak-52 and a Mi-2
	RF-00555	Il-103	Il-Service	Mya	14aug05	based at BKA; in white c/s with light grey/blue/light grey cheatline, no titles; f/n Stupino 07may07; c/n checked BKA 23jul07; CoFA expired 31jul08
	RA-61919	Il-103	Resurs-Avia	rgd	18aug06	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; CoFA 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
	RA-61919	Il-103	V.I. Barkalov	rgd	30jun09	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 08	EP-814	Il-103-11	Peruvian Army	ph.	mar02	on the assembly line
03 09	--	Il-103-11		Luk	18sep97	

		EP-815	Il-103-11	Peruvian Army	LIM	04may02	c/n not confirmed for this serial; export CoFA for this c/n dated 30sep99; damaged 24jul08, details 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; seen LIM 25oct03; still active by late 2008; l/n LIM 02oct14, stored; offered for auction aug23 and five were seen LIM aug23, but not identified
03 11	--	EP-817	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; seen LIM 26nov07; still active by late 2008; l/n LIM 02oct14, stored; offered for auction aug23 and five were seen LIM aug23, but not identified
03 12	EW-042LL		Il-103	Bellesavia	mfd	2000	seen without registration on the assembly line 18sep97; carried additional 'MChS Belarusi' titles; f/n VTB 06mar07; l/n VTB 30may15; offered for sale by the Belarussian property agency 25oct18 with t/t 2,460 hours, was at Vitebsk-Oktyabrski at the time; l/n Vitsyebsk-Vostochnyy mar21
03 13	EW-043LL		Il-103	Bellesavia	mfd	2000	seen without registration on the assembly line 18sep97; carried additional 'MChS Belarusi' titles; f/n VTB 08jun07; offered for sale by the Belarussian property agency 25oct18 with t/t 2,110 hours, was at Vitebsk-Oktyabrski at the time; l/n Vitsyebsk-Vostochnyy mar21
03 14	EW-044LL		Il-103	Bellesavia	mfd	2000	in white c/s with green tail, with titles; f/n MHP nov03; received additional 'MChS Belarusi' titles; f/n as such BQT 22may05; l/n VTB 30may15; offered for sale by the Belarussian property agency 25oct18 with t/t 2,213 hours, was at Vitebsk-Oktyabrski at the time; l/n Vitsyebsk-Vostochnyy mar21
04 01	not known		Il-103	Laotian Air Force			delivered to Laos, export CoFA dated 07jul04
04 02	not known		Il-103	Laotian Air Force			delivered to Laos, export CoFA dated 07jul04
04 03	not known		Il-103	Laotian Air Force			delivered to Laos, export CoFA dated 07jul04
04 04	? 03-001		Il-103	South Korean AF		jun04	c/n del to South Korea; export CoFA dated 27oct03; opb 212 FTS/AFA f/n Seongmu 05oct13; c/n not confirmed for this serial; preserved at Cheongju; f/n 30oct22; l/n 04feb23
04 05	? 04-002		Il-103	South Korean AF		jun04	c/n del to South Korea; export CoFA dated 10sep04; opb 212 FTS/AFA; l/n Seongmu 05oct13; c/n not confirmed for this serial; preserved Gyeongbuk Aviation High School, Yeongji; f/n 09may21; l/n 19oct23
04 06	? 04-003		Il-103	South Korean AF		oct05	c/n del to South Korea; export CoFA dated 14sep04; opb 212 FTS/AFA; seen Seongmu 05oct13; l/n Seongmu mar19, stored; c/n not confirmed for this serial
04 07	? 04-004		Il-103	South Korean AF		18oct09	c/n del to South Korea; export CoFA dated 15sep04; opb 212 FTS/AFA; l/n Seongmu 05oct13; preserved inside Jeju International University; c/n not confirmed for this serial
04 08	? 04-005		Il-103	South Korean AF		25oct11	c/n del to South Korea; export CoFA dated 14jan05; opb 212 FTS/AFA; seen Seongmu 05oct13; preserved Gwangju University nov21; c/n not confirmed for this serial
04 09	? 05-006		Il-103	South Korean AF		20oct11	c/n del to South Korea; export CoFA dated 14mar05; opb 212 FTS/AFA; preserved Kyungbuk College oct23; c/n not confirmed for this serial
04 10	? 05-007		Il-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 not confirmed for this serial; preserved ROKAF Academy at Cheongju; f/n dec20
04 11	? 05-008		Il-103	South Korean AF	SSN	17oct05	c/n del to South Korea; export CoFA dated 30mar05; opb 212 FTS/AFA; seen 20oct11; l/n Seongmu mar19, stored; c/n not confirmed for this serial
04 12	? 05-009		Il-103	South Korean AF		oct05	c/n del to South Korea; export CoFA dated 30mar05; opb 212 FTS/AFA; f/n Seongmu oct05; l/n Seongmu 05oct13; c/n not confirmed for this serial; seen preserved University of Gyeongnam Namhae 27jul22; l/n 28aug22
04 13	05-010		Il-103	South Korean AF	ph.	18oct09	export CoFA dated 18apr05; opb 212 FTS/AFA at Seongmu; in white c/s; w/o on a training flight 21jun11 when deviated from the glide-path on approach to Seongmu; hit a high-voltage power-line and crashed on a road in Cheongwon County (North Chungcheong Province), both pilots killed
04 14	? 05-011		Il-103	South Korean AF	SSN	16oct07	c/n del to South Korea; export CoFA dated 19apr05; opb 212 FTS/AFA; seen SSN 19oct07; l/n Seongmu 05oct13; c/n not confirmed for this serial
04 15	? 05-012		Il-103	South Korean AF		18oct09	c/n del to South Korea; export CoFA dated 16may05; opb 212 FTS/AFA; l/n Seongmu mar19, stored; c/n not confirmed for this serial
05 01	? 05-013		Il-103	South Korean AF		16oct05	c/n del to South Korea; export CoFA dated 20may05; opb 212 FTS/AFA; l/n Seongmu 05oct13; c/n not confirmed for this serial; seen preserved 30dec21 in the War Memorial of Korea, Seoul; l/n 11aug24
05 02	? 05-014		Il-103	South Korean AF		13apr10	c/n del to South Korea; export CoFA dated 08jul05; opb 212 FTS/AFA; seen Seongmu 05oct13; l/n Seongmu mar19, stored; c/n not confirmed for this serial
05 03	? 05-015		Il-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 Kyungwon University, Gumi 31dec22; l/n nov23
05 04	? 05-016		Il-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 for this serial; preserved at Sehan University, Danjin, f/n 16aug20; l/n oct23
05 05	? 05-017		Il-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 not confirmed for this serial; preserved at the KAI Aerospace museum at Sacheon, f/n aug22; l/n nov23
05 06	? 05-018		Il-103	South Korean AF		13apr10	c/n del to South Korea; export CoFA dated 26aug05; opb 212 FTS/AFA; preserved inside Dongwon Institute of Science and Technology oct22; l/n nov23; c/n not confirmed for this serial
05 07	? 05-019		Il-103	South Korean AF		18oct09	c/n del to South Korea; export CoFA dated 28sep05; opb 212 FTS/AFA; seen SSN 24oct09; seen Seongmu 25nov13; preserved Cheongju University oct23; c/n not confirmed for this serial
05 08	? 05-020		Il-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		Il-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/n not confirmed for this serial
05 10	? 05-022		Il-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 not confirmed for this serial; seen preserved Chilgok 18oct20
05 11	? 05-023		Il-103	South Korean AF			c/n del to South Korea; export CoFA dated 12dec05; opb 212 FTS/AFA; l/n Seongmu 05oct13; c/n not confirmed for this serial
05 12	not known		Il-103	Laotian Air Force	Luk	26dec06	delivered to Laos, export CoFA dated 26mar07

Aircraft with unknown c/ns

---	no reg	Il-103		Brk	may01	in light grey c/s, no other markings, possibly became see next line
---	"321" black	Il-103		Brk	23aug05	in white c/s with wavy dark and light blue trim; l/n Borki 10jul13
---	RA-62231	Il-103				mentioned in an incident report
---	RA-2565G	Il-103A		rgd	14sep15	on register as YeEVS.03.3080; photo aug20, the colours were similar to the Peruvian Army aircraft; repainted by sep22, in blue/white c/s; current on register jun23
---	no reg	Il-103SKh	Ilyushin Aircraft	ZIA	14aug01	prototype of the crop-sprayer version; l/n ZIA 19aug01
---	no reg	Il-103Skh	RSK MiG	Luk	21aug15	preserved near the production complex of No.1 RSK "MiG"
---	732	Il-103	Laotian Air Force	ph.	15may15	at Chiang Khuang; in white c/s with thin grey/blue/grey cheatline, red serial; overhaul completed by Xilian Group 03oct20 and handed back at Tong Hai Hun; l/n 08oct20
---	735	Il-103	Laotian Air Force	ph.	< dec18	in white c/s with thin grey/blue/grey cheatline, red serial; overhaulcompleted by Xilian Group 03oct20 and handed back at Tong Hai Hun; l/n 08oct20
---	16046	Il-103	South Korean AF		oct04	see c/n 0404-0407
---	16048	Il-103	South Korean AF		oct04	see c/n 0404-0407

Ilyushin Il-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 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 Il-112.

The Il-112 is a high-wing, twin-engine turboprop aircraft developed by RussiaÆs 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 Il-112V is 28nov18 and to makes its maiden flight in 2019. The Russian Air Force plans to acquire 62 aircraft of the type.

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

01-01	41400	Il-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	Il-112V	Russian Air Force	Vox	30jul20	still operated by AK im. Ilyushina; also carried code "01" yellow; in light grey 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	Il-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 "Armiiya-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	--	Il-112V	primer	mfd	dec18	the static test airframe; seen on the assembly line jan18; transported from Voronezh to Zhukovski on flat-bed trailers dec18 (the wings left VASO 18dec18 and the fuselage 25dec18)
01-03	--	Il-112V	primer			construction started jan18; unfinished fuselage at VASO jan24
01-04	--	Il-112V	primer			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 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-24s and 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"

I/n 01-01	CCCP-54000	Il-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; I/n LBG 05jun91
	RA-54000	Il-114	Ilyushin OKB	ZIA	03sep93	sat wfu (without engines) at ZIA, seen aug03/aug07
I/n 01-02	--	Il-114	Ilyushin OKB			static test airframe; did not receive a registration; seen dumped outside at Khodynka since dec07; I/n jun23, now inside the hangar
I/n 01-03	CCCP-54001	Il-114	Ilyushin OKB	f/f	24dec91	from Khodynka; second prototype; f/n PRG 05jun92; I/n SXF 21jun92
	RA-54001	Il-114	Ilyushin OKB	ZIA	15may93	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
I/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 Il-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	Il-114	Ilyushin OKB	f/f	07aug92	line # 01-05; the first production aircraft
	RA-54002	Il-114	Ilyushin OKB	ZIA	03sep93	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	Il-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	Il-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; I/n in the old c/s LED 10dec04; f/n in the new c/s with 'VBG' titles LED 06jun07; latest CoFR issued 05dec07; I/n operational LED 06jul10; operator's certificate revoked 13jul10; sat wfu at PKV, seen oct10/jun23; canx 29jan20
10338 28025	UK-91000	Il-114	Uzbekistan Airways	mfd	18nov94	line # 01-07; leased from Ilyushin OKB; f/n MSQ mar95; h/o 24jul98; I/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; I/n in the old c/s KZN 26may05; f/n in the new c/s with 'VBG' titles LED 03aug05; latest CoFR issued 08oct07; I/n GOJ mar10; operator's certificate revoked 13jul10; 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 Il-114 "Sevmorgeo" geophysical survey aircraft; t/t 324 hours and 215 cycles by 01jan99; I/n active ZIA 19aug99; was stored at ZIA, seen aug01/aug09; modernised by the Ilyushin OKB outlet at Zhukovski to an Il-114-300 in 2018/19
	no reg	Il-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	Il-114	TAPO	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	Il-114LL	TAPO	f/f	02sep04	the first Il-114 powered by improved TV7-117SM engines; the airframe was selected by Radar MMS for future tests as mentioned below
	91003	Il-114LL	Radar MMS	Tac	15apr05	in white c/s with grey undersides, red/blue rudder, Russian flag on the fin, without any pods; h/o 28apr05; flew non-stop to St. Petersburg (Levashovo) on delivery, flight duration of over 8 hours
	RA-91003	Il-114LL	Radar MMS	ZIA	16aug05	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 FLIR) 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 GOJ 22jun06 with two additional large pods (possibly SLAR) under the fuselage; c/n checked Zhukovski 26aug07; I/n GDZ 08sep12
	91003	Il-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 Il-112V; I/n Levashovo 19oct24 active
10.38 00110	? not known	Il-114	TAPO	f/f	1998 ?	line # 01-10; possibly in the second c/n system
	UK-91011	Il-114	Uzavialeasing	Tac	24may04	
	UK-91011	Il-114	Vyborg	Tac	may05	internally referred to by Vyborg as 'aircraft # 10', registration not on Uzbek register by mid-2005
	RA-91011	Il-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 station at Tashkent-Tuzel and later at the TAPO factory, I/n jun12/aug23, in good condition
10.38 00201	? UK-91006	Il-114	TAPO		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	Il-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; I/n Tashkent-Tuzel 23jun12, as such
10638 00202	UK-91009	Il-114-100	TAPO	mfd	15jan99	line # 02-02; f/f 26jan99; f/n LBG jun99; I/n SXF 10jun00
	UK-91009	Il-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 10may21; I/n dec24, engineless
10.38 00203	? --	Il-114				line # 02-03; basically complete airframe by 2014
20938 00204	UK-91104	Il-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	Il-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 for sale 10may21; l/n TAS 31aug24 stored
20638 00205	91105	Il-114-100	Ilyushin OKB	f/f	29aug06	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 23aug07; l/n BHK 25sep07, active
	91105	Il-114-100	Uzbekistan Airways	KJA	13feb08	still owned and operated by the TAPoICh factory
	UK-91105	Il-114-100	Uzbekistan Airways	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	Il-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; l/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	Il-114-100	primer	Tac	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	Il-114-100	Uzbekistan Airways	Tac	21jun10	m/d 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	Il-114-100	Uzbekistan Airways	Tac	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	Il-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	Il-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 ? --		Il-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; l/n ZIA 18aug99
	UK-91005	Il-114T	Ilyushin OKB	ZIA	13aug01	registration without hyphen, prefix 'RA-' visible under paint; stored at the TAPo factory, seen 28feb05; l/n Tashkent-Tuzel 23jun12
10.38 00302 ? --		Il-114				line # 03-02; assembled airframe by 2014
10.38 00303 ? --		Il-114				line # 03-03; assembled airframe by 2014
10.38 00304 ? --		Il-114				line # 03-04; assembled airframe by 2014
10838 00305	UK-91004	Il-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 ? --		Il-114				line # 03-06; assembled airframe by 2014
.0.38 00307 ? --		Il-114	primer	Tac	24jun12	line # 03-07; will not be completed
.0.38 00308 ? --		Il-114				line # 03-08; assembled airframe by 2014
.0.38 00309 ? --		Il-114				line # 03-09; not completed
.0.38 00310 ? --		Il-114				line # 03-10; partially assembled airframe by 2014
10.38 00401 ? --		Il-114	primer	Tac	21oct10	line # 04-01; F1 section only by oct10
10.38 00402 ? --		Il-114				line # 04-02; partially assembled airframe by 2014
10.38 00404 ? --		Il-114				line # 04-04; partially assembled airframe by 2014
10.38 00406 ? --		Il-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

---	--	Il-114-300	Ilyushin OKB	r/o	may23	line # 01-10; the second prototype of this version
	54115	Il-114-300	Ilyushin OKB	f/f	31mar24	from Lukhovitsy lasting 40 minutes; in primer c/s; repainted in blue/white UAC corporate c/s at ULY; photo sep24 as such
---	--	Il-114-300	Ilyushin OKB	r/o	jun23	line # 01-11; at Lukhovitsy for future flight testing