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

# Mil Mi-1 & SM-1

The unregistered first prototype, designated GM-1, first flew on 30 September 1948, to be followed by two further prototypes. The first two were lost in crashes, but after modifications and improvements production commenced in 1950 at Factory No. 3 (probably No. 30 at Khodynka) in Moscow where 15 were built. Production later took place at three factories, namely, No. 387 at Kazan (30 built in 1952-1953), No. 47 at Orenburg (597 built during 1954-1958) and No. 168 at Rostov-na-Donu (which built 370 during 1957-1960), for a grand total of 1,012.
Poland built the Mi-1 under licence as the SM-1 at the PZL Swidnik factory, and 1,594 were built between 1956 and 1965. In addition at least five were assembled from Soviet components in 1955/1956. PZL Swidnik developed a version with enlarged cabin under the designation SM-2, and between 1961-1964 around 84 production helicopters were built.
The SM-1 versions are SM-1/300 (Mi-1), SM-1/600 (Mi-1A), probably first flown on 29 May, SM-1S (Soviet designation for ambulance Mi-3 ?) first flown 20 March 1959, SM-1W (Mi-1M), first flight on 28 November 1960, and SM-1Wb (no Soviet equivalent) which first flew on 23 December 1962.
Some f/f dates for the Polish built versions are known:

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| SM-1/300 helicopter | 00001 | 23mar56 |
| SM-1/300 helicopter dual controls | A.01002 | 19mar59 |
| SM-1/300 helicopter ambulance | B.01.001 | 20mar59 |
| SM-1/600 helicopter dual controls | A.02.002 | 29may59 |
| SM-1W helicopter multipurpose | W01.003 | 28nov60 |
| SM-1W helicopter agricultural | 3.01.001 | 24dec61 |
| SM-1Wb helicopter with hydraulic boosters | 6.01.001 | 23dec63 |

Although our data has increased dramatically over the fourth edition of "Soviet Transports", much is still missing, destroyed or possibly locked away in archives, particularly regarding Soviet production, although the same is true for Polish production until the early 1960s. Some of the information below is solely from photographs.
Swidnik c/ns are all in a 'batch-type' format but prefixes are often omitted in official documentation leading to major problems. Soviet registers simply quote 'Mi-1' irrespective of whether Soviet or Polish-built. SM-1 c/n sequences determined so far comprise prefix 'S1' (SM-1/300), 'S1A' (SM-1/600), 'S1B' (SM-1S) and three six-digit, no-letter prefix sequences for the SM-1Wb, the first digit, 4, 5 or 6, indicating the sub-version. The SM-1W is the major problem, latest research indicates three versions with their own c/n sequences. One has six-digit c/ns of similar format to that of the later SM-1Wb but commencing with a '3'; this is believed to be the agricultural version. Of the other two versions, one is believed to be dual-control and the other ambulance but there is extreme difficulty in determining from the available data which helicopter falls within which c/n sequence, thus in many cases there are two different machines appearing to have the same c/n BUT they will in fact be in different c/n sequences. Prefixes are often missing from the civil registers, these are believed to be 'W' and 'WA' (or possibly 'S1W' and 'S1WA'), making the task very difficult.
The obvious changes to Mi-1M/SM-1W compared with earlier versions were the widened cabin with larger side-windows, more rounded nose and different-shaped nose-windows. SM-1Wb also has these differences but is recognisable by the lack of the small fairing on each side of the rotormast.

## 370 Mi-1 built by Factory No. 168 at Rostov-na-Donu-Severny from 1957 to 1960

For Rostov-built Mi-1s the construction number explanation is as follows: The first digit is the year built. The second and third digits indicate the factory number (68 for Rostov helicopter factory No. 168), then the three digit batch number and the two digit number in the batch. The sole construction number we know with the suffix HX is a version designator ("HX" in Cyrillic characters = Mi-1NKh). First production series (or version Mi-1T ?) built during 1966/1967.

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|---|---|---|---|---|---|---|
| 7 68 000 05 | not known | Mi-1NKh | Aeroflot | toc | may57 | canx 07jun57 as to become a benchmark |
| | not known | Mi-1NKh | MAP zavod # 329 | trf | 07jun57 | used as the benchmark helicopter for the 1958 series production; damaged at Zakharkovo 01apr58 when both rotors and the tailboom suffered from ground resonance; t/t 60 hours; trf to the Moscow Aviation Institute (MAI) as a ground instructional airframe |
| 6 68 001 01 | CCCP-L0190 | Mi-1T | AFL/West Siberia | mfd | 1956 | in an inventory listing of the West Siberian directorate dated 01feb57 without registration, with t/t 4 hours; later opb 123 AO of Sverdlovskaya aviagruppa at Uktus |
| | CCCP-L0190 | Mi-1T | AFL/Urals | trf | 22jul57 | opb 123 AO of Uralskaya OAG GVF |
| | CCCP-10190 | Mi-1T | AFL/Urals | rgd | 1958 | initially opb 123 AO of Uralskaya OAG GVF (became 123 LO of 2-i Sverdlovski OAO in 1963); trf to 122 LO of Permski OAO based on a decree dated 27aug62; damaged beyond repair 19aug69 on a flight in support of a geological expedition when crashed 50 km from Krasnovishersk; t/t 5,431 hours; declared a write-off 28oct69 and struck off charge 22dec69 |
| 6 68 001 02 | CCCP-L0192 | Mi-1T | AFL/Northern | toc | 1956 | initially opb 76 AO of Syktyvkarskaya aviagruppa at Pechora; trf to 68 AO at Kegostrov between jul57 and sep57 |
| | CCCP-10192 | Mi-1T | AFL/Northern | rgd | 1958 | opb 68 AO at Kegostrov (became 68 LO of Arkhangelski OAO in 1963); dbr, details unknown; struck off charge 21feb66 |
| 6 68 001 03 | CCCP-L0193 | Mi-1T | AFL/West Siberia | mfd | nov56 | in an inventory listing of the West Siberian directorate dated 01feb57 without registration, with t/t 2 hours; later opb 123 AO Sverdlovskoi aviagruppy |
| | CCCP-L0193 | Mi-1T | AFL/Urals | trf | 22jul57 | opb 123 AO Uralskoi OAG GVF |
| | CCCP-10193 | Mi-1T | AFL/Urals | rgd | 1958 | opb 123 AO Uralskoi OAG GVF (became 123 LO 2-go Sverdlovskogo OAO in 1963); stored with ARM-26 at Tyumen-Plekhanovo from 11aug61; trf to 255 LO Tyumenskoi aviagruppy oct64 (on the basis of a decree issued 30sep64); trf to 121 LO Surgutskogo OAO Tyumenskoi aviagruppy apr65 |
| | CCCP-10193 | Mi-1T | AFL/Tyumen | trf | 20feb67 | initially opb 121 LO Surgutskogo OAO; photo exists; trf to 125 LO Beryozovskogo OAO feb74; struck off charge 26jan76 as life-time expired |
| 6 68 001 04 | CCCP-L0194(1) | Mi-1T | AFL/Armenia | mfd | 1956 | opb 36 AE Armyanskoi OAG GVF; dbr 23aug57 when the main rotor struck the ground at Yerevan; struck off charge 21jan58; used as a ground instructional airframe by the Kiev Aviation Institute (KAI); see c/n 86800205 |
| 6 68 001 05 | CCCP-L0195 | Mi-1T | AFL/Georgia | toc | nov56 | initially opb 112 AO; trf to 230 AO aug57 |
| | CCCP-10195 | Mi-1T | AFL/Georgia | rgd | 1958 | opb 230 AO; dbr 26aug59 on a check flight after overhaul by ARB-411 at Mineralnyye Vody when the pilot did not cope with the situation while hovering so that the helicopter crashed, no casualties; t/t 56 hours; struck off charge 15feb60 |
| 6 68 001 06 | CCCP-L0196 | Mi-1T | AFL/Northern | mfd | 1956 | opb 76 AO of Syktyvkarskaya aviagruppa at Pechora |
| | CCCP-L0196 | Mi-1T | AFL/Syktyvkar | trf | 21may57 | opb 76 AO of Syktyvkarskaya OAG GVF |
| | CCCP-10196 | Mi-1T | AFL/Syktyvkar | rgd | 1958 | opb 76 AO of Syktyvkarskaya OAG GVF |
| | CCCP-10196 | Mi-1T | AFL/NII GVF | trf | unknown | on charge by 01sep59 |
| | CCCP-10196 | Mi-1T | AFL/Vyborg ATU GA | trf | jul61 ? | struck off charge 29apr62 as a 'maket' (mock-up); probably used as a ground instructional airframe by Vyborgskoye ATU GA |
| 6 68 001 08 | CCCP-L0197 | Mi-1T | AFL/Armenia | toc | dec56 | opb 36 AE of Armyanskya OAG GVF |
| | CCCP-10197 | Mi-1T | AFL/Armenia | rgd | 1958 | opb 36 AE of Armyanskya OAG GVF |
| | CCCP-10197 | Mi-1T | AFL/Northern | trf | unknown | on charge as of 01oct61; opb 68 AO at Arkhangelsk (became 68 LO of Arkhangelski OAO in 1963 and 68 LO of 2-i Arkhangelski OAO in 1969); in dark green c/s with light blue underside; photo in the 1960s; t/t 3,478 hours by 25may68 |
| | CCCP-10197 | Mi-1T | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO; struck off charge 28feb75 as life-time expired |
| 7 68 001 09 | CCCP-L0198 | Mi-1T | AFL/Urals | mfd | 28mar57 | toc 17apr57; opb Beryozovskaya AE of Tyumenskaya aviagruppa of Uralskaya OAG GVF |
| | CCCP-10198 | Mi-1T | AFL/Urals | rgd | 1958 | initially opb Beryozovskaya AE of Tyumenskaya aviagruppa of Uralskaya OAG GVF (became Beryozovskaya AE 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF dec60); involved in an incident 01oct58 on an ambulance flight from Stena to Tobolsk when the flight mechanic fell out of the cabin from a height of some 25-30 metres on take-off and was killed; made a forced landing near Yelan due to engine problems 30oct61; trf to 121 LO of Surgutski OAO of Tyumenskaya aviagruppa feb65 |
| | CCCP-10198 | Mi-1T | AFL/Tyumen | trf | 20feb67 | opb 121 LO of Surgutski OAO; photo exists; t/t 3,786 hours by 29jun67; struck off charge 29apr75 as life-time expired |
| 7 68 001 10 | CCCP-L0199 | Mi-1T | AFL/East Siberia | mfd | mar57 | opb 134 AO |
| | CCCP-10199 | Mi-1T | AFL/East Siberia | rgd | 1958 | trf to 135 AO between oct57 and nov63 (became 135 LO Kirenskogo OAO in 1963); struck off charge 29apr74 as worn out |
| 7 68 002 01 | CCCP-L0200 | Mi-1T | AFL/East Siberia | mfd | mar57 | toc apr57 |
| | CCCP-20200 | Mi-1T | AFL/East Siberia | rgd | 1958 | opb 138 AO (became 183 LO Ulan-Udenskogo OAO in 1963); struck off charge 30sep75 as life-time expired |
| 7 68 002 02 | CCCP-L0201 | Mi-1T | AFL/West Siberia | mfd | 25may57 | opb Tyumenskaya aviagruppa |
| | CCCP-L0201 | Mi-1T | AFL/Urals | trf | 22jul57 | opb Tyumenskaya aviagruppa of Uralskaya OAG GVF |
| | CCCP-20201 | Mi-1T | AFL/Urals | rgd | 1958 | opb Tyumenskaya aviagruppa of Uralskaya OAG GVF; trf to Beryozovskaya AE of Tyumenskaya aviagruppa dec60 (became 125 LO of Beryozovski OAO oct64) |
| | CCCP-20201 | Mi-1T | AFL/Tyumen | trf | 20feb67 | opb 125 LO of Beryozovski OAO; t/t 3,945 hours by 29mar67; struck off charge 01dec70 as life-time expired |
| 7 68 002 03 | CCCP-L0202 | Mi-1A | AFL/Far East | mfd | 1957 | opb 143 AO |
| | CCCP-20202 | Mi-1A | AFL/Far East | rgd | 1958 | initially opb 143 AO; trf to 249 AO apr60 (became 249 LO 2-go Khabarovskogo OAO in 1963); dbr 08aug72 on a flight in the Khabarovsk region when a hatch separated from the tailboom and hit the tail rotor, the helicopter went out of control and crash-landed near Khabarovsk, no casualties; struck off charge 03jul73 |
| 7 68 002 04 | CCCP-L0203 | Mi-1T | AFL/Far East | mfd | 1957 | opb 147 AO |

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| | CCCP-20203 | Mi-1T | AFL/Far East | rgd | 1958 | opb 147 AO (became 147 LO Yuzhno-Sakhalinskogo OAO in 1963); struck off charge 30dec74 as life-time expired |
| 7 68 002 05 | CCCP-L0204 | Mi-1T | AFL/Kazakhstan | mfd | may57 | toc jun57; opb 157 AO |
| | CCCP-20204 | Mi-1T | AFL/Kazakhstan | rgd | 1958 | opb 157 AO; in dark green c/s with light blue underside; struck off charge 16jan62 as worn out, for use as a ground instructional airframe |
| 7 68 002 06 | CCCP-L0205 | Mi-1 | AFL/Mosk. AG SPiVS | toc | unknown | canx 05apr58 as worn out |
| 7 68 002 07 | CCCP-L0206 | Mi-1 | AFL/Ukraine | toc | unknown | |
| | CCCP-20206 | Mi-1 | AFL/Ukraine | rgd | 1958 ? | |
| | CCCP-20206 | Mi-1 | AFL/Vyborg ATU GA | trf | 04feb61 | canx 25mar61 for use as a ground instructional airframe |
| 7 68 002 08 | CCCP-L0207 | Mi-1T | AFL/Mosk. AG SPiVS | mfd | 1957 | |
| | CCCP-20207 | Mi-1T | AFL/Mosk. AG SPiVS | rgd | 1958 | t/t 3,432 hours by 27oct67; struck off charge 30nov74 as life-time expired |
| 7 68 002 09 | CCCP-L0208 | Mi-1T | AFL/Moldova | mfd | may57 | opb Moldavskaya OAG GVF at Kishinyov-Ryshkanovka; in dark green c/s |
| | CCCP-20208 | Mi-1T | AFL/Moldova | rgd | 14may58 | opb Beltskaya AE 253 AO of Moldavskaya OAG GVF from jul60 |
| | CCCP-20208 | Mi-1T | AFL/Northern | trf | 04may64 | opb 174 LO of Kirovski OAO; seconded to Permski OAO for 2 months 07oct69; t/t 3,509 hours by 15oct69 |
| | CCCP-20208 | Mi-1T | AFL/Urals | trf | 24feb67 | opb 174 LO of Kirovski OAO; t/t 3,509 hours by 15oct69; dbr, details unknown; struck off charge 26jan76 |
| 7 68 002 10 | CCCP-L0209 | Mi-1T | AFL/Kazakhstan | mfd | may57 | toc jun57; opb 157 AO; in dark green c/s with light blue underside; w/o 03jun58 on a flight probably in the Eastern Kazakhstan region in support of a geological expedition when approached a site on the banks of a river in mountainous terrain too steeply due to pilot error, lost height, came down hard on the banks of the river and rolled over onto its right side, 1 of the 3 passengers was killed and another one seriously injured while the pilot escaped; t/t 283 hours |
| | CCCP-20209 | Mi-1T | AFL/Kazakhstan | rgd | 13may58 | registration not taken up before the accident 03jun58; struck off charge 08sep58 |
| 7 68 003 01 | CCCP-L0191 | Mi-1T | AFL/Urals | mfd | 30mar57 | toc 17apr57; opb 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF at Plekhanovo |
| | CCCP-10191 | Mi-1T | AFL/Urals | rgd | 1958 | initially opb 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF (became 255 LO of Tyumenski OAO in 1963); damaged 25may61 on a flight from drilling site No. 148 in support of a geological expedition when took off with the centre of gravity too far forward, the main rotor collided with trees at the edge of the helipad and the helicopter came down in the forest; repaired |
| | CCCP-10191 | Mi-1T | AFL/Tyumen | trf | 20feb67 | initially opb 121 LO of Surgutski OAO; t/t 3,811 hours by 08apr68; trf to 125 LO of Beryozovski OAO 15jan74; struck off charge 30sep75 as worn out |
| 7 68 003 02 | CCCP-L0210 | Mi-1T | AFL/Ukraine | toc | 1957 | used in passenger configuration (with 2 passenger seats); toc nov57; opb 88 AO at LWO |
| | CCCP-20210 | Mi-1T | AFL/Ukraine | rgd | 1958 | initially opb 88 AO (became 88 LO of Lvovski OAO in 1963); trf to 98 LO of Chernovitski OAO between dec57 and oct63 |
| | CCCP-20210 | Mi-1T | AFL/Northern | trf | unknown | on charge by 01dec63; opb 70 LO of Murmanski OAO; t/t 1,499 hours by 01jul64; struck off charge 29jul77 as life-time expired |
| 7 68 003 03 | CCCP-L0211(1) | Mi-1T | AFL/Urals | mfd | may57 | toc jun57; opb Tyumenskaya aviagruppa of Uralskaya OAG GVF; dbr 02aug57 on a check flight (after maintenance work on the engine) from Tobolsk when the pilot (Nikolai M. Byeloborodov, who had recently received his Mi-1 type-rating after having flown an An-2) did not cope on final approach so that the helicopter entered auto-rotation and came down very hard with the tailboom first, the pilot escaped; struck off charge 08jan58; see c/n 86800206 |
| 7 68 003 04 | CCCP-L0212 | Mi-1T | AFL/Krasnoyarsk | toc | 1957 | opb Tuvinskaya OAE |
| | CCCP-20212 | Mi-1T | AFL/Krasnoyarsk | rgd | 1958 | opb Tuvinskaya OAE (became 132 LO Tuvinskogo OAO in 1963); dbr, details unknown; struck off charge 03aug70 |
| 7 68 003 05 | CCCP-L0213 | Mi-1T | AFL/Urals | mfd | 1957 | opb 50 AE Tyumenskoi aviagruppy Uralskoi OAG GVF |
| | CCCP-20213 | Mi-1T | AFL/Urals | rgd | 1958 | opb 50 AE Tyumenskoi aviagruppy Uralskoi OAG GVF; trf to 122 AO 01jun60 (became 122 LO Permskogo OAO in 1963); t/t 3,751 hours by 12oct67; struck off charge 22dec70 as life-time expired |
| 7 68 003 06 | CCCP-L0214 | Mi-1T | AFL/Urals | mfd | 25may57 | opb 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF |
| | CCCP-20214 | Mi-1T | AFL/Urals | rgd | 1958 | opb 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF; detached to 122 AO 05apr60; returned to 255 AO of Tyumenskaya aviagruppa in 1961; trf to Beryozovskaya OAE of Tyumenskaya aviagruppa between nov61 and feb64 (became 125 LO of Beryozovski OAO in 1963); damaged 15apr62 on a flight in the Tyumen region when the engine failed while the helicopter was flying at a height of some 100 metres and the helicopter made an auto-rotation landing in swampy terrain near Kunovat; repaired; damaged 11may64 on a flight from Beryozovo to a site in the taiga near Oktyabrskoye in support of a geodetic party when the pilot approached with tail wind and did not cope with the situation so that the helicopter entered vortex-ring mode, the main rotor touched trees and the helicopter crashed; repaired |
| | CCCP-20214 | Mi-1T | AFL/Tyumen | trf | 20feb67 | opb 125 LO of Beryozovski OAO; t/t 5,089 hours by 19jul68; struck off charge 25nov69 as life-time expired |
| 7 68 003 07 | CCCP-L0290 | Mi-1T | AFL/Urals | mfd | may57 | toc jun57; opb Tyumenskaya aviagruppa Uralskoi OAG GVF; dbr 13sep57 on a gravimetric survey flight from Tobolsk in the area of lake Andreyevskoye (north-west of Tobolsk) when the landing gear touched the swampy ground and got stuck there while the helicopter was hovering in order to collect the two operators after they had completed their work on the ground, the helicopter banked to the left on take-off due to pilot error and eventually rolled over onto its left side, the pilot and both operators escaped unhurt; struck off charge 16dec57 |
| 7 68 003 08 | CCCP-L0291 | Mi-1T | AFL/Krasnoyarsk | toc | may57 | opb 132 AO; severely damaged 04oct57 when started to rotate anti-clockwise while hovering and came down in mountainous terrain in the taiga, no casualties; t/t 20 hours; as the hulk could not be recovered from the remote location the helicopter was struck off charge 16dec57 |
| 7 68 003 09 | CCCP-L0292 | Mi-1T | AFL/Kazakhstan | toc | 1957 | opb 191 AO |
| | CCCP-20292 | Mi-1T | AFL/Kazakhstan | rgd | 1958 | opb 191 AO; w/o 16apr58 on a cargo flight to an unsuitable small site in the mountains close to a gorge when descended too early on the second approach and touched down too close to the sheer drop, the stones below the right main gear gave way and the helicopter fell down into the gorge, the pilot managed to get out of the cockpit in time and escaped unhurt; struck off charge 12jul58 (12aug58 ?) |
| 7 68 003 10 | CCCP-L0293 | Mi-1 | AFL/Kazakhstan | toc | 1957 | opb 191 AO |
| | CCCP-20293 | Mi-1 | AFL/Kazakhstan | rgd | 1958 | opb 191 AO (became 191 LO Burundaiskogo OAO in 1963); t/t 3,089 hours by 01feb67; dbr, details unknown; struck off charge 09apr69 |
| 7 68 004 01 | CCCP-L0294 | Mi-1T | AFL/Krasnoyarsk | toc | 1957 | |
| | CCCP-20294 | Mi-1T | AFL/Krasnoyarsk | rgd | 1958 | opb 130 AO (became 130 LO Abakanskogo OAO in 1963); struck off charge 30jun77 as life-time expired |
| 7 68 004 02 | CCCP-L0295 | Mi-1T | AFL/West Siberia | toc | jul57 | initially opb Kemerovskaya AE 116 AO; trf to 196 AO apr57 |
| | CCCP-20295 | Mi-1T | AFL/West Siberia | rgd | 1958 | initially opb 196 AO; t/t 792 hours by 01nov61; trf to 237 LO Kolpashevskogo OAO between nov61 and sep63; trf to 257 LO Kolpashevskogo OAO 30sep72; struck off charge 29jul77 as life-time expired |
| 7 68 004 03 | CCCP-L0296 | Mi-1T | AFL/Ukraine | toc | 1957 | opb 79 AO |
| | CCCP-20296 | Mi-1T | AFL/Ukraine | rgd | 1958 | opb 79 AO |
| | CCCP-20296 | Mi-1T | AFL/Kazakhstan | trf | 01feb59 | opb 157 AO (became 157 LO Ust'-Kamenogorskogo OAO in 1963); struck off charge 18nov76 as life-time expired |
| 7 68 004 04 | CCCP-L0297 | Mi-1T | AFL/Mosk. AG SPiVS | toc | 1957 | opb 3 AE 189 AO at Kaluga |
| | CCCP-20297 | Mi-1T | AFL/Mosk. AG SPiVS | rgd | 1958 | opb 3 AE 189 AO at Kaluga (became Kaluzhskaya OAE in 1960 and Kaluzhski OAO in 1969); in dark green c/s with light blue underside; t/t 3,485 hours by 12jul68; photo at KLF in 1968; struck off charge 30jul75 as life-time expired |
| 7 68 004 05 | CCCP-L0298 | Mi-1T | AFL/Urals | mfd | 1957 | opb 123 AO of Uralskaya OAG GVF at Uktus; in dark green c/s with light blue underside |
| | CCCP-20298 | Mi-1T | AFL/Urals | rgd | 1958 | initially opb 123 AO of Uralskaya OAG GVF (became 123 LO of 2-i Sverdlovski OAO in 1963); stored with ARM-26 at Tyumen-Plekhanovo from 18jun63; severely damaged 11jul65 on a flight from Serebryanka to a saddle at a height of 1,100 metres on the mountain Konzhakovski Kamen in support of an expedition of Institut Geologii UFANa when approached with cross and tail wind and hence failed to hover, came down hard in rough terrain 100 metres from the planned landing point and rolled over onto its left side, no casualties; repaired; trf to 122 LO of Permski OAO 14jun66 (became 122 LO of 2-i Permski OAO in 1972); made a forced landing near Chusovskiye Gorodki after an engine failure 03sep69; t/t 4,677 hours by 17nov69; struck off charge 30sep74 as life-time expired |
| 7 68 004 06 | CCCP-L0299 | Mi-1T | AFL/Krasnoyarsk | toc | 1957 | opb 126 AO |
| | CCCP-20299 | Mi-1T | AFL/Krasnoyarsk | rgd | 1958 | initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1964; trf to 127 LO Yeniseiskogo OAO between 1964 and 1972; struck off charge 29aug77 as life-time expired |
| 7 68 004 07 | CCCP-L0300 | Mi-1T | AFL/Urals | mfd | 02jul57 | opb 122 AO of Uralskaya OAG GVF at Perm |
| | CCCP-20300 | Mi-1T | AFL/Urals | rgd | 1958 | initially opb 122 AO of Uralskaya OAG GVF; trf to 50 AE of Tyumenskaya aviagruppa of Uralskaya OAG GVF in 1959; trf back to 122 AO of Uralskaya OAG GVF 05mar60; trf to 255 AO of Tyumenskaya aviagruppa 18sep63 (on the basis of a decree issued 10sep63); trf to 121 LO of Surgutski OAO of Tyumenskaya aviagruppa 19nov64 |
| | CCCP-20300 | Mi-1T | AFL/Tyumen | trf | 20feb67 | opb 121 LO of Surgutski OAO; t/t 3,373 hours by 22jan68; struck off charge 28feb75 as life-time expired |
| 7 68 004 08 | CCCP-L0301 | Mi-1T | AFL/Kyrgyzstan | mfd | 29jun57 | opb 180 AO Kirgizskoi OAG GVF |
| | CCCP-20301 | Mi-1T | AFL/Kyrgyzstan | rgd | 1958 | opb 180 AO (became 180 LO Frunzenskogo OAO in 1963); w/o 17feb76 on the leg from Chimkent to Akkol of a positioning flight from Kerki to Frunze when part of a rotor-blade came off (due to fatigue) while the helicopter was descending through 1,500-1,000 metres, the helicopter went out of control and crashed in snow-covered flatlands 17 km north-east of Karatau (at N43°12' E70°41'), pilot and sole passenger (an aircraft mechanic) killed; t/t 6,328 hours and 12,549 cycles; struck off charge 07may76 |
| 7 68 004 09 | CCCP-L0302 | Mi-1T | AFL/Far East | toc | 01dec57 | opb 149 AO |
| | CCCP-20302 | Mi-1T | AFL/Far East | rgd | 1958 | opb 149 AO (became 149 LO Petropavlovskogo OAO in 1963 and 149 LO 2-go Petropavlovskogo OAO in 1965); struck off charge 24dec74 as life-time expired |
| 7 68 004 10 | CCCP-L0305 | Mi-1T | AFL/Tajikistan | mfd | 1957 | opb 178 SAO Tadzhikskoi OAG GVF |
| | CCCP-L0305 | Mi-1T | AFL/Kazakhstan | trf | 02jun58 | used in cargo configuration |
| | CCCP-20303 | Mi-1T | AFL/Kazakhstan | rgd | 1958 | initially opb 157 AO (became 157 LO Ust'-Kamenogorskogo OAO in 1963); trf to 328 LO Ust'-Kamenogorskogo OAO may70; struck off charge 30apr76 as life-time expired |
| 7 68 005 01 | CCCP-L0304 | Mi-1T | AFL/Krasnoyarsk | toc | 06nov57 | |
| | CCCP-20304 | Mi-1T | AFL/Krasnoyarsk | rgd | 1958 | dbr 04nov62 on a flight in poor weather (snowfall and gusty winds) when the pilot did not cope with the situation and the tail rotor touched the ground; t/t 767 hours; struck off charge 12dec63 |
| 7 68 005 02 | CCCP-L0303 | Mi-1T | AFL/Tajikistan | mfd | 1957 | opb 178 SAO Tadzhikskoi OAG GVF |
| | CCCP-L0303 | Mi-1T | AFL/Kazakhstan | trf | 03jun58 | opb 157 AO |
| | CCCP-20305 | Mi-1T | AFL/Kazakhstan | rgd | 1958 | opb 157 AO; dbr 02dec61 when flew a turn at low height, details unknown, no casualties; t/t 987 hours; struck off charge date unknown (not given in the MGA listing) |
| 7 68 005 03 | CCCP-L0306 | Mi-1T | AFL/Turkmenistan | mfd | 1957 | opb 166 AO |
| | CCCP-20306 | Mi-1T | AFL/Turkmenistan | rgd | 1958 | opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); struck off charge 29apr75 as life-time expired |

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| 7 68 005 04 | CCCP-L0307 | Mi-1T | AFL/Mosk. AG SPiVS | mfd | 1957 | opb 193 AO |
| | CCCP-20307 | Mi-1T | AFL/Mosk. AG SPiVS | rgd | 1958 | opb 193 AO (became 193 LO Kostromskogo OAO in 1963); struck off charge 17oct74 as life-time expired |
| 7 68 005 05 | CCCP-L0308 | Mi-1T | AFL/Urals | mfd | 1957 | opb 123 AO of Uralskaya OAG GVF at Uktus |
| | CCCP-20308 | Mi-1T | AFL/Urals | rgd | 1958 | opb 123 AO of Uralskaya OAG GVF (became 123 LO of 2-i Sverdlovski OAO 18jun63); was to be trf to Tyumenskaya aviagruppa based on a decree dated 30sep64, but this probably did not come into effect; damaged 17oct64 on take-off from swampy terrain near Sosnovy Mys when one of the main landing gears got stuck in the soft ground and the helicopter banked so that the main rotor collided with the ground; t/t 5,477 hours by 16jul69; damaged beyond repair, details unknown; struck off charge 16feb71 |
| 7 68 005 06 | CCCP-L0309 | Mi-1T | AFL/Urals | toc | 1957 | opb 123 AO of Uralskaya OAG GVF |
| | CCCP-20309 | Mi-1T | AFL/Urals | rgd | 1958 | initially opb 123 AO of Uralskaya OAG GVF; appeared in the 1960 Soviet film "Zhditye pisem" (Wait for Letters); trf to 122 AO 12aug60; trf back to 123 AO between nov61 and sep64 (became 123 LO of 2-i Sverdlovski OAO 15sep64); trf to 255 LO of Tyumenski OAO of Tyumenskaya aviagruppa before 15oct64 (on the basis of a decree issued 30sep64); t/t 3,858 hours by sep66 |
| | CCCP-20309 | Mi-1T | AFL/Tyumen | trf | 20feb67 | opb 255 LO of 1-y Tyumenski OAO; struck off charge 11jun70 as life-time expired |
| 7 68 005 07 | CCCP-L0310 | Mi-1T | AFL/Ukraine | mfd | 20jul57 | used in passenger configuration (with 2 passenger seats); toc nov57; opb 88 AO at LWO |
| | CCCP-20310 | Mi-1T | AFL/Ukraine | rgd | 1958 | opb 88 AO (became 88 LO of Lvovski OAO in 1963); struck off charge 24dec74 as life-time expired |
| 7 68 005 08 | CCCP-L0311 | Mi-1U | AFL/Ukraine | toc | 1957 | opb UTO-8 |
| | CCCP-20311 | Mi-1U | AFL/Ukraine | rgd | 1958 | opb UTO-8 |
| | CCCP-20311 | Mi-1T | AFL/Urals | trf | 14jul63 | initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO 01jan72); overhauled by ARM-26 at Tyumen-Plekhanovo mar66/jan67; t/t 3,340 hours by 06sep68; trf to 348 LO of 2-i Permski OAO oct74; struck off charge 01jul75 as life-time expired |
| 7 68 005 09 | CCCP-L0312 | Mi-1T | AFL/Ukraine | mfd | 1957 | used in passenger configuration (with 2 passenger seats); opb 98 AO at Chernovtsy (was the first Mi-1 of the unit) |
| | CCCP-20312 | Mi-1T | AFL/Ukraine | rgd | 1958 | opb 98 AO (became 98 LO of Chernovitski OAO 27jun63) |
| | CCCP-20312 | Mi-1T | AFL/Turkmenistan | trf | unknown | on charge as of 01apr75; opb 166 LO of Ashkhabadski OAO; a photo exists; struck off charge 30jan78 as life-time expired |
| 7 68 005 10 | CCCP-L0313 | Mi-1T | AFL/Mosk. AG SPiVS | mfd | 1957 | |
| | CCCP-20313 | Mi-1T | AFL/Mosk. AG SPiVS | rgd | 1958 | dbr, details unknown; struck off charge 24mar71 |
| 7 68 006 01 | CCCP-L0341 | Mi-1T | AFL/Urals | toc | nov57 | opb 50 AE of Tyumenskaya aviagruppa |
| | CCCP-40341 | Mi-1T | AFL/Urals | rgd | 1958 | initially opb 50 AE of Tyumenskaya aviagruppa; trf to 122 AO between nov58 and nov61; trf to 123 AO between nov61 and jun63 (became 123 LO of 2-i Sverdlovski OAO in 1963); slightly damaged 27jun63 when suffered from severe vibration on take-off and made a forced landing at the end of the pad, damaging one blade of the main rotor; t/t 5,035 hours by 08may69; trf to 326 LO of 2-i Sverdlovski OAO dec72; struck off charge 13aug74 as life-time expired |
| 7 68 006 02 | CCCP-L0337 | Mi-1 | AFL/Kazakhstan | toc | sep57 | opb 191 AO |
| | CCCP-40337 | Mi-1 | AFL/Kazakhstan | rgd | 1958 | opb 191 AO (became 191 LO Burundaiskogo OAO jan64); struck off charge 26may77 as life-time expired |
| 7 68 006 03 | CCCP-L0338 | Mi-1T | AFL/Kazakhstan | toc | sep57 | |
| | CCCP-L0338 | Mi-1T | AFL/Northern | trf | 06nov57 | opb 70 OAO at Murmansk |
| | CCCP-40338 | Mi-1T | AFL/Northern | rgd | 1958 | opb 70 AO (became 70 LO of Murmanski OAO in 1963); t/t 2,240 hours by 01sep64; struck off charge 27sep77 as life-time expired |
| 7 68 006 04 | CCCP-L0339 | Mi-1 | AFL/Kazakhstan | mfd | 1957 | opb 191 AO |
| | CCCP-40339 | Mi-1 | AFL/Kazakhstan | rgd | unknown | opb 191 AO (became 191 LO Burundaiskogo OAO jan64); struck off charge 28mar77 as life-time expired |
| 7 68 006 05 | CCCP-L0340 | Mi-1T | AFL/Urals | toc | nov57 | opb 123 AO of Uralskaya OAG GVF at Uktus |
| | CCCP-40340 | Mi-1T | AFL/Urals | rgd | 1958 | opb 123 AO of Uralskaya OAG GVF (became 123 LO of 2-i Sverdlovski OAO in 1963); t/t 5,420 hours by 09oct69; struck off charge 19oct71 as life-time expired |
| 7 68 006 06 | CCCP-L0314 | Mi-1T | AFL/Kazakhstan | toc | oct57 | |
| | CCCP-L0314 | Mi-1T | AFL/Northern | trf | 06nov57 | opb 70 AO at Murmansk |
| | CCCP-20314 | Mi-1T | AFL/Northern | rgd | 1958 | opb 70 AO (became 70 LO of Murmanski OAO in 1963); trf to 68 LO of 2-i Arkhangelski OAO between sep64 and dec72; t/t 2,814 hours by 07aug67 |
| | CCCP-20314 | Mi-1T | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO; struck off charge 25jul74 as life-time expired |
| 7 68 006 07 | CCCP-L0342 | Mi-1T | AFL/Urals | toc | jan58 | opb Tyumenskaya aviagruppa Uralskoi OAG GVF |
| | CCCP-40342 | Mi-1T | AFL/Urals | rgd | 1958 | opb Tyumenskaya aviagruppa Uralskoi OAG GVF; dbr 29nov58 on a flight from Beryozovo to Sosvinskaya Kultbaza in support of a geological expedition when the pilot committed a mistake while climbing out so that the helicopter lost height, came down hard and rolled over onto its right side, the pilot and the sole passenger escaped unhurt; t/t 409 hours; declared a write-off 14dec58 and struck off charge 09may59 |
| 7 68 006 08 | CCCP-L0343 | Mi-1T | AFL/Krasnoyarsk | mfd | 29jul57 | opb 127 AO |
| | CCCP-40343 | Mi-1T | AFL/Krasnoyarsk | rgd | 1958 | opb 127 AO; w/o 12oct61 on a flight from Motygino to Novoangarsk when encountered below-minima weather conditions (poor visibility and snowfall), the pilot decided to return to Motygino but lost spatial orientation while flying at a height of some 100-150 metres and the helicopter crashed into the river Angara near Rybnoye (12 km west of Motygino airfield), the pilot and the sole passenger were killed; t/t 605 hours; the wreck was recovered from the river the same night; struck off charge 04nov61 |

It seems that a new c/n series (for a new version ?) was started in 1957, causing duplication of the batch number and the number in the batch for the first six batches.

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| 7 68 000 01 | CCCP-L0326 | Mi-1MNKh | AFL/NII GVF | toc | jan57 | photo in "Vozdushny transport" (Air Transport) gazette 29nov80 |
| | CCCP-40326 | Mi-1MNKh | AFL/NII GVF | rgd | 1958 | registration in the MGA listing as CCCP-40236, probably in error |
| | CCCP-40326 | Mi-1MNKh | AFL/North Kavkaz | trf | 01jan60 | opb Pyatigorskaya OAE (became 85 AO 01jan60 and 85 LO Pyatigorskogo OAO in 1963); struck off charge 14dec73 as worn out |
| 7 68 000 02 | CCCP-L0328 | Mi-1T | AFL/Ukraine | rgd | sep57 | on charge as of 01oct57 |
| | CCCP-40328 | Mi-1T | AFL/Ukraine | rgd | 1958 | opb 88 AO (became 88 LO of Lvovski OAO in 1963); struck off charge 27sep77 as life-time expired |
| 7 68 000 03 | CCCP-L0327 | Mi-1MNKh | AFL/North Kavkaz | toc | jan57 | opb 81 AO |
| | CCCP-40327 | Mi-1MNKh | AFL/North Kavkaz | rgd | 1958 | initially opb 81 AO; trf to 83 AO (became 83 LO of Stavropolskogi OAO in 1963) between dec57 and sep63; in dark green c/s with light blue underside; on a photo with spraying gear; struck off charge 06sep68 as worn out |
| 7 68 000 04 | CCCP-L0329 | Mi-1 | AFL/Ukraine | toc | 01oct57 | canx 31oct58 as worn out |
| 7 68 000 05 | not known | Mi-1 | MVZ im. Milya ? | trf | 07jun57 | used as an 'etalon' (benchmark) by the organisation PO Box 1506 (probably MVZ im. Milya) |
| 7 68 000 07 | CCCP-..... | Mi-1 | ..... | toc | unknown | date 07jun57 mentioned, meaning unknown |
| 8 68 002 02 | CCCP-L0102(2) | Mi-1 | AFL/Far East | toc | 27mar58 | opb 145 AO; see c/n 6701010 |
| | CCCP-10102 | Mi-1 | AFL/Far East | rgd | 1958 | opb 145 AO (became 145 LO Vladivostokskogo OAO in 1963); struck off charge 31aug76 as life-time expired |
| 8 68 002 03 | CCCP-L0142(2) | Mi-1T | AFL/Ukraine | mfd | 07mar58 | toc 18mar58; opb 88 AO at Lvov; see c/n 6702507 |
| | CCCP-10181 | Mi-1T | AFL/Ukraine | rgd | 1958 | opb 88 AO at Lvov; w/o 11sep61 on the leg from Komsomolsk to Playek of a gravimetric survey flight from Ust'-Chorna to Mokryanka (Zakarpatye region of Ukraine) with the weight close to the MTOW when flew low in the valley of the river Mokryanka, was probably caught by a downstream and crashed at a height of 830 metres on a wooded mountain slope near the Bradol site (1,800 metres from the take-off site), the pilot and both passengers were killed; t/t 1,021 hours; struck off charge 16nov61 |
| 8 68 002 04 | CCCP-L0128(2) | Mi-1M | AFL/Far East | toc | 20aug58 | reported in the MGA listing probably in error and registration not used for this c/n; c/n and registration not included in the request of the Far Eastern directorate for new registration numbers dated 11jun58; see c/n 6702214 |
| | CCCP-20218 | Mi-1M | AFL/Far East | rgd | 1958 | not included in the GU GVF document which allocated the new registration numbers 20jun58; opb 147 AO (became 147 LO Yuzhno-Sakhalinskogo OAO in 1963); involved in an accident 18apr74 on take-off from Trambaus when a person approached the helicopter from behind while the engine was already running and was killed by the tail rotor; struck off charge 30dec76 as life-time expired |
| 8 68 002 05 | CCCP-L0194(2) | Mi-1M | AFL/Moldova | toc | 31mar58 | used in crop-spraying and cargo configuration; opb Beltskaya AE Moldavskoi OAG GVF; see c/n 66800104 |
| | CCCP-10194 | Mi-1M | AFL/Moldova | rgd | 14may58 | initially opb Beltskaya AE 253 AO Moldavskoi OAG GVF (became Beltskaya OAE Kishinyovskogo OAO jul65); trf to 281 LO Beltskogo OAO in 1966; in dark green c/s with light blue underside; struck off charge 22dec70 as life-time expired |
| 8 68 002 06 | CCCP-L0211(2) | Mi-1T | AFL/Kazakhstan | toc | 11apr58 | used in cargo configuration; opb 191 AO; see c/n 76800303 |
| | CCCP-20211 | Mi-1T | AFL/Kazakhstan | rgd | 1958 | opb 191 AO (became 191 LO Burundaiskogo OAO 29jan64); struck off charge 30jun77 as life-time expired |
| 8 68 003 03 | not known | Mi-1U | DOSAAF | mfd | 1958 | opb Kazanski uchebny tsentr (Kazan Training Centre); t/t 916 hours by 01sep64; overhauled by ARM No. 26 GA sep64 |
| 8 68 004 03 | CCCP-40296 | Mi-1T | AFL/Kazakhstan | toc | 01jul58 | dbr, details unknown; struck off charge 24sep64 |
| 8 68 004 05 | CCCP-40422 | Mi-1T | AFL/Yakutiya | toc | 14jul58 | opb 192 AO Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1963); dbr, details unknown; struck off charge 27aug65 |
| 8 68 004 06 | CCCP-40424 | Mi-1T | AFL/Yakutiya | toc | 14jul58 | opb 197 AO Yakutskoi OAG GVF; dbr 22mar62 on an unauthorised flight from Ust'-Nyukzha to lake Kunda at dusk with the MTOW exceeded by 50 kg and an intoxicated pilot at the controls (during operations in support of the Southern Yakutian Complex Expedition) when encountered an area of snowfall with poor visibility, failed to return and crashed into a mountain slope, both crew members and both passengers were injured; t/t 1,196 hours; struck off charge 15may62 |
| 8 68 005 06 | CCCP-40440 | Mi-1T | AFL/Yakutiya | toc | 12aug58 | opb 192 AO Yakutskoi aviagruppy GVF; dbr 20aug58 on a flight from Batar to Nyurba in support of a geological expedition when the engine failed (due to a problem with the carburettor) 12 minutes into the flight and the helicopter made an auto-rotation landing in a forest near Batar, suffering substantial damage, the pilot escaped unhurt while the sole passenger was injured; struck off charge 31oct58 |
| 8 68 005 07 | CCCP-40430 | Mi-1M | AFL/East Siberia | toc | 15jul58 | dbr 23apr59 when the engine failed (due to a carburettor problem) and the helicopter made an auto-rotation landing, no casualties; t/t 145 hours; struck off charge 26jul59 |
| 8 68 005 08 | CCCP-40431 | Mi-1T | AFL/West Siberia | toc | 15jul58 | dbr 09may59 on landing when the poorly-trained pilot did not cope with the situation, details unknown; struck off charge 26jun59 |
| 8 68 005 09 | CCCP-40420 | Mi-1M | AFL/Krasnoyarsk | toc | 28jul58 | opb 127 AO (became 127 LO Yeniseiskogo OAO in 1963); last overhaul in 1972; struck off charge 28feb76 as life-time expired |
| 8 68 005 10 | CCCP-40423 | Mi-1T | AFL/Yakutiya | toc | 14jul58 | initially opb 192 AO (became 192 LO Nyurbinskogo OAO in 1963); trf to 288 LO Maganskogo OAO between dec62 and oct69; made a forced landing 10 km from Sangar 25oct69 due to lack of fuel; the main rotor was damaged 25aug70 and 15sep70 due to mistakes in handling; struck off charge 01jul75 as life-time expired |

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| 8 68 006 01 | CCCP-40421 | Mi-1M | AFL/Yakutiya | toc | 12aug58 | used in ambulance configuration; opb 192 AO Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1963); struck off charge 30nov74 as life-time expired |
| 8 68 006 02 | CCCP-40426 | Mi-1T | AFL/Yakutiya | toc | 12aug58 | opb 140 AO Yakutskoi OAG GVF; damaged 03jul60, details unknown, no casualties; t/t 180 hours; when the helicopter was recovered from the accident site it suffered severe structural damage and was hence struck off charge 19aug60 |
| 8 68 006 04 | CCCP-40425 | Mi-1T | AFL/Yakutiya | toc | 01aug58 | initially opb 197 AO (became 197 LO Aldanskogo OAO in 1963); used in ambulance configuration at Aldan; trf to 288 LO Maganskogo OAO between dec62 and nov67; made a forced landing due to a problem with the carburettor 17nov67; trf to 270 LO Nyurbinskogo OAO after 1967; struck off charge 26sep72 as worn out |
| 8 68 006 05 | CCCP-40434 | Mi-1T | AFL/Krasnoyarsk | toc | 28jul58 | opb 127 AO; in dark green c/s with light blue underside; damaged beyond repair 10jul62, details unknown, no casualties; t/t 789 hours; struck off charge 21sep64 |
| 8 68 006 06 | CCCP-40427 | Mi-1T | AFL/East Siberia | toc | 15jul58 | dbr 29jan60 when the engine failed and the helicopter made an autorotation landing, no casualties; t/t 31 hours; struck off charge 08aug60 |
| 8 68 006 07 | CCCP-40432 | Mi-1T | AFL/Yakutiya | toc | 05aug58 | initially opb 192 AO Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1963); used in ambulance configuration at Nyurba; trf to 140 LO Maganskogo OAO between dec62 and apr67; trf to 288 LO Maganskogo OAO apr67; tailboom and both rotors damaged during a gravimetric survey flight in the mountains 23may67; repaired; struck off charge 31aug76 as life-time expired |
| 8 68 006 08 | CCCP-40428 | Mi-1T | AFL/East Siberia | toc | 16jul58 | initially opb 133 AO; trf to Bodaibinskaya OAE apr62; trf to 133 LO Bodaibinskogo OAO jun64; struck off charge 21nov75 as life-time expired |
| 8 68 006 09 | CCCP-40429 | Mi-1M | AFL/Krasnoyarsk | toc | 28jul58 | initially opb 126 AO; in dark green c/s with light blue underside; trf to 188 LO of Krasnoyarski OAO probably in 1964; trf to 131 LO of Kezhemski OAO between 1964 and 1972; last overhaul in 1972; struck off charge 24dec75 as life-time expired |
| 8 68 006 10 | CCCP-40439 | Mi-1T | AFL/East Siberia | toc | 15jul58 | opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); struck off charge 28feb76 as life-time expired |
| 8 68 006 11 | CCCP-40436 | Mi-1T | AFL/East Siberia | toc | 19jul58 | opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); struck off charge 30apr73 (30sep75 ?) as life-time expired |
| 8 68 006 12 | CCCP-40433 | Mi-1M | AFL/Northern | mfd | 1958 | on charge by 01oct58; opb 68 AO at Arkhangelsk (became 68 LO of Arkhangelski OAO in 1963 and 68 LO of 2-i Arkhangelski OAO in 1969); conducted ambulance flights in the Arkhangelsk region nov64/feb65; struck off charge 22apr70 as worn out |
| 8 68 006 13 | CCCP-40437 | Mi-1T | AFL/East Siberia | toc | 22jul58 | |
| | CCCP-40437 | Mi-1T | AFL/Turkmenistan | toc | 24sep.. | year of transfer not given in the MGA listing; struck off charge 22aug78 (also 23aug78 in brackets as well) as life-time expired |
| 8 68 006 14 | CCCP-40435 | Mi-1T | AFL/Krasnoyarsk | toc | sep58 | severely damaged 25nov58, details unknown; struck off charge 29mar60 as worn out |
| 8 68 006 15 | CCCP-40438 | Mi-1M | AFL/Krasnoyarsk | mfd | 28jun58 | toc 28jul58; opb 188 AO (became 188 LO Krasnoyarskogo OAO in 1963); w/o 25aug64 on an unauthorised flight from Taimba (Baikit district) during gravimetric survey flights in support of the 14th Leningrad Geophysical Expedition when the intoxicated pilot performed unauthorised manoeuvres at low height, the helicopter collided with trees and crashed in the taiga 4 km north-west of Taimba, pilot injured and all 3 passengers killed; t/t 1,643 hours; struck off charge 25sep64 (or 26nov64 ?) |
| 8 68 006 17 | CCCP-40442(1) | Mi-1T | AFL/Northern | toc | 01oct58 | dbr 18nov58, details unknown; struck off charge 30dec58; see c/n 86800719 |
| 8 68 006 19 | CCCP-40444 | Mi-1T | AFL/Kremenchug FS | toc | 01sep58 | dbr, details unknown; struck off charge as 29jun66 |
| 8 68 006 20 | CCCP-40445 | Mi-1M | AFL/Far East | toc | 01aug58 | initially opb 129 AO (became 129 LO Blagoveshchenskogo OAO in 1963); trf to 146 LO Blagoveshchenskogo OAO in 1972; struck off charge 30dec76 as life-time expired; see c/n 86800811 |
| 8 68 007 19 | CCCP-40442(2) | Mi-1T | AFL/Northern | toc | 01oct58 | opb 71 AO at Vologoda (became 71 LO of Vologodski OAO in 1963); t/t 2,824 hours by 11dec67; struck off charge 25feb77 as life-time expired; the registration is in the MGA listing initially as CCCP-40452 and corrected to CCCP-40442, but both are impossible, see c/ns 86800617 and 86800917; in the CCCP-404.. series only CCCP-40467 seems available |
| 8 68 007 20 | CCCP-40443 | Mi-1M | AFL/Far East | toc | 06oct58 | opb 145 AO (became 145 LO Vladivostokskogo OAO in 1963); dbr, details unknown; struck off charge 11jun70 |
| 8 68 008 01 | CCCP-40446 | Mi-1M | AFL/Far East | toc | 20nov58 | initially opb 143 AO; in dark green c/s with light blue underside; trf to 249 AO apr60 (became 249 LO 2-go Khabarovskogo OAO in 1963); struck off charge 26jan76 as life-time expired |
| 8 68 008 02 | CCCP-40447 | Mi-1M | AFL/Far East | toc | 07oct58 | initially opb 143 AO; trf to 249 AO apr60 (became 249 LO 2-go Khabarovskogo OAO in 1963); struck off charge 28mar77 as life-time expired |
| 8 68 008 03 | CCCP-40449 | Mi-1T | AFL/Azerbaijan | mfd | sep58 | opb 109 AO at Zabrat |
| | CCCP-40449 | Mi-1T | AFL/Northern | trf | 17jul60 | opb 70 AO at Murmansk (became 70 LO of Murmanski OAO in 1963); in dark blue c/s with light blue underside; t/t 1,483 hours by 01jul64; struck off charge 21oct69 as worn out |
| 8 68 008 04 | CCCP-40450 | Mi-1M | AFL/Magadan | toc | 25jan59 | opb 185 AO at Magadan (became 185 LO of Magadanski OAO in 1963) |
| | CCCP-40450 | Mi-1M | AFL/Urals | trf | 01sep65 | opb 121 LO of Surgutski OAO of Tyumenskaya aviagruppa |
| | CCCP-40450 | Mi-1M | AFL/Tyumen | trf | 20feb67 | initially opb 121 LO of Surgutski OAO; t/t 1,846 hours by 26dec67; trf to 125 LO of Beryozovski OAO dec73; struck off charge 18nov76 as life-time expired |
| 8 68 008 05 | CCCP-40448 | Mi-1M | AFL/Uzbekistan | toc | 15sep58 | initially opb 164 AO at Sergeli (became 164 of Sergeliski OAO in 1963; trf to 314 LO of Urgenchski OAO in 1969; struck off charge 24dec74 as life-time expired |
| 8 68 008 06 | CCCP-40451 | Mi-1M | AFL/Azerbaijan | mfd | sep58 | opb 109 AO at Zabrat |
| | CCCP-40451 | Mi-1M | AFL/Northern | trf | 04jul60 | probably opb 74 AO at Smolnoye (no unit is given in the inventory listings of the Northern directorate dated 01may63 and 01jul63) |
| | CCCP-40451 | Mi-1M | AFL/Leningrad | trf | 01jan73 | probably opb 74 LO of 2-i Leningradski OAO; on a photo over Leningrad, with additional 'GAI' titles and white top of fuselage; struck off charge 30nov78 as life-time expired |
| 8 68 008 07 | CCCP-40453 | Mi-1M | AFL/Northern | toc | nov58 | opb 71 AO; w/o 04jul62 on the last leg of a gravimetric survey flight from and to Veliki Ustyug when the pilot tried to circumvent a thunderstorm too close to it and flew very low so that the helicopter collided in poor visibility at a height of 70 metres above the water with a telegraph line over the river Sukhona near Pecherza and crashed on the banks of the river, the pilot and the sole passenger (an operator) were killed; t/t 794 hours; struck off charge 19apr63 |
| 8 68 008 08 | CCCP-40454 | Mi-1M | AFL/Magadan | toc | 25jan59 | rgd 04jun59; initially opb 150 AO of Magadanskaya OAG GVF at Anadyr (became 150 LO of Anadyrsi OAO in 1963); overhauled in autumn 1963; trf to 185 LO of Magadanski OAO between jul63 and aug65 |
| | CCCP-40454 | Mi-1M | AFL/Urals | trf | 01sep65 | opb 255 LO of Tyumenski OAO of Tyumenskaya aviagruppa |
| | CCCP-40454 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 255 LO of 1-y Tyumenski OAO; t/t 2m041 hours by 30sep67; struck off charge 30mar67 as worn out |
| 8 68 008 09 | CCCP-40456 | Mi-1T | AFL/Magadan | toc | 25jan59 | rgd 04jun59; opb 150 AO Magadanskoi OAG GVF (became 150 LO Anadyrskogo OAO in 1963); trf to the Irkutsk Polytechnical Institute 21feb67 |
| 8 68 008 10 | CCCP-40459 | Mi-1T | AFL/Yakutiya | toc | 03nov58 | initially opb 197 AO Yakutskoi OAG GVF (became 197 LO Aldanskogo OAO in 1963); trf to 288 LO Maganskogo OAO between dec62 and nov69; made a forced landing due to poor weather 21oct70; struck off charge 31dec71 as worn out |
| 8 68 008 11 | CCCP-40455 | Mi-1M | AFL/Far East | toc | 06jan59 | opb 149 AO (became 149 LO Petropavlovskogo OAO jul63 and 149 LO 2-go Petropavlovskogo OAO in 1965); in dark green c/s with light blue underside; photo 12jun67; dbr, details unknown; struck off charge 24dec74 |
| 8 68 008 13 | CCCP-40458 | Mi-1T | AFL/Magadan | mfd | 1958 | initially opb 194 AO of Magadanskaya OAG GVF at Seimchan (became 194 LO of Seimchanski OAO in 1963); trf to 185 LO of Magadanski OAO of Magadanskaya OAG GVF between dec63 and sep65 |
| | CCCP-40458 | Mi-1T | AFL/Urals | trf | 01sep65 | initially opb Khanty-Mansiskaya OAE of Tyumenskaya aviagruppa; trf to 234 LO of Salekhardski OAO jan66 |
| | CCCP-40458 | Mi-1T | AFL/Tyumen | trf | 20feb67 | initially opb 234 LO of Salekhardski OAO; trf to 122 LO of Permski OAO between jan66 and oct68 (became 122 LO of 2-i Permski OAO 01jan72) and to 348 LO of 2-i Permski OAO oct74; t/t 3,355 hours by 23dec69; struck off charge 09mar76 as life-time expired |
| 8 68 008 14 | CCCP-40460 | Mi-1M | AFL/Far East | toc | 15mar59 | opb 147 AO (became 147 LO Yuzhno-Sakhalinskogo OAO in 1963); in dark green c/s with light blue underside; on a photo with M/V "Lazarev" off Sakhalin in late 1965; struck off charge 29apr75 as worn out |
| 8 68 008 15 | CCCP-40457 | Mi-1M | AFL/Northern | toc | 10oct58 | in dark green c/s with light blue underside; dbr 26may60, details unknown; struck off charge 27aug61 |
| 8 68 009 08 | CCCP-40461 | Mi-1M | AFL/Yakutiya | toc | 07may58 | used in ambulance configuration; opb 192 AO (became 192 LO Nyurbinskogo OAO in 1963); w/o 15dec65 on a flight from Tuoi-Khaya to Mirny when encountered below-minima weather conditions (poor visibility and snowfall), failed to return, broke up in mid-air (probably due to flutter of the main rotor), crashed in a forest 40 km north of Mirny and caught fire, the pilot was killed; the wreck was found only 05may66; struck off charge 29jun66 |
| 8 68 009 09 | CCCP-40462 | Mi-1M | AFL/Uzbekistan | mfd | 07oct58 | toc 01dec58; initially opb 164 AO at Sergeli (became 164 LO of Sergeliski OAO in 1963); w/o 16jun69 on a patrol flight from Nukus along the left banks of the river Amu-Darya when probably the pitch control system failed 2.5 minutes after take-off while the helicopter was flying at a height of 100 metres so that the blades of the main rotor hit the tailboom, the main rotor and the tailboom disintegrated and the helicopter went out of control and crashed in the desert 5 km from Nukus airport, the pilot and all 3 passengers were killed; t/t 2,918 hours and 5,994 cycles; struck off charge 14aug69 |
| 8 68 009 10 | CCCP-40463 | Mi-1M | AFL/Syktyvkar | mfd | oct58 | toc 03nov58; opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963) |
| | CCCP-40463 | Mi-1M | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; w/o in 1964, details unknown; struck off charge 14dec64 |
| 8 68 009 11 | CCCP-40464 | Mi-1M | AFL/Syktyvkar | mfd | 15oct58 | toc 19nov58; initially opb 233 AO of Syktyvkarskaya OAG GVF; trf to Vorkutinskaya OAE of Syktyvkarskaya OAG GVF between nov61 and nov63 |
| | CCCP-40464 | Mi-1M | AFL/Komi | trf | 15feb66 | opb Vorkutinskaya OAE; photo exists; w/o 10sep67 on an ambulance flight from Vorkuta to Ust'-Kara with the MTOW exceeded by 95 kg when disintegrated in mid-air (possibly due to flutter of the main rotor blades) while flying at a height of some 300 metres, the pilot attempted an emergency landing, but he and both passengers were thrown out of the cabin and killed and the helicopter crashed north-west of Khalmer-Yu (67 km north of Vorkuta airport); t/t 2,046 hours; struck off charge 29mar68 |
| 8 68 009 12 | CCCP-40465 | Mi-1T | AFL/Urals | toc | 28nov58 | opb Uralskaya OAG GVF |
| | CCCP-40465 | Mi-1T | AFL/Yakutiya | trf | 18may60 | initially opb 140 AO Yakutskoi OAG GVF (became 140 LO Maganskogo OAO in 1963); trf to 288 LO Maganskogo OAO apr67; the tail rotor was damaged jun68 on a landing with tail wind; damaged 19oct70 when the engine flamed out on take-off due to water in the carburettor so that the helicopter crashed, the pilot was thrown out of the cockpit and seriously injured - was the helicopter ever repaired ?; struck off charge 27nov72 as worn out |
| 8 68 009 13 | CCCP-10186 | Mi-1M | AFL/Urals | mfd | 14oct58 | toc 28nov58; initially opb 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF at Plekhanovo (became 255 LO of Tyumenski OAO of Tyumenskaya aviagruppa in 1963); damaged 11apr63 on a flight in the Tyumen region when encountered below-minima weather conditions (snowfall and poor visibility), the pilot failed to return and did not cope with the situation so that the helicopter crash-landed in a forest; repaired; trf to 121 LO of Surgutski OAO of Tyumenskaya aviagruppa between jun64 and jul66 |
| | CCCP-10186 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 121 LO of Surgutski OAO; t/t 3,679 hours by 31jul68 |
| | CCCP-10186 | Mi-1M | AFL/Central Region | trf | 11apr71 | struck off charge 20jul76 as life-time expired |
| 8 68 009 14 | CCCP-10187 | Mi-1T | AFL/Syktyvkar | toc | 03nov58 | opb 233 AO of Syktyvkarskaya OAG GVF (became 233 LO of Ukhtinski OAO in 1963) |

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| | CCCP-10187 | Mi-1T | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; t/t 2,679 hours by 01apr66; t/t 3,471 hours by 26jul67; dbr, details unknown; struck off charge 24jan73 |
| 8 68 009 15 | CCCP-10189 | Mi-1T | AFL/Syktyvkar | toc | 03nov58 | initially opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963); in dark orange c/s; trf to Vorkutinskaya OAE between dec63 and jun65 |
| | CCCP-10189 | Mi-1T | AFL/Komi | trf | 15feb66 | opb Vorkutinskaya OAE; struck off charge 29jul77 as life-time expired |
| 8 68 009 16 | CCCP-40466 | Mi-1MG | AFL/Ukraine | toc | 13oct58 | equipped with auxiliary floats; opb 90 AO at ODS (became 90 LO of Odesski OAO in 1963); in dark green c/s with light blue underside; was based on the whaler "Slava" during the 14th Antarctic whaling campaign in 1958/59 |
| | CCCP-40466 | Mi-1SKh | AFL/Ukraine | | | opb 90 LO of Odesski OAO as of 01nov63, version now as such; trf to 177 LO of 2-i Odesski OAO in 1965; struck off charge 30aug67 as life-time expired |
| 8 68 009 17 | CCCP-40452 | Mi-1M1 | AFL/Ukraine | mfd | 13jan58 | equipped with auxiliary floats; toc 13oct58; opb 90 AO at ODS; in dark green c/s with light blue underside; was based as a reserve helicopter on the whaler "Slava" during the 14th Antarctic whaling campaign in 1958/59, but did not conduct a single flight; was based again on the whaler "Slava" during the 15th Antarctic whaling campaign in 1959/60; dbr 05dec62 on take-off from the whaler "Slava" in the Indian Ocean when got hooked on a rope, fell off the helipad and sank, no casualties; t/t 1,080 hours; the helicopter was probably recovered from the sea as it was included in an inventory listing dated 01nov63 as stored, awaiting to be struck off charge; struck off charge finally 19may64; see c/n 86800719 |
| 8 68 009 18 | CCCP-40441 | Mi-1T | AFL/Urals | mfd | 31oct58 | toc 28nov58; initially opb 48 AE of Tyumenskaya aviagruppa of Uralskaya OAG GVF; trf to 246 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF jan60; trf to 255 AO of Tyumenskaya aviagruppa jan61 (became 255 LO of Tyumenski OAO of Tyumenskaya aviagruppa in 1963); trf to 122 LO of Permski OAO 19apr66; t/t 5,718 hours by 27may69; struck off charge 24mar70 as life-time expired |
| 8 68 009 19 | CCCP-10130 | Mi-1T | AFL/Kazakhstan | toc | 12nov58 | c/n given in the MGA listing in error as 86800918; used in cargo configuration; initially opb 157 AO (became 157 LO Ust'-Kamenogorskogo OAO in 1963); trf to 328 LO Ust'-Kamenogorskogo OAO may70 |
| | CCCP-10130 | Mi-1T | AFL/West Siberia | trf | 22apr77 | opb 116 LO Novosibirskogo OAO; used for road patrols in support of GAI; struck off charge 22jun78 as life-time expired; see the fake registration CCCP-10130 with unknown c/n |
| 9 68 009 20 | CCCP-68052 | Mi-1M | AFL/East Siberia | mfd | jan59 | toc 20apr59; opb 190 AO (became 190 LO Irkutskogo OAO in 1963 and 190 LO 2-go Irkutskogo OAO in 1973); struck off charge 30nov77 as life-time expired |
| 9 68 011 01 | CCCP-68048 | Mi-1M | AFL/East Siberia | toc | 01may59 | rgd 04jun59; opb 199 AO (became 199 LO Nizhneudinskogo OAO in 1963); struck off charge 28mar77 as life-time expired |
| 9 68 011 02 | CCCP-68038 | Mi-1T | AFL/Syktyvkar | toc | 21apr59 | opb 233 AO of Syktyvkarskaya OAG GVF at Ukhta (became 233 LO of Ukhtinski OAO in 1963) |
| | CCCP-68038 | Mi-1T | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; t/t 3,323 hours by 01jun68; struck off charge 14jan77 as life-time expired |
| 9 68 011 03 | CCCP-68047 | Mi-1M | AFL/East Siberia | toc | 01jul59 | initially opb 133 AO; trf to Bodaibinskaya OAE apr62; trf to 133 LO Bodaibinskogo OAO jun64; dbr, details unknown; struck off charge 02oct68 |
| 9 68 011 04 | CCCP-68024 | Mi-1 | AFL/East Siberia | toc | 01may59 | initially opb 192 AO (became 192 LO Nyurbinskogo OAO in 1964); trf to 270 LO Nyurbinskogo OAO probably in 1977; struck off charge 30nov77 as life-time expired |
| 9 68 011 05 | CCCP-68028 | Mi-1M | AFL/Urals | mfd | mar59 | initially opb 123 AO at Uktus; trf to 122 AO at Perm 27feb62 (became 122 LO of Permski OAO between in 1963); t/t 4,692 hours by 07apr69; damaged 05jun69 on a flight in support of oil exploration brigade No. 6 when made a forced landing near Moshevo (close to Nytva in the Perm region) due to pilot error, coming down hard and suffering damage to the tailboom; repaired; struck off charge 24mar71 as life-time expired |
| 9 68 011 06 | CCCP-68026 | Mi-1M | AFL/East Siberia | toc | 01jul59 | opb 135 AO (became 135 LO Ust'-Kutskogo OAO jun63); struck off charge 30nov77 as life-time expired |
| 9 68 011 07 | CCCP-68027 | Mi-1M | AFL/East Siberia | toc | 01jul59 | |
| | CCCP-68027 | Mi-1M | AFL/Turkmenistan | trf | 26aug75 | struck off charge 23mar79 as life-time expired |
| 9 68 011 08 | CCCP-68025 | Mi-1M | AFL/East Siberia | toc | 20apr59 | opb 190 AO (became 190 LO 2-go Irkutskogo OAO in 1963); struck off charge 30jan77 as life-time expired |
| 9 68 011 09 | CCCP-68029 | Mi-1T | AFL/Syktyvkar | toc | 21apr59 | opb 233 AO of Syktyvkarskaya OAG GVF at Ukhta (became 233 LO of Ukhtinski OAO in 1963) |
| | CCCP-68029 | Mi-1T | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; t/t 3,146 hours by 19jan68 |
| | CCCP-68029 | Mi-1T | AFL/Northern | trf | 23mar68 | probably opb 68 LO of Arkhangelski OAO |
| | CCCP-68029 | Mi-1T | AFL/Arkhangelsk | trf | 01jan73 | struck off charge 24dec74 as worn out |
| 9 68 011 10 | CCCP-68030 | Mi-1T | AFL/Syktyvkar | toc | 21apr59 | opb 233 AO of Syktyvkarskaya OAG GVF (became 233 LO of Ukhtinski OAO in 1963) |
| | CCCP-68030 | Mi-1T | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; t/t 3,281 hours by 28apr67; struck off charge 30nov74 as life-time expired |
| 9 68 011 11 | CCCP-68031 | Mi-1M | AFL/East Siberia | toc | 01may59 | opb 199 AO; dbr 05nov61 on the leg from Pervomaisk to Bratsk of an ambulance flight from and to Bratsk when encountered below-minima weather conditions (snowfall, poor visibility and icing) and the pilot decided too late to return to Artumei so that the helicopter lost height due to icing and came down hard near Artumei, the pilot and both passengers were slightly injured; struck off charge 16jan62 |
| 9 68 011 12 | CCCP-68036 | Mi-1M | AFL/East Siberia | toc | 02jul59 | struck off charge 30nov77 as life-time expired |
| 9 68 011 13 | CCCP-68037 | Mi-1M | AFL/East Siberia | toc | 01may59 | opb 190 AO (became 190 LO Irkutskogo OAO in 1963 and 190 LO 2-go Irkutskogo OAO in 1973); in red/light grey c/s; photo probably at Salekhard in the second half of the 1970s; struck off charge 30dec76 as life-time expired |
| 9 68 011 14 | CCCP-68032 | Mi-1T | AFL/Syktyvkar | toc | 21apr59 | opb 233 AO of Syktyvkarskaya OAG GVF at Ukhta (became 233 LO of Ukhtinski OAO in 1963) |
| | CCCP-68032 | Mi-1T | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; t/t 3,433 hours by 23jul68; struck off charge 30apr76 as life-time expired |
| 9 68 011 15 | CCCP-68033 | Mi-1M | AFL/East Siberia | toc | 01jul59 | opb 135 AO (became 135 LO Ust'-Kutskogo OAO jun63); in dark green c/s with light blue underside; struck off charge 30apr76 as life-time expired |
| 9 68 011 16 | CCCP-68034 | Mi-1T | AFL/Kazakhstan | toc | 30apr59 | used in cargo configuration; opb 191 AO (became 191 LO Burundaiskogo OAO jan64); dbr, details unknown; struck off charge 23aug64 |
| 9 68 011 17 | CCCP-68035 | Mi-1T | AFL/Urals | toc | 16apr59 | opb Uralskaya OAG GVF; dbr 05may60 when the swash plate failed in flight; t/t 419 hours; struck off charge 16nov60 |
| 9 68 011 18 | CCCP-68045 | Mi-1T | AFL/Syktyvkar | toc | 21apr59 | opb 233 AO of Syktyvkarskaya OAG GVF (became 233 LO of Ukhtinski OAO in 1963) |
| | CCCP-68045 | Mi-1T | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; t/t 2,717 hours by 24jun67; struck off charge 30nov77 as life-time expired |
| 9 68 011 19 | CCCP-68039 | Mi-1T | AFL/Urals | toc | 12apr59 | in documents of ARM-26 in 1966/67 as ambulance version; initially opb 123 AO (became 123 LO 2-go Sverdlovskogo OAO in 1963); t/t 4,084 hours by 22oct68; trf to 326 LO 2-go Sverdlovskogo OAO dec72; struck off charge 28feb76 as life-time expired |
| 9 68 011 20 | CCCP-68040 | Mi-1T | AFL/Syktyvkar | toc | 21apr59 | opb 233 AO Syktyvkarskoi OAG GVF; dbr 23jul60, details unknown; struck off charge 29sep60 |
| 9 68 012 01 | CCCP-68041 | Mi-1M | AFL/Kyrgyzstan | mfd | apr59 | toc 01may59; rgd 02jun59; possibly opb 180 AO Kirgizskoi OAG GVF; dbr 19jun63, details unknown, no casualties; t/t 1,230 hours; struck off charge 24sep63 |
| 9 68 012 02 | CCCP-68042 | Mi-1M | AFL/Kyrgyzstan | toc | 25apr59 | opb 180 AO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO in 1963); struck off charge 24dec77 as life-time expired |
| 9 68 012 03 | CCCP-68046 | Mi-1M | AFL/Urals | mfd | 31mar59 | toc 16apr59; initially opb 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF (became 255 LO Tyumenskogo OAO in 1963); damaged 19dec64 on a gravimetric survey flight to Tavlik when encountered below-minima weather conditions, failed to return and suffered from icing, the pilot decided to make a precautionary landing, but did not cope with the situation so that the helicopter crash-landed in the taiga; repaired; trf to 121 LO Surgutskogo OAO Tyumenskoi aviagruppy 24mar65 (but was already on charge as of 19dec64 according to the internal accident report dated 14jan65); w/o 11apr66 on the leg from Peschanoye to Surgut of a mail flight from and to Surgut when entered a zone of heavy snowfall so that the pilot decided to return to Peschanoye, but the helicopter lost height while flying a left turn in poor visibility and crashed into the ice on lake Lyaminski Sor 2 km north-east of Peschanoye, pilot killed; t/t 2,707 hours 32 minutes; struck off charge 06jun66 |
| 9 68 012 04 | CCCP-68043 | Mi-1M | AFL/Kyrgyzstan | toc | 01may59 | opb 180 AO (became 180 LO Frunzenskogo OAO in 1963); struck off charge 16jun76 as life-time expired |
| 9 68 012 05 | CCCP-68044 | Mi-1T | AFL/Syktyvkar | toc | 21apr59 | opb 233 AO of Syktyvkarskaya OAG GVF at Ukhta (became 233 LO of Ukhtinski OAO in 1963) |
| | CCCP-68044 | Mi-1T | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; t/t 3,898 hours by 29jul68; struck off charge 20jul76 as life-time expired |
| 9 68 012 06 | CCCP-68053 | Mi-1M | AFL/Urals | toc | apr59 | opb 122 AO at Perm (became 122 LO of Permski OAO 18jun63); trf to 174 LO of Kirovski OAO 06may69; trf back to 122 LO of Permski OAO 19jun69 (became 122 LO of 2-i Permski OAO in 1972); t/t 4,215 hours by 19jun69; struck off charge 30sep74 as life-time expired |
| 9 68 012 07 | CCCP-68049 | Mi-1M | AFL/Urals | toc | apr59 | opb 122 AO (Uralskoi OAG GVF until 02apr60); photo exists; dbr 07jul61 on the leg from Beryozovskaya tochka to Beryozovski kamen of a flight from Nyrob to Beryozovski kamen in support of a geological expedition when lost height on final approach due to pilot error so that the main rotor collided with trees and the helicopter crashed in the taiga, the pilot and the sole passenger were slightly injured; t/t 631 hours; struck off charge 31aug61 |
| 9 68 012 08 | CCCP-68050 | Mi-1T | AFL/Syktyvkar | toc | 21apr59 | opb 233 AO of Syktyvkarskaya OAG GVF at Ukhta (became 233 LO of Ukhtinski OAO in 1963) |
| | CCCP-68050 | Mi-1T | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; t/t 3.333 hours by 16jan68; struck off charge 27feb79 as life-time expired |
| 9 68 012 09 | CCCP-68051 | Mi-1M | AFL/East Siberia | toc | 01jun59 | initially opb 133 AO; trf to Bodaibinskaya OAE apr62; trf to 133 LO Bodaibinskogo OAO jun64; took part in the search for crashed Mi-1MNKh CCCP-17952 20jun70; struck off charge 27dec77 as life-time expired |
| 9 68 012 10 | CCCP-68054 | Mi-1M | AFL/Far East | toc | 01may59 | initially opb 199 AO; struck off charge 30nov76 as life-time expired |
| 9 68 012 11 | CCCP-68055 | Mi-1M | AFL/Kyrgyzstan | toc | 01may59 | opb 180 AO of Kirgizskaya OAG GVF at Frunze (became 180 LO of Frunzenski OAO in 1963); t/t 2,638 hours by 29oct67; struck off charge 18nov76 as life-time expired |
| 9 68 012 12 | CCCP-68056 | Mi-1M | AFL/East Siberia | toc | 04may59 | opb 183 AO; dbr 13jul62, details unknown, no casualties; t/t 1,082 hours; was to be repaired by ARZ-406 at Aktyubinsk, but a repair repair turned out to be not viable and the helicopter was struck off charge 03aug64 |
| 9 68 012 13 | CCCP-68061 | Mi-1T | AFL/Kazakhstan | toc | 30apr59 | used in cargo configuration; opb 191 AO (became 191 LO Burundaiskogo OAO jan64); struck off charge 28sep76 as life-time expired |
| 9 68 012 14 | CCCP-68057 | Mi-1M | AFL/Ukraine | toc | 20apr59 | used in passenger configuration (with 2 passenger seats); initially opb 94 AE at Rovno; trf to 91 AO at Rovno in 1962 (became 91 LO of Rovenski OAO 27jun63); see c/n 96801306 |
| | CCCP-68057 | Mi-1M | AFL/Turkmenistan | trf | 01jan75 | canx 29aug77 as life-time expired |
| 9 68 012 15 | CCCP-68058 | Mi-1T | AFL/Kazakhstan | toc | 30apr59 | used in cargo configuration; opb 191 AO (became 191 LO Burundaiskogo OAO jan64); struck off charge 22apr70 as life-time expired |
| 9 68 012 16 | CCCP-68060 | Mi-1T | AFL/Kyrgyzstan | toc | 01may59 | opb 56 AE of Kirgizskaya OAG GVF |
| | CCCP-68060 | Mi-1T | AFL/Syktyvkar | trf | 16mar62 | opb 233 AO of Syktyvkarskaya OAG GVF at Ukhta (became 233 LO of Ukhtinski OAO of Syktyvkarskaya OAG GVF in 1963) |
| | CCCP-68060 | Mi-1T | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; t/t 2,589 hours by 19feb68; struck off charge 28mar77 as life-time expired |
| 9 68 012 17 | CCCP-68063 | Mi-1M | AFL/Kyrgyzstan | toc | 01may59 | version given as Mi-1M in the register and in the inventory listing of Kirgizskaya OAG GVF 10dec63 and as Mi-1NKh in the inventory listing of ARM-24 dec66; rgd 02jun59; opb 180 AO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO in 1963); struck off charge 18nov76 as life-time expired |
| 9 68 012 18 | CCCP-68059 | Mi-1M | AFL/Ukraine | mfd | 20apr59 | toc 08may59; opb 99 AO; in dark green c/s with light blue underside; dbr 22jun62 while dropping leaflats over pl. Sovyetskaya square at Lugansk when descended too low, collided with a telephone line, went out of control and crashed on the square near the house ul. Sovyetskaya 64, the pilot and the sole passenger were injured (the passenger was thrown out on impact); t/t 348 hours; struck off charge 03jul63 |

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| 9 68 012 19 | CCCP-68062 | Mi-1M | AFL/Far East | toc | 01jun59 | opb 190 AO (became 190 LO Irkutskogo OAO in 1963 and 190 LO 2-go Irkutskogo OAO in 1973); struck off charge 30nov77 as life-time expired |
| 9 68 012 20 | CCCP-68064 | Mi-1M | AFL/East Siberia | toc | 20apr59 | opb 199 AO (became 199 LO Nizhneundinskogo OAO in 1963); struck off charge 08sep75 as life-time expired |
| 9 68 013 01 | CCCP-68073 | Mi-1MG | AFL/Far East | mfd | apr59 | rgd 08jun59; toc 15may59 |
| | CCCP-68073 | Mi-1MG | AFL/Polar | trf | 08jun61 | opb 254 AO from 22nov61 (became 254 LO Sheremetyevskogo OAO in 1963); in all-red c/s; w/o 12sep67 while operating from the icebreaker "Kiev" when a main gear strut cracked (due to a low-quality repair) while the engine was running so that the helicopter turned over onto its side and caught fire; struck off charge 05jan68 |
| 9 68 013 02 | CCCP-68074 | Mi-1MG | AFL/Northern | mfd | apr59 | toc 07may59; opb 70 AO at Murmansk (became 70 LO of Murmanski OAO in 1963); dbr, details unknown; struck off charge 27jun68 |
| 9 68 013 03 | CCCP-68075 | Mi-1MG | AFL/Ukraine | toc | 09jun59 | equipped with auxiliary floats; initially opb 90 AO; in dark red c/s; was based on the whaler "Sovyetskaya Ukraina" during the 15th Antarctic whaling campaign in 1959/60; trf to 177 AO in 1961 |
| | CCCP-68075 | Mi-1M | AFL/Far East | trf | 01oct61 | opb 145 AO; struck off charge 22oct63 as worn out |
| 9 68 013 04 | not known | Mi-1M | DOSAAF ? | mfd | apr59 | |
| | CCCP-40323 | Mi-1M | AFL/Northern | toc | 30may59 | opb 70 AO; dbr 08aug62 on an aerial survey flight from Luostari to lake Lovno (Kola peninsula) and back when hovered at low height near Lovno and the tail rotor collided with a tree top, the helicopter started to rotate and came down on its side, the pilot and both passengers (operators) escaped; t/t 463 hours; struck off charge 24nov62 |
| 9 68 013 05 | CCCP-68066 | Mi-1M | AFL/Mosk. AG SPiVS | toc | 01jul59 | seen 1959 with an aerodynamic balancing tab under the nose; was displayed at the Economic Achievements Exhibition (VDNKh); dbr, details unknown; struck off charge 11may62 |
| 9 68 013 06 | CCCP-68067 | Mi-1M | AFL/Krasnoyarsk | toc | 18may59 | opb 127 AO; dbr 11jul61 on a leg of a gravimetric survey flight from Yeniseisk via Aleksandrovski Shluyz back to Yeniseisk when the intoxicated pilot took off from a forest clearing without the two operators (who were afraid of continuing the flight with him) and flew around for about one hour, performing unauthorised manoeuvres at low height and losing orientation, until the engine flamed out due to fuel starvation, the helicopter made an auto-rotation landing in the taiga 30 km from the river Yenisei, caught fire and burnt out, the pilot was injured and rescued the next day; t/t 695 hours; struck off charge 16sep61 |
| 9 68 013 07 | CCCP-68068 | Mi-1M | AFL/Ukraine | mfd | 18apr59 | toc 08may59; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71); struck off charge 26jun79 as life-time expired |
| 9 68 013 08 | CCCP-68069 | Mi-1M | AFL/Ukraine | toc | 08may59 | |
| | CCCP-68069 | Mi-1M | AFL/Urals | trf | 14jun63 | opb 122 AO at Perm (became 122 LO of Permski OAO 18jun63 and 122 LO of 2-i Permski OAO in 1972); damaged 19apr65 on a flight from Ocher to a drilling site of KRB No. 4 of Permneftyerazvedka (near Monastyrka) when landed on snow-covered ground as the helipad was flooded, sank in, banked to the right and came to rest on its right side, several workers on the ground close to the helicopter were killed; repaired; t/t 3,801 hours by 13dec68; struck off charge 01jul74 as life-time expired |
| 9 68 013 09 | CCCP-68076 | Mi-1M | AFL/East Siberia | mfd | 29may59 | c/n given in the accident report as 96801309M; toc 01jul59; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); w/o 21sep63 on a positioning flight from Krasny Chikoi to Menza when the intoxicated pilot performed unauthorised manoeuvres at low height and did not cope with the situation while flying a steep turn so that the helicopter crashed 2 km from Menza airport, 1 of the 2 passengers (aircraft mechanics) were killed and the other one as well as the pilot were seriously injured; t/t 1,380 hours; struck off charge 13feb64 |
| 9 68 013 10 | CCCP-68070 | Mi-1M | AFL/Privolzhsk | toc | 01jul59 | opb 172 AO (became 172 LO Ufimskogo OAO in 1963); struck off charge 20jul76 as life-time expired |
| 9 68 013 11 | CCCP-68071 | Mi-1M | AFL/Privolzhsk | mfd | 19apr59 | c/n given as 96801311M in the accident report; toc 01may59; opb 172 AO (became 172 LO Ufimskogo OAO in 1963); w/o 04sep69 on an unauthorised flight from Dombarovka (Orenburg region) at night when the intoxicated pilot lost control and the helicopter crashed on the banks of the river Kamsak near Dombarovka, the pilot and the sole passenger were killed; t/t 5,042 hours and 6,895 cycles; struck off charge 24mar71 |
| 9 68 013 12 | CCCP-68072 | Mi-1M | AFL/Ukraine | toc | 01sep59 | used in passenger configuration (with 2 passenger seats); initially opb 94 AE at Rovno; trf to 91 AO at Rovno in 1962 (became 91 LO of Rovenski OAO 27jun63) |
| | CCCP-68072 | Mi-1M | AFL/Northern | trf | unknown | trf between dec63 and nov67; t/t 1,525 hours by 22dec67; struck off charge 24jan73 as worn out |
| 9 68 013 13 | CCCP-68078 | Mi-1M | AFL/Far East | toc | 06jul59 | in dark green c/s with light blue underside; photo at Solnechnoye (Khabarovsk region) in 1957; dbr 24may60, details unknown; t/t 369 hours; struck off charge 16aug60 |
| 9 68 013 14 | CCCP-68077 | Mi-1M | AFL/East Siberia | toc | jun59 | opb 199 AO (became 199 LO Nizhneundinskogo OAO in 1963); struck off charge 30apr70 as life-time expired |
| 9 68 013 15 | CCCP-68079 | Mi-1M | AFL/East Siberia | toc | 01jul59 | opb 199 AO (became 199 LO Nizhneundinskogo OAO in 1963); struck off charge 30nov77 as life-time expired |
| 9 68 013 16 | CCCP-68080 | Mi-1M | AFL/East Siberia | toc | jun59 | opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); struck off charge 30dec76 as life-time expired |
| 9 68 013 17 | CCCP-68081 | Mi-1M | AFL/East Siberia | toc | 1959 | opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); struck off charge 30dec76 as life-time expired |
| 9 68 013 18 | CCCP-68082 | Mi-1M | AFL/Far East | toc | 01sep59 | rgd 17sep59; opb 144 AO (became 144 LO Nikolayevskogo-na-Amure OAO in 1963); struck off charge 29aug68 as life-time expired |
| 9 68 013 19 | CCCP-68083 | Mi-1M | AFL/Far East | toc | 04aug59 | rgd 17sep59; opb 144 AO (became 144 LO Nikolayevskogo-na-Amure OAO in 1963); struck off charge 20jul76 as life-time expired |
| 9 68 013 20 | CCCP-68084 | Mi-1M | AFL/Krasnoyarsk | toc | 22jul59 | opb 131 AO (became 131 LO Kezhemskogo OAO in 1963); last overhaul in 1972; struck off charge 27dec78 as life-time expired |
| 9 68 014 01 | CCCP-68085 | Mi-1M | AFL/Krasnoyarsk | toc | 1959 | opb 127 AO (became 127 LO Yeniseiskogo OAO in 1963); w/o 19may75 on a flight from Dudinka to Levinskiye Peski in support of SMU-5 of the Messoyakha-Norilsk pipeline when encountered poor visibility and the pilot lost spatial orientation in white-out conditions so that the helicopter crashed on the snow-covered ice on the surface of the river Yenisei 6 km north-west of Dudinka airport (possibly the engine had developed problems and the pilot had attempted an emergency landing), the pilot and the sole passenger (an aircraft mechanic) were killed; t/t 6,099 hours; struck off charge 26jan76 |
| 9 68 014 02 | CCCP-68086 | Mi-1T | AFL/East Siberia | toc | 22jul59 | version given as Mi-1M in a document in 1961 and as Mi-1T in documents in 1964/65; initially opb 237 AO at Kolpashevo (became 237 LO of Kolpashevski OAO in 1963), trf to 257 LO of Kolpashevski OAO feb65; t/t 3,832 hours by 25nov67; struck off charge 30may74 as life-time expired |
| 9 68 014 03 | CCCP-68113 | Mi-1T | AFL/West Siberia | toc | 01sep59 | version given as Mi-1M in documents in 1961 and as Mi-1T in documents in 1964; initially opb 237 AO (became 237 LO Kolpashevskogo OAO in 1963), trf to 257 LO Kolpashevskogo OAO feb65; t/t 1,766 hours by 01oct64; struck off charge 30dec76 as life-time expired |
| 9 68 014 04 | CCCP-68091 | Mi-1M | AFL/Far East | toc | 28oct59 | version from register; rgd 19dec59; initially opb 143 AO at Khabarovsk; trf to 249 AO at Khabarovsk apr60 (became 249 LO of 2-i Khabarovski OAO in 1963); struck off charge 22jun78 as life-time expired; stored in brownish red c/s at Khabarovsk-Maly, seen 12may95 |
| | 'RA-00137' | Mi-1M | Vostok | Khm | 03jul04 | preserved in these fake markings in front of the Vostok administrative building from 20oct03; removed sep19 (Vostok was closed down 11dec19), restored and put on display again jul21, l/n jul23 |
| 9 68 014 05 | CCCP-68117 | Mi-1M | AFL/Magadan | toc | nov59 | initially opb 194 AO at Seimchan (became 194 LO of Seimchanski OAO in 1963); trf to 185 LO of Magadanski OAO of Magadanskaya OAG GVF between jul63 and sep65 |
| | CCCP-68117 | Mi-1M | AFL/Urals | trf | 01sep65 | initially opb Khanty-Mansiskaya OAE of Tyumenskaya aviagruppa; trf to 284 LO of Khanty-Mansiski OAO apr66 |
| | CCCP-68117 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 284 LO of Khanty-Mansiski OAO; t/t 1,844 hours by 17may68; no struck off charge date mentioned in the MGA listing (probably in 1977) |
| | RA-68117 | Mi-1M | Nizhnevartovskavia | ph. | 18sep05 | in basic 'blue' Aeroflot c/s, no titles; preserved in the "Alley of Honour" at Nizhnevartovsk (N60.950274 E76.500376) from 20jul00, seen sep05/jun24 |
| 9 68 014 06 | CCCP-68092 | Mi-1M | AFL/West Siberia | toc | 24jul59 | opb 184 AO (became 184 LO Novokuznetskogo OAO in 1963); in dark green c/s with light blue underside; t/t 1,745 hours by 01jul65; struck off charge 30nov77 as life-time expired |
| 9 68 014 07 | CCCP-68114 | Mi-1T | AFL/West Siberia | rgd | 19sep59 | used in cargo/passenger and cargo configuration; on charge as of 01oct59; initially opb 119 AO (became 119 LO Tomskogo OAO in 1963); Kolpashevskogo OAO sep64); trf to 237 LO Kolpashevskogo OAO between nov63 and mar65; trf to 257 LO Kolpashevskogo OAO feb65; t/t 2,051 hours by 01jul66; damaged 11apr74 on a pipeline patrol flight when landed at a site with strong cross-winds when the pilot did not cope with the situation and the helicopter rolled over onto its right side; repaired; damaged in 1975 when the engine failed and the helicopter made a forced landing; struck off charge 22jun78 as life-time expired |
| 9 68 014 08 | CCCP-68115 | Mi-1M | AFL/Magadan | rgd | 31may60 | iniitally opb UTO-23 of Magadanskaya OAG GVF; trf to 185 LO of Magadanski OAO of Magadanskaya OAG GVF between jul63 and sep65 |
| | CCCP-68115 | Mi-1M | AFL/Urals | trf | sep65 | opb 121 LO of Surgutski OAO of Tyumenskaya aviagruppa |
| | CCCP-68115 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 121 LO of Surgutski OAO; damaged in 1967, details unknown; stored with ARM No. 26 GA from 23feb67, wtih t/t 857 hours; repair and overhaul completed 22feb68 |
| | CCCP-68115 | Mi-1M | AFL/Uzbekistan | trf | 08dec73 | struck off charge 24jan79 as life-time expired |
| 9 68 014 09 | CCCP-68116 | Mi-1M | AFL/Magadan | toc | 01nov59 | opb 185 AO of Magadanskaya OAG GVF at Magadan (became 185 LO of Magadanski OAO of Magadanskaya OAG GVF in 1963) |
| | CCCP-68116 | Mi-1M | AFL/Urals | trf | 01sep65 | initially opb Khanty-Mansiskaya OAE of Tyumenskaya aviagruppa; overhaul by ARM-26 at Tyumen-Plekhanovo completed apr66; trf to 284 LO of Khanty-Mansiski OAO of Tyumenskaya aviagruppa apr66; trf to 255 LO of Tyumenski OAO of Tyumenskaya aviagruppa 09jun66 (based on a decree issued 02jun66) |
| | CCCP-68116 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 255 LO of Tyumenski OAO; t/t 1,193 hours by 07sep67 |
| | CCCP-68116 | Mi-1M | AFL/West Siberia | trf | 05jan68 | trf to 116 LO of Novosibirski OAO nov74; used for forest and pipeline patrol flights; struck off charge 30nov77 as life-time expired |
| 9 68 014 10 | CCCP-68088 | Mi-1NKh | AFL/Kazakhstan | mfd | 30may59 | toc 30jun59; opb 191 AO (became 191 LO Burundaiskogo OAO jan64); in dark green c/s with light blue underside; w/o 25apr76 during ultra-low-level flight at 15-20 metres (which was against regulations) near Chelkar airport (Kazakhstan) when the engine began to miss, as the pilot turned to check the position of the engine controls he neglected to maintain straight and level flight so that the helicopter struck the ground and burst into flames, killing the pilot; t/t 6,575 hours 47 minutes; struck off charge 22jun76 |
| 9 68 014 11 | CCCP-68093 | Mi-1M | AFL/Azerbaijan | mfd | sep59 | used in passenger configuration; toc 01nov59; opb 110 AO (became s110 LO Astrakhanskogo OAO in 1963) |
| | CCCP-68093 | Mi-1M | AFL/North Kavkaz | trf | 22dec67 | opb 110 LO Astrakhanskogo OAO; struck off charge 16feb71 as life-time expired |
| 9 68 014 12 | CCCP-68089 | Mi-1SKh | AFL/Ukraine | toc | 24jun59 | opb 88 AO at LWO (became 88 LO of Lvovski OAO 27jun63) |
| | CCCP-68089 | Mi-1SKh | AFL/Turkmenistan | trf | unknown | on charge as of 01jan75; opb 166 LO of Ashkhabadski OAO; struck off charge 29aug77 as life-time expired |

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| 9 68 014 13 | CCCP-68087 | Mi-1 | AFL/Kazakhstan | toc | 30jun59 | used in crop-spraying and cargo configuration; opb 191 AO (became 191 LO Burundaiskogo OAO jan64); struck off charge 02jan69 as life-time expired |
| 9 68 014 14 | CCCP-68090 | Mi-1M | AFL/Azerbaijan | toc | 01aug59 | used in cargo/passenger and cargo configuration; initially opb 109 AO (became 109 LO Zabratskogo OAO in 1963); trf to 111 LO Makhachkalinskogo OAO between dec63 and dec73 |
| | CCCP-68090 | Mi-1M | AFL/North Kavkaz | trf | 01jan74 | opb 111 LO of Makhachkalinski OAO |
| | CCCP-68090 | Mi-1M | AFL/Azerbaijan | trf | 01apr74 | opb 109 LO of Zabratski OAO; struck off charge 30nov74 as life-time expired; a hulk in orange c/s with this registration sat at Khabarovsk-Maly, seen oct02 |
| 9 68 014 15 | CCCP-68094 | Mi-1M | AFL/Turkmenistan | toc | 01aug59 | opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); struck off charge 07sep70 as life-time expired |
| 9 68 014 16 | CCCP-68095 | Mi-1M | AFL/Turkmenistan | toc | 01aug59 | opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); struck off charge 01jul74 as life-time expired |
| 9 68 014 17 | CCCP-68096 | Mi-1MNKh | AFL/Uzbekistan | toc | 17aug59 | opb 164 AO at Sergeli; severely damaged 27oct62, details unknown, no casualties; t/t 867 hours; was to be repaired by ARZ-406 at Aktyubinsk, but a repair turned out to be not viable and the helicopter was struck off charge 03jul64 |
| 9 68 014 18 | CCCP-68097 | Mi-1M | AFL/Uzbekistan | toc | 17aug59 | opb 164 AO at Sergeli (became 164 LO of Sergeliski OAO in 1963); dbr, details unknown; struck off charge 20jul66 |
| 9 68 014 19 | CCCP-68098 | Mi-1M | AFL/East Siberia | mfd | 1959 | opb 190 AO (became 190 LO Irkutskogo OAO in 1963 and 190 LO 2-go Irkutskogo OAO in 1973); struck off charge 30jun77 as life-time expired |
| 9 68 014 20 | CCCP-68103 | Mi-1M | AFL/Uzbekistan | toc | 17aug59 | opb 164 AO at Sergeli (became 164 LO of Sergeliski OAO in 1963); dbr, details unknown; struck off charge 09feb72 |
| 9 68 015 01 | CCCP-68101 | Mi-1 | AFL/Far East | toc | 09aug59 | opb 145 AO; dbr 17dec61 on an unauthorised flight from Kkhutsin (now Maksimovka) at night during gravimetric survey operations when the intoxicated pilot did not cope on landing and the helicopter crashed, the pilot and all 3 passengers escaped; t/t 869 hours; struck off charge 07mar62 |
| 9 68 015 02 | CCCP-68102 | Mi-1T | AFL/East Siberia | toc | 26jul59 | opb 184 AO (became 184 LO Novokuznetskogo OAO in 1963); in documents jun64 and aug65 as a Mi-1SKh crop-spraying version; t/t 2,090 hours by aug65; struck off charge 21nov75 as life-time expired |
| 9 68 015 03 | CCCP-68099 | Mi-1M | AFL/Kazakhstan | mfd | jun59 | used in crop-spraying and cargo configuration; opb 191 AO (became 191 LO Burundaiskogo OAO jan64); struck off charge 24jun69 as life-time expired |
| 9 68 015 04 | CCCP-68100 | Mi-1MNKh | AFL/Far East | mfd | 25jun59 | toc 10jan60; opb 147 AO (became 147 LO Yuzhno-Sakhalinskogo OAO in 1963); in red c/s; w/o 17dec68 on a cargo flight from Aleksandrovsk to Agnevo when encountered below-minima weather conditions (heavy snowfall and strong winds), the pilot decided to return to Aleksandrovsk, but the helicopter crashed into the Strait of Tartary near Due (Aleksandrovsk-Sakhalinski district), the pilot was killed; t/t 3,569 hours and 5,253 cycles; the wreck was never found; struck off charge 09apr69 |
| 9 68 015 05 | CCCP-68107 | Mi-1MNKh | AFL/North Kavkaz | toc | 05jul59 | opb 81 AO (became 81 LO Krasnodarskogo OAO in 1963); on a photo with spray bars; struck off charge 30sep74 as life-time expired |
| 9 68 015 06 | CCCP-68104 | Mi-1MNKh | AFL/North Kavkaz | mfd | 29jun59 | used in crop-spraying and cargo configuration; toc 14jul59; initially opb 81 AO (became 81 LO Krasnodarskogo OAO in 1963); trf to 265 LO 2-go Krasnodarskogo OAO in 1965; last overhaul sep69; w/o 04oct69 on the leg from Stavropol to Krasnodar of a positioning flight from Mineralnyye Vody to Krasnodar after overhaul by ARZ No. 411 GA when the longerons of the tailboom gave way while the helicopter was flying at a height of some 150-200 metres, leading to a loss of power of the tail rotor and a change of the angle of attack of the stabiliser so that the helicopter went out of control and crashed 4 km north of Filimonovskaya (35 km from Stavropol), the pilot and the sole passenger (an aviation engineer) were killed; t/t 2,598 hours and 21,273 cycles; struck off charge 05jan70 |
| 9 68 015 07 | CCCP-68105 | Mi-1MNKh | AFL/Krasnoyarsk | toc | 11aug59 | dbr probably in 1960, details unknown; t/t 253 hours; canx 11aug63 and struck off charge 17aug63 |
| 9 68 015 08 | CCCP-68106 | Mi-1MNKh | AFL/Krasnoyarsk | toc | 11aug59 | initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1964; trf to 130 LO Abakanskogo OAO between 1964 and 1972; last overhaul in 1972; trf to 346 LO Abakanskogo OAO nov73; struck off charge 31may77 as life-time expired |
| 9 68 015 09 | CCCP-68108 | Mi-1MNKh | AFL/Kyrgyzstan | toc | 08aug59 | opb 180 AO of Kirgizskaya OAG GVF at Frunze (became 180 LO of Frunzenski OAO in 1963); damaged in 1966, details unknown; stored with ARM No. 26 GA from 12jul66, with t/t 2,915 hours; repaired and overhauled by ARM No. 26 GA 12/21may67; struck off charge 31aug76 as life-time expired |
| 9 68 015 10 | CCCP-68119 | Mi-1T | AFL/North Kavkaz | mfd | aug59 | version given as Mi-1M in documents in 1961 and as Mi-1T in documents in 1965/66; on charge as of 01oct59; initially opb 237 AO (became 237 LO Kolpashevskogo OAO in 1963); trf to 257 LO Kolpashevskogo OAO feb65; struck off charge 28feb76 as life-time expired |
| 9 68 015 11 | CCCP-68112 | Mi-1MG | AFL/Far East | toc | 25nov59 | opb 145 AO (became 145 LO Vladivostokskogo OAO in 1963); struck off charge 25dec69 as life-time expired |
| 9 68 015 12 | CCCP-68109 | Mi-1M | AFL/Ukraine | mfd | 07jul59 | toc 11sep59; rgd 24sep59; opb 90 AO at ODS; photo exists |
| | CCCP-68109 | Mi-1M | MAP MVZ im. Milya | trf | 20nov62 | filial No. 1 zavoda No. 329 (p-ya 388) at Kazan; converted to, see below |
| | CCCP-68109 | Mi-1M | AFL/GosNII GVF | trf | 11feb63 | version on floats (Mi-1MG or Mi-1KF ?) |
| | CCCP-68109 | Mi-1M | AFL/Ukraine | trf | 30may63 | in a Ukrainian directorate listing as a Mi-1KF; opb 90 LO of Odesski OAO; trf to 177 LO of 2-i Odesski OAO in 1965; struck off charge 03aug70 as life-time expired |
| 9 68 015 13 | CCCP-68111 | Mi-1M | AFL/Far East | mfd | jul59 | on charge by 23oct59 |
| | CCCP-68111 | Mi-1MG | AFL/Polar | trf | 08jun61 | opb 254 AO at Sheremetyevs from 22nov61 (became 254 LO of Sheremetyevski OAO in 1963); in red c/s; photo on board of the ice-breaker "Yermak" 01may64 |
| | CCCP-68111 | Mi-1M | AFL/Far East | trf | 01aug ? | date unreadable in the MGA listing; struck off charge 26sep72 as life-time expired |
| 9 68 015 14 | CCCP-68110 | Mi-1MG | AFL/Far East | toc | 01jun60 | opb 149 AO (became 149 LO Petropavlovskogo OAO in 1963 and 149 LO 2-go Petropavlovskogo OAO in 1965); in dark green c/s with light blue underside; on a photo on board of M/V "Sovyetskaya Rossiya" in Vladivostok harbour; struck off charge 21nov69 as life-time expired |
| 9 68 015 19 | CCCP-68118 | Mi-1M | AFL/Magadan | toc | 01jun60 | opb 194 AO Magadanskoi OAG GVF (became 194 LO Seimchanskogo OAO in 1963) |
| | CCCP-68118 | Mi-1M | AFL/Far East | trf | 15dec66 | struck off charge 17dec79 as life-time expired |
| 9 68 015 20 | CCCP-68120 | Mi-1M | AFL/Urals | mfd | 27aug59 | version given as Mi-1MT in some documents; toc 15sep59; opb 255 AO of Tyumenskaya aviagruppa; trf to Beryozovskaya AE of Tyumenskaya aviagruppa in 1961; trf to 125 LO of Beryozovski OAO of Tyumenskaya aviagruppa oct64; photo exists |
| | CCCP-68120 | Mi-1M | AFL/Tyumen | toc | 20feb67 | opb 125 LO of Beryozovski OAO; t/t 3,143 hours by 21jul67; struck off charge 01jul75 as life-time expired |
| 9 68 016 01 | CCCP-68121 | Mi-1M | AFL/Urals | mfd | 27aug59 | toc 15sep59; initially opb Beryozovskoye aviazveno 234 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF at Beryozovo; trf to 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF at Beryozovo dec60; trf to Beryozovskaya OAE of Tyumenskaya aviagruppa of Uralskaya OAG GVF between nov61 and feb64; trf to 125 LO of Beryozovski OAO of Tyumenskaya aviagruppa of Uralskaya OAG GVF oct64; damaged 25nov64 on a flight from Oktyabrskoye when the lubricant in the pitch hinges of the main rotor froze (as the summer version of the lubricant had been applied) while the helicopter was hovering after take-off so that the helicopter could not be controlled and crashed; repaired |
| | CCCP-68121 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 125 LO of Beryozovski OAO; in dark green c/s with light blue underside; w/o 23dec75 on a flight from Igrim to Sergino in support of an expedition when entered a snow flurry near the river Yazovka while flying at a height of some 50 metres so that the pilot lost spatial orientation and the helicopter crashed in the snow-covered flood plain of the river Ob' 12 km south of Sherkaly, the pilot and both passengers were killed; t/t 7,143 hours; struck off charge 30mar76 |
| 9 68 016 02 | CCCP-68122 | Mi-1M | AFL/Magadan | mfd | 28aug59 | toc 01nov59; opb 194 AO Magadanskoi OAG GVF (became 194 LO Seimchanskogo OAO in 1963) |
| | CCCP-68122 | Mi-1M | AFL/Polar | trf | 10aug66 | in dark c/s; photo in the Arctic, with the tail rotor severed; struck off charge 24mar70 as life-time expired |
| 9 68 016 03 | CCCP-68123 | Mi-1M | AFL/Urals | mfd | 29aug59 | toc 15sep59; initially opb 123 AO at Uktus (became 123 LO of 2-i Sverdlovski OAO in 1963); used in ambulance configuration as of 1967; t/t 5,136 hours by 09dec69; trf to 326 LO of 2-i Sverdlovski OAO dec72; struck off charge 21nov75 as life-time expired |
| 9 68 016 04 | CCCP-68124 | Mi-1T | AFL/Urals | mfd | 30aug59 | toc 21sep59; initially opb 123 AO at Uktus; trf to 122 AO at Perm 27feb62 (became 122 LO of Permski OAO 18jun63); t/t 5,110 hours by 26aug69; trf to 348 LO of 2-i Permski OAO oct74; struck off charge 18nov76 as life-time expired |
| 9 68 016 05 | CCCP-68125 | Mi-1M | AFL/Urals | mfd | 31aug59 | toc 21sep59; initially opb 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF at Tyumen-Plekhanovo (became 255 LO of Tyumenski OAO in 1963); the main and tail rotor were damaged 23may63 on landing at an unsuitable site near Oktyabrskoye (Tyumen region); repaired; trf to 121 LO of Surgutski OAO of Tyumenskaya aviagruppa 18nov64; t/t 2,648 hours by 01aug66; photo exists |
| | CCCP-68125 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 121 LO of Surgutski OAO; struck off charge 22feb74 as life-time expired; mentioned in the accident report of Mi-1M CCCP-68121 as having flown from Igrim to Sergino 23dec75 ! |
| 9 68 016 06 | CCCP-68126 | Mi-1M | AFL/Far East | mfd | sep59 | toc oct59; initially opb 145 AO (became 145 LO Vladivostokskogo OAO in 1963); trf to 334 LO Vladivostokskogo OAO jul73; struck off charge 26oct76 as life-time expired |
| 9 68 016 07 | CCCP-68127 | Mi-1A | AFL/Northern | toc | 06oct59 | rgd 25nov59; opb 73 AO at Naryan-Mar (became 73 LO of Naryan-Marski OAO in 1963); t/t 2,479 hours by 27mar68 |
| | CCCP-68127 | Mi-1A | AFL/Arkhangelsk | trf | 01jan73 | opb 73 LO of Naryan-Marski OAO; struck off charge 30mar76 as worn out |
| 9 68 016 08 | CCCP-68128 | Mi-1M | AFL/Krasnoyarsk | toc | 01nov59 | rgd 25nov59; initially opb 130 AO (became 130 LO Abakanskogo OAO in 1963); in dark green c/s with light blue underside; trf to 3 AE 346 LO Abakanskogo OAO nov73; sent to ARZ-67 in 1977; struck off charge 30jan78 as life-time expired |
| 9 68 016 09 | CCCP-68129 | Mi-1M | AFL/Magadan | mfd | 1959 | c/n from the MGA listing (given in the register as 924024); version from register; toc may60; rgd 23jun60; opb 194 AO of Magadanskaya OAG GVF; trf to 185 LO of Magadanski OAO of Magadanskaya OAG GVF between dec63 and aug65 |
| | CCCP-68129 | Mi-1M | AFL/Urals | trf | 01sep65 | initially opb Khanty-Mansiskaya OAE of Tyumenskaya aviagruppa; trf to 255 LO of Tyumenski OAO of Tyumenskaya aviagruppa 16feb66; t/t 1,600 hours by 06apr67 |
| | CCCP-68129 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 255 LO of 1-y Tyumenski OAO; in dark green c/s with light blue underside; t/t 1,215 hours by 01may66; struck off charge 28feb76 as worn out |
| 9 68 016 10 | CCCP-68130 | Mi-1M | AFL/Magadan | toc | may60 | version from register; rgd 26jul60; initially opb 150 AO of Magadanskaya OAG GVF at Anadyr (became 150 LO of Anadyrski OAO in 1963); trf to 185 LO of Magadanski OAO of Magadanskaya OAG GVF between dec63 and aug65 |
| | CCCP-68130 | Mi-1M | AFL/Urals | trf | 01sep65 | opb 125 LO of Beryozovski OAO; photo exists |
| | CCCP-68130 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 125 LO of Beryozovski OAO; t/t 2,182 hours by 24jun68; damaged in winter 1969 when came down due to icing of the rotor blades and the air intake; struck off charge 18nov76 as life-time expired |
| 9 68 016 11 | not known | Mi-1MNKh | MAP ? | mfd | 1959 | the Mi-1MNKh "Moskvich" prototype |
| | CCCP-68131 | Mi-1M | AFL/Moscow SpiMVL | toc | jul61 | struck off charge 24dec75 as life-time expired; see the fake registration CCCP-68131 with unknown c/n |
| 9 68 016 12 | CCCP-68133 | Mi-1M | MOM Orenburg MSZ | rgd | 20sep62 | redesignated PO "Strela"; canx 1978 |
| 9 68 016 13 | CCCP-68132 | Mi-1 | AFL/Far East | mfd | 19nov59 | toc 01jun60 |
| | CCCP-68132 | Mi-1MG | AFL/Ukraine | trf | 01nov63 | opb 177 LO 2-go Odesskogo OAO; probably in orange or red c/s (looks dark on black and white photo); based (with auxiliary floats) on the whaler "Yuri Dolgoruki" in 1964; photo on the Balleny Islands 18mar67, now with lighter top of fuselage; struck off charge 22dec69 as life-time expired |

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| 9 68 016 14 | CCCP-68134 | Mi-1MG | AFL/Northern | toc | 04mar60 | initially opb 71 AO at Vologda; trf to 70 LO of Murmanski OAO between jul63 and jul64; t/t 2,846 hours by 29jun68; struck off charge 25dec69 as life-time expired |
| 9 68 016 15 | CCCP-68135 | Mi-1MG | AFL/Far East | mfd | dec59 | toc 01jul60; opb 145 AO (became 145 LO Vladivostokskogo OAO in 1963); struck off charge 06feb70 as life-time expired |
| 9 68 016 16 | CCCP-68136 | Mi-1M | AFL/Far East | mfd | 11dec59 | toc 06jul60; opb 143 AO; dbr 21sep62 on a flight from Koryagin Klyuch (Troitskoye district) to Troitskoye in support of the 217 geodetic party when climbed out too flatly, collided with trees (probably due to a downstream) and crashed into the forest some 1,100-1,200 metres from the take-off site (N49°20' E138°35'), the pilot was killed; t/t 791 hours; struck off charge 03jul63 |
| 9 68 016 17 | CCCP-68137 | Mi-1MG | AFL/Northern | toc | 01may60 | opb 70 AO at Murmansk (became 70 LO of Murmanski OAO in 1963); t/t 3,488 hours by 26jun68; dbr 22feb71 on landing near Umba (Murmansk region); struck off charge 24jan72 |
| 9 68 016 18 | CCCP-68138 | Mi-1 | AFL/Belarus | toc | 06may60 | opb 106 AO at Minsk; probably modified by filial No. 1 zavoda No. 329 at Kazan in summer 1963 |
| | CCCP-68138 | Mi-1G | AFL/Ukraine | trf | 26sep63 | opb 90 LO of Odesski OAO; probably in orange or red c/s (looks dark on a black and white photo); based (with auxiliary floats) on the whaler "Yuri Dolgoruki" in 1964; photo on the Kerguelen Islands in 1965; trf to 177 LO of 2-i Odesski OAO in 1965 |
| | CCCP-68138 | Mi-1 | AFL/Northern | trf | 19nov65 | struck off charge 28sep70 as life-time expired |
| 9 68 016 19 | CCCP-68139 | Mi-1MG | AFL/Ukraine | mfd | 28dec59 | toc unknown; initially opb 90 AO; probably trf to 177 AO in 1961 (became 177 LO 2-go Odesskogo OAO in 1963); in dark green c/s with light blue underside; based (on floats) on the whaler "Yuri Dolgoruki" in 1961; dbr 15may61 on landing at a ship (probably the "Yuri Dolgoruki"), details unknown, no casualties; t/t 406 hours; struck off charge 26jan62 |
| 9 68 016 20 | CCCP-68140 | Mi-1MG | AFL/Belarus | toc | 06may60 | opb 2 AE 106 AO at Minsk; possibly trf to AFL/Ukraine; was probably based on a whaler and took part in an Antarctic whaling campaign; dbr 20jan63 on landing at one of the Kerguelen Islands (in the accident reports as 'Kergeli Island') when probably longitudinal control failed and the helicopter came down from a height of some 30-40 metres, no casualties; t/t 634 hours; as a recovery of the helicopter from the remote accident site was not viable it was struck off charge 22oct63 |
| 0 68 017 01 | CCCP-68141 | Mi-1MU | AFL/Far East | toc | 10jul60 | version from register; rgd 16aug80; opb 149 AO at Petropavlovsk; in dark green c/s with light blue underside; dbr 03aug61 on a flight from Milkovo in support of the fishing industry when flew through a gorge, was not able to climb over the summit at the end of the gorge, lost speed and crashed, the pilot escaped; t/t 380 hours; struck off charge 24oct61 |
| 0 68 017 02 | CCCP-68142 | Mi-1MU | AFL/Far East | toc | 01aug60 | ob 149 AO (became 149 LO Kamchatskogo OAO in 1963); w/o 24dec63 on the leg from Kozyrevsk to Tilichiki of a positioning flight from Petropavlovsk-Kamchatski to Tilichiki when the intoxicated pilot flew very low so that the helicopter collided with a cable and crashed on the ice, all 3 crew members were killed; struck off charge 15jan64 |
| 0 68 017 03 | CCCP-68143 | Mi-1MU | AFL/Far East | toc | 25jun60 | version from register; rgd 01jul60; opb 147 AO at Yuzhno-Sakhalinsk (bedame 147 LO of Yuzhno-Sakhalinski OAO in 1963); struck off charge 27jul78 as life-time expired |
| 0 68 017 04 | CCCP-68145 | Mi-1AU | AFL/Krasnoyarsk | toc | 01nov60 | opb Tuvinskaya OAE (became 132 LO Tuvinskogo OAO in 1963); dbr 02jun74 on landing at a site near Krasnoyarsk when crashed due to pilot error, no casualties; struck off charge 30dec74 |
| 0 68 017 05 | CCCP-68144 | Mi-1MU | AFL/Krasnoyarsk | rgd | 23jul60 | version from register; on charge as of 01nov60; opb 127 AO at Yeniseisk (became 127 LO of Yeniseiski OAO 10apr64); last overhaul in 1972; struck off charge 30nov78 as life-time expired |
| 0 68 017 06 | CCCP-68146 | Mi-1MNKh | AFL/Ukraine | mfd | 27jul60 | toc 08aug60; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71); struck off charge 30nov74 as life-time expired |
| 0 68 017 07 | CCCP-68151 | Mi-1MNKh | AFL/North Kavkaz | toc | 05aug60 | version from register; rgd 19aug60; trf 'for exhibition' jul.. (year not readable in the MGA listing, but probably 1961) |
| | VT-DOA | Mi-1 | Bokaro&Ramgur Ltd. | rgd | aug61 | c/n on Indian register in 1979 as '0680170' (with the last digit missing), but this c/n is the only option taking into account the Soviet canx dates of the other helicopters in this batch |
| 0 68 017 08 | CCCP-68147 | Mi-1MNKh | AFL/Ukraine | mfd | 08jul60 | toc 08aug60; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71); struck off charge 29apr75 as life-time expired |
| 0 68 017 09 | CCCP-68150 | Mi-1MNKh | AFL/North Kavkaz | toc | 05aug60 | version from register; rgd 19aug60; opb 83 AO at Stavropol (became 83 LO of Stavropolski OAO in 1963); struck off charge 22nov73 as life-time expired |
| 0 68 017 10 | CCCP-68153 | Mi-1MNKh | AFL/Ukraine | mfd | 27jul60 | toc 08aug60; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71); a photo exists; struck off charge 30dec76 as life-time expired |
| 0 68 017 11 | CCCP-68149 | Mi-1MNKh | AFL/Ukraine | mfd | 28jul60 | version from register; toc 08aug60; rgd 19aug60; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63);dbr, details unknown; struck off charge 06mar69 |
| 0 68 017 12 | CCCP-68155 | Mi-1MNKh | AFL/North Kavkaz | toc | 05aug60 | version from register; rgd 19aug60; opb 81 AO at Krasnodar (became 81 LO of Krasnodarski OAO in 1963 and 81 LO of 2-i Krasnodarski OAO in 1965); struck off charge 28sep70 as worn out |
| 0 68 017 13 | CCCP-68152 | Mi-1MNKh | AFL/North Kavkaz | toc | 05aug60 | version from register; rgd 19aug60; opb 81 AO at Krasnodar (became 81 LO of Krasnodarski OAO in 1963 and 81 LO of 2-i Krasnodarski OAO in 1965); struck off charge 30nov74 as life-time expired |
| 0 68 017 14 | CCCP-68148 | Mi-1MNKh | AFL/Ukraine | mfd | 29jul60 | toc 08aug60; dbr 05jul61, details unknown, no casualties; t/t 272 hours; struck off charge only 24sep63 |
| 0 68 017 15 | CCCP-68154 | Mi-1MNKh | AFL/North Kavkaz | toc | 09aug60 | opb 82 AO (became 82 LO Groznenskogo OAO in 1963); struck off charge 27dec72 as worn out |
| 0 68 017 16 | CCCP-68156 | Mi-1MNKh | AFL/Ukraine | mfd | 26jul60 | toc 02jan61; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71); struck off charge 19dec72 as worn out |
| 0 68 017 17 | CCCP-68159 | Mi-1MNKh | AFL/Ukraine | mfd | 29dec60 | toc 02jan61; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63); struck off charge 30nov74 as life-time expired |
| 0 68 017 18 | CCCP-68157 | Mi-1MNKh | AFL/Ukraine | mfd | 23dec60 | toc 10jan61; probably opb 92 AO at IEV (became 92 LO of Kievski OAO in 1963); struck off charge 30nov74 as life-time expired |
| 0 68 017 19 | CCCP-68158 | Mi-1MNKh | AFL/Ukraine | mfd | 29dec60 | toc 02jan61; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63); struck off charge 22nov73 as life-time expired |
| 0 68 017 20 | CCCP-68160 | Mi-1MNKh | AFL/Ukraine | mfd | dec60 | toc 10jan61; initially opb 90 AO at ODS (became 90 LO of Odesski OAO in 1963); trf to 177 LO of 2-i Odesski OAO in 1965; struck off charge 01jul74 as life-time expired |
| 0 68 018 01 | CCCP-68161 | Mi-1MNKh | AFL/Ukraine | mfd | 23dec60 | toc 10jan61; initially opb 90 AO at ODS (became 90 LO of Odesski OAO in 1963); trf to 177 LO of 2-i Odesski OAO in 1965; struck off charge 31jan75 as life-time expired (the last digit of the year is difficult to determine in the MGA listing) |
| 0 68 018 02 | CCCP-68163 | Mi-1 | AFL/GosNII GVF | toc | 01feb61 | |
| | CCCP-68163 | Mi-1 | AFL/Polar | trf | 22sep67 | |
| | CCCP-68163 | Mi-1 | AFL/Northern | trf | 02jan71 | opb 69 LO Petrozavodskogo OAO; struck off charge 19jan81 as life-time expired |
| 0 68 018 03 | CCCP-68164 | Mi-1 | AFL/Georgia | toc | 11jan61 | opb 230 AO (became 230 LO Tbilisskogo OAO in 1963) |
| | CCCP-68164 | Mi-1 | AFL/Northern | trf | 11feb70 | opb 320 LO Pskovskogo OAO; operated for the Traffic Police (GAI) |
| | CCCP-68164 | Mi-1 | AFL/Leningrad | trf | 01jan73 | opb 320 LO Pskovskogo OAO; in dark green c/s with light blue underside; seen with additional large 'GAI' titles at PKV around 1974/76; struck off charge 20oct80 as life-time expired |
| 0 68 018 04 | CCCP-68162 | Mi-1MNKh | AFL/Ukraine | mfd | 23dec60 | toc 10jan61; opb 88 AO (became 88 LO of Lvovski OAO in 1963); struck off charge 04feb75 as life-time expired |
| 0 68 018 05 | CCCP-68165 | Mi-1MNKh | AFL/Kyrgyzstan | toc | 17jan61 | opb 180 AO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO in 1963); struck off charge 30dec74 as life-time expired |
| 0 68 018 06 | CCCP-68166 | Mi-1MNKh | AFL/North Kavkaz | toc | 05jan61 | initially opb 78 AO (became 78 LO Rostovskogo OAO in 1963); trf to Nalchikskaya OAE after oct63; struck off charge 24dec74 as life-time expired |
| 0 68 018 07 | CCCP-68167 | Mi-1MNKh | AFL/North Kavkaz | toc | 07jan61 | initially opb 78 AO (became 78 LO Rostovskogo OAO in 1963); trf to Nalchikskaya OAE after oct63; struck off charge 24dec74 as life-time expired |
| 0 68 018 09 | CCCP-68169 | Mi-1MNKh | AFL/North Kavkaz | mfd | 24dec60 | toc 16jan61; opb 81 AO; w/o 19jul61 on a crop-spraying flight from Supsekh (Anapa district of the Krasnodar region) for the sovkhoz (state farm) "Dzhemete" when a blade of the main rotor came off (due to fatigue of the longeron) at a height of some 25-30 metres, the main gear box together with the rotor was ripped off and the helicopter crashed in a garden 116 metres from the helipad at Supsekh, pilot killed; t/t 224 hours 49 minutes; struck off charge 10jan62 |
| 0 68 018 10 | CCCP-68168 | Mi-1MNKh | AFL/North Kavkaz | toc | 16jan61 | initially opb 81 AO (became 81 LO Krasnodarskogo OAO in 1963); trf to Nalchikskaya OAE after oct63; struck off charge 29apr75 as life-time expired |
| 1811 ? | OH-HRC | Mi-1M | Rajavartiolaitos | rgd | 03feb61 | Finnish Border Guards; c/n given on the display plate in the museum as AO118 and by Air-Britain Archive Special No. 5 as 1181, but both are not valid Mi-1 c/ns; if c/n 1811 was correct then it would point to the factory at Rostov as the producer; ambulance version; donated by the Soviet Government to Finnish President Urho Kekkonen on occasion of his 60th birthday; arrived in Finland 05dec60; in white c/s with red cockpit and trim and Red Crosses; canx 16sep68; was stored at JYV, seen may03; preserved in Keski-Suomen Ilmailmuseo at Jyväskylä-Tikkakoski, seen may08/may23 |

## ***597 Mi-1T built by Factory No. 47 at Orenburg from 1954 to 1958***

The construction number explanation is as follows: the first digit indicates the year of manufacture, the second digit indicates the factory (7 for Factory No. 47), followed by the three-digit batch number and the two-digit number in the batch.

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| 5 7 002 03 | not known | Mi-1T | Soviet Air Force ? | mfd | 1955 | |
| | CCCP-40322 | Mi-1T | AFL/Turkmenistan | toc | 16apr60 | opb 166 AO; dbr 28jul63 on a pipeline patrol flight from Kotur-Tepe in support of the KRB-2 oil exploration office when made an unautorised landing 40 metres from the shore of the Caspian Sea and flew low over the sea after taking off again, the tailboom touched the water surface due to pilot error and the helicopter crashed into the sea 180 metres from the shore, coming to rest at a depth of 0.8 metres, 1 of the 3 passengers was slightly injured while the other 2 and the pilot escaped unhurt; t/t 1,498 hours; struck off charge 07mar64 |
| 5 7 002 10 | CCCP-L0222 | Mi-1A | AFL/Far East | mfd | jun55 | toc jul55; opb 143 AO |
| | CCCP-20222 | Mi-1A | AFL/Far East | rgd | 1958 | initially opb 143 AO; trf to 249 AO apr60 (became 249 LO 2-go Khabarovskogo OAO in 1963); destroyed by fire on landing, details unknown; struck off charge 29dec70 |
| 5 7 004 02 | CCCP-L0223 | Mi-1T | AFL/GosNII GVF | toc | 1955 | dbr 02sep57, details unknown; struck off charge 08jan58; see c/n 6702402 |
| 06 01 | not known | Mi-1T | Polish Air Force | toc | 18jun58 | assembled by PZL Swidnik from a kit delivered by the Soviet Union; struck off charge in 1967; went to the Technical Academy at Warsaw; as c/ns 76800601 and 86800601 are known being Aeroflot aircraft only this Orenburg-built line # 06-01 seems available |

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| 5 7 006 04 | CCCP-L0218 | Mi-1T | AFL/West Siberia | toc | 1955 | in an inventory listing of the West Siberian directorate dated 01feb57 without registration, with t/t 5 hours; on charge of 119 AO, but probably never operated; struck off charge 16dec57 as for display (on the basis of a decree by GU GVF which had been issued 27jun57) |
| 5 7 006 09 | CCCP-L0219 | Mi-1T | AFL/West Siberia | toc | 1955 | in an inventory listing of the West Siberian directorate dated 01feb57 without registration, with t/t 2 hours; later opb 119 AO |
| | CCCP-20219 | Mi-1T | AFL/West Siberia | rgd | 1958 | initially opb 119 AO; trf to 237 AO between nov58 and aug61 (became 237 LO Kolpashevskogo OAO in 1963); trf to 257 LO Kolpashevskogo OAO feb65; t/t 2,822 hours by 01mar65; struck off charge 29apr73 as life-time expired |
| 5 7 007 06 | CCCP-L0220 | Mi-1T | AFL/West Siberia | toc | 1955 | in an inventory listing of the West Siberian directorate dated 01feb57 without registration, with t/t 4 hours; later opb 119 AO |
| | CCCP-20220 | Mi-1T | AFL/West Siberia | rgd | 1958 | initially opb 119 AO (became 119 LO Tomskogo OAO in 1963); trf to 257 LO Kolpashevskogo OAO between 1966 and 1971; struck off charge 21nov75 as life-time expired |
| 5 7 007 10 | CCCP-L0216 | Mi-1T | AFL/Northern | mfd | 1955 | opb 70 AO |
| | CCCP-20216 | Mi-1T | AFL/Northern | rgd | 1958 | opb 70 AO at Murmansk (became 70 LO of Murmanski OAO in 1963); trf to 68 LO of 2-i Arkhangelski OAO between jul63 and dec72; t/t 3,396 hours by 29dec67 |
| | CCCP-20216 | Mi-1T | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO; struck off charge 25jul74 as life-time expired |
| 5 7 008 01 | CCCP-L0221 | Mi-1T | AFL/Far East | mfd | dec55 | toc jan56; opb 145 AO |
| | CCCP-20221 | Mi-1T | AFL/Far East | rgd | 1958 | opb 145 AO (became 145 LO Vladivostokskogo OAO in 1963); struck off charge 16feb71 as life-time expired |
| 5 7 008 06 | CCCP-L0215 | Mi-1U | AFL/Sasovo Fl.Sch. | mfd | 1955 | |
| | CCCP-L0215 | Mi-1U | AFL/Kremenchug FS | trf | 01nov60 | struck off charge 08jun61 as a 'maket' (mock-up); probably used as a ground instructional airframe by Kremenchugskoye LU GA |
| 5 7 008 07 | CCCP-L0315 | Mi-1T | AFL/West Siberia | mfd | dec55 | in an inventory listing of the West Siberian directorate dated 01feb57 without registration, with t/t 0 hours; later opb 6 AOVS |
| | CCCP-20315 | Mi-1T | AFL/West Siberia | rgd | 1958 | initially opb 6 AOVS; trf to 184 AO between feb57 and sep63 (became 184 LO Novokuznetskogo OAO in 1963); t/t 2,365 hours by 01jan66; trf to 356 LO Novokuznetskogo OAO dec74; struck off charge 28feb75 as life-time expired |
| 5 7 008 08 | CCCP-L0217 | Mi-1T | AFL/VAU | toc | 1956 | Vyssheye aviatsionnoye uchilishche (Higher Aviation College) at Aktyubinsk; did not receive the registration CCCP-20217 in 1958, so was probably no longer operational by then; struck off charge 25mar61 as to become an exhibit; used as a ground instructional airframe by VAU at Aktuybinsk |
| 6 7 008 09 | CCCP-L0316 | Mi-1T | AFL/West Siberia | mfd | jan56 | in an inventory listing of the West Siberian directorate dated 01feb57 without registration, with t/t 5 hours; later opb 6 AOVS |
| | CCCP-20316 | Mi-1T | AFL/West Siberia | rgd | 1958 | initially opb 6 AOVS; trf to 184 AO between feb57 and sep63 (became 184 LO Novokuznetskogo OAO jul63); t/t 2,275 hours by 01mar66; trf to 116 LO Novosibirskogo OAO between jun66 and 1968; struck off charge 18may76 as life-time expired |
| 6 7 010 07 | CCCP-L0224 | Mi-1T | AFL/West Siberia | toc | 1956 | in an inventory listing of the West Siberian directorate dated 01feb57 without registration, with t/t 6 hours; later opb 6 AOVS; see c/n 6702408 |
| | CCCP-20224 | Mi-1T | AFL/West Siberia | rgd | 1958 | initially opb 6 AOVS; trf to 117 AO after feb57; trf to 237 AO between aug61 and sep63 (became 237 LO Kolpashevskogo OAO in 1963); trf to 257 LO Kolpashevskogo OAO feb65; t/t 2,347 hours by 01oct65; struck off charge 16jun76 as life-time expired |
| 6 7 010 08 | CCCP-L18 | Mi-1T | AFL/Far East | mfd | jan56 | toc feb56; rgd only 27may57; opb 146 AO at Svobodny; w/o 10aug57 on a flight from Ekimchan (Amur region) to Bolodek (Khabarovsk region) in support of a geological party when disappeared without a trace, the pilot and the sole passenger were presumed killed; struck off charge 31may58 |
| 6 7 010 09 | CCCP-L17 | Mi-1T | AFL/Northern | toc | aug56 | rgd 06oct56; opb 68 AO, was the 1st Mi-1 based at Arkhangelsk; photo exists; w/o 19apr58 on a positioning flight from one apron at Arkhangelsk-Kegostrov to another apron when a blade of the main rotor came off (due to a manufacturing defect) while the helicopter was hovering at a height of some 4-5 metres after lift-off and the helicopter crashed, the pilot was killed; t/t 198 hours; struck off charge 26may58 and trf to the Kuibyshev Aviation Institute as a ground instructional airframe |
| 6 7 010 10 | CCCP-L0102(1) | Mi-1T | AFL/East Siberia | toc | 1956 | opb 133 AO; trf to 134 AO jul56; struck off charge 08jan58 as for display; see c/n 86800202 |
| 6 7 011 01 | CCCP-L0104 | Mi-1T | AFL/Northern | mfd | 1956 | opb 76 AO of Syktyvkarskaya aviagruppa at Pechora |
| | CCCP-L0104 | Mi-1T | AFL/Syktyvkar | trf | 21may57 | opb 76 AO of Syktyvkarskaya OAG GVF |
| | CCCP-10104 | Mi-1T | AFL/Syktyvkar | rgd | 13may58 | opb 76 AO of Syktyvkarskaya OAG GVF; dbr 26dec58 when was fuelled up with poor-quality avgas (containing water) so that the fuel pipe froze, the engine flamed out and the helicopter made an auto-rotation landing near Ukhta, no casualties; t/t 295 hours; struck off charge 24mar59 |
| 11 02 | not known | Mi-1U | Polish Air Force | toc | 26feb57 | assembled by PZL Swidnik from a kit delivered by the Soviet Union; soc 04oct82; as c/n 96801102 is known being an Aeroflot aircraft only this Orenburg-built line # 11-02 seems available |
| 6 7 011 04 | CCCP-L100 | Mi-1T | AFL/Privolzhsk | rgd | apr56 | prefix given as L in the MGA listing |
| | CCCP-A0100 | Mi-1T | AFL/Privolzhsk | | | prefix given as A in the inventory listing of the Privolzhsk directorate dated 01oct57 and in the request of the Privolzhsk directorate for new registration numbers dated 05may58; opb 173 AO as of 05may58 |
| | CCCP-10100 | Mi-1T | AFL/Privolzhsk | rgd | 14may58 | probably trf to 172 AO after may58 (became 172 LO Ufimskogo OAO in 1963); struck off charge 28feb76 as life-time expired |
| 11 05 | 1105 | Mi-1U | Polish Air Force | mfd | 24apr56 | assembled by PZL Swidnik from a kit delivered by the Soviet Union; toc 26feb57; soc 28oct77; trf to the technical school at Deblin as a ground instructional airframe oct77; preserved in Lubuskie Muzeum Wojskowe at Drzonów from 13jul88, l/n aug21; as c/n 96801105 is known being an Aeroflot aircraft, only this Orenburg-built line # 11-05 seems available |
| 6 7 011 07 | CCCP-L19 | Mi-1AU | AFL/Far East | mfd | feb56 | rgd only 27may57; opb 146 AO at Svobodny |
| | CCCP-20317 | Mi-1AU | AFL/Far East | rgd | 1958 | opb 146 AO (became 129 of LO Blagoveshchenski OAO in 1963); trf to 146 LO of LO Blagoveshchenski OAO in 1972); struck off charge 28feb75 as life-time expired |
| 6 7 011 08 | CCCP-L107 | Mi-1T | AFL/Northern | toc | mar56 | registration given as such in the MGA listing, but CCCP-L0107 would be more logical; opb 75 AO of Syktyvkarskaya aviagruppa at Syktyvkar |
| | CCCP-L107 | Mi-1T | AFL/Syktyvkar | trf | 21may57 | initially opb 75 AO of Syktyvkarskaya OAG GVF at Syktyvkar; trf to 233 AO of Syktyvkarskaya OAG GVF at Ukhta 16nov57 |
| | CCCP-10107 | Mi-1T | AFL/Syktyvkar | rgd | 1958 | opb 233 AO of Syktyvkarskaya OAG GVF (became 233 LO of Ukhtinski OAO in 1963); |
| | CCCP-10107 | Mi-1T | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; t/t 3,443 hours by 01feb67; struck off charge 08sep75 as life-time expired |
| 6 7 020 04 | CCCP-L0106 | Mi-1T | AFL/Far East | mfd | jul56 | opb 144 AO; t/t 2 hours by 01jan57; was stored in non-airworthy condition by 01dec57, with a t/t of 6 hours |
| | CCCP-10106 | Mi-1T | AFL/Far East | rgd | 1958 | opb 144 AO (became 144 LO Nikolayevskogo-na-Amure OAO in 1963); in red c/s; struck off charge 25jul74 as life-time expired; was preserved in a museum at Nikolayevsk-na-Amure airport from 1978, but the museum was closed and many displayed aircraft were lost; arrived by barge at Khabarovsk 24oct99; the hulk sat at Khabarovsk-Dinamo, l/n jul12 |
| | 'CCCP-1993' | Mi-1T | Aeroflot | VVO | jun15 | c/n not confirmed, just surmised !; preserved in these fake colours (white with bordeaux red trim) on the apron of Avialift Vladivostok at VVO, seen jun15/may21 |
| 6 7 020 05 | CCCP-L0105 | Mi-1T | AFL/Far East | mfd | jul56 | toc aug56; t/t 2 hours by 01jan57; opb 144 AO |
| | CCCP-10105 | Mi-1T | AFL/Far East | rgd | 1958 | opb 144 AO (became 144 LO Nikolayevskogo-na-Amure OAO in 1963); struck off charge 25jul74 as life-time expired |
| 6 7 020 07 | CCCP-L110 | Mi-1T | AFL/Northern | rgd | oct56 ? | opb UTO-6; struck off charge 31oct57 as amortisation period expired |
| 6 7 020 09 | CCCP-L112 | Mi-1T | AFL/West Siberia | mfd | 31may56 | in an inventory listing of the West Siberian directorate dated 01feb57 without registration, with t/t 2 hours; later opb Tyumenskaya aviagruppa |
| | CCCP-L112 | Mi-1T | AFL/Urals | trf | 22jul57 | opb Tyumenskaya aviagruppa of Uralskaya OAG GVF |
| | CCCP-10112 | Mi-1T | AFL/Urals | rgd | 1958 | initially opb 48 AE of Tyumenskaya aviagruppa of Uralskaya OAG GVF; in dark green c/s with light blue underside; trf to 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF dec60; trf to Beryozovskaya AE 255 AO of Tyumenskaya aviagruppa in 1961; damaged 11jun63 on take-off from a swampy site 75 km from Shakhtungort when banked to the left due to pilot error, the landing gear touched a log and the helicopter came to rest on its left side; repaired; seen Saranpaul 18sep64; trf to 125 LO of Beryozovski OAO Tyumenskaya aviagruppa oct64; t/t 3,507 hours by 01jul67 |
| | CCCP-10112 | Mi-1T | AFL/Tyumen | trf | 20feb67 | opb 125 LO of Beryozovski OAO; struck off charge 30may74 as life-time expired |
| 6 7 020 11 | CCCP-L0108 | Mi-1T | AFL/Far East | mfd | 1956 | opb Magadanskaya aviagruppa |
| | CCCP-L0108 | Mi-1T | AFL/Magadan | trf | jul57 | opb Magadanskaya OAG GVF; in dark green c/s with light blue underside; on a photo transported by a truck; struck off charge 05jul61 as worn out |
| 6 7 020 12 | CCCP-L0109 | Mi-1T | AFL/Northern | mfd | jun56 | opb 70 AO |
| | CCCP-10109 | Mi-1T | AFL/Northern | rgd | 1958 | initially opb 70 AO at Murmansk (became 70 LO of Murmanski OAO in 1963); trf to 174 LO of Kirovski OAO between jul63 and aug64 |
| | CCCP-10109 | Mi-1T | AFL/Urals | trf | 24feb67 | initially opb 174 LO of Kirovski OAO; t/t 4,474 hours by 10jun69; trf to 349 LO of Kirovski OAO in 1974; struck off charge 24dec75 as life-time expired |
| 6 7 020 13 | not known | Mi-1AU | DOSAAF | mfd | jun56 | opb Sverdlovski aeroklub at Loginovo |
| | CCCP-40324 | Mi-1T | AFL/Northern | toc | 05jul61 | opb 71 AO at Vologda (became 71 LO of Vologodski OAO in 1963) |
| | CCCP-40324 | Mi-1T | AFL/Leningrad | trf | 01jan73 | opb 71 LO of Vologodski OAO; struck off charge 31aug76 as life-time expired |
| 6 7 020 14 | not known | Mi-1AU | DOSAAF | mfd | jun56 | opb Sverdlovski aeroklub at Loginovo |
| 6 7 020 16 | CCCP-L0113 | Mi-1T | AFL/West Siberia | mfd | 06jun56 | in an inventory listing of the West Siberian directorate dated 01feb57 without registration, with t/t 3 hours; later opb Tyumenskaya aviagruppa |
| | CCCP-L0113 | Mi-1T | AFL/Urals | trf | 22jul57 | opb Tyumenskaya aviagruppa of Uralskaya OAG GVF |
| | CCCP-10113 | Mi-1T | AFL/Urals | rgd | 1958 | initially opb 48 AE of Tyumenskaya aviagruppa of Uralskaya OAG GVF; trf to 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF dec60; trf to Beryozovskaya AE 255 AO of Tyumenskaya aviagruppa in 1961; made a forced landing 35 km from Kunovat 20jun62 due to oil starvation; trf to 125 LO of Beryozovski OAO of Tyumenskaya aviagruppa oct64; damaged 09jun65 on a positioning flight from Khanty-Mansisk to Beryozovo when the pilot landed close to a river near Kalmanovo in order to steal some fish from a net and both crew members left the cockpit while the engine was running, but as the centre of gravity shifted backward without the weight of the crew the tail rotor touched the ground and the rotor blades lost about half of their length, the crew tried to take off anyway in order to fly to Oktyabrskoye (115 km), but the helicopter started to rotate after lift-off and crash-landed 500 metres from the lift-off point, both crew members were slightly injured |
| | CCCP-10113 | Mi-1T | AFL/Tyumen | trf | 20feb67 | opb 125 LO of Beryozovski OAO; photo exists; t/t 2,830 hours by 30jun67; struck off charge 26jan76 as life-time expired |
| 6 7 020 18 | CCCP-L0103 | Mi-1T | AFL/Far East | mfd | sep56 | toc oct56; opb 149 AO |

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| | CCCP-10103 | Mi-1T | AFL/Far East | rgd | 1958 | initially opb 149 AO; trf to 249 AO between dec57 and nov63 (became 143 LO 2-go Khabarovskogo OAO in 1963); struck off charge 30jul75 as life-time expired |
| 6 7 020 19 | CCCP-L0114 | Mi-1T | AFL/Far East | mfd | 28jun56 | opb 149 AO |
| | CCCP-10114 | Mi-1T | AFL/Far East | rgd | 1958 | initially opb 149 AO (became 149 LO Kamchatskogo OAO in 1963); trf to 144 LO Nikolayevskogo-na-Amure OAO between dec63 and may67; w/o 04dec67 on a check flight after storage when the swash plate malfunctioned due to poor maintenance so that the helicopter went out of control and crashed 50 metres from the take-off point, the pilot and the sole passenger (an aviation mechanic) were killed; t/t 2,172 hours; struck off charge 31jan68 |
| 6 7 021 01 | CCCP-L0101 | Mi-1T | AFL/Far East | mfd | oct56 | toc nov56; opb 149 AO |
| | CCCP-10101 | Mi-1T | AFL/Far East | rgd | 1958 | opb 149 AO; trf to 145 AO between dec57 and nov63 (became 145 LO Vladivostokskogo OAO in 1963); struck off charge 20jul73 due to its poor technical condition |
| 6 7 021 06 | CCCP-L0115 | Mi-1U | AFL/Sasovo Fl.Sch. | mfd | 1956 | |
| | CCCP-10115 | Mi-1U | AFL/Sasovo Fl.Sch. | rgd | 15may58 | |
| | CCCP-10115 | Mi-1U | AFL/Kremenchug FS | trf | unknown | on charge by 01nov60; struck off charge 08oct66 as to the Moscow branch of the Kiev Aviation Institute (Moskovski filial Kievskogo instituta), probably as a ground instructional airframe (struck off charge 29apr74 as life-time expired ?) |
| 6 7 021 07 | CCCP-Sh0118 | Mi-1TU | AFL/Sasovo Fl.Sch. | toc | oct56 | in dark green c/s with light blue underside; photo at Stavropol in 1957 |
| | CCCP-L0118 | Mi-1TU | AFL/North Kavkaz | trf | 1957 | opb 83 AO |
| | CCCP-10118 | Mi-1TU | AFL/North Kavkaz | rgd | 1958 | opb 83 AO (became 83 LO Stavropolskogo OAO in 1963); struck off charge 28may75 as life-time expired |
| 6 7 021 11 | CCCP-L0117 | Mi-1T | AFL/West Siberia | mfd | jul56 | initially opb 6 AOVS; trf to 119 AO after feb57 |
| | CCCP-10117 | Mi-1T | AFL/West Siberia | rgd | 1958 | opb 119 AO (became 119 LO Tomskogo OAO in 1963); t/t 2,417 hours by 01nov65; trf to 116 LO Novosibirskogo OAO between 1966 and 1968; struck off charge 30sep74 as life-time expired |
| 6 7 021 13 | CCCP-L0119 | Mi-1T | AFL/West Siberia | mfd | 17jul56 | toc 09jan57 opb 122 AO Sverdlovskoi aviagruppy |
| | CCCP-L0119 | Mi-1T | AFL/Urals | trf | 22jul57 | opb 122 AO Sverdlovskoi aviagruppy Uralskoi OAG GVF |
| | CCCP-10119 | Mi-1T | AFL/Urals | rgd | 1958 | opb 122 AO Sverdlovskoi aviagruppy Uralskoi OAG GVF (became 122 LO Permskogo OAO in 1963); damaged 23apr61 on landing at the helipad of drilling site No. 2 (40 km east of Solikamsk) when came down hard due to pilot error and rolled over onto its left side, the tailboom broke off; repaired; w/o 29aug65 on the leg from Solikamsk to Nyrob of a positioning flight from Beryozovka to Perm when probably a blade of the tail rotor came off, resulting in the tail rotor breaking off and the blades of the main rotor hitting the tailboom, so that the helicopter went out of control and crashed in swampy terrain 2 km north of lake Nyukhti (Krasnovishersk district of the Perm region), the pilot and the sole passenger (an aircraft mechanic) were killed; t/t 2,090 hours; struck off charge 15apr66 |
| 6 7 021 16 | CCCP-L0116 | Mi-1T | AFL/Magadan | mfd | 1956 | opb Magadanskaya OAG GVF; struck off charge 05jul61 as worn out |
| 6 7 021 19 | CCCP-L0121 | Mi-1T | AFL/Magadan | mfd | 1956 | opb Magadanskaya OAG GVF; struck off charge 05jul61 as worn out |
| 6 7 021 20 | CCCP-L0122 | Mi-1T | AFL/Mosk. AG SPiVS | toc | aug56 | opb 1 AOVS of Moskovskaya OAG SP i VS |
| | CCCP-L0122 | Mi-1U | AFL/Sasovo Fl.Sch. | trf | mar57 | |
| | CCCP-L0122 | Mi-1T | AFL/Northern | trf | 18aug58 | |
| | CCCP-10122(2) | Mi-1T | AFL/Northern | rgd | 1958 | dbr, details unknown; struck off charge 12aug58; see c/n 8704211 |
| 6 7 022 02 | CCCP-L0120 | Mi-1T | AFL/Sasovo Fl.Sch. | toc | 1956 | |
| | CCCP-10120 | Mi-1T | AFL/Georgia | trf | unknown | rgd 1958; opb 230 AO (became 230 LO Tbilisskogo OAO in 1963 and 230 LO Kutaisskogo OAO 01jul71) |
| | CCCP-10120 | Mi-1T | AFL/Uzbekistan | trf | 26nov73 | opb 314 LO Urgenchskogo OAO; struck off charge 26oct76 as life-time expired |
| 6 7 022 06 | CCCP-L0126 | Mi-1U | AFL/Sasovo Fl.Sch. | mfd | 1956 | |
| | CCCP-10126 | Mi-1U | AFL/Sasovo Fl.Sch. | rgd | 15may58 | |
| | CCCP-10126 | Mi-1U | AFL/Kremenchug FS | trf | 13oct60 | |
| | CCCP-10126 | Mi-1U | AFL/Vyborg ATU GA | trf | 16sep68 | struck off charge 27dec73 as worn out |
| 6 7 022 07 | CCCP-L0127 | Mi-1T | AFL/Uzbekistan | toc | aug56 | opb 164 AO at Sergeli |
| | CCCP-10127 | Mi-1T | AFL/Uzbekistan | rgd | 1958 | opb 164 AO; struck off charge 24dec74 as life-time expired |
| 6 7 022 09 | CCCP-L0129 | Mi-1T | AFL/Uzbekistan | mfd | 1956 | opb 164 AO at Sergeli |
| | CCCP-10129 | Mi-1T | AFL/Uzbekistan | rgd | 1958 | opb 164 AO; dbr 05jun63 on take-off from Urgaz for an aerial survey flight when collided at a height of some 8-10 metres with a cable (which had been laid shortly before) and crashed, the pilot and the sole passenger (an operator) were injured; t/t 1,559 hours; struck off charge 22oct63 |
| 6 7 022 10 | CCCP-L0124 | Mi-1U | AFL/Sasovo Fl.Sch. | mfd | 1956 | |
| | CCCP-10124 | Mi-1U | AFL/Sasovo Fl.Sch. | rgd | 15may58 | |
| | CCCP-10124 | Mi-1U | AFL/Vyborg ATU GA | trf | 16sep60 | struck off charge 25mar61 as for use as a ground instructional airframe |
| 6 7 022 11 | CCCP-L0130 | Mi-1T | AFL/Privolzhsk | mfd | 1956 | |
| | CCCP-L0130 | Mi-1T | AFL/Syktyvkar | trf | unknown | on charge by 01oct57; opb Syktyvkarskaya OAG GVF; dbr, details unknown; struck off charge 26may58 |
| 6 7 022 12 | CCCP-L0125 | Mi-1T | AFL/Sasovo Fl.Sch. | toc | 1956 | |
| | CCCP-10125 | Mi-1T | AFL/Sasovo Fl.Sch. | rgd | 15may58 | |
| | CCCP-10125 | Mi-1T | AFL/Kremenchug FS | trf | unknown | on charge by 01nov60 |
| | CCCP-10125 | Mi-1T | Aeroflot/Polar | trf | 01feb63 | opb otryad 254 LO Sheremetyevskogo OAO; flew ice reconnaissance in the Eastern sector of the Soviet Arctic from the icebreaker "Moskva" in 1963; struck off charge 09aug67 as worn out |
| 6 7 022 14 | CCCP-L0128(1) | Mi-1T | AFL/Sasovo Fl.Sch. | toc | 1956 | see c/n 86800204 |
| | CCCP-10128 | Mi-1T | AFL/Sasovo Fl.Sch. | rgd | 15may58 | |
| | CCCP-10128 | Mi-1T | AFL/Kremenchug FS | trf | unknown | on charge by 01nov60 |
| | CCCP-10128 | Mi-1T | AFL/Slavyansk ATU | trf | 08oct68 | Slavyanskoye ATU GA; struck off charge 29oct71 as worn out |
| 6 7 022 15 | CCCP-L0123 | Mi-1T | AFL/Northern | mfd | 1956 | opb 68 AO at Arkhangelsk |
| | CCCP-10123 | Mi-1T | AFL/Northern | rgd | 1958 | opb 68 AO (became 68 LO of Arkhangelski OAO in 1963); dbr, details unknown; struck off charge 08jul65 |
| 6 7 022 16 | not known | Mi-1T | Soviet Air Force ? | mfd | 1956 | |
| | CCCP-40329 | Mi-1T | AFL/Turkmenistan | toc | 16apr60 | rgd 14may60; opb 166 AO at Ashkhabad (became 166 LO of Ashkhabadski OAO in 1963); photo exists; t/t 1,956 hours by 01sep64; struck off charge 01jul74 as life-time expired |
| 6 7 022 18 | CCCP-L0131 | Mi-1TU | AFL/Far East | mfd | oct56 | toc nov56; opb 145 AO |
| | CCCP-10131 | Mi-1TU | AFL/Far East | rgd | 1958 | opb 145 AO; w/o 25jul60, details unknown; struck off charge 05sep60 |
| 6 7 022 19 | CCCP-L0132 | Mi-1T | AFL/Kievski AI | mfd | 1956 | Kiev Aviation Institute; in dark green c/s with light blue underside; struck off charge 25mar61 as for use as a ground instructional airframe; used as a ground instructional airframe by the Kiev Institute of Civil Aviation Engineers (KII GA), seen oct76 |
| 6 7 022 20 | not known | Mi-1T | Soviet Air Force ? | mfd | 1956 | |
| | CCCP-40330 | Mi-1T | AFL/Turkmenistan | toc | 16apr60 | rgd 14may60; opb 166 AO at Ashkhabad (became 166 LO of Ashkhabadski OAO in 1963); struck off charge 01jul74 as life-time expired |
| 6 7 023 01 | CCCP-L0133 | Mi-1U | AFL/Northern | mfd | sep56 | opb UTO-6 |
| | CCCP-10133 | Mi-1U | AFL/Northern | rgd | 1958 | opb UTO-6; trf as a Mi-1T to 71 AO at Vologda between oct57 and apr63 |
| | CCCP-10133 | Mi-1T | AFL/Northern | trf | unknown | opb 71 LO of Vologodski OAO |
| | CCCP-10133 | Mi-1T | AFL/Leningrad | trf | 01jan73 | opb 71 LO of Vologodski OAO; in dark green c/s with light blue underside; struck off charge 18nov76 as life-time expired |
| 6 7 023 03 | CCCP-L0135 | Mi-1AU | AFL/Krasnoyarsk | mfd | 1956 | opb 188 AO |
| | CCCP-10135 | Mi-1AU | AFL/Krasnoyarsk | rgd | 1958 | initially opb 188 AO; trf to 131 AO between apr57 and nov63 (became 131 LO Kezhemskogo OAO in 1963); struck off charge 21nov73 as worn out |
| 6 7 023 05 | CCCP-L0137 | Mi-1TU | AFL/Far East | mfd | nov56 | toc dec56; opb 143 AO |
| | CCCP-10137 | Mi-1TU | AFL/Far East | rgd | 1958 | initially opb 143 AO; trf to 145 LO between dec57 and nov63 (became 145 LO Vladivostokskogo OAO in 1963); t/t 982 hours by 01dec63; last overhaul jan64; struck off charge 09aug67 as worn out |
| 6 7 023 06 | CCCP-L0136 | Mi-1T | AFL/Northern | mfd | 1956 | c/n from the MGA listing - in the request of the Northern directorate for new registration numbers dated 24apr58 it is given as 6702417; photo apr58 |
| | CCCP-10136 | Mi-1T | AFL/Northern | rgd | 13may58 | opb 68 AO; w/o 12jan61 on an ambulance flight from Arkhangelsk-Kegostrov to Zhizhginski Island in below-minima weather conditions (snowfall and poor visibility) when the pilot did not cope with the situation so that the helicopter collided with the ice on Dvina Bay and sank to the sea floor, no casualties; t/t 621 hours; struck off charge 05jul61 as worn out |
| 6 7 023 10 | CCCP-L0139 | Mi-1U | AFL/West Siberia | mfd | sep56 | in an inventory listing of the West Siberian directorate dated 01feb57 with t/t 4 hours; opb 119 AO |
| | CCCP-L0139 | Mi-1T | AFL/Urals | trf | jul57 | opb Tyumenskaya aviagruppa of Uralskaya OAG GVF |
| | CCCP-10139 | Mi-1T | AFL/Urals | rgd | 1958 | opb Tyumenskaya aviagruppa of Uralskaya OAG GVF |
| | CCCP-10139 | Mi-1T | AFL/West Siberia | trf | 06jun59 | opb 237 AO (became 237 LO of Kolpashevski OAO sep63); registration given in an ARM No. 21 document nov61 as 'L-10139'; t/t 1,190 hours by 01oct64; trf to 257 LO of Kolpashevski OAO feb65; trf to 116 LO of Novosibirski OAO between oct64 and 1968; appeared in the 1975 Soviet film "Passazhir" (The Passenger); struck off charge 30dec76 as life-time expired |
| 6 7 023 12 | CCCP-L0141 | Mi-1U | AFL/West Siberia | mfd | sep56 | in an inventory listing of the West Siberian directorate dated 01feb57 without registration, with t/t 7 hours; later opb 184 AO |
| | CCCP-10141 | Mi-1T | AFL/West Siberia | rgd | 1958 | initially opb 184 AO; trf to 237 AO between nov61 and sep63; trf to 116 LO Novosibirskogo OAO between nov63 and jul64; t/t 1,119 hours by 01jul64; trf to 118 LO Barnaulskogo OAO before 1969; struck off charge 17oct74 as life-time expired |
| 6 7 023 13 | CCCP-L0138 | Mi-1T | AFL/West Siberia | mfd | sep56 | in an inventory listing of the West Siberian directorate dated 01feb57 without registration, with t/t 6 hours; later opb 123 AO of Sverdlovskaya aviagruppa |
| | CCCP-L0138 | Mi-1T | AFL/Urals | trf | 22jul57 | opb 123 AO of Sverdlovskaya aviagruppa of Uralskaya OAG GVF |
| | CCCP-10138 | Mi-1T | AFL/Urals | rgd | 1958 | initially opb 123 AO of Sverdlovskaya aviagruppa of Uralskaya OAG GVF (became 123 LO of 2-i Sverdlovski OAO in 1963); trf to 255 LO of Tyumenski OAO before 15oct64 (on the basis of a decree dated 30sep64) |
| | CCCP-10138 | Mi-1T | AFL/Tyumen | trf | 20feb67 | opb 255 LO of Tyumenski OAO; t/t 4,851 hours by 18sep67; struck off charge 21may69 as life-time expired |
| 6 7 023 15 | CCCP-L0140 | Mi-1T | AFL/West Siberia | toc | 1956 | in an inventory listing of the West Siberian directorate dated 01feb57 without registration, with t/t 5 hours; later opb 123 AO of Sverdlovskaya aviagruppa at Uktuis; trf to 122 AO of Sverdlovskaya aviagruppa at Perm 23apr57 |
| | CCCP-L0140 | Mi-1T | AFL/Urals | trf | 22jul57 | opb 122 AO of Sverdlovskaya aviagruppa at Perm |
| | CCCP-10140 | Mi-1T | AFL/Urals | rgd | 1958 | opb 122 AO of Sverdlovskaya aviagruppa (became 122 LO of Permski OAO in 1963); the main rotor was damaged by a fuel truck at Perm-Bakharevka 01apr69; t/t 5,133 hours by 06dec69; struck off charge 11jun70 as life-time expired |
| 6 7 023 18 | CCCP-L0143 | Mi-1T | AFL/Privolzhsk | rgd | nov56 | opb 172 AO as of 05may58 |
| | CCCP-10143 | Mi-1T | AFL/Privolzhsk | rgd | 14may58 | opb 172 AO (became 172 LO Ufimskogo OAO in 1963); in dark green c/s with light blue underside; struck off charge 28feb76 as life-time expired |
| 6 7 023 19 | CCCP-L0144 | Mi-1T | AFL/East Siberia | mfd | 1956 | used in training configuration; opb 140 AO Yakutskoi aviagruppy |

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| | CCCP-L0144 | Mi-1T | AFL/Yakutiya | trf | 01apr57 | opb 140 AO Yakutskoi OAG GVF |
| | CCCP-10144 | Mi-1T | AFL/Yakutiya | rgd | 1958 | opb 140 AO Yakutskoi OAG GVF (became 140 LO Maganskogo OAO in 1963); overhauled in autumn 1962; struck off charge 14nov66 as life-time expired |
| 6 7 023 20 | CCCP-L0145 | Mi-1T | AFL/East Siberia | toc | 1956 | opb 134 AO |
| | CCCP-10145 | Mi-1T | AFL/East Siberia | rgd | 1958 | trf to 199 AO between oct57 and nov63 (became 199 LO Nizhneudinskogo OAO in 1963); struck off charge 16aug79 as life-time expired |
| 6 7 024 01 | CCCP-L0148 | Mi-1U | AFL/Northern | mfd | oct56 | opb UTO-6 |
| | CCCP-10148 | Mi-1U | AFL/Northern | rgd | 1958 | opb UTO-6; trf as a Mi-1T to 73 AO at Naryan-Mar between oct57 and apr63 |
| | CCCP-10148 | Mi-1T | AFL/Northern | trf | unknown | opb 73 LO of Naryan-Marski OAO; in dark blue c/s with light blue underside; struck off charge 29sep71 as worn out |
| 6 7 024 02 | CCCP-L0146 | Mi-1T | AFL/Northern | toc | nov56 | was the first Mi-1 at Kirov; opb 174 AO at Kirov |
| | CCCP-10146 | Mi-1T | AFL/Northern | rgd | 13may58 | opb 174 AO (became 174 LO of Kirovski OAO in 1963) |
| | CCCP-10146 | Mi-1T | AFL/Urals | trf | 24feb67 | initially opb 174 LO of Kirovski OAO; trf to 349 LO of Kirovski OAO in 1974; struck off charge 30dec76 as life-time expired |
| 6 7 024 04 | CCCP-L0149 | Mi-1T | AFL/Mosk. AG SPiVS | mfd | nov56 | opb 1 AOVS of Moskovskaya OAG SP i VS; in dark green c/s with light blue underside; photo exists |
| | CCCP-10149 | Mi-1T | AFL/NII GVF | trf | 06sep58 | |
| | CCCP-10149 | Mi-1T | AFL/Northern | trf | 13aug60 | float-equipped version for whaling flotillas; opb 74 AO at Smolnoye; photo exists |
| | CCCP-10149 | Mi-1T | AFL/GosNII GVF | trf | 10feb63 | |
| | CCCP-10149 | Mi-1T | AFL/Northern | trf | unknown | in the inventory listing of the Northern directorate dated 01jul63 as temporarily transferred to the GosNII GVF, t/t 998 hours by then; opb 74 LO of 2-i Leningradski OAO; struck off charge 30nov77 as life-time expired |
| 6 7 024 05 | CCCP-L0151 | Mi-1T | AFL/Privolzhsk | rgd | nov56 | t/t 5 hours by 01oct57; opb 171 AO as of 05may58; included in the request of the Privolzhsk directorate for new registration numbers dated 05may58 |
| | CCCP-10151 | Mi-1T | AFL/Privolzhsk | rgd | 1958 | not included in the GU GVF document which allocated the new registration numbers 14may58; trf to 172 AO after may58 (became 172 LO Ufimskogo OAO in 1963); t/t 1,961 hours by 01mar64; struck off charge 20jul76 as life-time expired |
| 6 7 024 06 | CCCP-L0150 | Mi-1T | AFL/Krasnoyarsk | toc | 1956 | opb 126 AO |
| | CCCP-10150 | Mi-1T | AFL/Krasnoyarsk | rgd | 1958 | initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1963; struck off charge 04apr75 as life-time expired |
| 6 7 024 07 | CCCP-L0153 | Mi-1T | AFL/Kazakhstan | toc | 1956 | opb 191 AO |
| | CCCP-10153 | Mi-1T | AFL/Kazakhstan | rgd | 1958 | opb 191 AO (became 191 LO Burundaiskogo OAO in 1963); struck off charge 31aug76 as life-time expired |
| 6 7 024 08 | CCCP-L0152 | Mi-1T | AFL/Northern | toc | dec56 | opb 174 AO at Kirov; in dark green c/s with light blue underside |
| | CCCP-10152 | Mi-1T | AFL/Northern | rgd | 1958 | opb 174 AO (became 174 LO of Kirovski OAO in 1963); in dark green c/s with light blue underside |
| | CCCP-10152 | Mi-1T | AFL/Urals | trf | 24feb67 | version given as Mi-1TM in documents of ARZ-26 mar69/apr69; initially opb 174 LO of Kirovski OAO; t/t 3,739 hours by 03mar69; trf to 349 LO of Kirovski OAO in 1974; struck off charge 30dec76 as life-time expired |
| 6 7 024 11 | CCCP-L0154 | Mi-1T | AFL/Northern | toc | dec56 | opb 70 AO |
| | CCCP-10154 | Mi-1T | AFL/Northern | rgd | 1958 | initially opb 70 AO at Murmansk; trf to 71 LO of Vologodski OAO between jul63 and jun64; in olive drab c/s with light grey underside; photo 26feb67; t/t 2,774 hours by 23aug67; struck off charge 31aug71 as worn out |
| 6 7 024 13 | CCCP-L0155 | Mi-1T | AFL/West Siberia | toc | 24may57 | opb 119 AO at Tomsk |
| | CCCP-10155 | Mi-1T | AFL/West Siberia | rgd | 1958 | opb 119 AO (became 119 LO of Tomski OAO in 1963); t/t 3,108 hours by 30mar68; trf to 257 LO Kolpashevskogo OAO between nov65 and 1969; struck off charge 30dec76 as life-time expired |
| 6 7 024 15 | CCCP-L0156 | Mi-1T | AFL/North Kavkaz | toc | dec56 | opb 83 AO |
| | CCCP-10156 | Mi-1T | AFL/North Kavkaz | rgd | 1958 | opb 83 AO (became 83 LO Stavropolskogo OAO in 1963); struck off charge 31jul72 as worn out |
| 6 7 024 17 | CCCP-L0157 | Mi-1U | AFL/Northern | toc | dec56 | opb UTO-6; trf as a Mi-1T to 68 AO at Arkhangelsk between oct57 and apr63 |
| | CCCP-10157 | Mi-1T | AFL/Northern | rgd | 1958 | opb 68 LO of Arkhangelski OAO; struck off charge 27may67 as worn out |
| 6 7 024 18 | CCCP-L0158 | Mi-1T | AFL/North Kavkaz | mfd | 1956 | opb 81 AO |
| | CCCP-10158 | Mi-1T | AFL/North Kavkaz | rgd | 1958 | initially opb 81 AO; trf to 78 AO (became 78 LO Rostovskogo OAO in 1963) between dec57 and sep63; struck off charge 24jan73 as worn out |
| 6 7 024 19 | CCCP-L0159 | Mi-1T | AFL/Sasovo Fl.Sch. | toc | 1956 | |
| | CCCP-L0159 | Mi-1T | AFL/West Siberia | trf | 03mar58 | used in cargo/passenger configuration; opb 118 AO |
| | CCCP-10159 | Mi-1T | AFL/West Siberia | rgd | 1958 | opb 118 AO (became 118 LO Barnaulskogo OAO in 1963); registration given in an ARM No. 21 document nov61 as 'G-10159'; t/t 1,267 hours by 01mar64; struck off charge 25feb77 as life-time expired |
| 6 7 025 01 | CCCP-L0161 | Mi-1T | MAP zavod # 47 | mfd | 29nov56 | |
| | CCCP-L0161 | Mi-1T | AFL/Urals | toc | 21mar58 | opb 255 LO of Tyumenskaya aviagruppa of Uralskaya OAG GVF |
| | CCCP-10161 | Mi-1T | AFL/Urals | rgd | 1958 | opb 255 LO of Tyumenskaya aviagruppa of Uralskaya OAG GVF (became 255 LO of Tyumenski OAO in 1963) |
| | CCCP-10161 | Mi-1T | AFL/Tyumen | trf | 20feb67 | opb 255 LO of Tyumenski OAO; t/t 4,904 hours by 01feb68; struck off charge 24jun69 as worn out |
| 6 7 025 02 | CCCP-L0162 | Mi-1T | AFL/East Siberia | toc | 1956 | opb 138 AO; dbr 12aug58 on landing at a site high up in the mountains near Krasny Chikoi (Chita region) when descended too steeply, started to rotate (due to pilot error) on final approach and collided with the ground, no casualties; t/t 433 hours; struck off charge 10oct58 |
| 6 7 025 03 | CCCP-L0163 | Mi-1T | MAP zavod # 47 | mfd | 26nov56 | |
| | CCCP-L0163 | Mi-1T | AFL/Urals | toc | 21mar58 | opb 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF |
| | CCCP-10163 | Mi-1T | AFL/Urals | rgd | 1958 | opb 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF (became 255 LO of Tyumenski OAO of Tyumenskaya aviagruppa in 1963) |
| | CCCP-10163 | Mi-1T | AFL/Tyumen | trf | 20feb67 | opb 255 LO of Tyumenski OAO; t/t 6586 hours by 30jun68; struck off charge 22dec69 as life-time expired |
| 6 7 025 04 | CCCP-L0164 | Mi-1T | AFL/Northern | toc | jan57 | opb 75 AO of Syktyvkarskaya aviagruppa at Syktyvkar |
| | CCCP-L0164 | Mi-1T | AFL/Syktyvkar | trf | 21may57 | initially opb 75 AO of Syktyvkarskaya OAG GVF at Syktyvkar; trf to 233 AO of Syktyvkarskaya OAG GVF at Ukhta 16nov57 |
| | CCCP-10164 | Mi-1T | AFL/Syktyvkar | rgd | 1958 | opb 233 AO of Syktyvkarskaya OAG GVF (became 233 LO of Ukhtinski OAO in 1963) |
| | CCCP-10164 | Mi-1T | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; t/t 2,766 hours by 21apr67 |
| | CCCP-10164 | Mi-1T | AFL/Northern | trf | 17sep69 | struck off charge 20may71 due to its poor technical condition |
| 6 7 025 07 | CCCP-L0142(1) | Mi-1T | AFL/Syktyvkar | toc | 1956 | opb 76 AO of Syktyvkarskaya aviagruppa at Pechora (became 76 AO of Syktyvkarskaya OAG GVF 21may57); dbr 19jul57 on a flight probably in the Komi Autonomous Republic in support of a geological expedition when the pilot committed mistakes on final approach to a temporary site so that the helicopter came in too fast, touched down hard and rolled over onto its right side, the pilot escaped; t/t 100 hours; struck off charge 16dec57; see c/n 86800203 |
| 6 7 025 08 | CCCP-L0160 | Mi-1T | AFL/East Siberia | mfd | dec56 | toc jan57; opb 138 AO |
| | CCCP-10160 | Mi-1T | AFL/East Siberia | rgd | 1958 | trf to 135 AO between oct57 and nov63 (became 135 LO Kirenskogo OAO in 1963); struck off charge 29apr74 as worn out |
| 6 7 025 09 | CCCP-L0166 | Mi-1T | AFL/Krasnoyarsk | mfd | dec56 | opb 126 AO |
| | CCCP-10166 | Mi-1T | AFL/Krasnoyarsk | rgd | 1958 | initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1964; trf to 127 LO Yeniseiskogo OAO between 1964 and 1972; last overhaul in 1972; struck off charge 14jan77 as life-time expired |
| 6 7 025 10 | CCCP-L0165 | Mi-1T | AFL/Far East | mfd | dec56 | toc 17jan57; opb 145 AO; in dark green c/s with light blue underside |
| | CCCP-10165 | Mi-1T | AFL/Far East | rgd | 1958 | initially opb 145 AO; trf to 129 AO between dec57 and nov63 (became 129 LO of Blagoveshchenski OAO in 1963); dbr, details unknown; struck off charge 08aug69 |
| 6 7 025 12 | CCCP-L0167 | Mi-1T | AFL/Uzbekistan | toc | jan57 | opb 164 AO at Sergeli |
| | CCCP-10167 | Mi-1T | AFL/Uzbekistan | rgd | 1958 | opb 164 AO (became 164 LO of Sergeliski OAO in 1963); struck off charge 30sep74 as life-time expired |
| 6 7 025 13 | CCCP-L0169 | Mi-1T | AFL/North Kavkaz | toc | 1956 | opb 81 AO |
| | CCCP-10169 | Mi-1T | AFL/North Kavkaz | rgd | 1958 | opb 81 AO; in dark green c/s with light blue underside; dbr 04jun61 when the pilot flew too low, details unknown, no casualties; struck off charge 16jan62 |
| 6 7 025 14 | CCCP-L0170 | Mi-1T | AFL/Uzbekistan | toc | jan57 | opb 164 AO at Sergeli |
| | CCCP-10170 | Mi-1T | AFL/Uzbekistan | rgd | 1958 | opb 164 AO (became 164 LO of Sergeliski OAO in 1963); struck off charge 01jul74 as life-time expired |
| 6 7 025 17 | CCCP-L0171 | Mi-1T | AFL/Kazakhstan | mfd | 1956 | opb 191 AO |
| | CCCP-10171 | Mi-1T | AFL/Kazakhstan | rgd | 1958 | opb 191 AO (became 191 LO Burundaiskogo OAO in 1963); dbr 13jun64 on take-off for an aerial survey flight from a temporary helipad of the Turlan Geophysical Expedition when collided due to pilot error with Mi-1T CCCP-40402 which took off at the same time, 5 occupants on board of the 2 helicopters were injured; t/t 2,451 hours; struck off charge 21sep64 |
| 6 7 025 18 | CCCP-L0172 | Mi-1T | AFL/Kazakhstan | toc | 1956 | opb 191 AO |
| | CCCP-10172 | Mi-1T | AFL/Kazakhstan | rgd | 1958 | opb 191 AO (became 191 LO Burundaiskogo OAO in 1963); struck off charge 18nov76 as life-time expired |
| 6 7 025 19 | CCCP-L0168 | Mi-1T | AFL/Kazakhstan | mfd | 1956 | opb 191 AO; dbr 05sep57 on a geophysical survey flight with the MTOW exceeded and the centre of gravity out of the envelope (too far forward), when the pilot flew a steep right turn at a height of 25 metres 80 km north-west of Atbasar the nose pitched down, the helicopter lost height rapidly and came down hard, suffering substantial damage, the pilot and both passengers (operators) were slightly injured; t/t 248 hours; struck off charge 16dec57 |
| 6 7 025 20 | CCCP-L0173 | Mi-1T | AFL/Yakutiya | mfd | dec56 | opb 197 AO Yakutskoi aviagruppy |
| | CCCP-10173 | Mi-1T | AFL/Yakutiya | rgd | 1958 | opb 197 AO (became 197 LO Aldanskogo OAO in 1963); dbr, details unknown; struck off charge 17oct66 |
| 6 7 026 01 | CCCP-L0174 | Mi-1T | AFL/Krasnoyarsk | mfd | dec56 | opb 127 AO |
| | CCCP-10174 | Mi-1T | AFL/Krasnoyarsk | rgd | 1958 | opb 127 AO (became 127 LO Yeniseiskogo OAO in 1963); struck off charge 14jan77 as life-time expired |
| 6 7 026 03 | CCCP-L0175 | Mi-1T | AFL/West Siberia | mfd | 1956 | opb 3 AE 119 AO |
| | CCCP-10175 | Mi-1T | AFL/West Siberia | rgd | 1958 | initially opb 3 AE 119 AO; trf to 237 AO may59 (became 237 LO Kolpashevskogo OAO in 1963); trf to 257 LO Kolpashevskogo OAO feb65; photo exists; t/t 2,875 hours by 01jun65; dbr, details unknown; struck off charge 30sep74 |
| 6 7 026 04 | CCCP-L0176 | Mi-1T | AFL/Krasnoyarsk | toc | 1956 | opb 131 AO; in dark green c/s with light blue underside |
| | CCCP-10176 | Mi-1T | AFL/Krasnoyarsk | rgd | 1958 | opb 131 AO (became 131 LO Kezhemskogo OAO in 1963); last overhaul in 1972; struck off charge 21nov75 as worn out |
| 6 7 026 06 | CCCP-L0177 | Mi-1T | AFL/East Siberia | mfd | dec56 | toc jan57; opb 135 AO |
| | CCCP-10177 | Mi-1T | AFL/East Siberia | rgd | 1958 | dbr 15jul61, details unknown, no casualties; t/t 1,139 hours; struck off charge 30jan63 |
| 6 7 026 07 | CCCP-L0178 | Mi-1T | AFL/Uzbekistan | toc | jan57 | opb 164 AO at Sergeli |
| | CCCP-10178 | Mi-1T | AFL/Uzbekistan | rgd | 1958 | initially opb 164 AO (became 164 LO of Sergeliski OAO in 1963); trf to 314 LO of Urgenchski OAO in 1969; struck off charge 24dec75 as life-time expired |
| 7 7 026 14 | CCCP-L0180 | Mi-1T | AFL/Ukraine | mfd | 1957 | opb 88 AO at LWO (was the first Mi-1 of the unit); included in the request of the Ukrainian directorate for new registration numbers dated 01apr58 |

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| | CCCP-10180 | Mi-1T | AFL/Ukraine | rgd | 1958 | not included in the GU GVF document which allocated the new registration numbers 17may58; opb 88 AO; trf to 98 LO of Chernovitski OAO between dec57 and oct63 |
| | CCCP-10180 | Mi-1T | AFL/Northern | trf | 31mar66 | opb 68 LO of Arkhangelski OAO (became 68 LO of 2-i Arkhangelski OAO in 1969) |
| | CCCP-10180 | Mi-1T | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO; struck off charge 28feb75 as life-time expired |
| 7 7 026 15 | CCCP-L0181 | Mi-1T | AFL/Ukraine | mfd | jan57 | used in cargo configuration; opb 92 AO |
| | CCCP-L0181 | Mi-1T | AFL/Kazakhstan | trf | 06apr58 | opb 157 AO |
| | CCCP-40365 | Mi-1T | AFL/Kazakhstan | rgd | 1958 | initially opb 157 AO (became 157 LO Ust'-Kamenogorskogo OAO in 1963); trf to 328 LO Ust'-Kamenogorskogo OAO may70); struck off charge 18nov76 as life-time expired |
| 7 7 026 16 | CCCP-L0182 | Mi-1T | AFL/West Siberia | toc | 24may57 | opb 119 AO |
| | CCCP-10182 | Mi-1T | AFL/West Siberia | rgd | 1958 | initially opb 119 AO; trf to 116 AO (became 116 LO Novosibirskogo OAO in 1963) between jun57 and sep63; struck off charge 18nov76 as life-time expired |
| 7 7 026 18 | CCCP-L0185 | Mi-1T | AFL/Far East | mfd | jan57 | opb 143 AO |
| | CCCP-10185 | Mi-1T | AFL/Far East | rgd | 1958 | initially opb 143 AO; trf to 249 AO apr60 (became 249 LO 2-go Khabarovskogo OAO jan63); damaged by fire, details unknown; struck off charge 31jul72 |
| 7 7 026 20 | CCCP-L0183 | Mi-1T | AFL/West Siberia | mfd | 1957 | opb 119 AO |
| | CCCP-10183 | Mi-1T | AFL/West Siberia | rgd | 1958 | opb 119 AO (became 119 LO Tomskogo OAO in 1963); t/t 2,350 hours by 01feb65; trf to 257 LO Kolpashevskogo OAO between feb65 and 1969; struck off charge 31aug76 as life-time expired |
| 7 7 027 01 | CCCP-L0184 | Mi-1T | AFL/West Siberia | mfd | 15jan57 | toc feb57; initially opb 123 AO Sverdlovskoi aviagruppy; trf to 122 AO Sverdlovskoi aviagruppy 23apr57 |
| | CCCP-L0184 | Mi-1T | AFL/Urals | trf | 22jul57 | opb 122 AO Sverdlovskoi aviagruppy Uralskoi OAG GVF |
| | CCCP-10184 | Mi-1T | AFL/Urals | rgd | 1958 | initially opb 122 AO Sverdlovskoi aviagruppy Uralskoi OAG GVF; trf to 255 AO Tyumenskoi aviagruppy 08aug59 (became 255 LO Tyumenskogo OAO in 1963) |
| | CCCP-10184 | Mi-1T | AFL/Tyumen | trf | 20feb67 | initially opb 255 LO Tyumenskogo OAO; trf to 121 LO Surgutskogo OAO apr69; struck off charge 24dec75 as life-time expired |
| 7 7 027 02 | CCCP-10188 | Mi-1T | AFL/Armenia | mfd | jan57 | in the request of Armyanskaya OAG GVF for new registration numbers dated 12apr58 already with this registration; opb 36 AE of Armyanskaya OAG GVF |
| | CCCP-10188 | Mi-1T | AFL/Northern | trf | 28sep61 | opb 68 AO at Arkhangelsk (became 68 LO of Arkhangelski OAO in 1963 and 68 LO of 2-i Arkhangelski OAO in 1969); t/t 1,923 hours by 18apr67 |
| | CCCP-10188 | Mi-1T | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO; struck off charge 28feb75 as life-time expired |
| 7 7 027 07 | CCCP-20226 | Mi-1T | AFL/Uzbekistan | toc | 01dec58 | initially opb 164 AO (became 164 LO of Sergeliski OAO in 1963); trf to 314 LO of Urgenchski OAO in 1969; struck off charge 27oct75 as life-time expired |
| 7 7 027 09 | CCCP-L0225 | Mi-1T | AFL/West Siberia | mfd | 05feb57 | |
| | CCCP-20225 | Mi-1T | AFL/West Siberia | rgd | 1958 | opb 119 AO; w/o 02oct62 on a flight from a site near lake Iudkino to Aleksandrovskoye (Tomsk region) with the MTOW exceeded by 100 kg and the centre of gravity out of the envelope (too far forward) when tried to land in a field near the river Laryegan 10 km south-west of Aleksandrovskoye in order to disembark some of the passengers and cargo (hiding them from the personnel at Aleksandrovskoye airfield), but went out of control on final approach and crashed, pilot and all 3 passengers killed; t/t 1,530 hours; wreck found 04oct62; struck off charge 24dec62 |
| 7 7 027 10 | CCCP-L0232 | Mi-1T | AFL/Turkmenistan | mfd | 1957 | opb 166 AO; was the first Mi-1 of the Turkmen directorate |
| | CCCP-20232 | Mi-1T | AFL/Turkmenistan | rgd | 1958 | opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); struck off charge 07sep70 as life-time expired |
| 7 7 027 11 | CCCP-L0226 | Mi-1T | AFL/West Siberia | toc | 24may57 | opb 119 AO; dbr 12sep57 on a gravimetric survey flight in the Tyumen region when tried to land on a forest clearing measuring 60x70 metres, but descended too steeply due to pilot error, started to rotate anti-clockwise and came down hard, the pilot escaped unhurt; t/t 86 hours; struck off charge 10may58 |
| 7 7 027 12 | CCCP-L0243 | Mi-1T | AFL/Yakutiya | mfd | 1957 | opb 140 AO of Yakutskaya OAG GVF |
| | CCCP-20243 | Mi-1T | AFL/Yakutiya | rgd | 1958 | opb 140 AO of Yakutskaya OAG GVF |
| | CCCP-20243 | Mi-1T | AFL/Ukraine | trf | 25apr61 | used in passenger configuration (with 2 passenger seats); opb 91 AO at Rovno (became 91 LO of Rovenski OAO 27jun63) |
| | CCCP-20243 | Mi-1T | AFL/Turkmenistan | trf | 06feb75 | struck off charge 29aug77 as life-time expired |
| 7 7 027 13 | CCCP-L0233 | Mi-1T | AFL/West Siberia | toc | 1957 | opb 119 AO |
| | CCCP-20233 | Mi-1T | AFL/West Siberia | rgd | 1958 | opb 119 AO (became 119 LO Tomskogo OAO in 1963); t/t 2,484 hours by 01oct65; trf to 257 LO Kolpashevskogo OAO between oct65 and 1969; struck off charge 14jan77 as life-time expired |
| 7 7 027 14 | CCCP-L0230 | Mi-1T | AFL/Krasnoyarsk | toc | 1957 | opb 130 LO |
| | CCCP-20230 | Mi-1T | AFL/Krasnoyarsk | rgd | 1958 | initially opb 130 AO (became 130 LO Abakanskogo OAO in 1963); trf to 132 LO Tuvinskogo OAO between 1964 and 1972; last overhaul in 1972; struck off charge 30apr77 as life-time expired |
| 7 7 027 15 | CCCP-L0231 | Mi-1T | AFL/Mosk. AG SPiVS | toc | unknown | |
| | CCCP-20231 | Mi-1T | AFL/Mosk. AG SPiVS | rgd | unknown | canx 31aug76 as life-time expired |
| 7 7 027 16 | CCCP-L0227 | Mi-1T | AFL/East Siberia | mfd | jan57 | toc feb57; opb 134 AO |
| | CCCP-20227 | Mi-1T | AFL/East Siberia | rgd | 1958 | initially opb 134 AO; trf to Bodaibinskaya OAE apr62; trf to 133 LO Bodaibinskogo OAO jul64; struck off charge 29apr74 as worn out |
| 7 7 027 17 | CCCP-L0237 | Mi-1T | AFL/Far East | mfd | feb57 | toc mar57; opb 143 AO |
| | CCCP-20237 | Mi-1T | AFL/Far East | rgd | unknown | initially opb 143 AO; trf to 249 AO apr60 (became 249 LO 2-go Khabarovskogo OAO in 1964); struck off charge 30apr76 as life-time expired; reportedly seen at Smolensk-Yuzhny 21aug02 (?) |
| 7 7 027 18 | CCCP-L0186 | Mi-1T | AFL/Yakutiya | toc | mar57 | opb 192 AO Yakutskoi OAG GVF at Nyurba; dbr 20may57 on an ambulance flight from Nyurba when took off with strong cross wind and rolled over onto its right side as the pilot did not cope with the situation, the pilot and both passengers escaped unhurt; t/t 43 hours; struck off charge 10jul57 |
| 7 7 027 19 | CCCP-L0228 | Mi-1T | AFL/Kazakhstan | mfd | 1957 | |
| | CCCP-20228 | Mi-1T | AFL/Kazakhstan | rgd | 1958 | dbr 09sep62 on a gravimetric survey flight when was caught by a downstream while approaching a landing site in the mountains and came down hard, no casualties; t/t 1,302 hours; struck off charge 28may63 as the GVF repair facility did not dispose of a holding frame necessary for the repair |
| 7 7 027 20 | CCCP-L0229 | Mi-1T | AFL/West Siberia | toc | 1957 | opb 3 AE 119 AO |
| | CCCP-20229 | Mi-1T | AFL/West Siberia | rgd | 1958 | initially opb 3 AE 119 AO; trf to 237 AO may59 (became 237 LO Kolpashevskogo OAO in 1963); trf to 257 LO Kolpashevskogo OAO feb65; t/t 2,510 hours by 01jul65; struck off charge 30apr77 as life-time expired |
| 7 7 028 01 | CCCP-L0235 | Mi-1T | AFL/West Siberia | toc | mar57 | opb 184 AO at Stalinsk (now Novokuznetsk) |
| | CCCP-20235 | Mi-1T | AFL/West Siberia | rgd | 1958 | initially opb 184 AO (became 184 LO of Novokuznetski OAO in 1963); in dark green c/s with light blue underside; t/t 2,736 hours by 16nov67; trf to 117 LO of Omski OAO oct70; on a photo at OMS aug76 with large additional 'GAI' (Traffic Police) titles; struck off charge 26oct76 as life-time expired |
| 7 7 028 02 | CCCP-L0241 | Mi-1T | AFL/East Siberia | mfd | 1957 | opb 134 AO |
| | CCCP-20241 | Mi-1T | AFL/East Siberia | rgd | 1958 | trf to 199 AO between oct57 and nov63 (became 199 LO Nizhneudinskogo OAO in 1963); struck off charge 29apr74 as worn out |
| 7 7 028 03 | CCCP-L0236 | Mi-1T | AFL/Far East | mfd | feb57 | toc mar57; opb 145 AO |
| | CCCP-20236 | Mi-1T | AFL/Far East | rgd | 1958 | initially opb 145 AO; trf to 144 AO between dec57 and nov63 (became 144 LO Nikolayevskogo-na-Amure OAO in 1963); struck off charge 30sep74 as life-time expired |
| 7 7 028 11 | CCCP-Sh0234 | Mi-1U | AFL/Sasovo Fl.Sch. | mfd | 1957 | |
| | CCCP-20234 | Mi-1U | AFL/Sasovo Fl.Sch. | rgd | 1958 | |
| | CCCP-20234 | Mi-1U | AFL/North Kavkaz | trf | 01jan74 | reportedly trf already before dec63, initially opb 109 LO Zabratskogo OAO and trf to 111 LO Makhachkalinskogo OAO after dec63 |
| | CCCP-20234 | Mi-1U | AFL/Azerbaijan | trf | 01apr74 | opb 109 LO Zabratskogo OAO; struck off charge 18may76 as life-time expired; preserved with faded registration at ZXT (N40.496959 E49.970852), seen may96/mar08 |
| 7 7 028 12 | CCCP-Sh0238 | Mi-1T | AFL/Sasovo Fl.Sch. | mfd | 1957 | |
| | CCCP-20238 | Mi-1T | AFL/Sasovo Fl.Sch. | rgd | 15may58 | |
| | CCCP-20238 | Mi-1T | AFL/Kremenchug FS | trf | 01nov60 | |
| | CCCP-20238 | Mi-1T | AFL/Vyborg ATU GA | trf | 16sep68 | struck off charge 27dec73 as worn out |
| 7 7 028 15 | CCCP-L0240 | Mi-1U | AFL/Ukraine | mfd | 1957 | initially opb UTO-8; trf to 92 AO at IEV between dec57 and oct63 |
| | CCCP-20240 | Mi-1T | AFL/Ukraine | rgd | 1958 | opb 92 AO (became 92 LO of Kievski OAO in 1963) |
| | CCCP-20240 | Mi-1U | AFL/Kremenchug FS | trf | 08apr64 | |
| | not known | Mi-1U | Soviet Air Force | trf | 01apr72 | on charge as of 356 ARZ (military unit 13827) at Engels |
| 7 7 028 17 | CCCP-L0261 | Mi-1T | AFL/Magadan | toc | 01apr58 | opb 150 AO of Magadanskaya OAG GVF |
| | CCCP-20261 | Mi-1T | AFL/Magadan | rgd | 1958 | initially opb 150 AO of Magadanskaya OAG GVF; trf to 185 LO of Magadanski OAO of Mhagadanskaya OAG GVF between dec63 and sep65 |
| | CCCP-20261 | Mi-1T | AFL/Urals | trf | 01sep65 | opb 234 LO of Salekhardski OAO of Tyumenskaya aviagruppa |
| | CCCP-20261 | Mi-1T | AFL/Tyumen | trf | 20feb67 | opb 234 LO of Salekhardski OAO; t/t 1,807 hours by 20jun67; struck off charge 30nov77 as life-time expired |
| 7 7 029 01 | CCCP-Sh0245 | Mi-1AU | AFL/Sasovo Fl.Sch. | mfd | 1957 | used in training configuration |
| | CCCP-Sh0245 | Mi-1AU | AFL/Armenia | trf | 26oct57 | opb 36 AE of Armyanskaya OAG GVF |
| | CCCP-20245 | Mi-1AU | AFL/Armenia | rgd | 1958 | opb 36 AE of Armyanskaya OAG GVF |
| | CCCP-20245 | Mi-1AU | AFL/Northern | trf | 01jun59 | opb 174 AO at Kirov (became 174 LO of Kirovski OAO in 1963) |
| | CCCP-20245 | Mi-1AU | AFL/Urals | trf | 24feb67 | opb 174 LO of Kirovski OAO; t/t 1,416 hours by 24apr69 |
| | CCCP-20245 | Mi-1T | AFL/Uzbekistan | trf | 08dec73 | used in crop-spraying and cargo configuration; opb 314 LO of Urgenchski OAO; struck off charge 25feb77 as life-time expired |
| 7 7 030 01 | CCCP-L0248 | Mi-1T | AFL/Mosk. AG SPiVS | mfd | 1957 | |
| | CCCP-20248 | Mi-1T | AFL/Mosk. AG SPiVS | rgd | 1958 | canx 01jun71 ? |
| | not known | Mi-1T | Soviet Air Force | trf | 01jun71 | on the basis of a decree by the Council of Ministers issued 26feb71; opb 131 uap Saratovskogo VAUL (military unit 21965) |
| 7 7 030 03 | CCCP-L0246 | Mi-1U | AFL/Uzbekistan | toc | aug57 | opb 164 AO at Sergeli |
| | CCCP-20246 | Mi-1U | AFL/Uzbekistan | rgd | 1958 | opb 164 AO (became 164 LO of Sergeliski OAO in 1963); struck off charge 29apr73 as life-time expired |
| 7 7 030 04 | CCCP-L0247 | Mi-1T | AFL/Syktyvkar | toc | aug57 | initially opb Ukhtinskaya OAE of 76 AO of Syktyvkarskaya OAG GVF at Ukhta, was the first Mi-1 operated by the group; in dark green c/s with light blue underside; trf to 233 AO of Syktyvkarskaya OAG GVF 16nov57 |
| | CCCP-20247 | Mi-1T | AFL/Syktyvkar | rgd | 1958 | opb 233 AO of Syktyvkarskaya OAG GVF (became 233 LO of Ukhtinski OAO in 1963) |
| | CCCP-20247 | Mi-1T | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO of Syktyvkarskaya OAG GVF; struck off charge date unknown |
| 7 7 030 05 | not known | Mi-1AU | DOSAAF | mfd | 1957 | opb Sverdlovski aeroklub at Loginovo; t/t 173 hours by 01jul60 |
| 7 7 030 06 | CCCP-L0249 | Mi-1TU | AFL/North Kavkaz | toc | aug57 | opb 81 AO at Krasnodar |
| | CCCP-20249 | Mi-1TU | AFL/North Kavkaz | rgd | 1958 | initially opb 81 AO; trf to 80 AO at Stalingrad (became 80 LO of 2-i Volgogradski OAO in 1963) between dec57 and sep63; trf to 2 AE 351 LO of Nalchikski OAO in 1972; struck off charge 26oct76 as life-time expired |

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| 7 7 030 07 | CCCP-20253 | Mi-1T | AFL/Far East | toc | 05mar58 | opb 145 AO; dbr 25jul58 on an unauthorised flight from Nantsy to the Sikhote-Alin mountains during operations in support of Expedition Nos. 29 and 31 when tried to land at a site at a height of 1,433 metres 30 km north-east of Nantsy, came down too fast as the max. weight for the given conditions was exceeded, the tail rotor collided with a tree and the helicopter came to rest on its right side, the pilot was slightly injured while both passengers escaped unhurt; t/t 191 hours; struck off charge 08dec58 |
| 7 7 030 09 | CCCP-L0250 | Mi-1TU | AFL/Privolzhsk | rgd | sep57 | opb UTO as of 05may58 |
| | CCCP-20250 | Mi-1TU | AFL/Privolzhsk | rgd | 14may58 | trf to 172 AO after may58 (became 172 LO Ufimskogo OAO in 1963); struck off charge 20jul76 as life-time expired |
| 7 7 030 10 | CCCP-L0255 | Mi-1T | AFL/Sasovo Fl.Sch. | mfd | 1957 | |
| | CCCP-20255 | Mi-1T | AFL/Sasovo Fl.Sch. | rgd | 15may58 | |
| | CCCP-20255 | Mi-1T | AFL/Kremenchug FS | trf | 13oct60 | |
| | CCCP-20255 | Mi-1T | AFL/Vyborg ATU GA | trf | unknown | on charge by 01mar63; struck off charge 26may65 as a 'maket' (mock-up); probably used as a ground instructional airframe by Vyborgskoye ATU GA |
| 7 7 030 12 | CCCP-L0254 | Mi-1T | AFL/Sasovo Fl.Sch. | mfd | 1957 | |
| | CCCP-20254 | Mi-1T | AFL/Sasovo Fl.Sch. | rgd | 15may58 | |
| | CCCP-20254 | Mi-1T | AFL/Kremenchug FS | trf | 13oct60 | |
| | CCCP-20254 | Mi-1T | AFL/Vyborg ATU GA | trf | 13oct62 | struck off charge 26may65 as a 'maket' (mock-up); probably used as a ground instructional airframe by Vyborgskoye ATU GA |
| 7 7 030 14 | CCCP-L0256 | Mi-1T | AFL/Sasovo Fl.Sch. | mfd | 1957 | |
| | CCCP-20256 | Mi-1T | AFL/Sasovo Fl.Sch. | rgd | 15may58 | |
| | CCCP-20256 | Mi-1T | AFL/Kremenchug FS | trf | 13oct60 | |
| | CCCP-20256 | Mi-1T | AFL/Polar | trf | 26apr63 | opb 254 LO Sheremetyevskogo OAO |
| | CCCP-20256 | Mi-1T | AFL/Central Region | trf | 29jan71 | opb Myachkovski OAO; struck off charge 30apr77 as life-time expired |
| 7 7 030 15 | CCCP-L0258 | Mi-1T | AFL/Mosk. AG SPiVS | toc | 1957 | |
| | CCCP-20258 | Mi-1T | AFL/Mosk. AG SPiVS | rgd | 13oct60 | t/t 2,125 hours by 31aug67 |
| | not known | Mi-1T | Soviet Air Force | trf | 26feb71 | opb military unit 73778 at Kuibyshev |
| 7 7 030 17 | CCCP-L0257 | Mi-1TU | AFL/Kyrgyzstan | mfd | 1957 | registration in the MGA listing as just '0257'; opb 180 AO Kirgizskoi OAG GVF |
| | CCCP-20257 | Mi-1TU | AFL/Kyrgyzstan | rgd | 1958 | opb 180 AO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO in 1963); struck off charge 27dec77 as life-time expired |
| 7 7 030 18 | CCCP-L0281 | Mi-1AU | AFL/Far East | mfd | 1957 | opb 129 AO |
| | CCCP-20281 | Mi-1AU | AFL/Far East | rgd | 1958 | initially opb 129 AO (became 129 LO Blagoveshchenskogo OAO in 1963); trf to 146 LO Blagoveshchenskogo OAO in 1972; struck off charge 18nov76 as life-time expired |
| 7 7 030 19 | CCCP-L0252 | Mi-1T | AFL/Kazakhstan | mfd | 1957 | opb 191 AO at Burundai |
| | CCCP-20252 | Mi-1T | AFL/Kazakhstan | rgd | 1958 | opb 191 AO (became 191 LO of Burundaiski OAO jan64); opb 926 hours by 01oct63; struck off charge 25feb77 as life-time expired |
| 7 7 031 01 | CCCP-20239 | Mi-1A | AFL/Far East | mfd | aug57 | toc 24mar58; opb 147 AO (became 147 LO Yuzhno-Sakhalinskogo OAO dec63); last overhaul feb64; dbr, details unknown; struck off charge 19feb67 |
| 7 7 031 02 | CCCP-L0242 | Mi-1T | AFL/East Siberia | mfd | aug57 | toc 30sep57; opb 138 AO; dbr 22jun58 on a flight from Mogocha to a site in the taiga 55 km north of Mogocha in support of a geological expedition when hovered at a height of 30-40 cm in order to disembark the navigator at an uneven site (at a height of 890 metres) which was not suitable for landing, but the helicopter started to turn left and shift to the left, the left main gear collided with a mound and the helicopter came to rest on its side, both crew escaped; struck off charge 10oct58 |
| 7 7 031 03 | CCCP-L0244 | Mi-1T | AFL/East Siberia | toc | 30sep57 | opb 135 AO; w/o 13mar58 on a flight to Vitim in support of a geological expedition when a blade of the main rotor came off on final approach (due to a manufacturing defect) and the helicopter crashed, the pilot was killed; struck off charge 04aug58 |
| 7 7 031 04 | CCCP-L0251 | Mi-1A | AFL/Far East | mfd | aug57 | opb 143 AO |
| | CCCP-20251 | Mi-1A | AFL/Far East | rgd | 1958 | initially opb 143 AO; trf to 249 AO apr60 (became 249 LO 2-go Khabarovskogo OAO in 1963); struck off charge 24dec74 as life-time expired |
| 7 7 031 05 | CCCP-L0333 | Mi-1T | AFL/East Siberia | mfd | aug57 | opb 138 AO; toc 30sep57 |
| | CCCP-40333 | Mi-1T | AFL/East Siberia | rgd | 1958 | opb 138 AO; dbr 30jun61, details unknown, no casualties; t/t 820 hours; struck off charge 09oct62 |
| 7 7 031 06 | CCCP-L0335 | Mi-1A | AFL/East Siberia | mfd | 21aug57 | toc 30sep57; opb 134 AO |
| | CCCP-40335 | Mi-1A | AFL/East Siberia | rgd | 1958 | opb 190 LO Irkutskogo OAO; w/o 27dec63 on the return leg of a mail flight from Ust'-Uda to Podvolochnoye with an intoxicated pilot at the controls and 2 unauthorised passengers on board when entered an area of poor visibility and heavy snowfall shortly after take-off, collided with trees and crashed in the taiga 10 km south-west of Podvolochnoye (7 km from the abandoned village Rasputino and 5 km from the mouth of the river Yegirma), the pilot and both passengers were killed; t/t 1,843 hours; the wreck was found only 15may64; struck off charge 18dec64 |
| 7 7 031 07 | CCCP-L0259 | Mi-1A | AFL/Far East | toc | 01dec57 | ob 149 AO |
| | CCCP-20259 | Mi-1A | AFL/Far East | rgd | 1958 | opb 149 AO (became 149 LO Petropavlovskogo OAO in 1963 and 149 LO 2-go Petropavlovskogo OAO in 1965); damaged 05jun74 on a forest patrol flight when landed for refuelling near Nevelsk and collided after take-off with a high-voltage power-line 400 metres further on, but was able to make a forced landing on a sand spit close to the sea, both crew and the sole passenger escaped unhurt; struck off charge 27dec77 as life-time expired |
| 7 7 031 08 | CCCP-L0260 | Mi-1T | AFL/Urals | mfd | 29aug57 | in a document nov58 as a Mi-1T and in a document nov61 as well as in the accident report as a Mi-1A; opb Tyumenskaya aviagruppa Uralskoi OAG GVF |
| | CCCP-20260 | Mi-1A | AFL/Urals | rgd | 1958 | initially opb 246 AO Tyumenskoi aviagruppy Uralskoi OAG GVF; trf to 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF jan61; w/o 03feb62 on an unauthorised flight from Kunovat (Muzhi district of the Tyumen region) to Novy Kunovat at night when the intoxicated pilot did not cope with aviating and the helicopter crashed after 300 metres, the pilot and both passengers were killed; t/t 2,172 hours; struck off charge 07mar62 |
| 7 7 031 11 | CCCP-L0332 | Mi-1A | AFL/Urals | toc | 01oct57 | version given as such in documents of 122 AO in 1958/61; opb 122 AO of Uralskaya OAG GVF at Perm |
| | CCCP-40332 | Mi-1A | AFL/Urals | rgd | 1958 | version given in documents of 122 AO as Mi-1A in 1958/63 and as Mi-1T from 1964; opb 122 AO of Uralskaya OAG GVF at Perm (became 122 LO of Permski OAO in 1963); t/t 5,282 hours by 23jun69; struck off charge 11jun70 as life-time expired |
| 7 7 031 12 | CCCP-L0352 | Mi-1T | AFL/West Siberia | toc | jul57 | rgd 27jan58; opb 184 AO |
| | CCCP-40352 | Mi-1T | AFL/West Siberia | rgd | 19jan60 | initially opb 184 AO (became 184 LO Novokuznetskogo OAO in 1963); t/t 2,519 hours by 01jul65; trf to 116 LO Novosibirskogo OAO after jul65; in dark green c/s with light blue underside and 'GAI' titles; struck off charge 27sep77 as life-time expired |
| 7 7 031 13 | CCCP-L0331 | Mi-1T | AFL/West Siberia | toc | jul57 | opb 119 AO |
| | CCCP-40331 | Mi-1T | AFL/West Siberia | rgd | 1958 | initially opb 119 AO (became 119 LO Tomskogo OAO in 1963); trf to 184 LO Novokuznetskogo between nov63 and aug64; t/t 1,828 hours by 01aug64; struck off charge 30nov77 as life-time expired |
| 7 7 031 15 | CCCP-L0334 | Mi-1T | AFL/West Siberia | mfd | aug57 | toc sep57; opb 119 AO |
| | CCCP-40334 | Mi-1T | AFL/West Siberia | rgd | 1958 | opb 119 AO (became 119 LO Tomskogo OAO in 1963); struck off charge 31may77 as life-time expired |
| 7 7 031 16 | CCCP-L0336 | Mi-1T | AFL/West Siberia | toc | aug57 | opb 3 AE 119 AO at Kolpashevo |
| | CCCP-40336 | Mi-1T | AFL/West Siberia | rgd | 1958 | initially opb 3 AE 119 AO; trf to 237 AO at Kolpashevo may59 (became 237 LO of Kolpashevski OAO in 1963); trf to 257 LO of Kolpashevski OAO feb65; t/t 2,500 hours by 01jul65; t/t 3,704 hours by 24nov67; struck off charge 30apr76 as life-time expired |
| 7 7 031 17 | CCCP-L0266 | Mi-1T | AFL/West Siberia | toc | 09nov57 | opb 118 AO |
| | CCCP-20266 | Mi-1T | AFL/West Siberia | rgd | 1958 | used in cargo/passenger and cargo configuration; initially opb 118 AO (became 118 LO Barnaulskogo OAO in 1963); trf to 184 LO Novokuznetskogo OAO dec63; in dark green c/s with light grey underside; t/t 2,316 hours by 01nov65; trf to 354 LO Novokuznetskogo OAO dec74; struck off charge 14jan77 as life-time expired |
| 7 7 031 18 | CCCP-L0262 ? | Mi-1T | AFL/West Siberia | rgd | 12mar57 ? | registration not mentioned in the MGA listing; toc sep57; opb 117 AO at Omsk |
| | CCCP-20262 | Mi-1T | AFL/West Siberia | rgd | 1958 | opb 117 AO (became 117 LO of Omski OAO in 1963); t/t 4,535 hours by 10apr68; struck off charge 28feb76 as life-time expired |
| 7 7 031 19 | CCCP-L0263 ? | Mi-1T | AFL/West Siberia | rgd | 12mar57 ? | registration not mentioned in the MGA listing; toc sep57; opb 117 AO at Omsk |
| | CCCP-20263 | Mi-1T | AFL/West Siberia | rgd | 1958 | opb 117 AO (became 117 LO of Omski OAO in 1963); t/t 4,161 hours by 16aug67; struck off charge 21nov75 as life-time expired |
| 7 7 031 20 | CCCP-L0264 | Mi-1T | AFL/Azerbaijan | toc | 01dec57 | opb 109 AO |
| | CCCP-20264 | Mi-1T | AFL/Azerbaijan | rgd | 1958 | opb 109 AO (became 109 LO Zabratskogo OAO in 1963) |
| | CCCP-20264 | Mi-1T | AFL/North Kavkaz | trf | 12jan62 | opb 110 LO Astrakhanskogo OAO; dbr, details unknown; struck off charge 24dec74 |
| 7 7 032 01 | CCCP-L0265 | Mi-1T | AFL/West Siberia | toc | 09nov57 | opb 116 AO |
| | CCCP-20265 | Mi-1T | AFL/West Siberia | rgd | 1958 | opb 116 AO (became 116 LO Novosibirskogo OAO in 1963); t/t 1,997 hours by 01may65; struck off charge 27apr75 as life-time expired |
| 7 7 032 07 | CCCP-L0270 | Mi-1U | AFL/Turkmenistan | toc | unknown | on charge as of 01nov57; opb 166 AO; t/t 0 hours by 01dec57 |
| | CCCP-20270 | Mi-1U | AFL/Turkmenistan | rgd | 1958 | opb 166 AO |
| | CCCP-20270 | Mi-1U | AFL/Uzbekistan | trf | 08jun60 | initially opb 166 AO; trf to 161 LO Sergeliskogo OAO 08jun60 and to 164 Sergeliskogo OAO in 1964; trf to 314 LO Urgenchskogo OAO in 1969; struck off charge 30nov77 as life-time expired |
| 7 7 032 08 | CCCP-L0271 | Mi-1U | AFL/Urals | mfd | 29sep57 | toc 25oct57; opb 123 AO of Uralskaya OAG GVF at Uktus |
| | CCCP-20271 | Mi-1AU | AFL/Urals | rgd | 1958 | in a document of 123 AO nov58 as a Mi-1AU with dual controls; initially opb 123 AO of Uralskaya OAG GVF; trf to 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF between nov58 and apr61; trf to 125 LO of Beryozovski OAO of Tyumenskaya aviagruppa oct64 |
| | CCCP-20271 | Mi-1U | AFL/Tyumen | trf | 20feb67 | initially opb 125 LO of Beryozovski OAO; t/t 2,360 hours by 30mar68; trf to 121 LO of Surgutski OAO oct69; struck off charge 26jan76 as life-time expired |
| 7 7 032 09 | CCCP-L0273 | Mi-1T | AFL/West Siberia | toc | 09nov57 | opb 117 AO |
| | CCCP-20273 | Mi-1T | AFL/West Siberia | rgd | 1958 | initially opb 117 AO (became 117 LO Omskogo OAO in 1963); in dark green c/s with light blue underside; t/t 982 hours by 01aug64; trf to 116 LO Novosibirskogo OAO jan71; struck off charge 30nov77 as life-time expired |
| 7 7 032 10 | CCCP-L0274 | Mi-1T | AFL/NII GVF | mfd | 1957 | on charge by jan58 |
| | CCCP-20274 | Mi-1T | AFL/NII GVF | rgd | 1958 ? | |
| | CCCP-20274 | Mi-1T | AFL/North Kavkaz | trf | 07apr72 | struck off charge 30nov77 (20nov77 ?) as life-time expired |
| 7 7 032 11 | CCCP-L0267 | Mi-1T | AFL/West Siberia | toc | 19nov57 | opb 118 AO |
| | CCCP-20267 | Mi-1T | AFL/West Siberia | rgd | 1958 | opb 118 AO (became 118 LO Barnaulskogo OAO in 1963); in dark green c/s with light blue underside; t/t 2,002 hours by 01oct64; damaged 26aug73 on a flight in the Altai region in support of a geological exploration expedition when the engine failed (due to a problem with the carburettor) shortly after take-off |

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| | | | | | | from a site in the mountains, the helicopter made an auto-rotation landing on the slope of a mountain and rolled over onto its right side; struck off charge 21nov75 as life-time expired |
| 7 7 032 12 | CCCP-L0268 | Mi-1A | AFL/Far East | toc | 21nov57 | opb 143 AO |
| | CCCP-20268 | Mi-1A | AFL/Far East | rgd | 1958 | initially opb 143 AO; trf to 249 AO apr60 (became 249 LO 2-go Khabarovskogo OAO in 1963); struck off charge 24dec74 as life-time expired |
| 7 7 032 13 | CCCP-L0269 | Mi-1A | AFL/Far East | toc | 25nov57 | opb 143 AO; photo in "Grazhdanskaya aviatsiya" magazine No. 7/1959 |
| | CCCP-20269 | Mi-1A | AFL/Far East | rgd | 1958 | initially opb 143 AO; trf to 249 AO apr60 (became 249 LO 2-go Khabarovskogo OAO in 1963); struck off charge 28feb73 as worn out |
| 7 7 032 14 | CCCP-Sh0275 | Mi-1 | AFL/Sasovo Fl.Sch. | toc | 23oct57 | |
| | CCCP-20275 | Mi-1 | AFL/Sasovo Fl.Sch. | rgd | 15may58 | |
| | CCCP-20275 | Mi-1 | AFL/Kremenchug FS | trf | 01nov60 | |
| | not known | Mi-1 | Soviet Air Force | trf | 1971/72 | handed over to military unit 13827 by 01apr72 (on the basis of a decree by the Council of Ministers which had been issued 26apr71) |
| 7 7 032 15 | CCCP-Sh0276 | Mi-1 | AFL/Sasovo Fl.Sch. | toc | 23oct57 | |
| | CCCP-20276 | Mi-1 | AFL/Sasovo Fl.Sch. | rgd | 15may58 | |
| | CCCP-20276 | Mi-1 | AFL/Kremenchug FS | trf | 01nov60 | |
| | not known | Mi-1 | Soviet Air Force | trf | 1971/72 | handed over to military unit 13827 by 01apr72 (on the basis of a decree by the Council of Ministers which had been issued 26apr71) |
| 7 7 032 16 | CCCP-L0272 | Mi-1T | AFL/East Siberia | mfd | 1957 | on charge by 01jan58 |
| | CCCP-20272 | Mi-1T | AFL/East Siberia | rgd | 1958 | opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); in all-red c/s; on a photo in the Zabaikalye or Amur region in 1975; struck off charge 30sep75 as life-time expired |
| 7 7 033 09 | CCCP-L0278 | Mi-1AU | AFL/Tajikistan | toc | 20dec57 | opb 178 SAO Tadzhikskoi OAG GVF |
| | CCCP-20278 | Mi-1AU | AFL/Tajikistan | rgd | 1958 | opb 178 SAO Tadzhikskoi OAG GVF |
| | CCCP-20278 | Mi-1AU | AFL/Kyrgyzstan | trf | 18jun59 | opb 180 AO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO in 1963); photo exists; struck off charge 30jan78 as life-time expired |
| 7 7 033 11 | CCCP-L0277 | Mi-1T | AFL/Armenia | toc | 25nov57 | registration not mentioned in the MGA listing; opb 36 AE of Armyanskaya OAG GVF |
| | CCCP-20277 | Mi-1T | AFL/Armenia | rgd | 1958 | opb 36 AE of Armyanskaya OAG GVF |
| | CCCP-20277 | Mi-1T | AFL/Ukraine | trf | unknown | on charge by 01oct62; opb 90 LO of Odesski OAO; trf to 177 LO of 2-i Odesski OAO in 1965; struck off charge 30mar76 as life-time expired |
| 7 7 033 12 | CCCP-L0279 | Mi-1AU | AFL/Krasnoyarsk | toc | 01feb58 | opb UTO-14 |
| | CCCP-20279 | Mi-1AU | AFL/Krasnoyarsk | rgd | 1958 | opb UTO-14; dbr, details unknown; overhauled nov63; struck off charge probably 26nov65 (the last digit of the year is difficult to read in the MGA listing, could also be 26nov63) |
| 7 7 033 15 | CCCP-L0280 | Mi-1AU | AFL/Northern | toc | 12dec57 | opb 70 AO at Murmansk |
| | CCCP-20280 | Mi-1AU | AFL/Northern | rgd | 1958 | opb 70 AO (became 70 LO of Murmanski OAO in 1963) |
| | CCCP-20280 | Mi-1AU | AFL/Leningrad | trf | 01jan73 | opb 70 LO of Murmanski OAO |
| | CCCP-20280 | Mi-1AU | AFL/Arkhangelsk | trf | 01mar73 | opb 68 LO of 2-i Arkhangelski OAO; struck off charge 24dec74 as life-time expired |
| 7 7 033 16 | CCCP-L0282 | Mi-1U | AFL/East Siberia | toc | 01jan58 | opb 190 AO |
| | CCCP-20282 | Mi-1U | AFL/East Siberia | rgd | 1958 | opb 190 AO (became 190 LO Irkutskogo OAO in 1963 and 190 LO 2-go Irkutskogo OAO in 1973); struck off charge 30mar76 as life-time expired |
| 7 7 034 02 | CCCP-L0283 | Mi-1AU | AFL/Moldova | toc | 31jan58 | opb Moldavskaya OAG GVF |
| | CCCP-20283 | Mi-1AU | AFL/Moldova | rgd | 14may58 | opb Beltskaya AE 253 AO Moldavskoi OAG GVF |
| | CCCP-20283 | Mi-1AU | AFL/Azerbaijan | trf | 14oct64 | opb 111 LO Astrakhanskogo OAO |
| | CCCP-20283 | Mi-1AU | AFL/North Kavkaz | trf | 22dec67 | opb 111 LO Astrakhanskogo OAO |
| | CCCP-20283 | Mi-1AU | AFL/Tyumen | trf | 26jun75 | |
| | CCCP-20283 | Mi-1AU | AFL/North Kavkaz | trf | 30aug75 | opb 111 LO Astrakhanskogo OAO; struck off charge 30jan78 as life-time expired |
| 7 7 034 06 | CCCP-L0284 | Mi-1AU | AFL/Northern | toc | 01feb58 | opb 68 AO at Arkhangelsk |
| | CCCP-20284 | Mi-1AU | AFL/Northern | rgd | 1958 | opb 68 AO (became 68 LO of Arkhangelski OAO in 1963 and 68 LO of 2-i Arkhangelski OAO in 1969); struck off charge 04jul72 as worn out |
| 7 7 034 11 | CCCP-L0288 | Mi-1 | AFL/West Siberia | toc | 28dec57 | opb 119 AO |
| | CCCP-20288 | Mi-1 | AFL/West Siberia | rgd | 1958 | initially opb 119 AO (became 119 LO Tomskogo OAO in 1963); t/t 1,315 hours by 01mar64; trf to 257 LO Kolpashevskogo OAO between mar64 and 1970; struck off charge 30nov77 as life-time expired |
| 7 7 034 15 | CCCP-L0285 | Mi-1T | AFL/Urals | toc | 04jan58 | opb 50 AE of Tyumenskaya aviagruppa of Uralskaya OAG GVF |
| | CCCP-20285 | Mi-1T | AFL/Urals | rgd | 1958 | in a document of Tyumenskaya aviagruppa nov58 as a Mi-1T with dual controls, in a document nov61 as a Mi-1AU and in a document of Permski OAO nov68 as a Mi-1U; initially opb 50 AE of Tyumenskaya aviagruppa of Uralskaya OAG GVF; trf to 122 LO of Permski OAO between nov61 and sep64 (became 122 LO of 2-i Permski OAO 01jan72); t/t 3,853 hours by 28aug68; struck off charge 22dec70 as life-time expired |
| 7 7 034 16 | CCCP-L0286 | Mi-1AU | AFL/Urals | toc | 01jan58 | opb 48 AE of Tyumenskaya aviagruppa of Uralskaya OAG GVF |
| | CCCP-20286 | Mi-1AU | AFL/Urals | rgd | 1958 | initially opb 48 AE of Tyumenskaya aviagruppa of Uralskaya OAG GVF; trf to 246 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF jan60; trf to 122 LO of Permski OAO 10mar64; trf to 284 LO of Khanty-Mansiski OAO of Tyumenskaya aviagruppa 22oct64 |
| | CCCP-20286 | Mi-1AU | AFL/Tyumen | trf | 20feb67 | opb 284 LO of Khanty-Mansiski OAO; t/t 2,552 hours by 12oct67; struck off charge 28feb76 as life-time expired |
| 7 7 034 17 | not known | Mi-1T | Soviet Air Force ? | mfd | 1957 | |
| | CCCP-40321 | Mi-1T | AFL/Turkmenistan | toc | 10apr60 | opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); t/t 1,572 hours by 01may65; dbr 20may74 when was caught by a whirlwind which damaged the rotor blades and the helicopter crashed near Ashkhabat, no casualties; struck off charge 25jul74 |
| 7 7 035 08 | CCCP-L0287 | Mi-1AU | AFL/Far East | toc | 10feb58 | opb 129 AO |
| | CCCP-20287 | Mi-1AU | AFL/Far East | rgd | 1958 | initially opb 129 AO (bedame 129 LO Blagoveshchenskogo OAO in 1963); trf to 146 LO Blagoveshchenskogo OAO in 1972; struck off charge 24apr78 as life-time expired; the remains of a Mi-1 seen on the dump at BQS 20apr97 and identified only as CCCP-2..87 are perhaps this c/n |
| 7 7 035 09 | CCCP-L0289 | Mi-1AU | AFL/Far East | toc | 13feb58 | opb UTO-16 |
| | CCCP-20289 | Mi-1AU | AFL/Far East | rgd | 10nov58 | opb UTO-16; struck off charge 18nov76 as life-time expired |
| 7 7 035 10 | CCCP-L0110 | Mi-1T | AFL/East Siberia | toc | 01feb58 | photo exists |
| | CCCP-10110 | Mi-1T | AFL/East Siberia | rgd | 12mar60 | struck off charge 04apr75 as life-time expired |
| 7 7 035 11 | CCCP-L0317 | Mi-1 | AFL/Far East | toc | 25feb58 | struck off charge 29jul58 as worn out (probably due to an accident); the registration CCCP-20317 may have been assigned but was not taken up (c/n 6701107 became CCCP-20317) |
| 7 7 035 12 | CCCP-L0318 | Mi-1AU | AFL/Urals | toc | 21jan58 | opb 123 AO of Uralskaya OAG GVF |
| | CCCP-40318 | Mi-1AU | AFL/Urals | rgd | sep58 | initially opb 123 AO of Uralskaya OAG GVF (became 123 LO of 2-i Sverdlovski OAO 18jun63); detached to UTO-4 20/30mar67; t/t 1,829 hours by 06jun67; detached to Permski OAO 07/15oct69; trf to 326 LO of 2-i Sverdlovski OAO dec72; trf to 174 LO of Kirovski OAO 02mar76; struck off charge 27dec77 as life-time expired |
| 7 7 035 13 | CCCP-40319 | Mi-1A | AFL/Krasnoyarsk | toc | 09apr58 | initially opb 130 AO (became 130 LO Abakanskogo OAO in 1963); trf to 132 LO Tuvinskogo OAO between 1964 and 1972; last overhaul in 1972; struck off charge 30jan78 as life-time expired |
| 8 7 038 13 | CCCP-T0358 | Mi-1U | AFL/East Siberia | mfd | apr58 | toc 06jun58; opb 138 AO; dbr 26jun58 on a flight from Mogocha to the site of the accident of Mi-1T CCCP-L0242 55 km north of Mogocha with the head of the accident investigation commission on board when the left main gear sank into the swampy ground on landing and the pilot dug a hole under the right main gear before taking off again for the flight back to Mogocha, but the left bank increased on take-off, the left main gear remained stuck in the ground and the helicopter rolled over onto its left side, the pilot escaped; t/t 17 hours; struck off charge 10oct58 |
| 8 7 038 14 | CCCP-T0359 | Mi-1AU | AFL/West Siberia | mfd | 15apr58 | toc 23may58; opb 116 AO; in dark green c/s with light blue underside |
| | CCCP-40359 | Mi-1AU | AFL/West Siberia | rgd | 1958 | opb 116 AO (became 116 LO Novosibirskogo OAO in 1963); w/o 10mar73 on a training flight from Barabinsk when entered a dive, crashed in a snow-covered field 2,015 metres from the take-off point 1 minute and 12 seconds into the flight and caught fire, both pilots were killed, the cause of the accident could not be established; t/t 3,903 hours; struck off charge 20jul73 |
| 8 7 038 15 | CCCP-T0392 | Mi-1T | AFL/West Siberia | toc | 26may58 | opb 184 AO |
| | CCCP-40392 | Mi-1T | AFL/West Siberia | rgd | 1958 | used in crop-spraying and cargo configuration; initially opb 184 AO (became 184 LO Novokuznetskogo OAO in 1963); t/t 1,410 hours by 01aug64; trf to 354 LO Novokuznetskogo OAO dec74; struck off charge 22jun78 as life-time expired |
| 8 7 038 16 | CCCP-T0360 | Mi-1T | AFL/East Siberia | toc | 05jun58 | opb 199 AO |
| | CCCP-40360 | Mi-1T | AFL/East Siberia | rgd | 1958 | opb 199 AO (became 199 LO Nizhneudinskogo OAO in 1963); struck off charge 20jul73 due to its poor technical condition |
| 8 7 038 17 | CCCP-T0361 | Mi-1U | AFL/Syktyvkar | toc | 19may58 | opb 233 AO Syktyvkarskoi OAG GVF |
| | CCCP-40361 | Mi-1U | AFL/Syktyvkar | rgd | 1958 | opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963) |
| | CCCP-40361 | Mi-1U | AFL/Urals | trf | 03jun65 | opb 125 LO Beryozovskogo OAO Tyumenskoi aviagruppy; in dark green c/s with light blue underside; t/t 2,286 hours by 01jan67 |
| | CCCP-40361 | Mi-1U | AFL/Tyumen | trf | 20feb67 | opb 125 LO Beryozovskogo OAO; struck off charge 27oct78 as life-time expired |
| 8 7 038 18 | CCCP-T0362 | Mi-1AU | AFL/Krasnoyarsk | toc | 06jun58 | |
| | CCCP-40362 | Mi-1AU | AFL/Krasnoyarsk | rgd | 1958 | initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1964; struck off charge 27jul78 as life-time expired |
| 8 7 038 19 | CCCP-T0363 | Mi-1AU | AFL/Krasnoyarsk | mfd | 22may58 | toc 06jun58; opb 127 AO |
| | CCCP-40363 | Mi-1AU | AFL/Krasnoyarsk | rgd | 1958 | opb 127 AO (became 127 LO Yeniseiskogo OAO in 1963); w/o 15may66 on the leg from Yeniseisk to Yartsevo of a positioning flight from Yeniseisk to Turukhansk when encountered a snow flurry which had not been forecast by the met office so that the pilot decided to return, but the helicopter suffered from heavy turbulence, went out of control and crashed in the taiga 1 km from the right banks of the river Yenisei (10 km south-east of Nazimovo), the pilot was killed and the sole passenger (an aircraft mechanic) seriously injured; the wreck and the survivor were found only 16may66; t/t 1,480 hours and 3,647 cycles; struck off charge 21jun66 |
| 8 7 038 20 | not known | Mi-1AU | DOSAAF | mfd | 1958 | opb Sverdlovski aeroklub at Aramil-Uktus |
| 8 7 039 01 | "05" | Mi-1AU | DOSAAF | mfd | 09may58 | opb Sverdlovski aeroklub at Loginovo; overhauled by military base 1248 may60; dbr 17mar61 on a training flight from Aramil-Uktus with an unauthorised passenger (the brother of the pilot) on board when the pilot decided to perform an unauthorised landing near the pond Verkh-Isetski prud near Sverdlovsk, but noticed a high-voltage power-line too late so that the main rotor and the tailboom collided with the line and the helicopter crashed nose-on on the ice of the pond, the pilot and the sole passenger were slightly |

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| | | | | | | injured; t/t 681 hours and 557 hours; the wreck was transported to Aramil-Uktus airfield and later scrapped there |
| 8 7 040 02 | CCCP-40409 | Mi-1AU | AFL/Privolzhsk | toc | 01aug58 | opb 172 AO (became 172 LO of Ufimski OAO in 1963); in dark green c/s with light blue or light grey underside; photo at JOK in 1960; struck off charge 20jul76 as life-time expired |
| 8 7 040 03 | CCCP-40402 | Mi-1T | AFL/Kazakhstan | mfd | 1958 | used in cargo configuration; opb 191 AO (became 191 LO 2-go Alma-Atinskogo OAO jan64); was under repair with ARZ-406 at Aktuybinsk from 18oct62 to 1964; dbr 13jun64 on take-off for an aerial survey flight from a temporary helipad of the Turlan Geophysical Expedition when collided due to pilot error with Mi-1T CCCP-10171 which took off at the same time, 5 occupants on board of the 2 helicopters were injured; t/t 1,201 hours; struck off charge 21sep64 |
| 8 7 040 04 | CCCP-40394 | Mi-1T | AFL/Kazakhstan | toc | 01jul58 | opb 156 AO; w/o in the early hours of 11sep60 on an unauthorised positioning flight at night during gravimetric survey operations 290 km north-east of Guryev when the intoxicated pilot lost spatial orientation and the helicopter crashed from a height of some 20-25 metres, 1 of the 2 passengers (aviation mechanics) killed and the other one as well as the pilot slightly injured; struck off charge 03oct60 |
| 8 7 040 05 | CCCP-40404 | Mi-1T | AFL/Yakutiya | toc | 01aug58 | opb Yakutskaya OAG GVF |
| | CCCP-40404 | Mi-1T | AFL/Far East | trf | 07dec62 | initially opb Magadanskaya OAG GVF; trf to an unknown OAO between dec63 and feb66; struck off charge 30nov77 as life-time expired |
| 8 7 040 06 | CCCP-40403 | Mi-1T | AFL/Yakutiya | toc | 05aug58 | used in training configuration; initially opb 192 AO Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1963); trf to 288 LO Maganskogo OAO between dec62 and feb69; damaged 04mar69 when landed at an unsuitable site so that the main rotor was damaged; made a forced landing 14apr69 due to engine problems; struck off charge 19oct70, no reason given |
| 8 7 040 07 | CCCP-40405 | Mi-1T | AFL/East Siberia | toc | 16jul58 | initially opb 133 AO; trf to Bodaibinskaya OAE apr62; trf to 133 LO Bodaibinskogo OAO jun64; struck off charge 30sep75 as life-time expired |
| 8 7 040 08 | CCCP-40406 | Mi-1AU | AFL/Krasnoyarsk | toc | 28jul58 | opb 131 AO (became 131 LO Kezhemskogo OAO in 1963); last overhaul in 1972; struck off charge 30jan78 as life-time expired |
| 8 7 040 09 | CCCP-40407 | Mi-1AU | AFL/Northern | toc | 01oct58 | opb 74 AO at Rzhevka (became 74 LO of 2-i Leningradski OAO in 1963); t/t 1,070 hours by 01jun64 |
| | CCCP-40407 | Mi-1AU | AFL/Leningrad | trf | 01jan73 | opb 74 LO of 2-i Leningradski OAO; displayed during an exhibition in the "S.M. Kirov" Recreation Park in Leningrad aug65; struck off charge 23aug78 as life-time expired |
| 8 7 040 10 | CCCP-40400 | Mi-1AU | AFL/Far East | toc | 01oct58 | opb 144 AO (became 144 LO Nikolayevskogo-na-Amure OAO in 1963); struck off charge 24dec75 as life-time expired |
| 8 7 040 11 | CCCP-40401 | Mi-1U | AFL/Far East | toc | 01aug58 | opb 146 AO; dbr 19mar59 on the leg from Svobodny to Chagoyan (Shimanovsk district of the Amur region) of a training flight from and to Svobodny when tried to land at an unsuitable site close to buildings and power-lines, had to go around, collided with a power-line and crashed, 1 of the 2 pilots (the trainee pilot) was seriously injured; struck off charge 17apr59 |
| 8 7 040 12 | CCCP-40408 | Mi-1U | AFL/Ukraine | toc | 01aug58 | used in training configuration; opb 98 AO at Chernovtsy (became 98 LO of Chernovitski OAO 27jun63) |
| | CCCP-40408 | Mi-1U | AFL/Kremenchug FS | trf | 27mar64 | |
| | CCCP-40408 | Mi-1U | AFL/Urals | trf | 15dec70 | struck off charge 22sep78 as life-time expired |
| 8 7 041 17 | not known | Mi-1AU | DOSAAF | mfd | 1958 | opb Sverdlovski aeroklub |
| 8 7 042 01 | CCCP-40410 | Mi-1A | AFL/Far East | mfd | aug58 | toc 01oct58; initially opb 129 AO (became 129 LO Blagoveshchenskogo OAO in 1963); trf to 146 LO Blagoveshchenskogo OAO in 1972; struck off charge 21nov75 as life-time expired |
| 8 7 042 02 | CCCP-40411 | Mi-1T | AFL/Magadan | toc | 25jan59 | opb 185 AO of Magadanskaya OAG GVF |
| | CCCP-40411 | Mi-1T | AFL/Urals | trf | 01sep65 | opb 234 LO of Salekhardski OAO of Tyumenskaya aviagruppa |
| | CCCP-40411 | Mi-1T | AFL/Tyumen | trf | 20feb67 | opb 234 LO of Salekhardski OAO; t/t 1,786 hours by 24dec67; struck off charge 18nov76 as life-time expired |
| 8 7 042 03 | CCCP-40412 | Mi-1A | AFL/Far East | mfd | aug58 | toc 01oct58; opb 129 AO (became 129 LO Blagoveshchenskogo OAO in 1963); last overhaul nov63; dbr by fire, details unknown; struck off charge 14feb67 |
| 8 7 042 04 | CCCP-40413 | Mi-1A | AFL/Far East | toc | 01oct58 | initially opb 143 AO; trf to 249 AO apr60 (became 249 LO 2-go Khabarovskogo OAO in 1963); struck off charge 31may77 as life-time expired |
| 8 7 042 05 | CCCP-40414 | Mi-1A | AFL/Far East | mfd | 30aug58 | toc 01oct58; opb 145 AO; w/o 30jul59 on a flight from Kuznetsovo to Ternei when the gear-box fixture failed due to a manufacturing defect, the gear box with the main rotor came off and the helicopter crashed on the wooded slope of a hill (150 metres) 2.5 km west of Tavaiz (Ternei district), pilot and both passengers killed; t/t 427 hours; struck off charge 20nov59 |
| 8 7 042 06 | CCCP-40415 | Mi-1A | AFL/Northern | toc | 01oct58 | opb 69 AO at Petrozavodsk (became 69 LO of Petrozavodski OAO in 1963); dbr, details unknown; struck off charge 15dec66 |
| 8 7 042 07 | CCCP-40416 | Mi-1T | AFL/Urals | mfd | 30aug58 | in documents of Tyumenskaya aviagruppa nov58 and sep66 as a Mi-1T and in documents nov61 and jun64 as a Mi-1A; toc 24sep58; opb 255 LO of Tyumenskya aviagruppa of Uralskaya OAG GVF (became 255 LO of Tyumenski OAO in 1963); t/t 4,216 hours by 30nov67 |
| | CCCP-40416 | Mi-1T | AFL/Tyumen | trf | 20feb67 | opob 255 LO of Tyumenski OAO; struck off charge 26nov68 as worn out |
| 8 7 042 08 | CCCP-40417 | Mi-1T | AFL/Ukraine | toc | 01oct58 | dbr 21mar60, details unknown; struck off charge 14may60 |
| 8 7 042 09 | CCCP-40418 | Mi-1A | AFL/Krasnoyarsk | toc | 01oct58 | opb 127 AO (became 127 LO Yeniseiskogo OAO in 1963); struck off charge 27dec78 as life-time expired |
| 8 7 042 10 | CCCP-40419 | Mi-1A | AFL/Krasnoyarsk | mfd | 12sep58 | toc 01oct58; opb Tuvinskaya OAE (became 132 LO of Tuvinski OAO in 1963); repainted in red/grey c/s during its last overhaul in 1972; photo as such 01jul72; w/o 18jul77 on the unauthorised leg from Ust'-Uzhep to Choduralyg (137 km south-east of Kyzyl) of a forest patrol flight from Saryg-Sep when the pilot performed unauthorised manoeuvres at low height on final approach but did not cope with the situation so that the helicopter crashed at the edge of the airstrip (N51°20' E96°25'), the pilot was killed and both passengers were seriously injured; t/t 7,008 hours; the wreck and the survivors were found only 19jul77; struck off charge 09sep77 |
| 8 7 042 11 | CCCP-10122(1) | Mi-1A | AFL/West Siberia | toc | 27oct58 | dbr at Vitim 24dec58 when the lubricant in the pitch hinges of the main rotor froze (as the MS lubricant had been applied while the temperature was -40° C) so that the helicopter became difficult to control, no casualties; t/t 80 hours; struck off charge 16feb59; see c/n 6702120 |
| 8 7 042 12 | CCCP-10111 | Mi-1T | AFL/Yakutiya | toc | 10apr59 | initially opb 140 AO Yakutskoi OAG GVF (became 140 LO Maganskogo OAO in 1963); trf to 288 LO Maganskogo OAO 03apr67; damaged 19jun68 on an illegal swan hunting flight when ended up in the water and the pilot drowned; repaired; dbr 28jun70 on take-off from a site near Borovukha when got stuck in the soft ground and rolled over onto its side, no casualties; struck off charge 28sep70 |
| 8 7 042 13 | CCCP-10132 | Mi-1T | AFL/West Siberia | toc | 17oct58 | opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); struck off charge 28feb76 as life-time expired |
| 8 7 042 14 | CCCP-10142 | Mi-1T | AFL/West Siberia | toc | 17oct58 | opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); struck off charge 30jan75 as life-time expired |
| 8 7 042 15 | CCCP-10134 | Mi-1T | AFL/Yakutiya | toc | 03apr59 | used in ambulance configuration; opb 192 AO Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1963); last overhaul jan63; dbr, details unknown; struck off charge 12sep66 |
| 8 7 042 16 | CCCP-10147 | Mi-1T | AFL/Yakutiya | toc | 03apr59 | initially opb 192 AO Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1963); used in ambulance configuration at Nyurba; trf to 288 LO Maganskogo OAO between dec62 and jun67; made a forced landing due to engine problems 17jul70; trf to 270 LO Nyurbinskogo OAO after 1970; struck off charge 26sep77 as worn out |
| 8 7 042 17 | CCCP-10179 | Mi-1A | AFL/Northern | toc | 01dec58 | opb 69 AO at Petrozavodsk (became 69 LO of Petrozavodski OAO in 1963); t/t 3,440 hours by 31aug67 |
| | CCCP-10179 | Mi-1A | AFL/Leningrad | trf | 01jan73 | opb 69 LO of Petrozavodski OAO; struck off charge 27mar78 as life-time expired |
| 8 7 042 18 | CCCP-40468 | Mi-1 | AFL/Northern | toc | 01dec58 | opb 73 AO at Naryan-Mar (became 73 LO of Naryan-Marski OAO in 1963); probably indark green c/s; photo in 1962 |
| | CCCP-40468 | Mi-1 | AFL/Arkhangelsk | trf | 01jan73 | opb 73 LO of Naryan-Marski OAO; struck off charge 20jul76 as life-time expired |
| 8 7 042 19 | CCCP-40469 | Mi-1A | AFL/Northern | toc | 01feb59 | also used as a Mi-1M; opb 74 AO at Rzhevka (became 74 LO of 2-i Leningradski OAO in 1963); t/t 2,985 hours by 29may68 |
| | CCCP-40469 | Mi-1M | AFL/Leningrad | trf | 01jan73 | opb 74 LO of 2-i Leningradski OAO; struck off charge 30nov77 as life-time expired |
| 8 7 042 20 | CCCP-40470 | Mi-1T | AFL/Yakutiya | toc | 10apr59 | initially opb 140 AO Yakutskoi OAG GVF (became 140 LO Maganskogo OAO in 1963); trf to 288 LO Maganskogo OAO 03apr67; the tailboom was damaged on landing at an unsuitable site 10jun67; the main rotor was damaged on start-up by a foreign object 29may69; made a forced landing due to engine problems 15aug69; trf to 270 LO Nyurbinskogo OAO after 1969; struck off charge 27apr72 as worn out |

## ***30 Mi-1U built by Factory No. 387 at Kazan in 1952***

The construction number gives the year of manufacture, the batch number and the number in the batch.

| | | | | | | |
|---|---|---|---|---|---|---|
| 01 01 | -- | Mi-1 | MAP zavod # 387 | mfd | 1952 | used as a test stand for various systems |
| 01 02 | -- | Mi-1 | MAP zavod # 387 | mfd | 1952 | used as a test stand for various systems |
| 01 04 | not known | Mi-1 | MAP zavod # 387 | mfd | 1952 | damaged during a test flight apr52 (pilot: Vladimir Starodubtsev) |
| 01 15 | not known | Mi-1U | AFL/NII GVF | | | report about flight tests issued 25aug52 |
| | CCCP-N1 | Mi-1U | Polyarnaya Aviats. | rgd | 19aug52 | the first Mi-1 of Polar Aviation; toc 29aug52; opb MAGON; flown to the Arctic under the belly of Pe-8 CCCP-N562; based at Ust'-Tareya; dbr 27sep52 on final approach to Ust'-Tareya when left the ground effect while overflying a ravine (8 metres deep and 18 metres wide) at low height and speed, lost lift, touched the slope of the ravine and crashed, pilot (Mikhail S. Treivish) slightly injured while the other crew member and both passengers escaped unhurt; struck off charge 19dec52 |
| 01 26 | CCCP-N10 | Mi-1U | Polyarnaya Aviats. | mfd | sep52 | rgd 16jun55; opb Chukotski AO from 01jul55; was based aboard the ice-breaker "Mikoyan" in 1955; struck off charge 31mar56 as amortisation period exceeded |
| 01 27 | not known | Mi-1 | MAP zavod # 387 | | | the main rotor blades broke during a ground test sep52 |

## ***SM-1/300 (Soviet designation Mi-1) built by WSK "PZL Swidnik" at Swidnik***

| | | | | | | |
|---|---|---|---|---|---|---|
| S1 00 001 | SP-SAA | SM-1/300 | WSK Swidnik | rgd | 24jan57 | the c/n is believed to be as given; this must be the one which first flew 23mar56; canx 26jun58 |
| | not known | SM-1/300 | Polish Air Force | trf | 27jun58 | serial and further dates unknown |
| | no reg | SM-1/300 | no titles | ph. | aug98 | c/n not confirmed; in white c/s with blue and red trim, no markings apart from 'SM-1'; preserved on a pole at a road at Swidnik (N51.217357 E22.691564), seen aug98/feb04 |
| S1 00 002 | not known | SM-1/300 | Polish Air Force | toc | 17may57 | soc 13apr65; to Zamosc-Mokre Technical School |
| S1 01 001 | 101 | SM-1/300 | Polish Air Force | toc | 17may57 | |
| | 1001 ? | SM-1/300 | Polish Air Force | r/r | unknown | soc 19nov80 |
| S1 01 003 | SP-SAD | SM-1/300 | Inst. Lotnictwa | rgd | 01jul57 | in white c/s with blue trim, with titles; canx 25apr74; preserved in Muzeum Lotnictwa Polskiego at Kraków, seen jul07/aug24 |
| S1 01 004 | SP-SAC | SM-1/300 | ZLS Warszawa | rgd | 08jun57 | canx 11feb75 |

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| S1 01 005 | SP-SAB | SM-1/300 | WSK Swidnik | rgd | 15apr57 | f/n LBG 29may57; canx 26oct58 |
| | 105 | SM-1/300 | Polish Air Force | toc | 03oct58 | probably became serial 1005; soc 28sep81 |
| S1 01 006 | 106 | SM-1/300 | Polish Air Force | toc | 17may57 | probably became serial 1006; soc 19nov80 |
| S1 01 007 | 107 | SM-1/300 | Polish Air Force | toc | 17may57 | in dark green c/s with light blue underside, white code; probably became serial 1007; soc 28sep81 |
| S1 03 001 | 500 | SM-1/300 | East German AF | i/s | 27mar58 | |
| S1 03 002 | 518 | SM-1/300 | East German AF | i/s | 19aug58 | to Storkow for chemical-warfare training 30may73, later scrapped |
| S1 03 005 | 505 | SM-1/300 | East German AF | i/s | 27mar58 | damaged near Teichwolframsdorf (Greiz district) 19mar64 when the main rotor was destroyed due to wrong handling; repaired; soc 15jun70 |
| S1 03 006 | 508 | SM-1/300 | East German AF | i/s | 27mar58 | crashed 28jul59 at Brandenburg-Briest |
| S1 03 007 | 512 | SM-1/300 | East German AF | i/s | 27mar58 | to chemical-warfare unit 30jul71 |
| S1 03 008 | 516 | SM-1/300 | East German AF | i/s | 27mar58 | |
| S1 03 009 | 520 | SM-1/300 | East German AF | i/s | 27mar58 | crashed 25jan68 at Kraszyn, Poland; soc 30jun69 |
| 05 005 ? | 5005 | Mi-1W | Czechoslovak AF | | 06mar62 | involved in some incident this date |
| 05 006 | 5006 | Mi-1MU | Czechoslovak AF | | 07oct66 | at Vrchlabí |
| | OK-PVO | Mi-1MU | A.K. Bratislava | rgd | 18aug70 | canx 11apr75 |
| 05 007 | 503 | SM-1/300 | East German AF | i/s | 05may59 | |
| 05 008 | 502 | SM-1/300 | East German AF | i/s | 19aug58 | crashed when hit power lines during low-flying Linkemuehle 28jul65 |
| 05 009 | 504 | SM-1/300 | East German AF | i/s | 19aug58 | to chemical-warfare unit 30may73 |
| 05 010 | 507 | SM-1/300 | East German AF | i/s | 19aug58 | force landed 12sep68 at Gross Schierstedt but was repaired soc 30may70; to ground-school; the book "MiG, Mi, Su & Co" says this was at Rothenburg |
| 05 012 | 509 | SM-1/300 | East German AF | i/s | 19aug58 | to Storkow for chemical-warfare training 30may73, later scrapped |
| 05 014 | 510 | SM-1/300 | East German AF | i/s | 19aug58 | crashed 12sep68; the book Mig, Mi, Su & Co" does not have this crash but to Storkow as previous |
| 05 015 | 511 | SM-1/300 | East German AF | i/s | 19aug58 | opb HG-31 at Brandenburg-Briest; damaged during a ground run at Brandenburg-Briest 24jan61 when the main rotor was destroyed due to wrong handling; repaired |
| 05 016 | 514 | SM-1/300 | East German AF | i/s | 19aug58 | |
| 06 010 | 501 | SM-1/300 | East German AF | i/s | 19aug58 | crashed 03jun69 at Stavenhagen; repaired but soc 15jul70 |
| 07 002 | not known | Mi-1T | DOSAAF | | | opb Sverdlovski aeroklub; t/t 373 hours by 01jul60 |
| 07 003 | not known | Mi-1T | DOSAAF | | | opb Sverdlovski aeroklub at Aramil-Uktus; t/t 357 hours by 01jul60 |
| 10 001 ? | 0001 | Mi-1A | Czechoslovak AF | | 26sep66 | involved in some incident this date; possibly SM-1/300 c/n S110001 |
| 10 002 | 0002 | Mi-1A | Czechoslovak AF | | photo | possibly SM-1/300 c/n S110002; in dark green c/s; underwent trials with the VZLÚ 06jun59; involved in an incident 07aug62 |
| | OK-MVD | Mi-1 | Svazarm | rgd | 22apr68 | based at Prague; canx 15jul75 |
| 10 003 | 0003 | Mi-1A | Czechoslovak AF | | 11may62 | involved in some incident this date; to OK-MVA and presumed a SM-1/300 c/n S110003, see next line |
| | OK-MVA | Mi-1 | Svazarm | rgd | 11sep67 | opb OLSS Brno; canx 23apr75; according to the Slovakian CAA opb Aeroklub Bratislava and canx 11apr75 |
| 10 004 | 0004 | Mi-1A | Czechoslovak AF | | | presumed a SM-1/300 c/n S110004 |
| | OK-MVB | Mi-1 | Svazarm | rgd | 17nov67 | opb OLSS Brno; canx 04aug75 |
| 10 005 | 0005 | Mi-1A | Czechoslovak AF | | | presumed a SM-1/300 c/n S110005 |
| | OK-MVC | Mi-1 | Svazarm | rgd | 17nov67 | opb OLSS Praha; canx 15jul75 |
| 10 006 | 0006 | Mi-1A | Czechoslovak AF | f/f | 20apr59 | f/f of a Czechoslovak Mi-1; presumed a SM-1/300 c/n S110006 |
| | OK-MVF | Mi-1 | Svazarm | rgd | 15jun72 | opb Aeroklub Plzen; canx 05jun75 |
| 10 007 | 0007 | Mi-1A | Czechoslovak AF | | | presumed a SM-1/300 c/n S110007 |
| | OK-MVE | Mi-1 | Svazarm | rgd | 02jul68 | opb OLSS Brno; canx 28feb74 |
| 11 005 | 1005 (1) | Mi-1M | Czechoslovak AF | f/f | 23feb59 | probably SM-1/300 c/n S111005 as it is not a Mi-1M/SM-1W (a 1981 photo confirms an earlier version); acceptance flight in Czechoslovakia 21apr59, with military unit VÚ 8041 at Klecany; operated by military unit VÚ 7336 at Havlíckuv Brod from 1964; overhauled LOT Trencín in 1967, t/t 360 hours by then; see Mi-1MU 1005 c/n WA01005 |
| | OK-NVB | Mi-1M | Svazarm | rgd | 10jul72 | CofA issued already 06jul72; opb Aeroklub Letnany; last overhaul in late 1973 (by LOT Trencín); canx 15jul75 (clean-up of register) |
| | 1005 | Mi-1M | Czechoslovak AF | trf | 1974 ? | also carried the previous registration |
| | 11005 | Mi-1M | Czechoslovak AF | | | as there was Mi-1MU 1005 c/n WA01005 by then, the helicopter received this non-standard five-digit serial; operated by military unit VÚ 3448 at Havlíckuv Brod; in olive drab c/s with light blue underside; ferried from Havlíckuv Brod to Prague-Kbely 01sep77; t/t 864 hours 37 minutes and 1,247 cycles; stored with the aviation museum (Letecké muzeum) at Prague-Kbely, seen sep96/sep23 |
| 11 008 | no code | Mi-1T | DOSAAF | mfd | 21dec58 | opb Sverdlovski aeroklub at Loginovo; w/o 19aug59 on a training flight from Loginovo when started to oscillate while hovering after take-off (due to pilot error), the pilot tried to land, but the helicopter bounced, banked and crashed upside-down, the pilot (Filipp V. Muzyka) was killed; t/t 270 hours |
| S1 11 014 | 1014 ? | SM-1/300 | Polish Air Force | toc | 16feb59 | soc 28sep81 |
| S1 11 017 | 1017 ? | SM-1/300 | Polish Air Force | toc | 03mar59 | soc 28sep81 |
| S1 11 019 ? | 1519 | Mi-1M | Czechoslovak AF | | photo | in book on Soviet Helicopters 1983; the photo referred to shows an early aircraft not Mi-1M, probably SM-1/300 c/n S111019 '1019' reserialled; see c/n WA01019 and notes for 5503 |
| S1 12 006 | 2006 ? | SM-1/300 | Polish Air Force | toc | 16feb59 | soc ? |
| S1 12 007 | 2007 ? | SM-1/300 | Polish Air Force | toc | 18feb59 | soc 31jan63 |
| | 07 | SM-1/300 | Polish Air Force | | | arrived 10jun92 and preserved in the Helicopter Museum at Weston-super-Mare from 03sep93 |
| | "07" yellow | SM-1/300 | Soviet Air Force | ph. | apr98 | in greyish green c/s with light grey underside; preserved in these fake colours in the Helicopter Museum at Weston-super-Mare, seen apr98/jul18 |
| S1 12 008 | not known | SM-1/300 | Polish Air Force | toc | 03mar59 | struck off charge 11feb61 due to an accident; was used as a ground instructional airframe by the Technical School at Zamosc-Mokre; stored dismantled in Flugplatzmuseum Cottbus, seen sep19 |
| S1 12 009 | 9 | SM-1/300 | Polish Air Force | toc | 11mar59 | |
| | 09 | SM-1/300 | Polish Air Force | r/r | unknown | |
| | 2009 | SM-1/300 | Polish Air Force | r/r | unknown | soc 04oct82 |
| S1 12 010 | not known | SM-1/300 | Polish Air Force | toc | 17feb59 | soc 29mar66 due to an accident; to Olesnica Technical School |
| S1 12 011 | 2011 ? | SM-1/300 | Polish Air Force | toc | 17feb59 | soc 29mar66; same c/n as YR-SMA !!; went to Olesnica Technical School; the clash with YR-SMA not resolved as possibly this c/n did go to the Polish AF as the dates and fate given are identical to c/n S1 12 010 !; but see YR-SMA c/n S1 12 011 |
| 13 002 | CCCP-40485 | Mi-1T | AFL/Kazakhstan | toc | 17oct59 | used in crop-spraying and cargo configuration; opb 191 AO (became 191 LO Burundaiskogo OAO 29jan64); t/t 2,317 hours by 01aug65; last overhaul in 1972; struck off charge 14jan77 as life-time expired |
| 13 003 | CCCP-40480 | Mi-1 | AFL/East Siberia | toc | 01oct59 | used in cargo configuration |
| | CCCP-40480 | Mi-1 | AFL/Kazakhstan | trf | 06feb60 | opb 191 AO (became 191 LO Burundaiskogo OAO jan64); struck off charge 27oct75 as life-time expired |
| 13 004 | CCCP-40473 | Mi-1T | AFL/East Siberia | toc | 01oct59 | used in cargo configuration |
| | CCCP-40473 | Mi-1T | AFL/Kazakhstan | trf | 06feb60 | opb 191 AO (became 191 LO Burundaiskogo OAO jan64); in dark green c/s; appeared in the Soviet newsreel "Novosti dnya" No. 15 released apr60; struck off charge 30sep75 as worn out |
| 13 005 | CCCP-40474 | Mi-1 | AFL/Syktyvkar | toc | 17sep59 | opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963) |
| | CCCP-40474 | Mi-1 | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; t/t 2,212 hours by 01feb67; struck off charge 18nov76 as life-time expired |
| 13 006 | CCCP-40475 | Mi-1A | AFL/North Kavkaz | toc | 08oct59 | opb 80 AO (became 80 LO 2-go Volgogradskogo OAO in 1963); struck off charge 21nov75 as life-time expired |
| 13 007 | CCCP-40476 | Mi-1 | AFL/Syktyvkar | toc | 17sep59 | opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963); appeared in the 1960 Soviet film "Vremya letnikh otpuskov" (Summer Vacation Time) |
| | CCCP-40476 | Mi-1 | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; t/t 2,211 hours by 01dec66; struck off charge 18nov76 as life-time expired |
| 13 008 | CCCP-40477 | Mi-1A | AFL/Syktyvkar | mfd | 27aug59 | toc 17sep59; opb 233 AO Syktyvkarskoi OAG GVF; w/o 09oct60 on a positioning flight from Troitsko-Pechorsk to Zelenets when the engine developed problems of some kind so that the pilot decided to return to Troitsko-Pechorsk, but the helicopter did not make it, crashed in the taiga 1.5-2 km north of the flight path close to the rivulet Nyumylgavozh (south-west of Troitsko-Pechorsk), caught fire and burnt out, the pilot was killed; t/t 254 hours; the wreck was found only 30may61; struck off charge 31aug61 |
| 13 009 | CCCP-40478 | Mi-1A | AFL/Uzbekistan | mfd | 05aug59 | toc 01nov59; opb 2 AE 164 AO (became 2 AE 164 LO of Sergeliski OAO in 1963); w/o in the early hours of 25jun65 on an unauthorised flight from Cape Kar-Kiber (12 km north-east of Komsomolsk-na-Ustyurte) to Komsomolsk-na-Ustyurte at night when the pilot lost spatial orientation shortly after take-off so that the helicopter crashed into the Aral Sea some 250-280 metres from the coast and came to rest at a depth of 2.5 metres, pilot and 1 of the 3 passengers killed and both survivors slightly injured; t/t 2,414 hours; struck off charge 07aug65 |
| 13 010 | CCCP-40479 | Mi-1A | AFL/North Kavkaz | mfd | aug59 | toc 05oct59; opb 82 AO; dbr 27may60 on the leg from Sovyetskaya (now Shatoi) to a site in a valley (at a height of 1,146 metres) near Sharo-Argun of a flight from Grozny to Sharo-Argun in support of a geological party when the inexperienced pilot was not able to land at the site, hovered at a height of some 5-7 metres in order to jettison the cargo and disembark the passengers with the help of a rope ladder, but did not cope with the situation when the centre of gravity shifted as the first passenger moved to the door so that the helicopter started to move forward and descend, the main rotor touched trees and the helicopter crashed, the pilot and all 3 passengers were injured; t/t 30 hours; struck off charge 09dec60 |
| 13 011 | CCCP-40472 | Mi-1A | AFL/Kazakhstan | toc | 17oct59 | used in cargo configuration (according to russianplanes.net the version is Mi-1T); opb 191 AO (became 191 LO Burundaiskogo OAO jan64); struck off charge 24dec74 as life-time expired |
| 13 012 | CCCP-40481 | Mi-1A | AFL/Azerbaijan | mfd | 29aug59 | toc 01oct59; opb 109 AO (became 109 LO Zabratskogo OAO in 1963); dbr 24sep72 on a flight from the helipad close to the compressor station 1 km north-east of Aleksandrov-Gai (Novouzensk district of the Saratov region) to Kysykkamys in support of the gas pipeline Central Asia-Centre when went out of control (due to unknown reasons) shortly after lift-off and crashed after some 320 metres, 1 of the 2 crew members (the female pilot) was killed and the other one (an aircraft mechanic) was seriously injured; t/t 3,411 hours and 4,086 cycles; struck off charge 20nov72 |
| (S1) 13 014 | CCCP-40482 | Mi-1A | AFL/Georgia | mfd | 27aug59 | Polish designation of the version SM-1/300; toc 01oct59; opb 230 AO became 230 LO Tbilisskogo OAO in 1963 and 230 LO Kutaisskogo OAO 01jul71) |
| | CCCP-40482 | Mi-1A | AFL/Uzbekistan | trf | 26nov73 | severely damaged 09jan76 when crashed 70 km from Kungrad (Uzbekistan) after entering vortex ring mode; repaired; struck off charge 20sep79 as life-time expired |
| 13 015 | CCCP-40483 | Mi-1A | AFL/Georgia | toc | 01oct59 | version from register; rgd 18dec59; opb 230 AO at Tbilisi (became 230 LO of Tbilisski OAO in 1963) |
| | CCCP-40483 | Mi-1A | AFL/Turkmenistan | trf | 16feb71 | (12feb71 ?); opb 166 LO of Ashkhabadski OAO; struck off charge 22sep78 as life-time expired |
| 13 016 | CCCP-40471 | Mi-1T | AFL/Kazakhstan | toc | 17oct59 | used in cargo configuration; opb 191 AO (became 191 LO Burundaiskogo OAO 29jan64); t/t 3,553 hours by 01feb67; struck off charge 29jul77 as life-time expired |
| 13 017 | CCCP-40484 | Mi-1T | AFL/Kazakhstan | toc | 17oct59 | used in cargo configuration; opb 191 AO (became 191 LO Burundaiskogo OAO sep64); was with ARZ-406 from 20dec60 and still there by 01oct63; last overhaul in 1972; struck off charge 28mar77 as life-time expired |

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|---|---|---|---|---|---|---|
| 13 018 | CCCP-40486 | Mi-1A | AFL/Kazakhstan | toc | 01oct59 | initially opb 157 AO (became 157 LO Ust'-Kamenogorskogo OAO in 1963); trf to 328 LO Ust'-Kamenogorskogo OAO may70); struck off charge 21nov75 as life-time expired |
| 13 019 | CCCP-40487 | Mi-1T | AFL/Kazakhstan | toc | 17oct59 | used in cargo configuration; opb 191 AO (became 191 LO Burundaiskogo OAO 29jan64); in dark green c/s with light blue underside; struck off charge 31aug76 as life-time expired |
| S1 13 020 | 3020 | SM-1/300 | Polish Air Force | toc | 09sep59 | soc 18aug80; converted to an SM-1Sz |
| 13 021 | CCCP-40514 | Mi-1M | AFL/Kazakhstan | toc | 01oct59 | used in cargo configuration; initially opb 157 AO (became 157 LO Ust'-Kamenogorskogo OAO in 1963); trf to 328 LO Ust'-Kamenogorskogo OAO may70); dbr 21dec72 when flew too low in below-minima weather conditions and crashed near Chelkar; struck off charge 30jan73 |
| S1 13 022 | 29 | SM-1/300 | Polish Air Force | toc | 09sep59 | crashed 03jun66; soc 24nov66 |
| S1 13 023 | 3023 | SM-1/300 | Polish Air Force | toc | 09sep59 | soc 13oct83; converted to SM-1Sz |
| S1 13 024 | 3024 ? | SM-1/300 | Polish Air Force | toc | 07oct59 | soc 17oct83; converted to SM-1Sz |
| S1 13 025 | 025 | SM-1/300 | Polish Air Force | toc | 08oct59 | converted to an SM-1Sz |
| | 3025 | SM-1Sz | Polish Air Force | r/r | unknown | in olive drab c/s with light blue underside; soc 18aug80; transported on a flat-bed trailer to "Muzeum Orla Bialego" at Skarzysko-Kamienna (N51.087230 E20.850527) 26mar21 |
| S1 13 026 | 26 | SM-1/300 | Polish Air Force | toc | 10sep59 | converted to SM-1Sz |
| | 026 | SM-1/300 | Polish Air Force | r/r | unknown | probably became serial 3026; soc 17oct83 |
| S1 13 027 | not known | SM-1/300 | Polish Air Force | toc | 08oct59 | destroyed in accident 21dec62; soc 14jan64 |
| S1 13 028 | not known | SM-1/300 | Polish Air Force | toc | 09sep59 | soc 09nov61 due to an accident |
| S1 13 029 | 3029 | SM-1/300 | Polish Air Force | toc | 20oct59 | soc 21dec77; converted to SM-1Sz |
| S1 13 030 | 3030 ? | SM-1/300 | Polish Air Force | toc | 07oct59 | soc 28sep81; converted to SM-1Sz |
| 14 001 | CCCP-40488 | Mi-1A | AFL/North Kavkaz | toc | 07oct59 | opb 82 AO (became 82 LO Groznenskogo OAO in 1963); detached to Kazakhstan may71; struck off charge 20sep79 as life-time expired |
| 14 002 | CCCP-40489 | Mi-1A | AFL/Turkmenistan | toc | 15oct59 | version from register; rgd 19dec59; opb 166 AO at Ashkhabad (became 166 LO of Ashkhabadski OAO in 1963); struck off charge 30nov74 as life-time expired |
| 14 003 | CCCP-40490 | Mi-1 | AFL/Turkmenistan | toc | 15oct59 | opb 166 AO; dbr 13aug60 on a flight in support of the South-Eastern Karakum Expedition when the engine developed problems so that the intoxicated pilot decided to make a precautionary landing, but the helicopter came down on a seif dune and rolled over, 1 crew member killed; struck off charge 27sep60 |
| 14 004 | CCCP-40491 | Mi-1A | AFL/West Siberia | toc | 13nov59 | version from register; rgd 26dec59; initially opb 118 AO at Barnaul (became 118 LO of Barnaulski OAO in 1963); in dark green c/s with light blue underside; t/t 2,875 hours by 17apr68; trf to 116 LO of Novosibirski OAO nov74; used by 116 LO for road patrols in support of GAI and for pipeline patrols; struck off charge 27jul78 as life-time expired |
| 14 005 | CCCP-40492 | Mi-1A | AFL/Uzbekistan | toc | 01nov59 | dbr 11jul60 on a geophysical survey flight in the mountains near Baisun (Termez region of Uzbekistan) when was caught by a strong downstream at a height of some 2,900 metres, lost height and speed and collided with the ground, no casualties; t/t 133 hours; as a recovery of the helicopter from the accident site was not viable it was struck off charge 09dec60 |
| 14 006 | CCCP-40493 | Mi-1A | AFL/Uzbekistan | toc | 01nov59 | opb 164 AO at Sergeli (became 164 LO of Sergeliski OAO in 1963); struck off charge 16jun76 as worn out |
| 14 007 | CCCP-40494 | Mi-1A | AFL/Armenia | mfd | 31aug59 | toc 01apr60; opb 36 AE Armyanskoi OAG GVF |
| | CCCP-40494 | Mi-1A | AFL/North Kavkaz | trf | 14sep61 | opb 83 AO (became 83 LO Stavropolskogo OAO in 1963); w/o 23jun64 on a flight from Kirovski (Labinsk district of the Krasnodar region) to the area of the mountains Bambak and Dzuyvya in support of the 96th party of the Koltsovsk Geological Expedition when collided with 2 steel ropes while flying at a height of some 150-160 metres along the gorge of the river Urushten 12 km west of Kirovski (N43°55'40" E40°36'00") and crashed, the pilot and both passengers were killed; t/t 1,029 hours; the wreck was found 24jun64; struck off charge 25jul64 |
| 14 008 | CCCP-40495 | Mi-1A | AFL/Far East | toc | 26oct59 | opb 145 AO (became 145 LO Vladivostokskogo OAO in 1963); destroyed by fire, details unknown; struck off charge 04nov70 |
| 14 009 | CCCP-40496 | Mi-1A | AFL/Krasnoyarsk | toc | 01feb60 | initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1964; struck off charge 30jan78 as life-time expired |
| 14 010 | CCCP-40497 | Mi-1A | AFL/Far East | toc | 13jan60 | initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; struck off charge 27jul78 as life-time expired |
| 14 011 | CCCP-40498 | Mi-1A | AFL/Moldova | toc | 01jan60 | opb Beltskaya AE 253 AO of Moldavskaya OAG GVF |
| | CCCP-40498 | Mi-1A | AFL/Northern | trf | 23may64 | t/t 1,735 hours by 11mar68 |
| | CCCP-40498 | Mi-1A | AFL/Leningrad | trf | 01jan73 | struck off charge 18jan80 as life-time expired |
| 14 012 | CCCP-40499 | Mi-1A | AFL/Far East | toc | 12jan60 | opb 144 AO (became 144 LO Nikolayevskogo-na-Amure OAO in 1963); dbr, details unknown; struck off charge 04dec64 |
| 14 013 | CCCP-40500 | Mi-1A | AFL/Far East | toc | 19jan60 | opb 147 AO (became 147 LO Yuzhno-Sakhalinskogo OAO in 1963); photo at UUS 30jan69; struck off charge 28may75 as worn out |
| 14 014 | CCCP-40501 | Mi-1A | AFL/Far East | toc | 01mar60 | version from register; rgd 22apr60; opb 147 AO at Yuzhno-Sakhalinsk (became 147 LO of Yuzhno-Sakhalinski OAO in 1963); in red c/s; photo on Sakhalin island in 1977/80; struck off charge 27dec78 as life-time expired |
| 14 015 | CCCP-40502 | Mi-1A | AFL/Krasnoyarsk | toc | 01feb60 | opb 127 AO (became 127 LO Yeniseiskogo OAO in 1963); struck off charge 28feb76 as worn out |
| 14 016 | CCCP-40503 | Mi-1A | AFL/Krasnoyarsk | mfd | 31oct59 | entered service 30nov59; toc 01feb60; opb Tuvinskaya OAE (became 132 LO Tuvinskogo OAO in 1963); severely damaged 01ju78 on a forest patrol flight from Chadan with the MTOW exceeded when flew the first turn at very low height so that the main rotor touched the ground, the tailboom was cut off and the helicopter came to rest on its left side; probably not repaired; struck off charge 13feb80 as life-time expired |
| 14 017 | CCCP-40504 | Mi-1A | AFL/Moldova | toc | 01jan60 | opb Beltskaya AE 253 AO Moldavskoi OAG GVF |
| | CCCP-40504 | Mi-1A | AFL/Northern | trf | 08jun64 | opb 71 LO Vologodskogo OAO; t/t 895 hours by 01nob64; struck off charge 25may79 as life-time expired |
| 14 018 | CCCP-40505 | Mi-1T | AFL/West Siberia | mfd | 1959 | used in passenger/cargo configuration; toc 05mar60; opb 116 AO (became 116 LO Novosibirskogo OAO in 1963); in dark green c/s with light grey underside; t/t 1,492 hours by 01jun65; struck off charge 28feb76 as life-time expired |
| 14 019 | CCCP-40506 | Mi-1A | AFL/Krasnoyarsk | toc | 01feb60 | opb Kezhemskaya OAE (became 131 LO Kezhemskogo OAO in 1963); struck off charge 13feb80 as life-time expired |
| 14 020 | CCCP-40507 | Mi-1A | AFL/Krasnoyarsk | toc | 01feb60 | initially opb 130 AO (became 130 LO Abakanskogo OAO in 1983); last overhaul in 1972; trf to 346 LO Abakanskogo OAO nov73; struck off charge 30jan78 as life-time expired |
| 14 021 | CCCP-40508 | Mi-1A | AFL/Krasnoyarsk | toc | 01feb60 | initially opb 130 AO (became 130 LO Abakanskogo OAO in 1983); trf to 346 LO Abakanskogo OAO nov73; struck off charge 30apr77 due to its poor technical condition |
| 14 022 | CCCP-40509 | Mi-1A | AFL/Krasnoyarsk | toc | 01feb60 | initially opb 130 AO (became 130 LO Abakanskogo OAO in 1983); trf to 127 LO Yeniseiskogo OAO between 1964 and 1972; last overhaul in 1972; struck off charge 29aug77 as worn out |
| 14 023 | CCCP-40510 | Mi-1T | AFL/West Siberia | mfd | 1959 | toc 05mar60; opb 116 AO (became 116 LO Novosibirskogo OAO in 1963); t/t 1,814 hours by 01nov65; struck off charge 27oct75 ? as life-time expired (the year looks like 1957 in the MGA listing, but that is impossible) |
| 14 024 | CCCP-40511 | Mi-1A | AFL/Northern | toc | 20mar60 | opb 73 AO at Naryan-Mar (became 73 LO of Naryan-Marski OAO in 1963); struck off charge 21sep71 as worn out |
| 14 025 | CCCP-40512 | Mi-1A | AFL/Urals | mfd | 30nov59 | toc 05jan60; opb 246 LO of Tyumenskaya aviagruppa of Uralskaya OAG GVF; trf to 255 LO of Tyumenskaya aviagruppa of Uralskaya OAG GVF jan61 (became 255 LO of Tyumenski OAO in 1963) |
| | CCCP-40512 | Mi-1A | AFL/Tyumen | trf | 20feb67 | initially opb 255 LO of Tyumenski OAO; t/t 4,082 hours by 08sep67; trf to another OAO in 1970; struck off charge 28feb75 as worn out |
| 14 026 | CCCP-40513 | Mi-1A | AFL/Northern | mfd | 30nov59 | toc 20mar60; opb 73 AO at Naryan-Mar (became 73 LO of Naryan-Marski OAO in 1963); photo in the "Pravda" newspaper 24mar66; t/t 2,635 hours by 10jul68 |
| | CCCP-40513 | Mi-1A | AFL/Arkhangelsk | trf | 01jan73 | opb 73 LO of Naryan-Marski OAO; struck off charge 28mar77 as life-time expired |
| 14 027 | CCCP-68015 | Mi-1M | AFL/Kazakhstan | toc | 16jan60 | used in cargo configuration; initially opb 157 AO (became 157 LO Ust'-Kamenogorskogo OAO in 1963); trf to 328 LO Ust'-Kamenogorskogo OAO may70); struck off charge 31aug76 as life-time expired |
| 14 028 | CCCP-68011 | Mi-1A | AFL/Krasnoyarsk | toc | 01feb60 | used in cargo/passenger and cargo configuration; opb 130 AO; dbr 29aug62 on a flight in the Krasnoyarsk region in support of a geological party when flew too low over a mountain pass so that the main rotor collided with a lone tree and the helicopter crashed in a forest, the pilot and the passengers escaped; the wreck and the occupants were found only 31aug62; t/t 691 hours; struck off charge 09oct62 |
| 14 029 | CCCP-68013 | Mi-1A | AFL/Urals | toc | 05jan60 | version from register |
| | CCCP-68013 | Mi-1A | AFL/Yakutiya | trf | 07may60 | rgd 24jun60; initially opb 140 AO of Yakutskaya OAG GVF (became 140 LO of Maganski OAO in 1963); trf to 288 LO of Maganski OAO apr67; damaged 26jun68 on landing in unsuitable terrain when the tail rotor touched the ground; repaired; w/o 23jul68 on a gravimetric survey flight when the engine caught fire due to a fuel leak, the helicopter made a forced landing, but the fire could not be extinguished and the helicopter burnt out; struck off charge 22nov68 |
| 14 030 | CCCP-68014 | Mi-1A | AFL/Urals | toc | 05jan60 | version from register |
| | CCCP-68014 | Mi-1A | AFL/Yakutiya | trf | 07may60 | rgd 24jun60; initially opb 140 AO of Yakutskaya OAG GVF (became 140 LO of Maganski OAO in 1963); trf to 288 LO of Maganski OAO apr67; damaged 05aug69 during an emergency landing on the sand spit A-Yunya when the tail rotor touched the ground; repaired; struck off charge 30nov74 as worn out |
| 15 001 | CCCP-68012 | Mi-1A | AFL/Kazakhstan | toc | 16jan60 | initially opb 157 AO (became 157 LO Ust'-Kamenogorskogo OAO in 1963); trf to 191 LO Burundaiskogo OAO between 1964 and 1972; w/o 23sep72 on a forest patrol flight from Kokchetav with an unauthorised passenger on board when the pilot descended too low (he suffered from an acute allergic reaction as he had been stung by bees), deviated from the prescribed flight path to the left, followed a road and identified a high-voltage power-line 32 km south of Kokchetav too late, the rotors collided with the line, the helicopter crashed some 60 metres further on, came to rest in a ditch, caught fire and burnt out, both crew members were seriously injured and the sole passenger was killed; t/t 4,716 hours; struck off charge 20nov72 |
| S1 15 002 | 5002 ? | SM-1/300 | Polish Air Force | toc | 05feb60 | soc 28sep81; converted to SM-1Sz |
| 15 003 | CCCP-68016 | Mi-1A | AFL/Krasnoyarsk | toc | 01feb60 | initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1964; trf to 127 LO Yeniseiskogo OAO between 1964 and 1972; last overhaul in 1972; struck off charge 22may78 as life-time expired |
| S1 15 004 | 75 | SM-1/300 | Polish Air Force | toc | jun60 | opb the Ministry of the Interior |
| | 5004 ? | SM-1/300 | Polish Air Force | toc | jun60 | soc 17oct83; converted to SM-1Sz |
| S1 15 005 | 5005 ? | SM-1/300 | Polish Air Force | toc | 29jul60 | soc 17oct83; converted to SM-1Sz |
| | '1540' | SM-1/300 | Polish Air Force | | apr90 | used with this fake serial as a gate guard at Nowe Miasto, l/n oct97; preserved in Muzeum Sil Powietrznych at Deblin (N51.56008 E21.86453), seen 2002/aug23 |
| S1 15 006 | 76 | SM-1/300 | Polish Air Force | toc | jul60 | opb the Ministry of the Interior; soc 29nov61 due to an accident |
| S1 15 007 | 23 | SM-1/300 | Polish Air Force | toc | 06jul60 | soc 1972; arrived in Muzeum Lotnictwa at Kraków 06jan75, l/n oct20, outside in the 'rear' storage area; carried also code "1" |

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|---|---|---|---|---|---|---|
| S1 15 008 | 008 | SM-1/300 | Polish Air Force | toc | 29jul60 | |
| | 5008 | SM-1Sz | Polish Air Force | r/r | unknown | soc 18aug80 |
| S1 15 009 | 5009 ? | SM-1/300 | Polish Air Force | toc | 17jul60 | soc 1973 |
| | SP-SGA | SM-1/300 | Inst. Lotnictwa | rgd | 19sep73 | canx 27dec76 |
| S1 15 010 | 5010 | SM-1/300 | Polish Air Force | toc | 14oct60 | soc 17oct83; converted to SM-1Sz |
| S1 15 011 | 5011 ? | SM-1/300 | Polish Air Force | toc | 06aug60 | soc 18apr83 |
| S1 15 012 | 5012 | SM-1/300 | Polish Air Force | toc | 30jul60 | soc 17oct83; converted to SM-1Sz |
| S1 15 013 | 5013 | SM-1/300 | Polish Air Force | toc | 30jul60 | soc 18aug80; converted to SM-1Sz |
| S1 15 014 | 77 | SM-1/300 | Polish Air Force | toc | jul60 | opb the Ministry of the Interior |
| | 5014 | SM-1Sz | Polish Air Force | r/r | unknown | soc 20sep77 |
| S1 15 015 | 78 | SM-1/300 | Polish Air Force | toc | jul60 | opb the Ministry of the Interior |
| | 5015 ? | SM-1Sz | Polish Air Force | r/r | unknown | soc 04oct82 |
| 15 016 | 5016 (1) | Mi-1 | Czechoslovak AF | mfd | 02jul60 | SM-1/300, full c/n presumably S115016; opb 50. spojlp at Klecany; t/t in military service 26.58 hours; see 5016 (2) c/n 05016 |
| | OK-OVC | Mi-1 | CSA-Agrolet | h/o | 13mar61 | rgd 17mar61; dbr 02oct63 on a flight in the Spisská Nová Ves district of Slovakia when collided with a high-voltage power-line near Hrisovce; t/t 417.58 hours; canx 11nov63 |
| 15 017 | 5017 | Mi-1 | Czechoslovak AF | mfd | jul60 | SM-1/300, full c/n presumably S115017; opb 50. spojlp at Klecany |
| | OK-OVD | Mi-1 | CSA-Agrolet | h/o | 13mar61 | rgd 17mar61; canx 23jul62 as returned to the MNO (Ministry of National Defence) |
| | 5017 | Mi-1 | Czechoslovak AF | ret | 1962 | |
| | OK-OVI | Mi-1 | Svazarm | rgd | 14feb68 | opb OLSS Brno; canx 04aug75 |
| 15 018 | 5018 | Mi-1 | Czechoslovak AF | | | SM-1/300, full c/n presumably S115018; opb 50. spojlp at Klecany; damaged 23sep61 when the main rotor collided with a tree on take-off; a photo shows it is certainly not a Mi-1M or SM-1W equivalent |
| | OK-OVJ | Mi-1 | Svazarm | rgd | 07jun72 | opb Aeroklub Tocná; canx 15jul75 |
| 15 019 | 5019 | Mi-1M | Czechoslovak AF | | | presumably a SM-1/300 c/n S115019 |
| | OK-OVA | SM-1/300 | A.K. C. Budejovice | rgd | 08oct69 | canx 15apr75 |
| 15 020 | 5020 | Mi-1M | Czechoslovak AF | | | presumably a SM-1/300 c/n S115020 |
| | OK-OTH | SM-1/300 | Aero Klub Brno | rgd | 20oct65 | canx 15jul75; Prague gives c/n 05020 but we have always had as 15020 |
| S1 16 001 | 001 | SM-1/300 | Polish Air Force | toc | 04mar61 | crashed 25jul61 at Zary; soc 30jan62 |
| S1 16 002 | 6002 | SM-1/300 | Polish Air Force | toc | 20mar61 | soc 28sep81; converted to SM-1Sz |
| S1 16 003 | 6003 | SM-1/300 | Polish Air Force | toc | 04aug61 | converted to an SM-1Sz; in olive drab c/s with light blue underside; struck off charge 17oct83; arrived in "White Eagle Museum" at Skarszysko-Kamienna 28dec83, l/n jun01; stored in disassembled state at Goraszka, seen jun05/sep20; a project to rebuild the helicopter seems to have been abandoned |
| S1 16 004 | 6004 | SM-1/300 | Polish Air Force | toc | 25mar61 | soc 17oct83; converted to SM-1Sz |

## ***SM-1/600 built by WSK "PZL Swidnik" at Swidnik (Soviet designation Mi-1AU)***

| | | | | | | |
|---|---|---|---|---|---|---|
| S1A 01 001 | 1001 ? | SM-1/600 | Polish Air Force | toc | 18jun58 | soc 17oct83; converted to anSM-1Sz |
| S1A 01 002 | 506 | SM-1/600 | East German AF | i/s | 05may59 | soc 30jun69 |
| | '001' | SM-1/600 | East German AF | | | was preserved with this fake serial at Bautzen from 1982 and later at Kamenz; transported to Rothenburg and later to Diepensee; damaged during aerial transport to the German Air Force museum at Gatow museum |
| S1A 01 003 | 513 | SM-1/600 | East German AF | i/s | 05may59 | canx 15jul70 |
| S1A 01 004 | 515 | SM-1/600 | East German AF | i/s | 05may59 | canx 30may70; 30oct69 for chemical-warfare training |
| S1A 01 005 | 517 | SM-1/600 | East German AF | i/s | 05may59 | damaged beyond repair 07dec66 hit trees 3 km from Stangerode; struck off charge 28may68 |
| S1A 01 009 | 1009 | SM-1/600 | Polish Air Force | toc | 18feb59 | soc 31dec76; converted to SM-1Sz |
| 02 001 | "04" | Mi-1U | DOSAAF | mfd | 1959 | opb Kuznetski uchebny tsentr (Kuznetsk Training Centre); t/t 1,164 hours by 01may65 (was with ARM-26 by then) |
| S1A 02 009 | SP-SAE | SM-1/600 | WSK Swidnik | rgd | 09may59 | |
| | SP-SAE | SM-1/600 | CZLS | trf | 01apr63 | canx 17mar75 |
| S1A 02 030 | SP-SAH | SM-1/600 | WSK Swidnik | rgd | 15sep59 | involved in an accident 22nov67; long time before canx 13apr71 but it probably is the reason of canx |
| 03 001 | CCCP-17821 | Mi-1M | AFL/Far East | toc | 26apr62 | rgd 13jun62; initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; in dark green c/s with light blue underside; damaged 15feb69 somewhere in the Khabarovsk region when came to rest on its left side; ever repaired ?; struck off charge 17dec79 as life-time expired |
| 03 002 | "09" | Mi-1U | DOSAAF | mfd | 1961 | opb Kuznetski uchebny tsentr (Kuznetsk Training Centre); t/t 698 hours by 01may65 (was with ARM-26 by then) |
| S1A 03 017 | 3017 ? | SM-1/600 | Polish Air Force | toc | 05sep59 | soc 12oct68; converted to SM-1Sz; early write off due to an accident ? |
| S1A 03 018 | 3018 ? | SM-1/600 | Polish Air Force | toc | 04sep59 | soc 15feb65; converted to SM-1Sz; early write off due to an accident ?; to Zamosc-Mokre Technical School |
| S1A 03 019 | 3019 ? | SM-1/600 | Polish Air Force | toc | 04sep59 | soc 27apr65; converted to SM-1Sz; early write off due to an accident ? |
| S1A 03 020 | 3020 ? | SM-1/600 | Polish Air Force | toc | 09sep59 | soc 12jul72; converted to SM-1Sz; early write off due to an accident ? |
| 04 006 | not known | Mi-1U | DOSAAF | | | toc between jul60 and mar61; opb Sverdlovski aeroklub at Loginovo |
| 04 011 | not known | Mi-1U | DOSAAF | mfd | 1960 | opb Kazanski uchebny tsentr (Kazan Training Centre); t/t 665 hours by 01sep64; overhauled by ARM No. 26 GA sep64/jan65 |
| 04 015 | "51" | Mi-1U | DOSAAF | mfd | 1959 | opb Buzulukski uchebny tsentr (Buzuluk Training Centre); t/t 883 hours by 01jul65 |
| 04 026 | not known | Mi-1U | DOSAAF | mfd | 1960 | opb Kazanski uchebny tsentr (Kazan Training Centre); t/t 619 hours by 01sep64; overhauled by ARM No. 26 GA sep64 |
| S1A 04 028 | 028 | SM-1/600 | Polish Air Force | toc | 27jun60 | converted to a SM-1Sz; destroyed in accident 03aug63; soc 20nov63 |
| S1A 04 029 | 78 | SM-1/300 | Polish Air Force | toc | 22jun60 | opb the Ministry of the Interior |
| | 4029 | SM-1Sz | Polish Air Force | r/r | unknown | soc 04oct82 |
| S1A 04 030 | 4030 | SM-1/600 | Polish Air Force | toc | 25jun60 | soc unknown; converted to SM-1Sz |
| S1A 04 031 | 4031 ? | SM-1/600 | Polish Air Force | toc | 22jun60 | soc 28sep81; converted to SM-1Sz |
| 05 003 | not known | Mi-1U | DOSAAF | mfd | 1960 | opb Kazanski uchebny tsentr (Kazan Training Centre); t/t 960 hours by 01sep64; overhauled by ARM No. 26 GA sep64 |
| 05 004 | not known | Mi-1AU | DOSAAF | | | opb Sverdlovski aeroklub from 20jun60, t/t 8 hours by then |
| 05 009 | not known | Mi-1U | DOSAAF | mfd | 1960 | opb Kazanski uchebny tsentr (Kazan Training Centre); t/t 943 hours by 01apr65; overhauled by ARM No. 26 GA apr65 |
| 05 012 | not known | Mi-1AU | DOSAAF | | | opb Sverdlovski aeroklub from 20jun60, t/t 17 hours by then |
| A-06 026 | CCCP-17727 | Mi-1AU | AFL/Far East | toc | 25feb61 | rgd 12jun61; initially opb 145 AO (became 145 LO Vladivostokskogo OAO in 1963); trf to 334 LO Vladivostokskogo OAO jul73; struck off charge 17dec79 as life-time expired |
| 06 029 | not known | Mi-1U | DOSAAF | mfd | 1960 | opb Kazanski uchebny tsentr (Kazan Training Centre); t/t 654 hours by 01sep64; overhauled by ARM No. 26 GA sep64 |
| A-06 030 | CCCP-17718 | Mi-1AU | AFL/East Siberia | toc | 01nov60 | rgd 11nov60; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); struck off charge 27mar78 as life-time expired |
| A-07 002 | CCCP-17719 | Mi-1AU | AFL/East Siberia | toc | 01dec60 | rgd 18mar61; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); struck off charge 28feb78 as life-time expired |
| A-07 003 | CCCP-17721 | Mi-1AU | AFL/Yakutiya | toc | 21jan61 | rgd 08feb61; initially opb 197 AO (became 197 LO Aldanskogo OAO in 1963); trf to 288 LO Maganskogo OAO between dec62 and jun70; made forced landings 20jun70 and 04oct70; struck off charge 30apr76 as worn out |
| A-07 004 | CCCP-17720 | Mi-1AU | AFL/Syktyvkar | toc | 03nov60 | rgd 08dec60; initially opb 240 AO of Syktyvkarskaya OAG GVF at Vorkuta; trf to Vorkutinskaya OAE 07dec60 |
| | CCCP-17720 | Mi-1AU | AFL/Komi | trf | 15feb66 | opb Vorkutinskaya OAE; t/t 1,417 hours by 29feb68 |
| | not known | Mi-1AU | Soviet Air Force | trf | 16jul71 | opb military unit 73778 at Kuibyshev according to the register and by 131 uvp (military unit 21965) according to an MGA listing |
| A-07 005 | CCCP-17722 | Mi-1AU | AFL/Yakutiya | rgd | 23dec60 | on charge by 01jan61; initially opb 140 AO Yakutskoi OAG GVF (became 140 LO Maganskogo OAO in 1964); trf to 288 LO Maganskogo OAO apr67; trf to 270 LO Mirninskogo OAO apr71 (became 270 LO Nyurbinskogo OAO 05feb72); struck off charge 27feb79 as life-time expired; was preserved at Nyurba, seen in poor condition 02jul92; scrapped in the mid-1990s |
| A-07 007 | CCCP-17723 | Mi-1AU | AFL/Krasnoyarsk | toc | 01jan61 | rgd 23jan61; initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1964; trf to 132 LO Tuvinskogo OAO after dec63; dbr 17jul73 on landing near Kyzyl when came down hard due to pilot error and suffered structural damage, no casualties; struck off charge 22nov73 |
| A-07 009 | CCCP-17724 | Mi-1AU | AFL/Far East | rgd | 02jan61 | toc 01feb61; initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; truck off charge 17dec79 as life-time expired |
| 07 010 | "04" | Mi-1AU | DOSAAF | mfd | 25jun58 | opb Sverdlovski aeroklub at Loginovo; w/o 22aug58 on a training flight from Loginovo when the pilot performed an energetic manoeuvre in order to compensate a banking of the helicopter to the left, resulting in the tail rotor touching the tailboom so that the helicopter went out of control and crashed, the pilot (Pyotr A. Tugolukov) was injured and the sole passenger was killed; t/t 37 hours |
| A-07 017 | CCCP-17725 | Mi-1AU | AFL/Syktyvkar | toc | 01dec60 | a photo confirms that this is an SM-1 and not an SM-1W or an SM-1Wb; rgd 23dec60; opb 233 AO of Syktyvkarskaya OAG GVF (became 233 LO of Ukhtinski OAO in 1963) |
| | CCCP-17725 | Mi-1AU | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; t/t 1,883 hours by 22may67; struck off charge 27dec77 as life-time expired; repainted in white c/s with red cheatline; preserved at the terminal of Ukhta airport (N63.555136 E53.805342), seen in this c/s 1977/nov06; repainted in white c/s with red cheatline and dark blue belly, seen as such mar11/nov21 |
| A-07 023 | CCCP-17726 | Mi-1AU | AFL/Northern | toc | 01jan61 | rgd 16jan61; opb 68 AO at Arkhangelsk (became 68 LO of Arkhangelski OAO in 1963 and 68 LO of 2-i Arkhangelski OAO in 1969) |
| | CCCP-17726 | Mi-1AU | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO |
| | CCCP-17726 | Mi-1AU | AFL/Turkmenistan | trf | 25jul77 | struck off charge 22jun78 as life-time expired |
| S1A 07 029 | HK-1 | SM-1/600 | Finnish Air Force | d/d | jan61 | toc 11mar61; last flight 15sep65; was preserved in the Hallinportti museum from 1977; for restoration to Utti 30oct79; preserved in the Finnish Aviation Museum at Vantaa from 08sep86, seen apr07/may23 |
| S1A 07 030 | HK-2 | SM-1/600 | Finnish Air Force | d/d | jan61 | toc 11mar61; last flight 28apr66; was initially preserved in the museum at Tampere; transported to to Keski-Suomen Ilmailmuseo at Jyväskylä-Tikkakoski apr90, l/n in storage 1998 |
| 08 003 | not known | Mi-1T | DOSAAF | mfd | 1958 | opb Sverdlovski aeroklub |
| 09 003 | not known | Mi-1U | DOSAAF | mfd | 1958 | opb Buzulukski uchebny tsentr (Buzuluk Training Centre); t/t 309 hours by 01apr65; overhauled by ARM No. 26 GA apr65 |
| 10 017 | not known | Mi-1U | DOSAAF | mfd | 1958 | opb Buzulukski uchebny tsentr (Buzuluk Training Centre); t/t 669 hours by 01apr65; overhauled by ARM No. 26 GA apr65 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 11 009 | "11" | Mi-1T | DOSAAF | mfd | dec58 | opb Sverdlovski aeroklub; t/t 575 hours by 01mar64 |
| 11 012 | not known | Mi-1T | DOSAAF | mfd | dec58 | opb Sverdlovski aeroklub |
| 11 013 | not known | Mi-1T | DOSAAF | mfd | dec58 | opb Sverdlovski aeroklub |

## ***SM-1S built by WSK "PZL Swidnik" at Swidnik***

| | | | | | | |
|---|---|---|---|---|---|---|
| S1B 01 001 | 1 | SM-1S | Polish Air Force | toc | 08may59 | crashed 12feb60; soc 27feb61 |
| S1B 01 006 | 6 | SM-1S | Polish Air Force | toc | 20mar59 | probably became serial 1006; soc 28sep81 |
| S1B 01 007 | 7 | SM-1S | Polish Air Force | toc | 20mar59 | probably became serial 1007; soc 28sep81 |
| S1B 02 001 | 74 | SM-1S | Polish Air Force | toc | 10jan60 | opb the Ministry of the Interior |
| | 2001 ? | SM-1Sz | Polish Air Force | trf | unknown | soc 19nov80 |
| S1B 02 002 | 73 | SM-1S | Polish Air Force | toc | 10jan60 | opb the Ministry of the Interior |
| | 2002 | SM-1S | Polish Air Force | trf | unknown | soc 18apr83 |
| S1B 02 004 | 72 | SM-1S | Polish Air Force | toc | 10jan60 | opb the Ministry of the Interior |
| | 2004 ? | SM-1S | Polish Air Force | r/r | unknown | soc 1972 |
| | SP-SXE (2) | SM-1S | ZLS | rgd | 23mar72 | canx 17mar75 |
| S1B 02 005 | 71 | SM-1S | Polish Air Force | toc | 10jan60 | opb the Ministry of the Interior |
| | 2005 | SM-1Sz | Polish Air Force | trf | unknown | soc 19nov80 |
| S1B 02 006 | SP-SAK | SM-1S | ZLS | rgd | 02feb60 | canx 29oct73 |
| S1B 02 007 | SP-SAL | SM-1S | ZLS | rgd | 23mar60 | canx 10mar76 |
| | 2007 ? | SM-1S | Polish Air Force | toc | 02may76 | soc 28sep81 |
| S1B 02 008 | OH-HRA | SM-1S | Rajavartiolaitos | rgd | 03jan61 | Finnish Border Guards; canx 05mar68 as scrapped |
| S1B 02 009 | OH-HRB | SM-1S | Rajavartiolaitos | rgd | 19dec60 | Finnish Border Guards; canx 05mar68 as scrapped |
| S1B 12 011 | YR-SMA | SM-1S | Aviasan | rgd | 14sep59 | ambulance helicopter; in dark green or olive drab c/s with light blue or light grey underside; canx 04jan66; see also Polish Air Force c/n S1 12 011 |

## ***SM-1W and SM-1Wb built by WSK "PZL Swidnik" at Swidnik (Soviet designation Mi-1M, in register as such)***

The Soviet register gives Mi-1M or Mi-1MU for all, but all with six-digit c/ns starting with '4', '5' and '6' are SM-1Wb, as far as we know. As noted above, sub-versions of SM-1W have yet to be clarified.

A general problem in this series are the same batch numbers and numbers in the batch. It seems clear that there are several sequences with another letter prefix meaning different version, but double in numbers as such. As in many records the c/n prefix seems missing, making it impossible to determine to what sequence many aircraft belong. Therefore Guus put them all in c/n of the batch number and the number in the batch for the time being, the data base user will just see one aircraft so that this is no problem. The toc and d/d dates clearly show they must be of different sequences.

| | | | | | | |
|---|---|---|---|---|---|---|
| WA 00 103 ? | 1003 | Mi-1MU | Czechoslovak AF | no | reports | the given c/n cannot be correct; involved in an incident 11sep61 |
| WA 01 001 | 1001 | Mi-1MU | Czechoslovak AF | | | probably a SM-1W |
| | OK-PVB | Mi-1MU | Aero Klub Liberec | rgd | 14sep70 | canx 15jul75 |
| WA 01 002 | 1002 | Mi-1MU | Czechoslovak AF | | | probably a SM-1W c/n W01002 but build-date would be very early 1961, must be 1961 to correspond to the serial |
| | OK-PVN | Mi-1MU | Aero Klub Letnany | rgd | 05jun67 | canx 15jul75 |
| S1W 01 004 | SP-SXA | SM-1W | ZLS | rgd | 17mar62 | canx 10mar76, ex ?; and undated black and white photo shows the wreck of this at the L.Z.N. technical school at Psie Pole near Wroclaw; potential clash with Czech A/F '1004' |
| WA 01 004 | 1004 | Mi-1MU | Czechoslovak AF | | | initially opb 50. spojlp at Klecany; trf to 4. vrlt 9. slp at Bechyne 03oct60; involved in some incident 22jun62; l/n 10dec69; to complicate matters a photo exists described as oct60 which definitely shows the early version SM-1/300 or SM-1/600, speculation this first '1004' was reserialled '1604' when the second one was delivered and c/n was possibly S111004; also see '5503' for a further comment on reserialling |
| | OK-PUB | Mi-1MU | Svazarm | rgd | 10jul72 | opb Aeroklub Plzen; canx 05jun75 |
| WA 01 005 | 1005 (2) | Mi-1MU | Czechoslovak AF | | | see Mi-1M c/n 11005 |
| | OK-PUA | Mi-1MU | Aero Klub Praha | rgd | 07jun72 | canx 15jul75 |
| W 01 005 | 1105 (2) | SM-1W | Czechoslovak AF | no | reports | involved in an incident 06feb64 |
| 01 007 | not known | Mi-1M | DOSAAF ? | mfd | 1958 | |
| | CCCP-68017 | Mi-1M | AFL/East Siberia | toc | 18jan61 | initially opb 133 AO; trf to Bodaibinskaya OAE apr62; trf to 133 LO Bodaibinskogo OAO jun64 |
| | CCCP-68017 | Mi-1M | AFL/Krasnoyarsk | trf | 01mar71 | opb 132 LO Tuvinskogo OAO; last overhaul in 1972; struck off charge 29apr75 as worn out |
| 11 007 | 1007 | Mi-1MU | Czechoslovak AF | ph. | 23mar60 | c/n from www.vrtulnik.cz; opb 50. spojlp at Klecany; in dark green c/s with light blue underside; damaged 23mar60 on take-off from Brno when rolled over onto its right side |
| WA 01 009 | 1009 | Mi-1MU | Czechoslovak AF | | | probably a SM-1W c/n W01009 |
| | OK-PVE | Mi-1MU | Aero Klub Letnany | rgd | 16oct65 | canx 15jul75 |
| 01 009 | not known | Mi-1M | DOSAAF ? | mfd | 1958 | |
| | CCCP-68019 | Mi-1M | AFL/East Siberia | toc | 03feb61 | struck off charge 28feb78 as life-time expired |
| WA 01 010 ? | 1010 | Mi-1U | Czechoslovak AF | | | probably SM-1W c/n not confirmed and probably W01010 or WA01010 |
| 01 010 | CCCP-68020 | Mi-1M | AFL/East Siberia | toc | 18jan61 | struck off charge 30jan78 as life-time expired |
| WA 01 011 ? | 1011 | Mi-1 | Czechoslovak AF | | | to OK-PVL; probably SM-1W c/n probably WA01011 or W01011 |
| | OK-PVL | SM-1W | A.K. Bratislava | rgd | 11may66 | canx 23apr75 |
| 01 011 | not known | Mi-1M | DOSAAF ? | mfd | 1958 | |
| | CCCP-68021 | Mi-1M | AFL/East Siberia | toc | 17jan61 | photo proof that it was a Mi-1M with enlarged cabin and large windows; initially opb 199 AO (became 199 LO Nizhneudinskogo OAO in 1963); in red c/s; trf to 245 LO Bratskogo OAO between 1964 and 1973; struck off charge 30nov78 as life-time expired |
| WA 01 012 ? | 1012 | Mi-1MU | Czechoslovak AF | | 27nov63 | involved in some incident this date; probably a SM-1W c/n W01012 or WA01012 |
| | OK-PVF | Mi-1MU | Aero Klub Plzen | rgd | 06dec65 | canx 15jul75 |
| 01 012 | CCCP-68022 | Mi-1M | AFL/Krasnoyarsk | toc | 01feb61 | opb Tuvinskaya OAE (became 132 LO of Tuvinski OAO in 1963); in probably olive drab c/s with red top of fuselage; photo 01mar73; struck off charge 30jan78 as life-time expired |
| W 01 013 | CCCP-68023 | Mi-1M | AFL/Syktyvkar | toc | 12jan61 | photo proof that it was a Mi-1M with enlarged cabin and large windows; opb Vorkutinskaya OAE of Syktyvkarskaya OAG GVF; t/t 1,446 hours by 01feb65 |
| | CCCP-68023 | Mi-1M | AFL/Komi | trf | 15feb66 | opb Vorkutinskaya OAE |
| | CCCP-68023 | Mi-1M | AFL/Northern | trf | 22may67 | opb 69 LO of Petrozavodski OAO; in red c/s; t/t 2,262 hours by 29apr67; struck off charge 22jun78 as life-time expired |
| WA 01 014 ? | 1014 | SM-1W | Czechoslovak AF | | 25apr62 | involved in some incident this date; l/n 21sep65; probably a SM-1W c/n WA01014 |
| | OK-PVM | SM-1W | Aero Klub Brno | rgd | 11may66 | canx 15jul75 |
| W 01 014 | CCCP-17728 | Mi-1M | AFL/Far East | toc | 25jan61 | rgd 10mar61; initially opb 145 AO (became 145 LO Vladivostokskogo OAO in 1963); trf to 334 LO Vladivostokskogo OAO jul73; struck off charge 22jun78 as life-time expired |
| W 01 015 | CCCP-17729 | Mi-1M | AFL/Krasnoyarsk | toc | 01feb61 | rgd 02mar61; struck off charge 30jan78 as life-time expired |
| W 01 016 | CCCP-17730 | Mi-1M | AFL/Uzbekistan | toc | 02feb61 | rgd 30mar61; opb 164 AO at Sergeli (became 164 LO of Sergeliski OAO in 1963); dbr, details unknown; struck off charge 20jul66 |
| WA 01 017 ? | 1017 | Mi-1MU | Czechoslovak AF | | | probably a SM-1W c/n WA01017 |
| | OK-PVG | Mi-1MU | Aero Klub Letnany | rgd | 20oct65 | canx 15jul75 |
| W 01 017 | not known | Mi-1M | DOSAAF ? | mfd | 1958 | |
| | CCCP-17731 | Mi-1M | AFL/East Siberia | toc | 17jan61 | rgd 08feb61; opb 199 AO (became 199 LO Nizhneudinskogo OAO in 1963); struck off charge 22sep78 as life-time expired |
| W 01 018 | CCCP-17732 | Mi-1M | AFL/Krasnoyarsk | toc | 01feb61 | rgd 02mar61; struck off charge 30dec76 as life-time expired |
| WA 01 019 ? | 1019 | Mi-1MU | Czechoslovak AF | | | probably a SM-1W c/n WA01017; probably there were two 1019, first SM-1/300 c/n S111019; see Polish Air Force serial 1519 |
| W 01 019 | CCCP-17733 | Mi-1M | AFL/Yakutiya | toc | 15apr61 | rgd 25apr61; initially opb 140 AO Yakutskoi OAG GVF (became 140 LO Maganskogo OAO im 1963); trf to 288 OAO Maganskogo OAO apr67; struck off charge 16jun76 due to its poor technical condition |
| W 01 020 | CCCP-17734 | Mi-1M | AFL/Northern | toc | 12jan61 | rgd 06mar61; opb 71 AO at Vologda (became 71 LO of Vologodski OAO in 1963); t/t 2,297 hours by 29mar68 |
| | CCCP-17734 | Mi-1M | AFL/Leningrad | trf | 01jan73 | opb 71 LO of Vologodski OAO; struck off charge 17dec79 as life-time expired |
| W 01 021 | CCCP-17735 | Mi-1M | AFL/Krasnoyarsk | toc | 01feb61 | rgd 02mar61; opb Kezhemskaya OAE (became 131 LO Kezhemskogo OAO in 1963); struck off charge 26jun79 as life-time expired |
| W 01 022 | CCCP-17736 | Mi-1M | AFL/Yakutiya | toc | 15apr61 | rgd 25apr61; initially opb 140 AO Yakutskoi OAG GVF (became 140 LO Maganskogo OAO in 1963); trf to 288 LO Maganskogo OAO apr67; the tail rotor was damaged 23jun67; damaged 04mar69 when the engine failed and the helicopter made an auto-rotation landing in a forest; repaired; made a forced landing due to failure of the carburettor 23sep69; damaged 20mar70 when the engine failed due to a problem with the carburettor and the helicopter made an auto-rotation landing in a forest; repaired; dbr 15apr70 while hovering after take-off when rolled over onto its side; struck off charge 24feb72 |
| 01 024 | CCCP-17738 | Mi-1M | AFL/Far East | toc | 18feb61 | rgd 18mar61; opb 145 AO (became 145 LO Vladivostokskogo OAO in 1963); struck off charge 16feb71 as life-time expired |
| W 01 026 | CCCP-17739 | Mi-1M | AFL/Uzbekistan | toc | 02feb61 | rgd 25apr61; opb 164 AO at Sergeli (became 164 LO of Sergeliski OAO in 1963); struck off charge 12jun73 as worn out |
| 01 027 | CCCP-17740 | Mi-1M | AFL/Yakutiya | toc | 25feb61 | rgd 23mar61; initially opb 197 AO Yakutskoi OAG GVF (became 197 LO Aldanskogo OAO in 1963); trf to 140 LO Maganskogo OAO between dec62 and jul68; trf to 288 LO Maganskogo OAO apr67 (?!); the main rotor was damaged on landing at an unsuitable site 04jul68; made a forced landing due to oil starvation 30sep69; w/o 15jul70 when caught fire at a height of some 2-3 metres and burnt out, the pilot and the passengers escaped unhurt; struck off charge 01dec70 |
| 01 028 | CCCP-17741 | Mi-1M | AFL/Yakutiya | toc | 25feb61 | rgd 23mar61; opb 197 AO Yakutskoi OAG GVF; dbr 17jun62 when landed in swampy terrain due to pilot error, sank in and rolled over onto its side; t/t 244 hours; struck off charge 24aug62 |
| W 01 029 | CCCP-17742 | Mi-1M | AFL/Yakutiya | toc | 17mar61 | rgd 04apr61; initially opb 197 AO Yakutskoi OAG GVF (became 197 LO Aldanskogo OAO in 1963); trf to 288 LO Maganskogo OAO between dec62 and mar70; made forced landings 19mar70 and 15jun70; struck off charge 10may73 as worn out |

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| W 01 032 | 32 | Mi-1M | Hungarian AF | d/d | aug61 | in dark green/khaki camo c/s with light grey underside; wfu 21dec82; preserved in the Pintér Múvek Haditechnikai Park at Kecel (N46.538701 E19.242889), l/n with serial aug00 and seen without serial sep01/jul20 |
| W 01 033 | 33 | Mi-1MU | Hungarian AF | d/d | aug61 | converted to a Mi-1UTI training version with two control columns arrangement in 1975; in dark green c/s with light blue underside; wfu 21dec82; sat in derelict condition (without serial) behind the museum yard of the Pintér Múvek Haditechnikai Park at Kecel, seen oct14/jul23 |
| 02 001 | CCCP-17743 | Mi-1M | AFL/Far East | toc | 11feb61 | rgd 10mar61; initially opb 144 AO (became 144 LO Nikolayevskogo-na-Amure OAO in 1963); trf to 378 LO Nikolayevskogo-na-Amure OAO in 1976; struck off charge 30jan78 as life-time expired |
| W 02 002 | not known | Mi-1M | DOSAAF ? | mfd | 1958 | |
| | CCCP-17744 | Mi-1M | AFL/Yakutiya | toc | 15apr61 | rgd 25apr61; initially opb 140 OSP Yakutskoi OAG GVF (became 140 LO Maganskogo OAO sep64); trf to 288 LO Maganskogo OAO apr67); made a forced landing after take-off from Magan with a frozen engine 18mar71; made an auto-rotation landing after an engine failure 03jun71; struck off charge 16jun76 as worn out |
| 02 003 | CCCP-17745 | Mi-1M | AFL/Far East | toc | 11feb61 | rgd 10mar61; initially opb 144 AO (became 144 LO Nikolayevskogo-na-Amure OAO in 1963); trf to 378 LO Nikolayevskogo-na-Amure OAO in 1976; struck off charge 30jan78 as life-time expired |
| 02 004 | CCCP-17746 | Mi-1M | AFL/Far East | toc | 01feb61 | rgd 14mar61; initially opb 129 AO (became 129 LO Blagoveshchenskogo OAO in 1963); trf to 146 LO Blagoveshchenskogo OAO in 1972); struck off charge 23aug78 as life-time expired; parts were dumped at BQS, l/n apr97 |
| W 02 005 | CCCP-17747 | Mi-1M | AFL/Northern | toc | 12jan61 | rgd 06mar61; opb 174 AO at Kirov (became 174 LO of Kirovski OAO in 1963) |
| | CCCP-17747 | Mi-1M | AFL/Urals | trf | 24feb67 | initially opb 174 LO of Kirovski OAO; t/t 3,373 hours by 21mar69; trf to 349 LO of Kirovski OAO in 1974; struck off charge 30dec76 due to its poor technical condition |
| 02 006 | CCCP-17748 | Mi-1M | AFL/Far East | toc | 01feb61 | rgd 14mar61; initially opb 129 AO (became 129 LO Blagoveshchenskogo OAO in 1963); trf to 146 LO Blagoveshchenskogo OAO in 1972; struck off charge 23aug78 as life-time expired |
| 02 007 | CCCP-17749 | Mi-1M | AFL/Northern | mfd | 1960 | toc 12jan61; rgd 19apr61; opb 70 AO at Murmansk (became 70 LO of Murmanski OAO in 1963); t/t 2,767 hours by 31may67; struck off charge 17dec79 as life-time expired |
| W 02 008 | CCCP-17750 | Mi-1M | AFL/Northern | toc | 01feb61 | rgd 06mar61; opb 68 AO at Arkhangelsk (became 68 LO of Arkhangelski OAO in 1963 and 68 LO of 2-i Arkhangelski OAO in 1969); t/t 2,997 hours by 04apr68 |
| | CCCP-17750 | Mi-1M | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO; struck off charge 30jan78 as life-time expired |
| 02 010 | CCCP-17737 | Mi-1M | AFL/Far East | toc | 01feb61 | rgd 11mar61; initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; struck off charge 18jan80 as life-time expired |
| 02 011 | CCCP-17751 | Mi-1M | AFL/Far East | toc | 01feb61 | rgd 23mar61; initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; struck off charge 17dec79 as life-time expired |
| W 02 013 ? | HK-3 | SM-1W | Finnish Air Force | d/d | jan61 | the same c/n is given for Mi-1MU '13' of the Hungarian Air Force; toc 11mar61; last flight 14dec64; a collector bought it from a scrap-yard and preserved it privately inside a building, but he died and the helicopter was sold to Helikopterikilta Ry (Helicopter Guild) around 2003; stored in private premises near Utti |
| W 02 013 ? | 13 | Mi-1MU | Hungarian AF | d/d | aug61 | the same c/n is given for SM-1W HK-3 of the Finnish Air Force; wfu 21dec82; stored at Vecses; was preserved at Alsónémedi, f/n jun99, wrecked by apr05 and gone by jul10 |
| W 02 014 | HK-4 | SM-1W | Finnish Air Force | d/d | jan61 | toc 11mar61; dbr 29jan63 on landing at Maaselka |
| W 02 017 | 17 | Mi-1MU | Hungarian AF | d/d | aug61 | dbr 06aug63 when hit the ground at Jászladány, the left landing gear and the rotor blades broke off, no injuries |
| W 02 018 | 18 | Mi-1M | Hung. Border Guard | d/d | aug61 | w/o 19may67 on take-off from Nyírbátor when hit power lines, crashed and burnt out, no injuries |
| S1W 02 018 | SP-SAZ | SM-1W | WSK Swidnik | rgd | 24apr61 | canx 20dec62 |
| S1W 02 019 | SP-SAM | SM-1W | ZLS | rgd | 18apr61 | canx 17dec74 |
| W 02 019 | 19 | Mi-1MU | Hungarian AF | d/d | aug61 | damaged 01apr76 while landing at Börgönd, fell from 15-20 metres because of sudden engine failure, no injuries; repaired; wfu 21dec82; used as a ground instructional airframe by the technical school; preserved at Szolnok museum, f/n jun98, l/n apr07 |
| W 02 020 | 20 | Mi-1MU | Hungarian AF | d/d | aug61 | w/o 21feb63 when crashed at Miskolc due to icing of the tail rotor, the helicopter started rotating, hit an electric pole, crashed and burnt out |
| W 02 021 | 21 | Mi-1MU | Hungarian AF | d/d | aug61 | wfu 21dec81; no further details known, proof of existence welcome |
| W 02 022 | 22 | Mi-1MU | Hungarian AF | d/d | aug61 | wfu 21dec81; no further details known, proof of existence welcome |
| W 02 023 | 23 | Mi-1MU | Hungarian AF | d/d | aug61 | wfu 21dec81; no further details known, proof of existence welcome |
| W 02 024 | 24 | Mi-1MU | Hungarian AF | d/d | aug61 | wfu 21dec81; no further details known, proof of existence welcome |
| 03 002 | CCCP-17822 | Mi-1M | AFL/Far East | toc | 29may62 | rgd 13jun62; initially opb 144 AO (became 144 LO Nikolayevskogo-na-Amure OAO in 1963); trf to 378 LO Nikolayevskogo-na-Amure OAO in 1976; struck off charge 28feb78 as worn out |
| W 03 003 | CCCP-17823 | Mi-1M | AFL/Far East | toc | 29may62 | rgd 09jun62; dbr, details unknown; struck off charge 18oct62 |
| W 03 004 | not known | Mi-1M | DOSAAF ? | mfd | 1958 | |
| | CCCP-17824 | Mi-1M | AFL/Far East | toc | 29may62 | rgd 09jun62; initially opb 129 AO (bedame 129 LO Blagoveshchenskogo OAO 14sep63); trf to 146 LO Blagoveshchenskogo OAO in 1972; struck off charge 17dec79 as life-time expired |
| 03 005 | CCCP-17825 | Mi-1M | AFL/East Siberia | toc | 25apr62 | rgd 19jun62; opb 183 AO at Ulan-Ude (became 183 LO of Ulan-Udenski OAO in 1963) |
| | CCCP-17825 | Mi-1M | AFL/Turkmenistan | trf | 21feb75 | struck off charge 17apr80 as life-time expired |
| 03 006 | not known | Mi-1AU | DOSAAF ? | mfd | 1958 | opb Sverdlovski aeroklub |
| | CCCP-17826 | Mi-1M | AFL/East Siberia | toc | 25apr62 | rgd 18jun62; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963) |
| | CCCP-17826 | Mi-1M | AFL/Turkmenistan | trf | 16sep74 | struck off charge 17dec79 as life-time expired |
| W 03 007 | CCCP-17827 | Mi-1M | AFL/Urals | toc | 13apr62 | rgd 11may62; opb 122 AO at Perm (became 122 LO of Permski OAO 18jun63 and 122 LO of 2-i Permski OAO in 1972); t/t 3,955 hours by 02apr69; struck off charge 22feb74 as life-time expired |
| W 03 008 | CCCP-17828 | Mi-1M | AFL/Urals | toc | 13apr62 | rgd 11may62; opb 122 AO at Perm (became 122 LO of Permski OAO 18jun63 and 122 LO of 2-i Permski OAO in 1972); in dark green c/s with light blue underside; photo on the Vishera river in the Northern Urals in 1960; damaged 04aug62 on take-off from Tsepelskiye Polyany when entered a left spin and started to drift while hovering at a height of 2.5 metres after lift-off, the main rotor hit trees and the helicopter came to rest on its right side; repaired; t/t 3,650 hours by 13mar69; struck off charge 17oct74 as life-time expired |
| 03 009 | CCCP-17850 | Mi-1M | AFL/Krasnoyarsk | toc | 09jul62 | rgd 28jul62; opb Tuvinskaya OAE (became 132 LO Tuvinskogo OAO in 1963); dbr 26apr74 on a flight in Tuva when the main gear box failed and the helicopter crash-landed near Kyzyl, no casualties; struck off charge 30nov74 |
| 03 010 | not known | Mi-1M | DOSAAF ? | | | |
| | CCCP-40325 | Mi-1M | AFL/Yakutiya | toc | unknown | on charge by 01apr63; initially opb 140 AO (became 140 LO Maganskogo OAO sep64); trf to 288 LO Maganskogo OAO apr67); damaged near the river Daldyn 17may70 due to pilot error; repaired; trf to 270 LO Mirninskogo OAO apr71 (became 270 LO Nyurbinskogo apr72); struck off charge 22nov73 as worn out |
| 03 011 | CCCP-17829 | Mi-1M | AFL/Yakutiya | toc | 31mar62 | (13apr62 ?); rgd 05jul62; initially opb 140 AO at Magan (became 140 LO of Maganski OAO in 1963); trf 288 LO of Maganski OAO apr67; temporarily based at Borulakh (Verkhoyansk district of Yakutia) in support of a geological expedition in spring 1970; w/o 18may70 on a positioning flight from the refuelling pad near Borulakh to the helipad at Borulakh (distance 3 km) at dusk with 3 unauthorised passengers on board when the pilot performed unauthorised manoeuvres at low height and did not look out for other aircraft so that the helicopter collided with Mi-4A CCCP-35295, crashed, caught fire and burnt out, pilot and all 3 passengers killed; t/t 4,155 hours; struck off charge 19jun70 |
| 03 012 | not known | Mi-1M | DOSAAF ? | mfd | 1958 | |
| | CCCP-17830 | Mi-1M | AFL/Yakutiya | toc | 16jun62 | rgd 05jul62; opb 140 AO (became 140 LO Maganskogo OAO sep64); dbr, details unknown; struck off charge 24jan66 |
| 03 013 | 3013 | Mi-1M | Czechoslovak AF | | | OK-OVG doesn't fit as SM-1, build-year 1960, Soviet Mi-1M ?; see comments under civil OK-OVG too, Prague insist all their Mi-1s came from Poland ! |
| | OK-OVG | Mi-1M | CSA-Agrolet | rgd | 26jun62 | in light/dark c/s; hijacked by its pilot (Jan Nemec) from Breclav to the area of lake Chiemsee (Bavaria) 12oct65; the helicopter was returned at the Rozvadov border crossing point 15nov65 |
| | OK-OVG | Mi-1M | Slov-Air | trf | 01jan69 | canx 24sep69; remains a problem build year by rgd is 1960 but if SM-1W it should be early 1961, see comments for military 3013; photo definitely SM-1W (Mi-1M) not SM-1Wb; trf date is probably 24sep69 as Prague has this as canx date, final canx date from Slovair service is 04jun71 |
| | 3013 | Mi-1M | Czechoslovak AF | | jun78 | reported this date but no further info |
| W 03 014 | CCCP-17832 | Mi-1M | AFL/Syktyvkar | toc | 27may62 | rgd 21jun62; opb 233 AO of Syktyvkarskaya OAG GVF (became 233 LO of Ukhtinski OAO in 1963) |
| | CCCP-17832 | Mi-1M | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; t/t 2,955 hours by 28jul67; struck off charge 28feb76 as life-time expired |
| W 03 015 | 3015 | Mi-1M | Czechoslovak AF | | | presumably a SM-1W c/n W03015 |
| | OK-RUB | Mi-1M | Aero Klub Horice | rgd | 25oct67 | canx 15jul75 |
| 03 016 ? | 3016 | Mi-1M | Czechoslovak AF | | 22dec62 | involved in some incident this date; l/n 13nov67; 29apr70 involved again in some incident this date; l/n Trencín 27jul82; be SM-1W c/n W03016 or SM-1Wb c/n 403016 |
| W 03 017 | CCCP-17833 | Mi-1M | AFL/Krasnoyarsk | toc | 28may62 | rgd 09jun62; opb 127 AO (became 127 LO Yeniseiskogo OAO in 1963); last overhaul in 1972; struck off charge 30sep78 as life-time expired |
| 03 018 | CCCP-17831 | Mi-1M | AFL/Krasnoyarsk | toc | 28may62 | rgd 27jun62; opb 131 AO (became 131 LO Kezhemskogo OAO in 1963); dbr 02jun73 on a flight in the Krasnoyarsk region when the pilot got distracted from aviating and the helicopter crash-landed near Kezhma, no casualties; struck off charge 07sep73 |
| 03 019 ? | 3019 | Mi-1M | Czechoslovak AF | | 24jul62 | involved in some incident this date; l/n Plzen-Bory 02feb81; could be SM-1W c/n W03019 or SM-1Wb c/n 403019 |
| W 03 021 | 3021 | Mi-1MU | Czechoslovak AF | | | presumably a SM-1W c/n W03021; was involved in an incident 15jun77 |
| | OK-RUN | Mi-1MU | A.K. Bratislava | rgd | 18aug70 | canx 11apr75; returned to the Czechoslovakian Air Force |
| W 03 022 | 3022 | SM-1W | Czechoslovak AF | | 27apr65 | involved in some incident this date; hit high tension wire and crashed Strnady 12jun73; photo shows it to be SM-1W |
| 03 023 | CCCP-17835 | Mi-1M | AFL/Krasnoyarsk | toc | 28may62 | rgd 21jun62; opb 131 AO (became 131 LO Kezhemskogo OAO in 1963); struck off charge 18may76 as life-time expired |
| 03 024 | CCCP-17836 | Mi-1M | AFL/Urals | mfd | 29may62 | version given as Mi-1T in a document jul66 and as Mi-1MT in a document dec66; toc 12jun62; rgd 28jun62; initially opb Beryozovskaya OAE of Tyumenskya aviagruppa of Uralskaya OAG GVF; made a forced landing near Beryozovo 15feb63; trf to 125 LO of Beryozovski OAO of Tyumenskya aviagruppa oct64; t/t 1,791 hours by 01jul66 |
| | CCCP-17836 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 125 LO of Beryozovski OAO; t/t 2,550 hours by 29nov67; struck off charge 30apr76 as life-time expired |
| 03 025 | CCCP-17837 | Mi-1M | AFL/Urals | mfd | 28apr62 | toc 23may62; rgd 21jun62; opb 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF at Plekhanovo (became 255 LO of Tyumenski OAO of Tyumenskaya aviagruppa in 1963); damaged 02aug62 on a flight |

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| | | | | | | from Urai when banked to the´left on take-off as the left main gear was situated on lower ground outside of the helipad and rolled over onto its left side; repaired; t/t 2,780 hours by 13mar68 |
| | CCCP-17837 | Mi-1M | AFL/Tyumen | trf | 20feb67 | initially opb 255 LO of Tyumenski OAO; trf to 121 LO of Surgutski OAO jan71; trf to 125 LO of Beryozovski OAO dec74; struck off charge 30sep75 as life-time expired |
| 03 026 | CCCP-17838 | Mi-1M | AFL/East Siberia | mfd | apr62 | toc 01jun62; rgd 30jun62; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963) |
| | CCCP-17838 | Mi-1M | AFL/Turkmenistan | trf | 21feb75 | struck off charge 22jun81 as life-time expired |
| 03 027 | CCCP-17839 | Mi-1M | AFL/East Siberia | mfd | apr62 | toc 01jun62; rgd 30jun62; opb 183 AO (became 183 LO Ulan-Udenskogo OAO jan63); dbr, details unknown; struck off charge 05feb69 |
| W 03 028 | CCCP-17842 | Mi-1M | AFL/West Siberia | toc | 16jun62 | rgd 13jul62; initially opb 237 AO at Kolpashevo (became 237 LO of Kolpashevski OAO in 1963); trf to 257 LO of Kolpashevski OAO feb65; t/t 3,073 hours by 30oct67; struck off charge 30dec76 as life-time expired |
| W 03 039 | 3039 | Mi-1M | Czechoslovak AF | | | presumably a SM-1W c/n W03039 |
| | OK-RUC | Mi-1M | A.K. Bratislava | rgd | 20oct69 | canx 11apr75; returned to the Czechoslovakian Air Force |
| | 3039 | Mi-1M | Czechoslovak AF | | 05sep80 | involved in some incident |
| 03 029 | CCCP-17840 | Mi-1M | AFL/Krasnoyarsk | toc | 28may62 | rgd 21jun62; opb 130 AO (became 130 LO Abakanskogo OAO in 1963); struck off charge 27dec77 as life-time expired |
| 03 031 | CCCP-17841 | Mi-1M | AFL/Krasnoyarsk | toc | 12jun62 | rgd 30jun62; opb Tuvinskaya OAE (became 132 LO Tuvinskogo OAO in 1963); struck off charge 26jun79 as life-time expired |
| W 03 032 | CCCP-17843 | Mi-1M | AFL/Turkmenistan | toc | 17jun62 | rgd 05jul62; opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); t/t 1,346 hours by 01jul65; struck off charge 30dec74 as life-time expired |
| 03 033 | CCCP-17844 | Mi-1M | AFL/East Siberia | toc | 14jun62 | rgd 23jul62; opb 190 AO (became 190 LO Irkutskogo OAO in 1963 and 190 LO 2-go Irkutskogo OAO in 1973); struck off charge 16aug79 as life-time expired |
| 03 034 | CCCP-17845 | Mi-1M | AFL/Northern | toc | 12jun62 | rgd 13jul62; opb 69 AO at Petrozavodsk (became 69 LO of Petrozavodski OAO in 1963); dbr, details unknown; struck off charge 05feb69 |
| W 03 035 | CCCP-17846 | Mi-1M | AFL/Syktyvkar | toc | 16jun62 | rgd 23jul62; opb Vorkutinskaya OAE Syktyvkarskoi OAG GVF |
| | CCCP-17846 | Mi-1M | AFL/Komi | trf | 15feb66 | opb Vorkutinskaya OAE; t/t 2,322 hours by 20may68; struck off charge 24jan79 due to its poor technical condition |
| 03 036 | CCCP-17847 | Mi-1M | AFL/Urals | mfd | 28apr62 | toc 12jun62; rgd 05jul62; opb 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF (became 255 LO of Tyumenski OAO in 1963); damaged 08apr65 on a flight from Tyumen to Urai when took off with strong cross-wind, got dragged over the ground by 16 metres and rolled over onto its right side; repaired |
| | CCCP-17847 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 255 LO of Tyumenski OAO; t/t 3,812 hours by 24apr68 |
| | CCCP-17847 | Mi-1M | AFL/Privolzhsk | trf | 13may69 | struck off charge 30nov74 as life-time expired |
| 03 037 | CCCP-17848 | Mi-1M | AFL/East Siberia | toc | 14jun62 | rgd 28jun62; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); struck off charge 16aug79 as life-time expired |
| 03 038 | CCCP-17849 | Mi-1M | AFL/East Siberia | mfd | 22may62 | toc 12jun62; rgd 28jun62; opb 199 AO (became 199 LO Nizhneudinskogo OAO in 1963); w/o 13sep76 on a flight from Arshan to the upper reaches of the river Ikei in support of the Nizhneudinsk Geological Expedition when the engine lost power (due to a problem with the carburettor) while the helicopter was approaching a possible landing site close to the river Ikei 110 km south of Nizhneudinsk and the pilot was forced to perform an auto-rotation landing in an unsuitable forest clearing, immediately before touch-down the engine cut in again so that the helicopter rotated to the left, the right main gear collided with a log and the helicopter rolled over onto its right side, caught fire and burnt out, both passengers were killed and the pilot was seriously injured; t/t 5,145 hours; struck off charge 30dec76 |
| W 03 040 ? | 3040 | Mi-1M | Czechoslovak AF | | 12jul64 | at Pribram-Dlouha Lhota; almost certainly SM-1W c/n W03040; reported jul64 too early for SM-1Wb 403040 which is Aeroflot anyway |
| W 03 050 ? | 3050 | Mi-1M | Czechoslovak AF | | 21may69 | involved in some incident this date; could be SM-1W c/n W03050 or SM-1Wb 403050; no photo, batch sizes unknown |
| W 03 051 ? | 3051 | Mi-1M | Czechoslovak AF | | 13jan67 | at Bechyne; could be SM-1W c/n W03051 or SM-1Wb c/n 403051; no photo, batch sizes unknown |
| W 04 005 ? | 4105 | Mi-1M | Czechoslovak AF | | | crashed Prostejov 07apr77; almost certainly SM-1W c/n W04005 ex '4005'(1); also see c/n 404005 for '4005'(2) |
| W 04 007 | 4007 | SM-1W | Czechoslovak AF | | 10dec68 | involved in some incident this date |
| | OK-RUX | Mi-1M | A.K. Bratislava | rgd | 06oct72 | canx 11apr75 |
| | 4007 | SM-1W | Czechoslovak AF | | 14dec78 | again involved in some incident this date |
| W 04 009 | 4009 (1) | SM-1W | Czechoslovak AF | | | opb 50. spojlp at Klecany; damaged 12apr63 on a landing at night when the pilot lost visual contact to the ground and the tail skid broke |
| W 04 013 | 4013 | SM-1Wb | Czechoslovak AF | | | |
| | OK-RUA | Mi-1M | A.K. C. Budejovice | rgd | 25sep67 | canx 11apr75; c/n tie-up 04013 from the Slovakian CAA but AK is Bratislava BUT Czech CAA give OK-RUA as c/n 04015 of AK Ceské Budejovice rgd 27sep67 canx 23apr75, but then Slovak CAA absolutely confirms c/n W04013 and AK Bratislava ! |
| 04 014 ? | 4014 | Mi-1M | Czechoslovak AF | | | presumably SM-1W c/n W04014; w/o 20may69 when hit a high-voltage power-line near Hradište and crashed |
| 04 015 ? | 4015 | Mi-1M | Czechoslovak AF | | | presumably SM-1W c/n W04015; involved in some incident 13jun63 |
| 04 016 ? | 4016 | Mi-1M | Czechoslovak AF | | | presumably SM-1W c/n W04016; involved in some incident 29jan70 |
| W 04 018 | 4018 | Mi-1M | Czechoslovak AF | | | presumably SM-1W c/n W04018 |
| | OK-RUD | Mi-1M | Aero Klub Liberec | rgd | 14sep70 | canx 15jul75 |
| 04 020 | CCCP-17762 | Mi-1T | AFL/Ukraine | mfd | 03oct61 | toc 19oct61; rgd 15nov61; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71); struck off charge 28apr79 as life-time expired; preserved in post-1973 c/s in ARZ-411 at MRV (N44.223035 E43.108506), seen may96/aug12; repainted in beige c/s with red trim and additional 'Sanaviatsiya' titles, seen as such mar15/nov19 |
| 04 027 | CCCP-17862 | Mi-1MU | AFL/Northern | toc | 01jan63 | rgd 12jun63; opb 68 AO at Arkhangelsk (became 68 LO of Arkhangelski OAO in 1963 and 68 LO of 2-i Arkhangelski OAO in 1969); t/t 1,533 hours by 30jun67 |
| | CCCP-17862 | Mi-1MU | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO; struck off charge 30mar76 as worn out |
| W 04 028 | CCCP-17863 | Mi-1M | AFL/Northern | toc | 01jan63 | rgd 07jan63; opb 68 AO at Arkhangelsk (became 68 LO of Arkhangelski OAO in 1963 and 68 LO of 2-i Arkhangelski OAO in 1969) |
| | CCCP-17863 | Mi-1M | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO; struck off charge 28mar77 as life-time expired; the instrument panel is preserved in Muzei aviatsii severa at Arkhangelsk-Talagi, seen jun14; the derelict airframe sat on the premises of the museum as well, seen jun24 |
| W 04 029 | CCCP-17864 | Mi-1M | AFL/North Kavkaz | toc | 27nov62 | rgd 22feb63; opb 80 AO (became 80 LO 2-go Volgogradskogo OAO in 1963); struck off charge 28apr79 as life-time expired |
| W 04 030 | CCCP-17865 | Mi-1T | AFL/Syktyvkar | toc | 03dec62 | rgd 07jan63; opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963) |
| | CCCP-17865 | Mi-1T | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; t/t 1,539 hours by 01aug66; struck off charge 25oct78 as life-time expired |
| W 04 031 | 31 | Mi-1M | Hungarian AF | d/d | 10jan63 | wfu 21dec82; was stored at Isaszeg, dates unknown; was used as a ground instructional airframe by the Lajos Kossut aviation technical school at Csepel, f/n 1993, photo jan01, without serial but c/n painted on the tailboom (visible on photos); preserved in the garden of a private collector at Sárszentmihály (N47.153262 E18.319715), seen 2020; see c/n W05006 some lines below |
| W 04 032 | 032 | Mi-1M | Hungarian AF | d/d | 10jan63 | damaged 04aug68 during a military exercise when started to rotate on landing, no injuries |
| | 4032 | Mi-1M | Hung. Border Guard | | | transferred as a replacement of '18' after 1967 |
| | R-032 (1) | Mi-1M | Hungarian Police | trf | 1974 | |
| | 4032 | Mi-1M | Hungarian AF | ret | unknown | dbr 11nov80 when started to rotate during take-off from Börgönd and hit the ground, pilot suffered only minor injuries |
| W 04 033 | 4033 | Mi-1M | Hungarian AF | d/d | 10jan63 | wfu 21dec82 |
| | '033' | Mi-1M | Hungarian AF | | | c/n checked; was used as a ground instructional airframe by the Lajos Kossuth technical aviation school at Csepel (N47.440696 E19.073576) with this fake serial, seen aug05/2022 |
| W 04 034 | 4034 | Mi-1M | Hungarian AF | d/d | 10jan63 | |
| | 34 | Mi-1M | Hungarian AF | | | wfu 21dec82; moved from Börgönd to the Malév Training Centre in 1983 and preserved there; moved to Hármashatár-hegy in autumn 1996; was preserved in a private garden at Máriaremete from in summer 1997, c/n checked feb08, l/n jan11 and gone by aug17; stored in a hangar (owned by a farmer) at Börgönd (N47.136125 E18.493772), c/n checked jul20, l/n sep24 |
| W 04 035 | 4035 | Mi-1M | Hungarian AF | d/d | 10jan63 | dbr 22apr76 during an engine test at Börgönd (was fixed to the ground by cables, one of the cables broke and the helicopter turned over), the pilot suffered minor injuries |
| W 04 036 | 4036 | Mi-1M | Hungarian AF | d/d | 10jan63 | |
| | 36 | Mi-1M | Hungarian AF | | | wfu 21dec82; used as a ground instructional airframe by the technical school at Szolnok; was preserved in Repüléstörténeti Múzeum (Aircraft Museum) at Szolnok, seen jun98/apr07; stored in a hangar (owned by a farmer) at Börgönd (N47.136125 E18.493772), c/n checked jul20, l/n sep24 |
| W 04 037 | 4037 | Mi-1M | Hungarian AF | d/d | 10jan63 | donated to MÉM RSz (air service) to be preserved |
| | 37 | Mi-1M | Hungarian AF | Far | mar89 | wfu 21dec82; sat derelict at Budaörs, seen oct92/aug02; the c/n plate reportedly shows c/n W04040 which would indicate a Czechoslovak Mi-1M !; seen hangared, at Budaörs ?, in bad condition 11may19 |
| W 04 038 | 4038 | Mi-1M | Hungarian AF | d/d | 10jan63 | wfu 01may82 |
| W 04 039 ? | 4039 | SM-1W | Czechoslovak AF | Mal | 03aug81 | l/n flying jul78; was initially supposed to be SM-1Wb c/n 404039, but that was not correct |
| W 04 040 ? | 4040 | Mi-1M | Czechoslovak AF | no | reports | could also be c/n 404040 or 604040; involved in an incident 07feb68 |
| W 04 041 ? | 4041 | Mi-1M | Czechoslovak AF | ph. | jun91 | could also be c/n 404041 or 604041; was preserved at Kosatky (near Mladá Boleslav) until the early 1990s; probably scrapped |
| W 04 042 ? | 4042 | Mi-1M | Czechoslovak AF | no | reports | could also be c/n 404042 or 604042; involved in an incident 09jul68 |
| W 04 043 | 4043 | SM-1W | Czechoslovak AF | | 03feb71 | involved in some incident this date; was preserved Line, l/n jul93; seen Air Park at Zruc jul02/sep24; painted '4943' in error on right side |
| W 04 080 | CCCP-17861 | Mi-1MU | AFL/East Siberia | toc | 10jan63 | c/n with very high number in the batch given in Soviet register and in the MGA listing (is possibly c/n 04008 which would be available); rgd 02feb63; initially opb Bodaibinskaya OAE; trf to 133 LO Bodaibinskogo OAO jun64; struck off charge 22dec80 as life-time expired |
| W 05 001 | 5001 | SM-1W | Czechoslovak AF | | | |
| | OK-SVP | SM-1W | A.K. Bratislava | rgd | 18aug70 | canx 06feb73; returned to Czechoslovak Air Force |
| 05 001 | not known | Mi-1M | DOSAAF ? | mfd | 1958 | |
| | CCCP-17761 | Mi-1M | AFL/Kazakhstan | toc | 10nov61 | used in cargo configuration; rgd 08dec61; opb 191 AO at Burundai (became 191 LO of Burundaiski OAO in 1963); t/t 3,056 hours by 24mar67; struck off charge 21nov75 as life-time expired |
| W 05 002 | 5002 | Mi-1M | Czechoslovak AF | | | presumably a SM-1W c/n W05002 |
| | OK-SVA | Mi-1M | Aero Klub Praha | rgd | 06oct67 | canx 15jul75; must be a SM as built 1963 by registration after ending of the Soviet production |

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| 05 002 | CCCP-17763 | Mi-1T | AFL/Ukraine | mfd | 07oct61 | toc 04nov61; rgd 08dec61; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71); struck off charge 26jun79 as life-time expired |
| W 05 005 | 05 | Mi-1M | Hungarian AF | d/d | apr63 | wfu 21dec82; no further details known, proof of existence welcome |
| W 05 006 | 06 | Mi-1M | Hungarian AF | d/d | apr63 | in olive drab c/s with light blue underside; wfu 21dec82; sat wfu at Vecses, seen mar93/apr95; reported in the Merseburg museum (Germany) in 1996/98; seen without serial at Werneuchen 07oct08; intended to be made flyable again; see c/n W05007 |
| W 05 007 | 07 | Mi-1M | Hungarian AF | d/d | apr63 | wfu 21dec82 |
| | '06' | Mi-1M | Hungarian AF | | jul07 | c/n confirmed; preserved with this fake serial at Kecskemét (N46.911278 E19.748622), seen jul07/jun11; see c/n W05006 |
| WA 05 008 | 5008 | Mi-1MU | Czechoslovak AF | | 06mar62 | involved in some incident this date; l/n 27apr66 but see date rgd as OK-PVH ! |
| | OK-PVH | Mi-1MU | A.K. C. Budejovice | rgd | 20oct65 | canx 15jul75 |
| W 05 008 | 08 | Mi-1M | Hungarian AF | d/d | apr63 | wfu 21dec82; no further details known, proof of existence welcome |
| WA 05 009 | 5009 | SM-1W | Czechoslovak AF | | | |
| | OK-PVI | SM-1W | Aero Klub Ostrava | rgd | 20oct65 | canx 04aug75 |
| W 05 009 | 09 | Mi-1M | Hungarian AF | d/d | apr63 | |
| | 09 | Mi-1M | Hung. Border Guard | trf | 01oct63 | |
| | R-009 | Mi-1M | Hungarian Police | trf | 24dec74 | photo showing it in service |
| | 09 | Mi-1M | Hungarian AF | ret | dec78 | it is not certain whether the helicopter actually returned to military service although it was repainted in military c/s; in dark green c/s with light blue underside; was preserved in Repüléstörténeti Múzeum (Aircraft Museum) at Szolnok, seen jul98/aug13; preserved in RepTár - Szolnoki Repülömúzeum from mar16 (officially opened 01sep16), seen 27mar16/jul20 |
| 05 010 | 5010 | SM-1W | Czechoslovak AF | | | |
| | OK-PVJ | SM-1W | AK Usti nad Labem | rgd | 16oct65 | canx 15jul75 |
| W 05 011 | 5011 | Mi-1MU | Czechoslovak AF | | 26feb65 | involved in some incident this date; l/n 04aug75; presumably a SM-1W c/n W05011 |
| | OK-SVB | Mi-1M | Aero Klub Horice | rgd | 09sep70 | canx 04aug75 |
| W 05 012 | 5012 | Mi-1MU | Czechoslovak AF | | | presumably a SM-1W c/n W05012 |
| | OK-SVC | Mi-1M | A.K. C. Budejovice | rgd | 08sep70 | canx 15jul75; must be an SM as built in 1963 by registration, after ending of the Soviet production |
| 05 013 | 5013 | SM-1W | Czechoslovak AF | | | |
| | OK-PVA | SM-1W | Aero Klub Horice | rgd | 06oct69 | canx 15jul75 |
| 05 014 | 5014 | SM-1W | Czechoslovak AF | | 06mar62 | involved in some incident this date; l/n 10jun64 |
| | OK-PVK | SM-1W | AK Bratislava | rgd | 20oct65 | canx 11apr75; Slovak CAA had c/n 5014 and rgd, Czech CAA had c/n 05014, Aeroklub Hradec Králové; canx 03apr75 |
| 05 015 ? | 5015 | Mi-1MU | Czechoslovak AF | | 22jul63 | involved in some incident this date; probably SM-1W c/n W05015 |
| W 05 016 | 529 | SM-1W | East German AF | i/s | 1963 | canx 07aug73; to Storkow for chemical-warfare training 30sep73; stored dismantled in the Luftwaffenmuseum at Berlin-Gatow, seen jun01/sep09, and later in Flugplatzmuseum Cottbus, seen jun22 |
| 05 016 | 5016 (2) | Mi-1MU | Czechoslovak AF | | | presumably an SM-1W; involved in some incident 11dec72; see 5016 (1) c/n 15016 |
| W 05 017 | 535 | SM-1W | East German AF | i/s | 1963 | canx 07aug73; to chemical-warfare unit Brandenburg 30sep73 |
| 05 017 | CCCP-17770 | Mi-1MU | AFL/Belarus | toc | 10dec61 | rgd 29dec61; opb 2 AE 106 AO at Minsk |
| | CCCP-17770 | Mi-1MU | AFL/Moldova | trf | 15oct63 | initially opb Beltskaya AE of 253 AO of Moldavskaya OAG GVF (became Beltskaya OAE of Kishinyovski OAO jul65); trf to 281 LO of Beltski OAO in 1966 |
| | CCCP-17770 | Mi-1MU | AFL/Uzbekistan | trf | 24feb76 | struck off charge 22jun81 as life-time expired |
| W 05 018 | 548 | SM-1W | East German AF | i/s | 28jun63 | canx 07aug73; to ground-instruction school Grundlagen at Kamenz 30sep73 |
| 05 018 | CCCP-17765 | Mi-1T | AFL/Ukraine | toc | 01nov61 | rgd 29dec61; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71) |
| | CCCP-17765 | Mi-1T | AFL/Turkmenistan | trf | 01apr75 | struck off charge 27dec78 as life-time expired |
| S1W 05 019 | SP-SXD | SM-1W | ZLS | rgd | 09nov63 | canx 17dec74; seen derelict in the museum at Lodz 1993/2003; moved to Karwice, f/n there jun06 |
| 05 019 | CCCP-17764 | Mi-1MU | AFL/Ukraine | mfd | 11nov61 | toc 25nov61; rgd 09jan62; opb 88 AO at LWO (became 88 LO of Lvovski OAO 27jun63); struck off charge 13jul79 as life-time expired |
| S1W 05 020 | SP-SXE (1) | SM-1W | ZLS | rgd | 06jan65 | canx 02may66; ex ?; to Polish Air Force; no previous identity known though rgd is late versus build date |
| | 5020 | SM-1W | Polish Air Force | toc | 20apr66 | soc 17oct83; converted to SM-1WSz |
| 05 020 | CCCP-17766 | Mi-1T | AFL/Ukraine | mfd | 12nov61 | rgd 09jan62; toc 01nov62; opb 88 AO at LWO (became 88 LO of Lvovski OAO 27jun63); struck off charge 27dec78 as life-time expired |
| 05 021 | CCCP-17769 | Mi-1M | AFL/Azerbaijan | toc | 03dec61 | c/n also given as WA-05021; rgd 09jan62; opb 111 AO (became 111 LO Makhachkalinskogo OAO in 1963) |
| | CCCP-17769 | Mi-1M | AFL/North Kavkaz | trf | 01jan74 | initially opb 111 LO Makhachkalinskogo OAO; trf to 2 AE 351 LO Nalchikskogo OAO after jan74; struck off charge 17apr81 as life-time expired |
| S1W 05 022 | SP-SXB | SM-1W | ZLS | rgd | 25jul64 | canx 25apr74 |
| 05 023 | CCCP-17771 | Mi-1MNKh | AFL/Kyrgyzstan | toc | 02dec61 | rgd 27dec61; opb 180 AO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO in 1963); struck off charge 30nov78 as life-time expired |
| 05 024 | CCCP-17773 | Mi-1MU | AFL/Kazakhstan | toc | 14dec61 | rgd 09jan62; opb 191 AO (became 191 LO Burundaiskogo OAO 29jan64); in dark green c/s with light blue underside; t/t 1,233 hours by 01aug65; struck off charge 24dec77 due to its poor technical condition |
| 05 025 | CCCP-17772 | Mi-1MU | AFL/West Siberia | toc | 08dec61 | rgd 13jan62; opb 184 AO (became 184 LO Novokuznetskogo OAO in 1963); t/t 597 hours by 01mar64; struck off charge 23mar79 as life-time expired |
| 05 026 | CCCP-17775 | Mi-1MU | AFL/Kazakhstan | toc | 14dec61 | rgd 09jan62; opb 191 AO (became 191 LO Burundaiskogo OAO jan64); struck off charge 25feb77 as life-time expired |
| WA 05 027 | CCCP-17774 | Mi-1MU | AFL/North Kavkaz | toc | 06dec61 | rgd 27dec61; opb 82 AO (became 82 LO Groznenskogo OAO in 1963); w/o 02oct71 on a training flight from Grozny when the tail rotor drive shaft lost its dynamic stability (due to excessively high RPMs) and damaged the tailboom, the tailboom broke off and the helicopter crashed in a field near the airport, both pilots were killed; t/t 1,896 hours and 2,221 cycles; struck off charge 30mar72 |
| WA 05 028 | CCCP-17767 | Mi-1M | AFL/Moldova | toc | 26nov61 | version as such in the MGA listing; opb Beltskaya OAE Moldavskoi OAG GVF |
| | CCCP-17767 | Mi-1AU | AFL/Far East | trf | 15dec62 | version as such in an inventory listing of the Far East directorate dec63; initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; new CofA issued 30jan63; struck off charge 18nov76 as life-time expired |
| 05 029 | CCCP-17768 | Mi-1MU | AFL/Moldova | toc | 26nov61 | rgd 15dec61; initially opb Beltskaya AE Moldavskoi 253 AO OAG GVF (became Beltskaya OAE Kishinyovskogo OAO jul65); trf to 281 LO Beltskogo OAO in 1966; dbr, details unknown; struck off charge 27dec72 |
| WA 05 030 | CCCP-17776 | Mi-1MU | AFL/North Kavkaz | toc | 14dec61 | rgd 27jan62; also used in crop-spraying configuration; opb 81 AO became 81 LO Krasnodarskogo OAO in 1963) |
| | CCCP-17776 | Mi-1MU | AFL/Tyumen | trf | 12jun72 | |
| | CCCP-17776 | Mi-1MU | AFL/North Kavkaz | trf | 26jul72 | opb 2 AE 351 LO Nalchikskogo OAO; in dark green c/s with light grey underside; dbr 21jan80 on a flight from Nalchik to Nezlobnaya when the pilot lost spatial orientation in a snow flurry and the helicopter crashed in a field; struck off charge 22dec80 as the overhaul of Mi-1s had been stopped |
| 05 031 | CCCP-17779 | Mi-1M | AFL/Northern | toc | 22dec61 | rgd 31jan62; opb 69 AO at Petrozavodsk (became 69 LO of Petrozavodski OAO in 1963) |
| | CCCP-17779 | Mi-1M | AFL/Leningrad | trf | 01jan73 | opb 69 LO of Petrozavodski OAO; in red c/s; struck off charge 21sep81 as life-time expired; used (on skis) as a ground instructional airframe by Vyborgskoye ATU GA (N60.73819 E28.60910), seen 1991/jul13, in poor condition now; transported to LED-Helidrive, seen 01jul23/22jul23 |
| 05 032 | CCCP-17778 | Mi-1MU | AFL/North Kavkaz | toc | 01jan62 | rgd 13jan62; opb UTO-9; struck off charge 17nov80 as life-time expired |
| WA 05 033 | CCCP-17777 | Mi-1MU | AFL/North Kavkaz | toc | 14dec61 | rgd 10apr63; opb 81 AO became 81 LO Krasnodarskogo OAO in 1963 and 81 LO 2-go Krasnodarskogo OAO in 1965); struck off charge 26jan76 as life-time expired |
| 05 034 | CCCP-17780 | Mi-1M | AFL/Turkmenistan | toc | 28dec61 | rgd 30jan62; opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); struck off charge 18jan82 as life-time expired |
| WA 06 020 | CCCP-17855 | Mi-1MU | AFL/Far East | toc | 04jan63 | rgd 30jan63; opb 149 AO (became 149 LO Petropavlovskogo OAO in 1963 and 149 LO 2-go Petropavlovskogo OAO in 1965); struck off charge 17apr80 as life-time expired |
| 06 021 | CCCP-17851 | Mi-1M | AFL/Yakutiya | toc | 04mar63 | rgd 26mar63; initially opb 140 AO Yakutskoi OAG GVF (became 140 LO Maganskogo OAO sep64); trf to 288 OAO Maganskogo OAO apr67; damaged 29jun67 when the engine failed and the helicopter made an auto-rotation landing at night; repaired; made an auto-rotation landing 28feb70 after an engine failure; struck off charge 26jan76 as worn out |
| 06 023 | CCCP-17856 | Mi-1A | AFL/Far East | toc | 04jan63 | rgd 05jul63; opb 149 AO (became 149 LO Petropavlovskogo OAO in 1963 and 149 LO 2-go Petropavlovskogo OAO in 1965); struck off charge 29jul77 due to its poor technical condition |
| 06 028 | CCCP-17852 | Mi-1U | AFL/Urals | mfd | 29jun62 | version given as Mi-1U in a document jun64 and as Mi-1UT in a document dec66; toc 17jul62; rgd 20aug62; opb 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF (became 255 LO of Tyumenski OAO of Tyumenskaya aviagruppa in 1963) |
| | CCCP-17852 | Mi-1U | AFL/Tyumen | trf | 20feb67 | initially opb 255 LO of Tyumenski OAO; trf to 125 LO of Beryozovski OAO around 1970; struck off charge 30jun77 as life-time expired; preserved at Beryozovo (N63.92257 E65.018172) |
| | 'CCCP-40214' | Mi-1U | no titles | ph. | aug04 | in olive drab c/s; preserved with this fake registration on a shed near the terminal of Beryozovo airport, seen as such aug04/sep05; registration painted out, seen as such jul11/sep19 and still visible on Google Earth jun20 (at N63.92744 E65.04567) |
| | CCCP-17852 | Mi-1U | UTair | Tjp | 21aug24 | c/n not confirmed; in yellow/black/orange c/s with titles; preserved in these fake colours at Tyumen-Plekhanovo |
| 06 032 | CCCP-17858 | Mi-1T | AFL/Ukraine | toc | 16jul62 | rgd 03aug62; opb 98 AO at Chernovtsy (became 98 LO of Chernovitski OAO 27jun63) |
| | CCCP-17858 | Mi-1MU | AFL/Syktyvkar | trf | 18feb64 | opb Syktyvkarskaya OAG GVF |
| | CCCP-17858 | Mi-1MU | AFL/Komi | trf | 15feb66 | t/t 799 hours as of 21jun67 |
| | CCCP-17858 | Mi-1MU | AFL/Turkmenistan | trf | 27oct78 | struck off charge 23mar81 as life-time expired |
| WA 06 034 | CCCP-17859 | Mi-1T | AFL/Ukraine | mfd | 27jun62 | toc 16jul62; rgd 03aug62; opb 91 AO at Rovno (became 91 LO of Rovenski OAO 27jun63); converted to a Mi-1MU at an unknown date |
| | CCCP-17859 | Mi-1MU | AFL/Ukraine | | | opb 177 LO of 2-i Odesski OAO; struck off charge 19jun80 as life-time expired |
| 06 035 | CCCP-17854 | Mi-1TR | AFL/Northern | toc | 05jul62 | also used as a Mi-1MU; rgd 15sep62; opb 70 AO at Murmansk (became 70 LO of Murmanski OAO in 1963); t/t 1,501 hours by 15feb67 |
| | CCCP-17854 | Mi-1MU | AFL/Leningrad | trf | 01jan73 | opb 70 LO of Murmanski OAO; struck off charge 19jan81 as life-time expired |
| 06 036 | CCCP-17853 | Mi-1M | AFL/East Siberia | toc | 25jul62 | rgd 18aug62; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); struck off charge 17apr80 as life-time expired |
| WA 06 038 | CCCP-17860 | Mi-1T | AFL/Ukraine | mfd | 28jun62 | rgd 13aug62; toc 15oct62; initially opb 90 AO at ODS (became 90 LO of Odesski OAO in 1963); converted to a Mi-1MU at an unknown date |
| | CCCP-17860 | Mi-1MU | AFL/Ukraine | | | opb 177 LO of 2-i Odesski OAO; struck off charge 19jun80 as life-time expired |

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| WA 06 039 | CCCP-17857 | Mi-1MU | AFL/North Kavkaz | mfd | 30jun62 | SM-1WA; toc 24jul62; rgd 30aug62; initially opb 78 AO (became 78 LO Rostovskogo OAO in 1963); trf to 2 AE 351 LO Nalchikskogo OAO 01jan72; w/o 28feb78 on a training flight from Nalchik at night when the weather deteriorated unexpectedly (visibility only 200-300 metres and clouds down to 100 metres) while the pilots were training approaches, on the last approach they lost spatial orientation while flying in clouds at night so that the helicopter went out of control and crashed 1,590 metres before the runway threshold and 910 metres from the runway's extended centreline, both pilots were killed; t/t 2,788 hours and 6,986 cycles; struck off charge 24apr78 |
| W 08 001 | 01 | Mi-1MU | Hungarian AF | d/d | apr63 | dbr 06jun74 while landing at Börgönd when started to rotate at an altitude of 20-25 m, no injuries |
| W 08 002 | 02 | Mi-1MU | Hungarian AF | d/d | apr63 | w/o 02jun70 on a training flight when a failure occurred in the driving mechanism of the tail-rotor because of a broken part, crashed at Királyszentistván, both pilots killed |
| W 08 003 | 03 | Mi-1MU | Hungarian AF | d/d | apr63 | |
| WA 08 003 | 03 | Mi-1MU | Romanian Air Force | d/d | 1963 | Polish designation of the version USM-1; opb Regimentul 94 Elicoptere at Alexeni, used for training; dbr 10mar66, details unknown; struck off charge 06apr66; t/t 219 hours |
| WA 08 004 | 04 | Mi-1MU | Romanian Air Force | d/d | 1963 | Polish designation of the version USM-1; opb Regimentul 94 Elicoptere at Alexeni, used for training; in dark green c/s with light blue underside; later used as a ground instructional airframe by Grupul Scolar de Aeronautica "Henri Coanda" at Bucharest-Baneasa; was stored in poor condition at Baneasa, seen sep92/oct94, and later at the base museum at Otopeni, seen sep95; preserved in the open in Muzeul National al Aviatiei Romane at Str. Fabrica de Glucosa nr 2-4, Sector 2 at Bucharest (near Otopeni), seen 1999/dec17 |
| 3 01 001 | CCCP-17786 | Mi-1MNKh | AFL/Ukraine | mfd | 24dec61 | toc 01jan62; rgd 30jan62; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71); struck off charge 24dec75 as life-time expired |
| 3 01 002 | CCCP-17781 | Mi-1MNKh | AFL/Ukraine | mfd | 23dec61 | toc 01jan62; rgd 30jan62; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71); struck off charge 30may74 as life-time expired |
| 3 01 003 | CCCP-17795 | Mi-1M | AFL/Moldova | mfd | 29dec61 | toc 12jan62; rgd 29jan62; opb Beltskaya OAE Moldavskoi OAG GVF |
| | CCCP-17795 | Mi-1M | AFL/Georgia | trf | 23mar63 | opb 230 AO (became 230 LO Kutaisskogo OAO in 1963) |
| | CCCP-17795 | Mi-1M | AFL/Ukraine | trf | 30oct73 | opb 177 LO 2-ogo Odesskogo LO; struck off charge 23mar79 as life-time expired |
| 3 01 004 | CCCP-17782 | Mi-1MNKh | AFL/Ukraine | mfd | 16dec61 | toc 01jan62; rgd 30jan62; opb 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71); dbr, details unknown; struck off charge 27jun68 |
| 3 01 005 | CCCP-17818 | Mi-1MNKh | AFL/North Kavkaz | toc | 15jan62 | rgd 18may62; opb 81 AO (became 81 LO Krasnodarskogo OAO in 1963 and 81 LO 2-go Krasnodarskogo OAO in 1965); overhaul by ARZ No. 411 GA completed 03oct69; struck off charge 26jan76 as life-time expired |
| 3 01 006 | CCCP-17784 | Mi-1M | AFL/Kazakhstan | toc | 15jan62 | used in crop-spraying and cargo configuration; rgd 30jan62; initially opb 157 AO (became 157 LO Ust'-Kamenogorskogo OAO in 1963); trf to 328 LO Ust'-Kamenogorskogo OAO may70; struck off charge 30sep74 as life-time expired |
| 3 01 007 | CCCP-17785 | Mi-1MNKh | AFL/Ukraine | mfd | 23dec61 | toc 01jan62; rgd 30jan62; opb 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71); struck off charge 13aug74 as life-time expired |
| 3 01 008 | CCCP-17787 | Mi-1MNKh | AFL/Ukraine | mfd | 31dec61 | toc 01jan62; rgd 30jan62; opb 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71); struck off charge 29apr75 as life-time expired |
| 3 01 009 | CCCP-17783 | Mi-1M | AFL/Kazakhstan | toc | 15jan62 | used in crop-spraying and cargo configuration; rgd 30jan62; initially opb 157 AO at Ust'-Kamenogorsk (became 157 LO of Ust'-Kamenogorski OAO in 1963); t/t 2,483 hours by 30aug67; trf to 328 LO of Ust'-Kamenogorski OAO may70; struck off charge 24dec74 as life-time expired |
| 3 01 010 | CCCP-17788 | Mi-1MNKh | AFL/Ukraine | toc | 01jan62 | rgd 30jan62; opb 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71); struck off charge 08sep75 as life-time expired |
| 3 01 011 | CCCP-17789 | Mi-1MNKh | AFL/Ukraine | mfd | 23dec61 | toc 06jan62; rgd 21jun62; opb 88 AO at LWO (became 88 LO of Lvovski OAO 27jun63); collided with a power-line, details unknown; struck off charge 06aug68 |
| 3 01 012 | CCCP-17790 | Mi-1MNKh | AFL/Ukraine | mfd | 20dec61 | toc 06jan62; rgd 21jun62; opb 88 AO at LWO (became 88 LO of Lvovski OAO 27jun63); struck off charge 04apr75 as life-time expired |
| 3 01 013 | CCCP-17791 | Mi-1MNKh | AFL/Ukraine | mfd | 23dec61 | toc 06jan62; rgd 13mar62; opb 88 AO at LWO (became 88 LO of Lvovski OAO 27jun63); struck off charge 17oct74 as life-time expired |
| 3 01 014 | CCCP-17792 | Mi-1MNKh | AFL/Ukraine | mfd | 23dec61 | toc 23jan62; rgd 21jun62; opb 98 AO at Chernovtsy (became 98 LO of Chernovitski OAO 27jun63)struck off charge 24dec74 as life-time expired |
| 3 01 015 | CCCP-17809 | Mi-1SKh | AFL/Armenia | mfd | 30dec61 | toc 31jan62; rgd 18may62; opb 36 AE of Armyanskaya OAG GVF |
| | CCCP-17809 | Mi-1MNS | AFL/Ukraine | trf | 01oct62 | version also given as Mi-1MNS; opb 90 LO of Odesski OAO; trf to 177 LO of 2-i Odesski OAO in 1965; struck off charge 18nov76 as life-time expired |
| 3 01 016 | CCCP-17793 | Mi-1SKh | AFL/Ukraine | mfd | 23dec61 | toc 07jan62; rgd 20jun62; opb 88 AO at LWO (became 88 LO of Lvovski OAO 27jun63); dbr 27jul74 in Bulgaria, details unknown; struck off charge 01jul75 |
| 3 01 017 | CCCP-17794 | Mi-1M | AFL/East Siberia | toc | 15jan62 | rgd 22feb62; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963) |
| | CCCP-17794 | Mi-1M | AFL/Turkmenistan | trf | 01sep74 | struck off charge 16may80 as life-time expired |
| 3 01 018 | CCCP-17796 | Mi-1MNKh | AFL/Moldova | toc | 12jan62 | rgd 29jan62; opb Beltskaya AE 253 AO Moldavskoi OAG GVF (became Beltskaya AE Kishinyovskogo OAO jul65); trf to 281 LO Beltskogo OAO in 1966; struck off charge 03jul73 as life-time expired |
| 3 01 019 | CCCP-17797 | Mi-1M | AFL/Moldova | toc | 12jan62 | rgd 29jan62; opb Beltskaya AE 253 AO Moldavskoi OAG GVF |
| | CCCP-17797 | Mi-1M | AFL/Georgia | trf | 23mar63 | opb 230 AO (became 230 LO Tbilisskogo OAO in 1963 and 230 LO Kutaisskogo OAO 01jul71) |
| | CCCP-17797 | Mi-1M | AFL/Turkmenistan | trf | 15mar71 | struck off charge 16oct79 as life-time expired |
| 3 01 020 | CCCP-17810 | Mi-1SKh | AFL/Armenia | toc | 31jan62 | rgd 18may62; opb 36 AE of Armyanskaya OAG GVF |
| | CCCP-17810 | Mi-1SKh | AFL/Ukraine | trf | 01oct62 | opb 90 LO of Odesski OAO; trf to 177 LO of 2-i Odesski OAO in 1965; struck off charge 24dec75 as life-time expired |
| 3 01 021 | CCCP-17798 | Mi-1M | AFL/Moldova | mfd | 29dec61 | toc 12jan62; rgd 29jan62; opb Beltskaya AE 253 AO Moldavskoi OAG GVF |
| | CCCP-17798 | Mi-1M | AFL/Georgia | trf | 23mar63 | opb 230 AO (became 230 LO Tbilisskogo OAO in 1963 and 230 LO Kutaisskogo OAO 01jul71) |
| | CCCP-17798 | Mi-1M | AFL/Ukraine | trf | 30nov73 | opb 177 LO 2-ogo Odesskogo OAO; struck off charge 23mar79 as life-time expired |
| 3 01 022 | CCCP-17799 | Mi-1M | AFL/Azerbaijan | toc | 18jan62 | used in crop-spraying and cargo configuration; rgd 02feb62; opb 109 AO (became 109 LO Zabratskogo OAO in 1963); trf to 111 LO Makhachkalinskogo OAO between dec63 and dec73 |
| | CCCP-17799 | Mi-1M | AFL/North Kavkaz | trf | 01jan74 | opb 111 LO Makhachkalinskogo OAO |
| | CCCP-17799 | Mi-1M | AFL/Azerbaijan | trf | 01apr74 | opb 109 LO Zabratskogo OAO; struck off charge 30sep75 as life-time expired |
| 3 01 023 | CCCP-17800 | Mi-1M | AFL/Azerbaijan | mfd | 18dec61 | used in crop-spraying and cargo configuration; toc 18jan62; rgd 02feb62; opb 109 AO (became 109 LO Zabratskogo OAO in 1963); dbr, details unknown; struck off charge 05jan68 |
| 3 01 024 | CCCP-17801 | Mi-1MU | AFL/Kyrgyzstan | mfd | 28dec61 | toc 17jan62; rgd 29jan62; opb 180 AO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO in 1963); w/o 09sep64 on the leg from Talas to Chaldovar of a mail flight from Frunze to Kirovka and back when encountered below-minima weather conditions after having overflown Tuzashu pass, entered the cloud cover, broke up due to severe turbulence and crashed 12 km south-east of Merke (Dzhambul region), pilot killed; t/t 254 hours; struck off charge 05oct64 |
| 3 01 025 | CCCP-17802 | Mi-1MNKh | AFL/Kyrgyzstan | rgd | 29jan62 | toc 01feb62; opb 180 AO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO in 1963); struck off charge 27dec77 as life-time expired |
| 3 01 026 | CCCP-17806 | Mi-1M | AFL/Urals | toc | 12jan62 | operated in crop-spraying and cargo configuration; rgd 31jan62; initially opb 123 AO at Uktus (became 123 LO of 2-i Sverdlovski OAO in 1963); t/t 3,153 hours by 19apr68; trf to 326 LO of 2-i Sverdlovski OAO dec72; damaged beyond repair 14may75 on a flight in a mountainous area of the Sverdlovsk region when tried to evade a bird strike and collided with a rock; struck off charge 30jul75 |
| 3 01 027 | CCCP-17803 | Mi-1M | AFL/Georgia | mfd | 29dec61 | rgd 12mar62; toc 01apr62; opb 230 AO (became 230 LO Tbilisskogo OAO in 1963 and 230 LO Kutaisskogo OAO 01jul71) |
| | CCCP-17803 | Mi-1M | AFL/Ukraine | trf | 30nov73 | opb 177 LO 2-go Odesskogo OAO; struck off charge 23mar79 as life-time expired |
| 3 01 028 | CCCP-17820 | Mi-1MNKh | AFL/North Kavkaz | toc | 15jan62 | rgd 11may62; opb 81 AO (became 81 LO Krasnodarskogo OAO in 1963 and 81 LO 2-go Krasnodarskogo OAO in 1965); struck off charge 26jan76 as life-time expired |
| 3 01 029 | CCCP-17811 | Mi-1MNKh | AFL/North Kavkaz | toc | 15jan62 | rgd 21mar62; opb 81 AO (became 81 LO Krasnodarskogo OAO in 1963 and 81 LO 2-go Krasnodarskogo OAO in 1965); struck off charge 30sep74 as life-time expired |
| 3 01 030 | CCCP-17804 | Mi-1M | AFL/Georgia | mfd | 25dec61 | used in crop-spraying, cargo/passenger and cargo configuration; rgd 12mar62; toc 01may62; opb 230 AO (became 230 LO Tbilisskogo OAO in 1963 and 230 LO Kutaisskogo OAO 01jul71); struck off charge 30may74 as worn out |
| 3 01 031 | CCCP-17812 | Mi-1MNKh | AFL/North Kavkaz | toc | 15jan62 | rgd 12mar62; opb 81 AO (became 81 LO Krasnodarskogo OAO in 1963 and 81 LO 2-go Krasnodarskogo OAO in 1965); struck off charge 28may75 as life-time expired |
| 3 01 032 | CCCP-17807 | Mi-1M | AFL/West Siberia | toc | 17jan62 | rgd 01mar62; on a photo as a Mi-1NKh, but also used in cargo configuration; opb 118 AO (became 118 LO Barnaulskogo OAO in 1963); in dark green c/s with light blue underside; t/t 1,179 hours by 01jan65; struck off charge 18nov76 due to its poor technical condition |
| 3 01 033 | CCCP-17817 | Mi-1MNKh | AFL/North Kavkaz | toc | 16jan62 | rgd 19feb62; opb 83 AO (became 83 LO Stavropolskogo OAO in 1963); struck off charge 30sep74 as life-time expired |
| 3 01 034 | CCCP-17808 | Mi-1M | AFL/West Siberia | toc | 13jan62 | used in crop-spraying and cargo configuration; rgd 22feb62; initially opb 184 AO at Stalinsk (became 184 LO of Novokuznetski OAO in 1963); trf to 118 LO of Barnaulski OAO between 1964 and 1969; t/t 3,029 hours by 18dec67; struck off charge 30dec76 as life-time expired |
| 3 01 035 | CCCP-17813 | Mi-1MNKh | AFL/North Kavkaz | mfd | 31dec61 | version given in the accident report as Mi-1MNKh which is the same as SM-1WZ; toc 15jan62; rgd 10may62; initially opb 81 AO (became 81 LO Krasnodarskogo OAO in 1963 and 81 LO 2-go Krasnodarskogo OAO in 1965); trf to Nalchikskaya OAE 01jan72; trf to 351 LO Nalchikskogo OAO jul75; w/o 22jun76 on a survey flight from Brigadirovka (Perelyuby district of the Saratov region) in support of a geophysical expedition when landed at a gravimetric point 18 km south-west of Brigadirovka (N51°48' E50°17'), collided with a high-voltage power-line on take-off and crashed 102 metres further on, pilot and 1 of the 2 passengers killed and the sole survivor injured; t/t 5,013 hours 08 minutes and 16,695 cycles; struck off charge 09aug76 |
| 3 01 036 | CCCP-17814 | Mi-1MNKh | AFL/North Kavkaz | mfd | dec61 | toc 12jan62; rgd 06feb62; opb 81 AO (became 81 LO Krasnodarskogo OAO in 1963 and 81 LO 2-go Krasnodarskogo OAO in 1965); struck off charge 30dec76 as life-time expired |
| 3 01 037 | CCCP-17819 | Mi-1MNKh | AFL/North Kavkaz | toc | 16jan62 | rgd 19feb62; opb Pyatigorski OAO; struck off charge 19jan81 as life-time expired |
| 3 01 038 | CCCP-17815 | Mi-1MNKh | AFL/North Kavkaz | mfd | dec61 | toc 16jan62; rgd 19feb62; opb 83 AO (became 83 LO Stavropolskogo OAO in 1963); struck off charge 29apr74 as life-time expired |
| 3 01 039 | CCCP-17816 | Mi-1MNKh | AFL/North Kavkaz | mfd | dec61 | toc 16jan62; rgd 19feb62; opb 83 AO (became 83 LO of Stavropolski OAO in 1963); struck off charge 25oct78 as life-time expired |
| 3 01 040 | SP-SXC | SM-1W | WSK Swidnik | rgd | 11jun63 | canx 02may66 |

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| | 1040 | SM-1W | Polish Air Force | toc | 22apr66 | soc 17oct83; converted to an SM-1WSz |
| 3 01 041 | CCCP-17805 | Mi-1M | AFL/Urals | toc | 12jan62 | operated in crop-spraying and cargo configuration; rgd 30jan62; initially opb 123 AO (became 123 LO 2-go Sverdlovskogo OAO 18jun63); made a forced landing near Khrustalnaya 10apr64; t/t 3,260 hours by 24jul68; trf to 326 LO 2-go Sverdlovskogo OAO dec72; struck off charge 30sep75 as life-time expired |
| 3 02 001 | CCCP-17892 | Mi-1MNKh | AFL/North Kavkaz | mfd | 23dec62 | toc 11jan63; rgd 07feb63; opb Pyatigorskaya OAE (became 85 LO Pyatigorskogo OAO in 1963); struck off charge 29jul77 as life-time expired |
| 3 02 002 | CCCP-17866 | Mi-1M | AFL/West Siberia | mfd | 30oct62 | used in crop-spraying and cargo configuration; toc 01jan63; rgd 07jan63; opb 118 AO at Barnaul (became 118 LO of Barnaulski OAO in 1963); t/t 2,290 hours by 18mar68; struck off charge 23aug78 as life-time expired |
| 3 02 003 | CCCP-17867 | Mi-1M | AFL/West Siberia | mfd | 27nov62 | used in crop-spraying and cargo configuration; toc 04jan63; rgd 07feb63; opb 184 AO (became 184 LO Novokuznetskogo OAO in 1963); t/t 1,248 hours by 01oct65; struck off charge 30sep74 as life-time expired |
| 3 02 004 | CCCP-17868 | Mi-1MNKh | AFL/Moldova | toc | 25dec62 | rgd 26mar63; initially opb Beltskaya AE 253 AO Moldavskoi OAG GVF (became Beltskaya OAE Kishinyovskogo OAO jul65); trf to 281 LO Beltskogo OAO in1966; dbr 28mar70 on a flight in below-minima weather conditions when crashed near Kishinyov; struck off charge 20jul70 |
| 3 02 005 | CCCP-17879 | Mi-1MNKh | AFL/Azerbaijan | mfd | 06dec62 | used in crop-spraying and cargo configuration; toc 10jan63; rgd 04may63; initially opb 109 AO (became 109 LO Zabratskogo OAO in 1963); trf to 110 LO Astrakhanskogo OAO between dec63 and dec67 |
| | CCCP-17879 | Mi-1MNKh | AFL/North Kavkaz | trf | 22dec67 | opb 110 LO Astrakhanskogo OAO; w/o 22may69 on the unauthorised leg from a site on the banks of lake Kamyskol (7 km west of Kulsary airport) to the "Kompressornaya" site on the opposite banks of the lake during pipeline patrol operations from Kulsary when flew a turn at very low height over the lake with strong cross-winds so that the right main gear and the tail rotor touched the water surface and the helicopter crashed into the lake and came to rest at a depth of 5 metres 300 metres from the shore, the pilot was killed while the sole passenger (an aviation mechanic) escaped unhurt; t/t 3,051 hours and 14,692 cycles; the wreck was recovered from the lake 25may69; struck off charge 12sep69 |
| 3 02 006 | CCCP-17869 | Mi-1MNKh | AFL/Moldova | toc | 25dec62 | rgd 26mar63; initially opb Beltskaya AE 253 Moldavskoi OAG GVF (became Beltskaya OAE Kishinyovskogo OAO jul65); trf to 281 LO Beltskogo OAO in 1966; struck off charge 26sep72 as life-time expired |
| 3 02 007 | CCCP-17880 | Mi-1M | AFL/Azerbaijan | toc | 10jan63 | used in crop-spraying and cargo configuration; rgd 04may63; initially opb 109 AO (became 109 LO Zabratskogo OAO in 1963); trf to 110 LO Astrakhanskogo OAO between dec63 and dec67 |
| | CCCP-17880 | Mi-1M | AFL/North Kavkaz | trf | 01jan74 | opb 111 LO Makhachkalinskogo OAO; struck off charge 30nov78 as life-time expired |
| 3 02 008 | CCCP-17871 | Mi-1M | AFL/Moldova | toc | 25dec62 | rgd 26mar63; opb Beltskaya AE 253 AO Moldavskoi OAG GVF |
| | CCCP-17871 | Mi-1M | AFL/Georgia | trf | 01jun63 | opb 230 AO (became 230 LO Tbilisskogo OAO in 1963) |
| | CCCP-17871 | Mi-1M | AFL/Turkmenistan | trf | 17feb71 | struck off charge 27dec78 as life-time expired |
| 3 02 009 | CCCP-17872 | Mi-1MNKh | AFL/Moldova | toc | 25dec62 | rgd 04apr63; initially opb Beltskaya AE 253 AO Moldavskoi OAG GVF (became Beltskaya AE Kishinyovskogo OAO jul65); trf to 281 LO Beltskogo OAO in 1966; struck off charge 14dec73 as life-time expired |
| 3 02 011 | CCCP-17873 | Mi-1MNKh | AFL/Kyrgyzstan | toc | 05jan63 | rgd 02feb63; opb 180 AO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO in 1963); struck off charge 30sep75 as life-time expired |
| 3 02 012 | CCCP-17874 | Mi-1MNKh | AFL/Kyrgyzstan | toc | 05jan63 | rgd 02feb63; opb 180 AO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO in 1963); struck off charge 24dec77 as life-time expired |
| 3 02 013 | CCCP-17875 | Mi-1M | AFL/Uzbekistan | toc | 10jan63 | rgd 29jan63; opb 164 AO at Sergeli (became 164 LO of Sergeliski OAO in 1963); dbr 20feb72 on landing with cross wind near Khiva; struck off charge 27apr72 |
| 3 02 014 | CCCP-17876 | Mi-1MNKh | AFL/Privolzhsk | toc | 14jan63 | rgd 26mar63 |
| | CCCP-17876 | Mi-1MNKh | AFL/Krasnoyarsk | trf | 18apr63 | in dark green c/s; opb 188 LO Krasnoyarskogo OAO; struck off charge 17nov80 as life-time expired; was preserved at the former agricultural airfield at Krasnodar-Enem, seen dec12; reportedly scrapped before 2017 (probably in 2013/14) |
| 3 02 015 | CCCP-17888 | Mi-1MNKh | AFL/North Kavkaz | toc | 03jan63 | rgd 26apr63; opb 81 AO (became 81 LO Krasnodarskogo OAO in 1963 and 81 LO 2-go Krasnodarskogo OAO in 1965); struck off charge 30jul75 as life-time expired |
| 3 02 016 | CCCP-17877 | Mi-1M | AFL/Georgia | toc | 01mar63 | rgd 04apr63; opb 230 AO (became 230 LO Tbilisskogo OAO in 1963 and 230 LO Kutaisskogo OAO 01jul71); dbr, details unknown; struck off charge 07sep70 |
| 3 02 017 | CCCP-17878 | Mi-1M | AFL/Azerbaijan | mfd | 30nov62 | used in passenger configuration; toc 05jan63; rgd 29jan63; opb 110 AO (became 110 LO Astrakhanskogo OAO in 1963) |
| | CCCP-17878 | Mi-1M | AFL/North Kavkaz | trf | 22dec67 | opb 110 LO Astrakhanskogo OAO; w/o 15nov70 on an unauthorised flight from Kysyk-Kamys (Urals region of Kazakhstan) to Guryev when encountered below-minima weather conditions (thick fog) and failed to return so that the pilot lost spatial orientation and the helicopter crashed in the steppe 12 km east of Kysyk-Kamys, the pilot and all 3 passengers were killed; t/t 4,087 hours and 3,864 cycles; struck off charge 24mar71 |
| 3 02 018 | CCCP-17870 | Mi-1MNKh | AFL/Moldova | toc | 25dec62 | rgd 26mar63; opb Beltskaya AE 253 AO Moldavskoi OAG GVF; dbr, details unknown; struck off charge 14dec64 |
| 3 02 019 | CCCP-17881 | Mi-1M | AFL/Kazakhstan | toc | 17jan63 | used in crop-spraying and cargo configuration; rgd 09feb63; opb 191 AO (became 191 LO Burundaiskogo OAO jan64); dbr, details unknown; struck off charge 26oct76 |
| 3 02 020 | CCCP-17882 | Mi-1M | AFL/Kazakhstan | toc | 17jan63 | used in crop-spraying and cargo configuration; rgd 09feb63; opb 191 AO (became 191 LO Burundaiskogo OAO jan64); struck off charge 22may78 as life-time expired |
| 3 02 021 | CCCP-17883 | Mi-1M | AFL/Kazakhstan | toc | 17jan63 | used in crop-spraying and cargo configuration; rgd 09feb63; opb 191 AO (became 191 LO Burundaiskogo OAO jan64); struck off charge 24dec74 as life-time expired |
| 3 02 023 | CCCP-17884 | Mi-1MNKh | AFL/North Kavkaz | toc | 11jan63 | rgd 07feb63; opb Pyatigorskaya OAE (became 85 LO Pyatigorskogo OAO in 1963); struck off charge 18nov76 as life-time expired |
| 3 02 024 | CCCP-17900 | Mi-1SKh | AFL/Ukraine | toc | 20jan63 | rgd 02mar63; opb 90 LO of Odesski OAO; trf to 177 LO of 2-i Odesski OAO in 1965; struck off charge 30sep74 as life-time expired |
| 3 02 025 | CCCP-17885 | Mi-1MNKh | AFL/North Kavkaz | toc | 11jan63 | registration in the MGA listing in error as CCCP-17895 (see c/n 302039); rgd 26feb63; opb 78 AO (became 78 LO Rostovskogo OAO in 1963); struck off charge 24dec75 as life-time expired |
| 3 02 026 | CCCP-17886 | Mi-1MNKh | AFL/North Kavkaz | toc | 03jan63 | rgd 26apr63; opb 81 AO (became 81 LO Krasnodarskogo OAO in 1963 and 81 LO 2-go Krasnodarskogo OAO in 1965); struck off charge 27dec73 as worn out |
| 3 02 027 | CCCP-17887 | Mi-1MNKh | AFL/North Kavkaz | toc | 03jan63 | rgd 26apr63; opb 81 AO (became 81 LO Krasnodarskogo OAO in 1963 and 81 LO 2-go Krasnodarskogo OAO in 1965); struck off charge 21nov75 as life-time expired |
| 3 02 028 | CCCP-17893 | Mi-1MNKh | AFL/North Kavkaz | mfd | 23dec62 | toc 11jan63; rgd 07feb63; opb 78 AO (became 78 LO Rostovskogo OAO in 1963); apperaded in the Soviet film "Doroga k zvyozdam" (The Road to the Stars); struck off charge 30jul75 as life-time expired |
| 3 02 029 | CCCP-17901 | Mi-1SKh | AFL/Ukraine | mfd | 20dec62 | toc 20jan63; rgd 02mar63; opb 90 LO of Odesski OAO; trf to 177 LO of 2-i Odesski OAO in 1965; on a photo with spray-bars; struck off charge 29apr75 as life-time expired |
| 3 02 030 | CCCP-17894 | Mi-1MNKh | AFL/North Kavkaz | toc | 11jan63 | rgd 07feb63; opb Pyatigorskaya OAE (became 85 LO Pyatigorskogo OAO in 1963); struck off charge 30dec76 as life-time expired |
| 3 02 031 | CCCP-17902 | Mi-1SKh | AFL/Ukraine | toc | 20jan63 | rgd 02mar63; opb 90 LO of Odesski OAO; trf to 177 LO of 2-i Odesski OAO in 1965; struck off charge 24dec75 as life-time expired |
| 3 02 032 | CCCP-17889 | Mi-1MNKh | AFL/North Kavkaz | toc | 07jan63 | rgd 31jan63; opb 82 AO (became 82 LO Groznenskogo OAO in 1963); struck off charge 28mar77 as life-time expired |
| 3 02 033 | CCCP-17890 | Mi-1MNKh | AFL/North Kavkaz | mfd | 19dec62 | toc 07jan63; rgd 31jan63; opb 82 AO (became 82 LO Groznenskogo OAO in 1963); w/o 19may71 on an SAR flight from Aibas (Guryev region of Kazakhstan) when the pilot got distracted from aviating while searching for a missing Mi-1 from a height of some 100-150 metres so that the helicopter lost speed and height, entered vortex-ring mode, crashed 10 km north-west of Aibas, caught fire and burnt out, the pilot and bothpassengers (aircraft mechanics) were killed; t/t 3,261 hours and 7,250 cycles; struck off charge 09jul71 |
| 3 02 034 | CCCP-17891 | Mi-1MNKh | AFL/North Kavkaz | toc | 07jan63 | rgd 31jan63; opb 82 AO (became 82 LO Groznenskogo OAO in 1963); struck off charge 26jan76 as life-time expired |
| 3 02 035 | CCCP-17897 | Mi-1SKh | AFL/Ukraine | mfd | 22dec62 | toc 08jan63; rgd 30jan63; opb 252 LO of Simferopolski OAO (became 252 LO of Zavodskoi OAO 01oct71); struck off charge 24dec74 as life-time expired |
| 3 02 036 | CCCP-17899 | Mi-1SKh | AFL/Ukraine | toc | 08jan63 | rgd 30jan63; opb 252 LO of Simferopolski OAO; dbr, details unknown; struck off charge 06aug68 |
| 3 02 037 | CCCP-17903 | Mi-1MNKh | AFL/Ukraine | mfd | 28dec62 | toc 06mar63; rgd 04may63; opb 88 AO at LWO (became 88 LO of Lvovski OAO 27jun63); struck off charge 18nov75 as life-time expired |
| 3 02 038 | CCCP-17898 | Mi-1SKh | AFL/Ukraine | toc | 08jan63 | rgd 30jan63; opb 252 LO of Simferopolski OAO (became 252 LO of Zavodskoi OAO 01oct71); struck off charge 24dec75 as life-time expired |
| 3 02 039 | CCCP-17895 | Mi-1SKh | AFL/Ukraine | toc | 08jan63 | rgd 30jan63; (probably) opb 252 LO of Simferopolski OAO (became 252 LO of Zavodskoi OAO 01oct71); seen at Rovno in 1970 with large 'GAI' titles; struck off charge 28feb76 as life-time expired |
| 3 02 040 | CCCP-17896 | Mi-1SKh | AFL/Ukraine | mfd | 20dec62 | toc 08jan63; rgd 30jan63; no flight unit given in the inventory listing of the Ukrainian directorate dated 10nov63; later probably opb 90 LO of Odesski OAO |
| | CCCP-17896 | Mi-1MG | AFL/Ukraine | | | conversion date unknown; equipped with auxiliary floats; probably opb 177 LO of 2-i Odesski OAO; was based on the whaler "Sovyetskaya Ukraina" during the Antarctic whaling campaign in 1967/68; struck off charge 31jul72 as life-time expired |
| 3 02 041 | CCCP-17904 | Mi-1M | AFL/Turkmenistan | toc | 20jan63 | rgd 20feb63; opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); struck off charge 24dec75 as life-time expired |
| 3 02 042 | CCCP-17905 | Mi-1M | AFL/Turkmenistan | toc | 20jan63 | rgd 20feb63; opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); struck off charge 30dec74 as life-time expired |
| 4 01 002 | CCCP-17997 | Mi-1M | AFL/Urals | mfd | 04dec63 | dual-control version; toc 26dec63; rgd 08may64; initially opb Beryozovskaya OAE; trf to 125 LO Beryozovskogo OAO sep64 |
| | CCCP-17997 | Mi-1M | AFL/Tyumen | trf | 20feb67 | op 125 LO Beryozovskogo OAO |
| | CCCP-17997 | Mi-1M | AFL/Ukraine | trf | 14mar77 | converted to crop-spraying configuration during overhaul by ARZ-405 in 1977; opb 177 LO 2-go Odesskogo OAO; struck off charge 25may79 as life-time expired; t/t 8,000 hours |
| 4 01 003 | CCCP-13316 | Mi-1M | AFL/Yakutiya | rgd | 07feb64 | toc 01mar64; initially opb 140 LO Maganskogo OAO; the main rotor was damaged on take-off from a site of limited size 14jun69; trf to 270 LO Nyurbinskogo OAO 05feb72 (date from register); struck off charge 30may74 as worn out |
| 4 01 004 | CCCP-13301 | Mi-1M | AFL/Syktyvkar | toc | 30dec63 | rgd 24jan64; opb 233 LO Ukhtinskogo OAO Syktyvkarskoi OAG GVF; received dual controls; t/t 865 hours by 01aug66; overhauled by ARM-26 aug66/feb67 |
| | CCCP-13301 | Mi-1M | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO |
| | CCCP-13301 | Mi-1M | AFL/Turkmenistan | toc | 27oct78 | struck off charge 23nov81 as life-time expired |
| 4 01 005 | CCCP-13306 | Mi-1M | AFL/Northern | toc | 01mar64 | rgd 18apr64; opb 68 LO of Arkhangelski OAO (became 68 LO of 2-i Arkhangelski OAO in 1969); conducted ambulance flights in the Arkhangelsk region nov64/feb65; t/t 1,396 hours by 22nov67 |
| | CCCP-13306 | Mi-1M | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO |
| | CCCP-13306 | Mi-1M | AFL/Turkmenistan | trf | 20oct78 | struck off charge 23nov81 as life-time expired |

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| 4 01 006 | CCCP-13305 | Mi-1M | AFL/East Siberia | toc | 01mar64 | rgd 14mar64 |
| | CCCP-13305 | Mi-1M | AFL/Turkmenistan | trf | 26aug75 | struck off charge 23nov81 as life-time expired |
| 4 01 007 | CCCP-17998 | Mi-1M | AFL/Urals | mfd | 28feb63 | toc 26dec63; rgd 18jun64; initially opb 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF at Tyumen-Plekhanovo (became 255 LO of Tyumenski OAO in 1963); trf to 121 LO of Surgutski OAO between jun64 and sep65 |
| | CCCP-17998 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 121 LO of Surgutski OAO; t/t 1,314 hours by 29sep67 |
| | CCCP-17998 | Mi-1M | AFL/Moscow (MUSP) | trf | 04jun71 | struck off charge 17dec79 as life-time expired |
| 4 01 008 | CCCP-17999 | Mi-1M | AFL/Urals | mfd | 28feb63 | dual-control version; toc only 26dec63; rgd only 30sep64; opb 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF (became 255 LO of Tyumenski OAO in 1963); t/t 1,197 hours by sep66 |
| | CCCP-17999 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 255 LO of Tyumenski OAO; t/t 1,396 hours by 13dec67 |
| | CCCP-17999 | Mi-1M | AFL/West Siberia | trf | 09jul68 | opb 116 LO of Novosibirski OAO; used for ambulance and pipeline patrol flights |
| | CCCP-17999 | Mi-1M | AFL/Uzbekistan | trf | 08dec73 | struck off charge 27dec78 as life-time expired |
| 4 01 009 | CCCP-18000 | Mi-1M | AFL/Syktyvkar | mfd | 28feb63 | toc 30dec63; rgd 23jan64; opb 233 AO of Syktyvkarskaya OAG GVF at Ukhta (became 233 LO of Ukhtinski OAO in 1963); t/t 876 hours by 01mar66 |
| | CCCP-18000 | Mi-1M | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; t/t 1,576 hours by 15apr68; struck off charge 30nov78 as life-time expired |
| 4 01 010 | CCCP-13300 | Mi-1M | AFL/Syktyvkar | toc | 30dec63 | opb 233 LO of Ukhtinski OAO of Syktyvkarskaya OAG GVF; overhauled by ARM-26 oct65/jul66 |
| | CCCP-13300 | Mi-1M | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; t/t 1,676 hours by 30jul68; struck off charge 24jan79 as worn out |
| 4 01 011 | CCCP-13307 | Mi-1M | AFL/Northern | mfd | nov63 | toc 06mar64; rgd 18apr64; opb 68 LO of Arkhangelski OAO (became 68 LO of 2-i Arkhangelski OAO in 1969); conducted ambulance flights in the Arkhangelsk region nov64/feb65; t/t 1,396 hours by 30nov67 |
| | CCCP-13307 | Mi-1M | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO |
| | CCCP-13307 | Mi-1M | AFL/Turkmenistan | trf | unknown | on charge by 01jul77; struck off charge 23nov81 as worn out |
| 4 01 012 | CCCP-13302 | Mi-1M | AFL/Syktyvkar | toc | dec63 ? | on charge as of 01jan64; rgd 07mar64; opb Vorkutinskaya OAE Syktyvkarskoi OAG GVF; t/t 199 hours by 01nov64 |
| | CCCP-13302 | Mi-1M | AFL/Moldova | trf | 09sep65 | initially opb Beltskaya OAE Kishinyovskogo OAO; trf to 281 LO Beltskogo OAO in 1966; struck off charge 30sep75 as life-time expired |
| 4 01 014 | CCCP-13308 | Mi-1M | AFL/Northern | toc | 01jan64 | rgd 14mar64; opb 70 LO of Murmanski OAO; t/t 1,579 hours by 28feb68 |
| | CCCP-13308 | Mi-1M | AFL/Leningrad | trf | 01jan73 | opb 70 LO of Murmanski OAO; struck off charge 20oct80 as life-time expired |
| 4 01 015 | CCCP-13303 | Mi-1M | AFL/East Siberia | toc | 01jan64 | rgd 23jan64; opb 183 LO Ulan-Udenskogo OAO; dbr 05sep73 on a flight in Buryatia with the MTOW exceeded when crashed near Muya, no casualties; struck off charge 22feb74 |
| 4 01 016 | CCCP-13304 | Mi-1M | AFL/East Siberia | toc | 23jan64 | rgd 04feb64; struck off charge 17nov80 due to its poor technical condition |
| 4 01 017 | CCCP-13309 | Mi-1M | AFL/Privolzhsk | rgd | 28jan64 | toc 01feb64; operated in crop-spraying and cargo configuration; opb 172 LO Ufimskogo OAO; struck off charge 16oct79 as life-time expired |
| 4 01 018 | CCCP-13314 | Mi-1M | AFL/Yakutiya | toc | 04dec63 | rgd 07feb64; dbr, details unknown; struck off charge 27aug65 |
| 4 01 019 | CCCP-13313 | Mi-1M | AFL/Magadan | mfd | 10dec63 | toc 01apr64; rgd 09jul64; opb 185 LO of Magadanski OAO of Magadanskaya OAG GVF; in dark green c/s with light blue underside |
| | CCCP-13313 | Mi-1M | AFL/Urals | trf | 01sep65 | opb 255 LO of Tyumenski OAO of Tyumenskaya aviagruppa; trf to 125 LO of Beryozovski OAO after dec66 |
| | CCCP-13313 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 125 LO of Beryozovski OAO; made an auto-rotation landing near Vanzetur in summer 1968 |
| | CCCP-13313 | Mi-1M | AFL/Ukraine | trf | 14mar77 | equipped with crop-spraying gear during overhaul by ARZ-405 at Aktuybinsk in 1977; opb 177 LO of 2-i Odesski OAO; reportedly detached to Bulgaria; t/t 6,714 hours by 17jun79; struck off charge 19jan81 as life-time expired |
| 4 01 020 | CCCP-13310 | Mi-1M | AFL/Privolzhsk | rgd | 28jan64 | toc 01feb64; operated in crop-spraying and cargo configuration; opb 172 LO Ufimskogo OAO; t/t 762 hours by 01jul65; struck off charge 16nov79 as life-time expired |
| 4 01 021 | CCCP-13312 | Mi-1M | AFL/Far East | mfd | dec63 | toc 14jan64; rgd 25jan64; in dark green c/s with light blue underside; on a photo in the Khabarovsk region 18jul64; struck off charge 17apr80 as overhaul for the type no longer available |
| 4 01 022 | CCCP-13311 | Mi-1M | AFL/Far East | mfd | dec63 | rgd 09jan64; toc 01mar64; struck off charge 30jan78 due to its poor technical condition |
| W 4 01 023 | 1023 | Mi-1M | Hungarian AF | d/d | feb64 | the W in the c/n seems strange |
| | 23 | Mi-1M | Hungarian AF | ph. | 1991 | wfu 21dec82; preserved at an unknown location |
| 4 01 024 | CCCP-13315 | Mi-1M | AFL/Yakutiya | toc | 14dec63 | rgd 18feb64; initially opb 140 AO at Magan (became 140 LO of Maganski OAO in 1963); trf to 288 LO of Maganski OAO apr67; damaged 14aug68 on landing at a height of 2,100 metres with tail wind; struck off charge 27feb79 due to its poor technical condition; repainted in white c/s with blue cheatline and trim and preserved at Magan, seen jul92/jun24 |
| 4 01 025 | CCCP-13317 | Mi-1M | AFL/Polar | toc | 04jan64 | rgd 12feb64; dbr 28jan66 on take-off from the icebreaker "Moskva" for an ice-reconnaissance flight over the Arctic Ocean when took off from the helipad with tail wind instead of against the wind, the main rotor hit the tailboom and the helicopter crashed onto the ice, the pilot was slightly injured while both passengers were seriously injured; struck off charge 04aug66 |
| 4 01 026 | CCCP-13318 | Mi-1M | AFL/Polar | toc | 02jan64 | rgd 22jan64; dbr 12sep67 while operating from the icebreaker "Kiev" when was hit by flying wreckage from the accident of Mi-1M CCCP-68073; struck off charge 12dec68 |
| 4 01 027 | CCCP-13319 | Mi-1M | AFL/Polar | toc | 04jan64 | rgd 12jan64 |
| | CCCP-13319 | Mi-1M | AFL/Northern | trf | 13jun69 | struck off charge 22jul81 as life-time expired |
| 4 01 028 | CCCP-06162 | Mi-1M | AFL/Urals | rgd | 21jul64 | |
| | CCCP-69307 | Mi-1M | MRP Kamensk-Ural. | rgd | 28jul66 | opb OKB-379 Sverdlovskogo SNKh (redesignated UPKB "Detal" MRP in 1966) at Kamensk-Uralski; trf to NILITs (p/ya 1929) at Kamensk-Uralski 07jan67 (became NPO "Vzlyot" or p/ya A-7541 in 1972) |
| | "01" yellow | SM-1Wb | DOSAAF | ph. | 27jul73 | took part in the Helicopter Championships at Middle Wallop jul73; had a 'TsAK' (Central Aero Club) badge; officially trf to DOSAAF on the basis of a letter dated 18jan74 |
| W 4 01 029 | 1029 | Mi-1M | Hungarian AF | d/d | feb64 | destroyed in Czechoslovakia 15may69 while being transported by train to Poland for overhaul when the railcar with the helicopter (in a packing case) caught fire and the helicopter burnt out; the W in the c/n seems strange |
| 4 01 030 | 1030 | SM-1Wb | Hungarian AF | d/d | feb64 | |
| | 30 | SM-1Wb | Hungarian AF | | | wfu 21dec82; preserved in Közlekedési Múzeum (Transport Museum) in Budapest (in the Petőfi hall), seen jul00/jun15; the c/n plate was checked without the 'W' prefix mar10 |
| W 4 01 031 | 1031 | Mi-1M | Hungarian AF | d/d | feb64 | the W in the c/n seems strange |
| | '31' | Mi-1M | Hungarian AF | | | wfu 21dec82; preserved in Flugausstellung L.+P. Junior at Hermeskeil from 1989; any photographic evidence as just '31' instead of 031 ? |
| | 031 | Mi-1M | Hungarian AF | ph. | 11aug06 | in dark green c/s with light blue underside and red code; preserved in Flugausstellung L.+P. Junior at Hermeskeil, seen oct06/may21 |
| W 4 01 032 | 1032 | Mi-1M | Hungarian AF | d/d | feb64 | |
| | R-032 (2) | Mi-1M | Hungarian Police | trf | unknown | photo proof; see c/n W04032 |
| | R-008 | Mi-1M | Hungarian Police | rgd | 24dec74 | the serial was never used, probably just a 'paper' registration; canx 1978 |
| | 1032 | Mi-1M | Hungarian AF | ret | dec78 | photo proof; wfu 21dec82 |
| | '032' | Mi-1M | Hungarian AF | | aug91 | the W in the c/n seems strange; was used with this fake serial as a ground instructional airframe by the technical school at Szolnok, seen aug91/jul99, seen unmarked jun05/jul06 (c/n checked); stored in a hangar (owned by a farmer) at Börgönd (47.1286973, 18.4974345), c/n checked jul20, under restoration sep24 |
| W 4 01 033 | 1033 | Mi-1M | Hungarian AF | d/d | feb64 | the W in the c/n seems strange; wfu 21dec82; no further details known, proof of existence welcome |
| 4 01 035 ? | 1035 | Mi-1M | Czechoslovak AF | | 22apr71 | involved in some incident this date |
| 4 01 036 ? | 1036 | Mi-1M | Czechoslovak AF | Trc | 18feb81 | |
| 4 01 037 ? | 1037 | Mi-1M | Czechoslovak AF | | 16aug66 | involved in some incident this date; crashed Rozporecke Chalupy u Bezverova 05aug70 |
| 4 01 038 ? | 1038 | Mi-1M | Czechoslovak AF | | 27jun68 | involved in some incident this date |
| 4 01 039 ? | 1039 | Mi-1M | Czechoslovak AF | | 25nov77 | at Vyskov |
| 4 01 040 | 1040 | Mi-1M | Czechoslovak AF | | 22apr68 | involved in some incident this date; crashed Havlickuv Brod 04mar76 |
| 4 01 041 ? | 1041 | Mi-1M | Czechoslovak AF | | 18mar70 | involved in some incident this date; l/n 10jul71 |
| 4 01 042 ? | 1042 | Mi-1M | Czechoslovak AF | | 19jul65 | involved in some incident this date |
| 4 01 043 | 1043 | Mi-1M | Czechoslovak AF | | 20sep93 | at Vojenska Stredna Skola Letecka; photo shows it to be SM-1Wb; was preserved at Trencín, seen apr05; preserved in Vojenské historické múzeum at Piestany, seen may07/jul20 |
| 4 01 044 ? | 1044 | Mi-1M | Czechoslovak AF | | | |
| 4 02 001 ? | 2001 | Mi-1M | Czechoslovak AF | | 04mar69 | involved in some incident this date; probably SM-1Wb c/n 402001 |
| 4 02 002 ? | 2002 | Mi-1M | Czechoslovak AF | | 31mar81 | at Havlickúv Brod; probably SM-1Wb c/n 402002 |
| 4 02 003 ? | 2003 | Mi-1M | Czechoslovak AF | | | probably SM-1Wb c/n 402003 |
| 4 02 004 ? | 2004 | Mi-1M | Czechoslovak AF | | | |
| 4 02 005 ? | 2005 | Mi-1M | Czechoslovak AF | | | |
| 4 02 006 ? | 2006 | Mi-1M | Czechoslovak AF | | | |
| 4 02 007 ? | 2007 | Mi-1M | Czechoslovak AF | | 20oct64 | involved in some incident this date; probably SM-1Wb c/n 402007 |
| 4 02 008 ? | 2008 | Mi-1M | Czechoslovak AF | | | probably a SM-1W c/n W02008 but could also be SM-1Wb 402008; used for filming during military training 'Stit72' in 1972 wearing orange stripes and 'FILM' titles |
| 4 02 009 ? | 2009 | Mi-1M | Czechoslovak AF | | | crashed Sadska 06feb68 |
| 4 02 010 ? | 2010 | Mi-1M | Czechoslovak AF | | | |
| 4 02 011 ? | 2011 | Mi-1M | Czechoslovak AF | | | |
| 4 02 012 ? | 2012 | Mi-1M | Czechoslovak AF | | | probably SM-1Wb c/n 402009 |
| 4 02 013 | 2013 | Mi-1M | Czechoslovak AF | | 12jul70 | involved in some incident this date; a SM-1Wb from photo |
| 4 02 014 ? | 2014 | Mi-1M | Czechoslovak AF | | | |
| 4 02 015 | 4015 ? | SM-1Wb | Polish Air Force | toc | 28apr64 | converted to SM-1WSzb |
| 4 02 016 | 4016 ? | SM-1Wb | Polish Air Force | toc | 15may64 | soc 14aug68; canx due to an accident ? |
| 4 02 017 | 4017 | SM-1Wb | Polish Air Force | toc | 14may64 | converted to SM-1WSzb; soc 17oct83; preserved in Muzeum Marynarki Wojennej at Gdynia, seen oct93/jul13, c/n S104017 painted on but that would give a wrong sub-type |
| | '4028' | SM-1Wb | Polish Air Force | | nov06 | preserved in the maritime museum at Gdynia (N54.515548 E18.548190), repainted with this fake serial, l/n as such feb08; reported again as '4017' 05jul09 !; reported there oct09 was a SM-1 with serial '4025', another false serial for the same helicopter ?; reported there 19jul10 as '4017' again, so all rather confusing !, l/n as '4028' 03aug16 |
| 4 02 018 | 18 | SM-1Wb | Polish Air Force | toc | 15may64 | |
| | 2018 | SM-1Wb | Polish Air Force | r/r | unknown | converted to a SM-1Wszb; in olive drab/green camo c/s with light grey underside; struck off charge 17oct83; preserved in Muzeum Uzbrojenia in Park Cytadela at Poznan, seen apr92/apr11, colours faded very much by jul18 and serial faded away by may24 |
| 4 02 019 | 19 | SM-1Wb | Polish Air Force | toc | 15may64 | |
| | 2019 | SM-1Wb | Polish Air Force | r/r | unknown | soc 18apr83 |
| 4 02 020 | 2020 | SM-1Wb | Polish Air Force | toc | 28apr64 | soc 04oct82; converted to SM-1WSzb |

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| 4 02 021 | 2021 | SM-1Wb | Polish Air Force | toc | 28apr64 | converted to SM-1WSzb; opb 56 combat helicopter regiment; took part in the Warsaw Pact intervention in Czechoslovakia in 1968; w/o 12oct68 when crashed into trees about 6 km east of Ceská Trebova, on board were two crew and one pax, all three survived and ran away from wreckage which exploded later, the cause of the crash was given as 'bad health' of the pilot; soc 25nov68 |
| 4 02 022 | 022 | SM-1Wb | Polish Air Force | toc | 28apr64 | probably became serial 2022; soc 04oct82; converted to SM-1WSzb |
| 4 02 023 | 2023 | SM-1Wb | Polish Air Force | toc | 15may64 | soc 18apr83 |
| 4 02 024 | 2024 ? | SM-1Wb | Polish Air Force | toc | 14may64 | soc 28sep81; converted to SM-1WSzb |
| 4 03 001 | SP-SCA | SM-1Wb | WSK Swidnik | rgd | 10sep64 | canx 05jan65 |
| | CCCP-81549 | Mi-1M | AFL/Northern | toc | 01feb65 | rgd 03mar65; opb 69 LO of Petrozavodski OAO; t/t 1,599 hours by 27feb68; struck off charge 30sep75 as worn out |
| 4 03 002 | 3002 | Mi-1M | Czechoslovak AF | | | |
| 4 03 003 ? | 3003 | Mi-1M | Czechoslovak AF | | photo | photo shows it to be an SM-1W or SM-1Wb (quality not good enough to decide); only SM-1Wb c/n possible is 403003, and there is a gap for W03003 in one of the SM-1W sequences; opb 4. vrtulniková letka at Havlíckuv Brod; used by the unit's commander to flee to Straubing (West Germany) 21aug68; involved in some incident 19jun70 |
| 4 03 004 | 3004 | Mi-1M | Czechoslovak AF | | | |
| 4 03 005 | 3005 | Mi-1M | Czechoslovak AF | | | |
| 4 03 006 ? | 3006 | Mi-1M | Czechoslovak AF | | 16mar72 | involved in some incident this date; l/n Zbraslavice 06jul82; possibly SM-1Wb c/n 403006 |
| 4 03 007 ? | 3007 | Mi-1M | Czechoslovak AF | | 26mar70 | involved in some incident this date; l/n 23jun82; possibly SM-1Wb c/n 403007 |
| 4 03 009 | 3009 | SM-1Wb | Czechoslovak AF | | 13nov80 | involved in some incident this date; preserved with GELAG, Grenoble; arrived dec98, l/n sep00 |
| 4 03 010 ? | 3010 | Mi-1M | Czechoslovak AF | | 30jan80 | involved in some incident this date; possibly SM-1Wb c/n 403010 |
| 4 03 011 ? | 3011 | Mi-1M | Czechoslovak AF | | 04apr70 | involved in some incident this date; l/n Trencín 11nov81; possibly SM-1Wb c/n 403011 |
| 4 03 012 ? | 3012 | Mi-1M | Czechoslovak AF | | 26may70 | involved in some incident this date; l/n 20dec78; possibly SM-1Wb c/n 403012 |
| 4 03 014 ? | 3014 | Mi-1M | Czechoslovak AF | | 12jan66 | involved in some incident this date; l/n 24apr67; possibly SM-1Wb c/n 403014 |
| 4 03 017 ? | 3017 | Mi-1M | Czechoslovak AF | | 08mar78 | at Plzen-Bory; l/n 05dec78; possibly SM-1Wb c/n 403017 |
| 4 03 020 ? | 3020 | Mi-1M | Czechoslovak AF | | 14jan81 | at Havlickúv Brod; could be SM-1W c/n W03020 or SM-1Wb c/n 403020 |
| 4 04 023 ? | 3023 | Mi-1M | Czechoslovak AF | | 02mar71 | at Klatovy; probably SM-1Wb c/n 403023 |
| 4 03 024 | CCCP-81525 | Mi-1M | AFL/East Siberia | toc | 16nov64 | rgd 30dec64 |
| | CCCP-81525 | Mi-1M | AFL/Turkmenistan | trf | 21feb75 | struck off charge 19jun80 as life-time expired |
| 4 03 025 | CCCP-81526 | Mi-1M | AFL/Northern | toc | 20dec64 | rgd 26jan65; opb 68 LO of Arkhangelski OAO (became 68 LO of 2-i Arkhangelski OAO in 1969); t/t 997 hours by 15nov67 |
| | CCCP-81526 | Mi-1M | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO |
| | CCCP-81526 | Mi-1M | AFL/Turkmenistan | trf | 15sep78 | struck off charge 15dec81 as worn out |
| 4 03 026 | CCCP-81527 | Mi-1M | AFL/East Siberia | toc | 16nov64 | rgd 30dec64 |
| | CCCP-81527 | Mi-1M | AFL/Turkmenistan | trf | 21feb75 | struck off charge 12apr81 as life-time expired |
| 4 03 027 | CCCP-81528 | Mi-1M | AFL/East Siberia | toc | 16nov64 | rgd 30dec64; dbr, details unknown; struck off charge 12feb68 |
| 4 03 028 | CCCP-81529 | Mi-1M | AFL/East Siberia | toc | 05jun65 | rgd 24jun65; struck off charge 17nov80 due to its poor technical condition |
| 4 03 029 | CCCP-81530 | Mi-1M | AFL/East Siberia | toc | 01jan65 | rgd 13may65; struck off charge 19jan81 as worn out |
| 4 03 030 | CCCP-81531 | Mi-1M | AFL/East Siberia | toc | 09apr65 | rgd 13may65; struck off charge 19jan81 as worn out |
| 4 03 031 | CCCP-81532 | Mi-1M | AFL/Far East | rgd | 06mar65 | toc 01oct65; struck off charge 17apr80 as overhaul for the type no longer available |
| 4 03 032 | CCCP-81533 | Mi-1M | AFL/Far East | toc | 26feb65 | rgd 06mar65; dbr, details unknown; struck off charge 29dec70 |
| 4 03 033 | CCCP-81534 | Mi-1M | AFL/Far East | toc | 29dec64 | rgd 25jan65; struck off charge 17apr80 as overhaul for the type no longer available |
| 4 03 034 | CCCP-81535 | Mi-1M | AFL/Far East | toc | 01jun65 | new CofR issued 10aug66; struck off charge 17apr80 as overhaul for the type no longer available |
| 4 03 035 | CCCP-81536 | Mi-1M | AFL/Far East | toc | 23dec64 | rgd 20jan65; struck off charge 17apr80 as overhaul for the type no longer available |
| 4 03 036 | CCCP-81537 | Mi-1M | AFL/Far East | rgd | 06mar65 | toc 01jun65; initially opb 129 LO Blagoveshchenskogo OAO; in dark green c/s with light blue underside; photo on the upper reaches of the river Selikan 15jun69; trf to 146 LO Blagoveshchenskogo OAO in 1972; struck off charge 17apr80 as overhaul for the type no longer available |
| 4 03 037 | CCCP-81538 | Mi-1M | AFL/Far East | toc | 01jan65 | rgd 09aug65; struck off charge 17apr80 as overhaul for the type no longer available |
| 4 03 038 | CCCP-81539 | Mi-1M | AFL/Krasnoyarsk | toc | 12dec64 | rgd 27jan65 |
| | CCCP-81539 | Mi-1M | AFL/Turkmenistan | trf | 18dec78 | struck off charge 18aug81 as worn out |
| 4 03 039 | CCCP-81540 | Mi-1M | AFL/Krasnoyarsk | toc | 12dec64 | rgd 09feb65 |
| | CCCP-81540 | Mi-1M | AFL/Turkmenistan | trf | 18dec78 | struck off charge 15dec81 as worn out |
| 4 03 040 | CCCP-81541 | Mi-1M | AFL/Kazakhstan | mfd | 05nov64 | toc 01jan65; rgd 25jan65; opb 191 LO Burundaiskogo OAO; dbr 13jul65 on the leg from point No. 510 (35 km north-west of Barshatas airport) of a gravimetric survey flight from Barshatas in support of the Southern Kazakhstan Expedition when got caught by a whirl shortly after take-off, entered vortex-ring mode, lost height rapidly, came down very hard, bounced and came to rest on its left side, the pilot was killed and 1 of the 2 passengers (operators) was slightly injured while the other passenger escaped unhurt; t/t 475 hours; struck off charge 24sep65 |
| 4 03 041 | CCCP-81542 | Mi-1M | AFL/Kazakhstan | toc | 01jan65 | rgd 25jan65; opb 191 LO Burundaiskogo OAO; struck off charge 29jul77 as life-time expired |
| 4 03 042 | CCCP-81543 | Mi-1M | AFL/Northern | toc | 20dec64 | rgd 26jan65; opb Kotlasskaya OAE (became 300 LO of Kotlasski OAO 19feb66); t/t 800 hours as of 23mar67 |
| | CCCP-81543 | Mi-1M | AFL/Arkhangelsk | trf | 01jan73 | opb 300 LO of Kotlasski OAO; in dark green c/s with light blue underside and Red Crosses; photo as such at KSZ feb74 |
| | CCCP-81543 | Mi-1M | AFL/Turkmenistan | trf | 15sep78 | struck off charge 15dec81 as life-time expired |
| 4 03 043 | CCCP-81544 | Mi-1U | AFL/Northern | toc | 27dec64 | rgd 23apr65; initially opb 70 LO of Murmanski OAO; in red c/s; t/t 797 hours by 27mar67; trf to 69 LO of Petrozavodski OAO after 1967; photo in Karelia may70, on skis |
| | CCCP-81544 | Mi-1U | AFL/Leningrad | trf | 01jan73 | opb 69 LO of Petrozavodski OAO; struck off charge 23mar81 as life-time expired |
| 4 03 044 | CCCP-81545 | Mi-1M | AFL/Northern | toc | 30dec64 | rgd 22feb65; t/t 982 hours by 10jun68 |
| | CCCP-81545 | Mi-1M | AFL/Leningrad | trf | 01jan73 | damaged beyond repair 29oct74 on a flight in the Novgorod region when the intoxicated pilot did not cope with the situation and the helicopter crashed near Pestovo, no casualties; struck off charge 31jan75 |
| 4 03 045 | CCCP-81546 | Mi-1M | AFL/Northern | toc | 31dec64 | rgd 09jan65; opb 69 LO of Petrozavodski OAO; in red c/s; t/t 1,599 hours by 23feb68; photo on skis in Karelia in 1978; struck off charge 16nov79 as life-time expired; preserved at Petrozavodsk-Peski (N61.831166 E34.302562) from the early 1980s, seen apr07/apr22 |
| 4 03 046 | 46 | SM-1Wb | Polish Air Force | toc | 09dec64 | crashed 22jan65; soc 27may65 |
| 4 03 047 | 47 | SM-1Wb | Polish Air Force | toc | 09dec64 | |
| | 3047 | SM-1Wb | Polish Air Force | r/r | unknown | converted to a SM-1Wszb; dbr 11nov81, details unknown; soc 26nov81 |
| 4 03 048 | CCCP-81547 | Mi-1M | AFL/Uzbekistan | mfd | 26nov64 | toc 03jan65; rgd 06may65; opb Urgenchskaya OAE (became 314 LO of Urgenchski OAO in 1969); damaged 08dec77 at the "Kran-42" helipad during a patrol flight along the Bukhara-Urals pipeline when the main rotor was damaged by pliers which lay around, t/t 7,336 hours by then; struck off charge 30nov78 as life-time expired |
| 4 03 049 | CCCP-81548 | Mi-1M | AFL/Uzbekistan | toc | 03jan65 | rgd 04oct65; initially opb Urgenchskaya OAE; trf to 314 LO Urgenchskogo OAO in 1969; struck off charge 28apr79 as life-time expired |
| 4 04 001 ? | 4001 | Mi-1M | Czechoslovak AF | | 19aug66 | involved in some incident this date; could be SM-1W c/n W04001 or SM-1Wb c/n 404001 |
| 4 04 002 ? | 4002 | Mi-1M | Czechoslovak AF | Pll | 11oct84 | |
| 4 04 003 | 4003 | SM-1Wb | Czechoslovak AF | | | in dark green c/s with light blue underside; involved in some incident 17jan67; preserved in the aviation museum (Letecké muzeum) at Prague-Kbely (N50.12530 E14.53658), seen sep11/aug24 |
| 4 04 004 ? | 4004 | Mi-1M | Czechoslovak AF | ph. | 1964 | photo not good enough to decide whether SM-1W or SM-1Wb; could be SM-1W c/n W04006 or SM-1Wb c/n 404006 |
| 4 04 005 | 4005 | SM-1Wb | Czechoslovak AF | | | in olive drab c/s with light grey underside; involved in some incident 29may68; a photo shows an SM-1Wb, but that one is almost certainly 4005 (2); preserved in Muzeum letecké a pozemní techniky at Vyskov (N49.302018 E17.023310), seen jul97/sep24; see c/n W04005 for '4005' (1) |
| 4 04 006 ? | 4006 | Mi-1M | Czechoslovak AF | | 27may69 | involved in some incident this date; could be SM-1W c/n W04006 or SM-1Wb c/n 404006 |
| 4 04 008 ? | 4008 | Mi-1M | Czechoslovak AF | | 17jun69 | involved in some incident this date; l/n Plzen-Bory 15jan81; could be SM-1W c/n W04008 or SM-1Wb c/n 404008 |
| 4 04 009 | 4009 (2) | Mi-1M | Czechoslovak AF | | 12sep70 | seen this date but location unknown; l/n Trencín 31jan78 |
| | OK-UVS | SM-1Wb | Slov-Air | rgd | 09jun70 | canx 04oct77; see this serial !; c/n confirmed by the Slovakian CAA |
| | 4009 (2) | Mi-1M | Czechoslovak AF | Trc | 31jan78 | |
| 4 04 010 ? | 4010 | Mi-1M | Czechoslovak AF | Prs | 17nov69 | l/n 17dec80; could be SM-1W c/n W04010 or SM-1Wb c/n 404010 |
| 4 04 011 | 4011 | SM-1Wb | Czechoslovak AF | | | to OK-UVF |
| | OK-UVF | SM-1Wb | Aero Klub Brno | rgd | 28aug70 | canx 05jun75 |
| | 4511 | SM-1Wb | Czechoslovak AF | ph. | may82 | taken at Mladá Boleslav; new serial confirmed |
| 4 04 012 | CCCP-14870 | Mi-1M | AFL/Urals | mfd | jun65 | toc 01aug65; rgd 20aug65; opb 121 LO Surgutskogo OAO Tyumenskoi aviagruppy; w/o 22jan66 on a flight from Nadezhda to Laryak in support of a geodetic party when encountered a snow flurry near lake Tormentor (45 km north-west of Laryak), failed to return, descended in order to establish visual contact with the ground and crashed on the ice of the lake 2 km from the shore, the pilot and the sole passenger were killed; t/t 375 hours; struck off charge 17feb66 |
| 4 04 013 | CCCP-14871 | Mi-1M | AFL/Northern | toc | 20jul65 | rgd 31aug65; opb 68 LO of 2-i Arkhangelski OAO; used for ambulance flightss in 1965/66 |
| | CCCP-14871 | Mi-1M | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO |
| | CCCP-14871 | Mi-1M | AFL/Turkmenistan | trf | 26may77 | struck off charge 23nov81 as worn out |
| 4 04 014 | CCCP-14872 | Mi-1M | AFL/Northern | toc | 20jul65 | rgd 31aug65; opb 68 LO of 2-i Arkhangelski OAO; used for ambulance flights in 1965/66 |
| | CCCP-14872 | Mi-1M | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO |
| | CCCP-14872 | Mi-1M | AFL/Turkmenistan | trf | 26may77 | t/t 986 hours as of 28aug67; struck off charge 18aug81 as worn out |
| 4 04 015 | CCCP-14873 | Mi-1M | AFL/Urals | mfd | 30jun65 | toc 27aug65; rgd 08sep65; opb 125 LO Beryozovskogo OAO Tyumenskoi aviagruppy |
| | CCCP-14873 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 125 LO Beryozovskogo OAO; in dark green c/s with light blue underside; damaged on a flight in the Tyumen region when came to rest on its left side, details unknown; repaired |
| | CCCP-14873 | Mi-1M | AFL/Uzbekistan | trf | 20sep72 | opb 314 LO Urgenchskogo OAO; w/o 11aug74 on an unauthorised flight from Chirik-Rabat at night during operations in support of the Southern Kazakhstan Hydrogeological Expedition with an intoxicated pilot at the controls when ran out of fuel and crashed in the desert 7 km south-west of Chirik-Rabat (230 km south-west of Kzyl-Orda airport), the pilot and the sole passenger (an aviation mechanic) were killed; t/t 3,598 hours and 4,739 cycles; the wreck was found only 14aug74; struck off charge 04oct74 |
| 4 04 016 | CCCP-14874 | Mi-1M | AFL/Urals | mfd | 28apr65 | toc 12aug65; rgd 02sep65; opb 255 LO of Tyumenski OAO of Tyumenskaya aviagruppa |
| | CCCP-14874 | Mi-1M | AFL/Tyumen | toc | 20feb67 | opb 255 LO of Tyumenski OAO; t/t 1,579 hours by 05jul68; dbr, details unknown; struck off charge 09apr69 |
| 4 04 068 ? | 4068 | Mi-1M | Czechoslovak AF | no | reports | could also be SM-1W c/n W04068; involved in an incident 28dec67 |
| 4 05 001 | CCCP-14875 | Mi-1M | AFL/Kazakhstan | toc | 15nov65 | rgd 29nov65; struck off charge 27dec77 due to its poor technical condition |

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| 4 05 002 | CCCP-14876 | Mi-1M | AFL/Northern | toc | 04dec65 | rgd 15jan66; opb 69 LO of Petrozavodski OAO; t/t 1,000 hours by 13sep67; on a photo in Karelia may70 on skis |
| | CCCP-14876 | Mi-1M | AFL/Leningrad | trf | 01jan73 | opb 69 LO of Petrozavodski OAO; struck off charge 13aug80 as life-time expired |
| 4 05 003 | CCCP-14877 | Mi-1M | AFL/Privolzhsk | rgd | 18dec65 | toc 01jan66; struck off charge 16nov79 as life-time expired |
| 4 05 004 | CCCP-14878 | Mi-1M | AFL/Moscow SPiMVL | toc | 30dec65 | rgd 07feb66 |
| | CCCP-14878 | Mi-1M | AFL/Uzbekistan | trf | 08dec73 | struck off charge 16nov79 as life-time expired |
| 4 05 005 | CCCP-14879 | Mi-1M | AFL/Northern | toc | 01dec65 | rgd 18dec65; opb 174 LO of Kirovski OAO |
| | CCCP-14879 | Mi-1M | AFL/Urals | trf | 24feb67 | initially opb 174 LO of Kirovski OAO; t/t 1,100 hours by 14nov68; trf to 348 LO of 2-i Permski OAO 30jan78; struck off charge 16aug82 as overhaul for the type no longer available |
| 4 05 006 | CCCP-14880 | Mi-1M | AFL/Northern | toc | 01dec65 | rgd 11may66; t/t 982 hours by 27mar68; struck off charge 16aug82 as overhaul for the type no longer available |
| 4 05 007 | CCCP-14881 | Mi-1M | AFL/Urals | toc | 01apr66 | rgd 12may66; opb 121 LO Surgutskogo OAO Tyumenskoi aviagruppy Uralskoi OAG GVF |
| | CCCP-14881 | Mi-1M | AFL/Tyumen | trf | 20feb67 | initially opb 121 LO Surgutskogo OAO; trf to 125 LO Beryozovskogo OAO dec74; struck off charge 29apr75 as worn out |
| 4 05 008 | CCCP-14882 | Mi-1M | AFL/Urals | toc | 26mar66 | rgd 12may66; opb Tyumenskaya aviagruppa of Uralskaya OAG GVF |
| | CCCP-14882 | Mi-1M | AFL/Tyumen | trf | 20feb67 | t/t 807 hours by 26apr68 |
| | CCCP-14882 | Mi-1M | AFL/Uzbekistan | trf | 06jul72 | struck off charge 16nov79 as life-time expired |
| 4 05 009 | CCCP-14883 | Mi-1M | AFL/Urals | toc | 30mar66 | rgd 10may66; opb 125 LO of Beryozovski OAO of Tyumenskaya aviagruppa |
| | CCCP-14883 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 125 LO of Beryozovski OAO; in dark green c/s with light blue underside; t/t 1,592 hours by 18jun68; struck off charge 04apr75 as worn out |
| 4 05 010 | CCCP-14884 | Mi-1M | AFL/Urals | toc | 26mar66 | rgd 10may66; initially opb Khanty-Mansiskaya OAE Tyumenskoi aviagruppy; trf to 284 LO Khanty-Mansiskogo OAO Tyumenskoi aviagruppy apr66; damaged, details unknown; repaired by ARM-26 dec66/jan67 |
| | CCCP-14884 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 284 LO Khanty-Mansiskogo OAO; dbr 18dec70 on take-off for an unauthorised flight near Khanty-Mansisk when rolled over and suffered substantial damage, the pilot was killed; struck off charge 16feb71 |
| 4 05 011 | CCCP-14885 | Mi-1M | AFL/Urals | toc | 07apr66 | used in cargo/passenger and cargo configuration; rgd 28apr66; opb Tyumenskaya aviagruppa |
| | CCCP-14885 | Mi-1M | AFL/Tyumen | trf | 20feb67 | t/t 1,000 hours by 15may68 |
| | CCCP-14885 | Mi-1M | AFL/Uzbekistan | trf | 20sep72 | opb 314 LO of Urgenchski OAO; damaged 07jun74 on a pipeline-patrol flight when created a dust-vortex on take-off from a site and the pilot did not cope with the situation so that the helicopter came down hard and rolled over onto its right side; repaired; struck off charge 18aug81 as life-time expired |
| 4 05 012 | CCCP-14886 | Mi-1M | AFL/Urals | mfd | 25nov65 | toc 26mar66; rgd 10apr66; opb 284 LO Khanty-Mansiskogo OAO Tyumenskoi aviagruppy |
| | CCCP-14886 | Mi-1M | AFL/Tyumen | trf | 20feb67 | opb 284 LO Khanty-Mansiskogo OAO; in dark green c/s with light blue underside |
| | CCCP-14886 | Mi-1M | AFL/Ukraine | trf | 14mar77 | opb 177 LO 2-go Odesskogo OAO; struck off charge 19jun80 as life-time expired |
| 4 05 013 | CCCP-14887 | Mi-1M | AFL/Urals | mfd | 21dec65 | toc 28jan66; opb Tyumenskaya aviagruppa |
| | CCCP-14887 | Mi-1M | AFL/Tyumen | trf | 20feb67 | in dark green c/s with light blue underside |
| | CCCP-14887 | Mi-1M | AFL/Ukraine | trf | 14mar77 | opb 177 LO 2-go Odesskogo OAO; struck off charge 16aug82 as overhaul for the type no longer available |
| 4 05 014 | CCCP-14888 | Mi-1T | AFL/Urals | toc | 19feb66 | rgd 04mar66; initially opb Tyumenskaya aviagruppa; trf to 122 LO of Permski OAO 19apr66 (became 122 LO of 2-i Permski OAO 01jan72); t/t 1,755 hours by 06sep68; trf to 348 LO of 2-i Permski OAO oct74; struck off charge 22sep78 as life-time expired |
| 4 05 015 | CCCP-14889 | Mi-1M | AFL/Urals | toc | 01apr66 | rgd 10may66; opb Tyumenskaya aviagruppa |
| | CCCP-14889 | Mi-1M | AFL/Tyumen | trf | 20feb67 | t/t 1,000 hours by 20dec67 |
| | CCCP-14889 | Mi-1M | AFL/Uzbekistan | trf | 06jul72 | opb 314 LO of Urgenchski OAO; dbr 28aug74 on a flight in the Khorezm region when caught fire and crashed near Urgench, no casualties; struck off charge 24dec74 |
| 4 05 016 | CCCP-14890 | Mi-1M | AFL/Turkmenistan | toc | 17jan66 | rgd 14feb66; struck off charge 14jan77 as life-time expired |
| 4 05 017 | CCCP-14891 | Mi-1M | AFL/Turkmenistan | toc | 20jan66 | rgd 07feb66; in dark green c/s with light blue underside; struck off charge 24apr78 as life-time expired |
| 4 05 018 | CCCP-14892 | Mi-1M | AFL/Turkmenistan | toc | 20jan66 | rgd 14feb66; struck off charge 23aug78 as life-time expired |
| 4 05 019 | CCCP-14893 | Mi-1M | AFL/Turkmenistan | toc | 20jan66 | rgd 14feb66; struck off charge 22jun78 as life-time expired |
| 4 05 020 | CCCP-14894 | Mi-1M | AFL/Turkmenistan | toc | 20jan66 | rgd 16mar66; struck off charge 29aug77 as life-time expired |
| 5 01 023 | 1023 | SM-1Wb | Polish Air Force | toc | 06jun63 | in olive drab c/s with light blue underside; photo in 1978; soc 04oct82 |
| 5 01 025 | "10" | Mi-1U | DOSAAF | mfd | 1963 | opb Buzulukski uchebny tsentr (Buzuluk Training Centre); t/t 695 hours by 01apr65; overhauled by ARM No. 26 GA mar65/aug66 |
| 5 01 032 | "09" | Mi-1U | DOSAAF | mfd | 1963 | opb Buzulukski uchebny tsentr (Buzuluk Training Centre); t/t 695 hours by 01apr65; overhauled by ARM No. 26 GA mar65/feb67 |
| 5 01 035 | "35" | Mi-1U | DOSAAF | mfd | 1963 | opb Kuznetski uchebny tsentr (Kuznetsk Training Centre); stored with ARM No. 26 GA from 06apr65, with t/t 626 hours; overhauled by ARM No. 26 GA 25may67/13jun67; h/o to Izhevski aviatsentr 29jul67 |
| 5 02 013 | 2013 | SM-1Wb | Polish Air Force | toc | 10oct63 | soc 04oct82 |
| 5 02 014 | 2014 | SM-1Wb | Polish Air Force | toc | 10oct63 | soc 04oct82 |
| 5 02 015 | 2015 ? | SM-1Wb | Polish Air Force | toc | 09oct63 | soc 18aug80 |
| 5 02 016 | 2016 ? | SM-1Wb | Polish Air Force | toc | 08oct63 | soc 17oct83 |
| 5 02 017 | 2017 ? | SM-1Wb | Polish Air Force | toc | 15nov63 | soc 04oct82 |
| 5 02 018 | "01" yellow | Mi-1U | DOSAAF | ph. | 07jun21 | in olive drab c/s with light grey underside, no titles; preserved at Tanai (N54.753948 E85.114000), seen jun21/oct24 |
| 5 02 037 | not known | Mi-1U | DOSAAF ? | mfd | 1963 | |
| | RA-1295K | Mi-1U | Yelena Petrova | | | Yelena A. Petrova-Denisova; based at Myachkovo; included in a listing of FLA aircraft dated 13aug04 |
| 5 03 009 | 3009 ? | SM-1Wb | Polish Air Force | toc | 10feb64 | soc 28sep81 |
| 5 03 012 | 3012 | SM-1Wb | Polish Air Force | toc | 15feb64 | soc 17oct83 |
| 5 03 037 | no reg | SM-1Wb | blue c/s | Mya | 19aug02 | in a reasonable condition; l/n Myachkovo 19jul03; transported to Hradec Králové probably by 2004/2005 and seen there 14may07, boom and pod separated |
| 5 04 021 | "05" white | Mi-1MU | DOSAAF | mfd | 1964 | based at either Kirov or Podolsk; in medium green c/s with light blue underside; seen at Novosibirsk-Mochishche 09/17jul11 still without rotors and in faded colours without code; f/n complete and with code Novosibirsk-Mochishche 31jul11; made airworthy and reflew at Novosibirsk-Mochishche oct12; l/n Mochishche 26jul13 |
| | RA-1994G | Mi-1MU | privately owned | rgd | 30apr13 | in register as YeEVS.06.05131; in medium green c/s with light blue underside, with Red Stars and the code "05" white; f/n Novosibirsk-Mochishche 27jul14; l/n Novosibirsk-Mochishche 28jul24, active |
| 5 04 027 | 557 | SM-1Wb | East German AF | i/s | 1965 | canx 07aug73; for display at Solz near Preschen 30sep73 |
| 5 04 016 | 551 | SM-1Wb | East German AF | i/s | 09jul64 | canx 07aug73; to ground-instruction school Grundlagen/Kamenz 30sep73 |
| 5 04 044 | "03" yellow | SM-1Wb | DOSAAF | ph. | 25mar10 | in dark green c/s with light blue underside; used as a ground instructional airframe by the Kharkiv Aviation Institute, seen mar10/sep10 |
| 5 04 049 | 049 | SM-1Wb | Polish Air Force | toc | 15may64 | soc 17oct83 |
| 5 04 050 | 4050 | SM-1Wb | Polish Air Force | toc | 15may64 | soc 17oct83 |
| 5 05 005 | CCCP-29673 ? | SM-1Wb | Aeroflot ? | no | reports | c/n given in sales offer of scrap metal from Khodynka as 29673, but that does not fit into any known c/n range and looks to be rather a registration than a c/n |
| | no reg | SM-1Wb | no titles | Kho | aug89 | c/n not checked; in 'gold' c/s without any markings whatsoever |
| | "14" yellow | SM-1Wb | Soviet Air Force | Kho | 03sep93 | c/n checked 03sep93; was preserved in the disbanded museum at Khodynka, seen sep93 |
| | no reg | SM-1Wb | no titles | Kho | 30sep01 | c/n not checked; in 'gold' c/s without any markings whatsoever; was preserved in the disbanded museum at Khodynka, seen sep01/mar12; offered for sale as scrap metal 29mar12 |
| 5 05 009 | "17" yellow | SM-1Wb | DOSAAF | RIX | 07aug08 | designated Mi-1MU in the Soviet Union; in dark green c/s with light blue underside; was used as a setting by the Dovzhenko cinema studios at Kiev for many years; bought by Latvijas Aviacijas Tehnikas Muzejs at Riga-Skulte in 1995 and preserved there (N56.925232 E23.980984) since, seen aug08/sep22 |
| 5 06 007 ? | 6007 | Mi-1MU | Czechoslovak AF | | | a photo is needed to see if it is a SM-1W, then c/n W06007 is more likely; if this c/n is correct, the following applies: SM-1Wb, was preserved at Opatova, l/n sep01/aug04; sold to Poland by sep04; restored to flying condition at Seckowo (N54.34724, E16.54123) and l/n there in full Polish military markings mar11, no rotor |
| 5 06 008 | 08 | SM-1Wb | Polish Air Force | toc | 19nov64 | |
| | 6008 | SM-1Wb | Polish Air Force | r/r | unknown | soc 28sep81; converted to SM-1Wszb |
| 5 06 009 | 6009 | SM-1Wb | Polish Air Force | toc | 12jan65 | soc 28sep81; converted to SM-1WSzb |
| 5 06 010 | 6010 ? | SM-1Wb | Polish Air Force | toc | 22dec64 | soc 17oct83; converted to SM-1WSzb |
| 5 06 011 | 6011 ? | SM-1Wb | Polish Air Force | toc | 22dec64 | soc 18aug80; converted to SM-1WSzb |
| 5 06 012 ? | 6012 | Mi-1MU | Czechoslovak AF | Trc | 25apr78 | |
| 5 06 013 ? | 6013 | Mi-1MU | Czechoslovak AF | | 22may80 | at Bechyne |
| 5 06 014 | 6014 | SM-1Wb | Czechoslovak AF | f/f | 22dec64 | designated SM-1MU by the Czechoslovakian Air Force; h/o mar65; initially operated by 1. lsp at Presov; in olive drab c/s with light blue underside; trf to military unit VÚ 5206 at Cáslav 23apr65 (operated by the unit until its first overhaul in 1972); later based again at Cáslav and at Hradec Králové; last overhaul aug82 (by LOT Trencín); finally operated by military unit VÚ 5376 at Havlíckuv Brod; ferried from Havlíckuv Brod to Prague-Kbely may85; t/t 1,007 hours and 1,980 cycles; was initially just stored with the aviation museum (Letecké muzeum) at Prague-Kbely, seen sep96; restored in 2021 and preserved in hangar LM of the aviation museum since; l/n aug24 |
| 5 06 015 ? | 6015 | Mi-1MU | Czechoslovak AF | Prs | 06oct71 | l/n 17apr80 |
| 5 06 016 ? | 6016 | Mi-1MU | Czechoslovak AF | | 24jul81 | at Plzen-Bory |
| 5 06 017 | 6017 | SM-1Wb | Czechoslovak AF | | | in olive drab c/s with light blue underside; was preserved at Brno, seen aug93/sep96, preserved in Muzeum letecké a pozemní techniky at Vyskov (N49.301927 E17.023246), seen jun99/sep24 |
| 5 06 018 ? | 6018 | Mi-1MU | Czechoslovak AF | | 28mar68 | involved in some incident this date; l/n Vyskov 01oct71 |
| 5 06 019 ? | 6019 | Mi-1MU | Czechoslovak AF | | | crashed 06nov68 |
| 5 06 020 | 6020 | SM-1Wb | Czechoslovak AF | | | |
| | OK-UVT | SM-1Wb | A.K. Bratislava | rgd | 18aug70 | seen Zilina-Brezovy Majer in the early 1970s; canx 11apr75 |
| | 6020 | SM-1Wb | Czechoslovak AF | Trc | 14jan81 | and 22jul81 |
| 5 06 021 ? | 6021 | Mi-1MU | Czechoslovak AF | | 10mar69 | at Plzen-Bory; l/n Havlickuv Brod 08jan81 |
| 5 06 022 ? | 6022 | Mi-1MU | Czechoslovak AF | | 18feb78 | at Havlickuv Brod |
| 5 06 024 ? | 6024 | Mi-1MU | Czechoslovak AF | | 06aug65 | involved in some incident this date |
| 5 06 026 ? | 6026 | Mi-1MU | Czechoslovak AF | | photo | |
| 5 06 027 ? | 6027 | Mi-1MU | Czechoslovak AF | | 12aug69 | involved in some incident this date |
| 5 06 028 | 6028 | Mi-1MU | Czechoslovak AF | | | to OK-UV. |
| 5 07 011 | "02" yellow | SM-1Wb | DOSAAF | ph. | 27jul73 | was exported to USSR 06aug65; took part in Helicopter Championships at Middle Wallop, had a 'TsAK' (Central Aero Club) badge |

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| 5 07 017 | CCCP-17411 | Mi-1M | Aeroflot | ph. | 31aug93 | in standard blue c/s; preserved in the Museum of Civil Aviation at Ulyanovsk, l/n as such jun02; restored by the Ulyanovsk Traffic Police and repainted in fake white/blue c/s with 'Aeroflot' and 'GAI' (Traffic Police) titles; was displayed at the Zasviyazh Traffic Police Station for some time before being returned to the Museum of Civil Aviation (N54.290425 E48.232178) aug07, l/n aug24 |
| 5 07 033 | "03" yellow ? | SM-1Wb | Soviet Air Force | | jul73 | took part in the Helicopter Championships at Middle Wallop |
| 6 01 001 | SP-SBA | SM-1WbS | WSK Swidnik | rgd | 11may63 | designation of version not confirmed, in register just as SM-1Wb; air ambulance version with a capsule for the patient attached to the outside of the cabin; in white/red/light blue c/s, no titles; displayed at the Paris Air Show at LBG in 1963; canx 01feb64 |
| | CCCP-17996 | Mi-1M | AFL/Far East | toc | 01mar64 | rgd 20jul64; opb 145 LO Vladivostokskogo OAO; struck off charge 27dec77 as life-time expired |
| 6 01 002 | CCCP-17930 | Mi-1MNKh | AFL/Krasnoyarsk | toc | 23jul63 | rgd 12aug63; opb 130 LO Abakanskogo OAO; dbr 30jul73 when suffered a bird-strike and crash-landed near Kuragino, no casualties; struck off charge 27dec73 |
| 6 01 004 | CCCP-17915 | Mi-1M | AFL/Kazakhstan | toc | 15jul63 | used in crop-spraying and cargo configuration; rgd 06aug63; initially opb 157 AO (became 157 LO Ust'-Kamenogorskogo OAO in 1963); trf to 328 LO Ust'-Kamenogorskogo OAO may70; struck off charge 20jul76 as life-time expired |
| 6 01 005 | CCCP-17916 | Mi-1M | AFL/Kazakhstan | toc | 15jul63 | used in crop-spraying and cargo configuration; rgd 06aug63; opb 157 AO at Ust'-Kamenogorsk (became 157 LO of Ust'-Kamenogorski OAO in 1963); t/t 1,534 hours by 21dec67; trf to 328 LO of Ust'-Kamenogorski OAO may70); struck off charge 29jul77 as life-time expired |
| 6 01 007 | CCCP-17931 | Mi-1MNKh | AFL/Krasnoyarsk | mfd | 23jun63 | toc 23jul63; rgd 12aug63; initially opb 188 LO Krasnoyarskogo OAO; trf to 130 LO Abakanskogo OAO in 1966; trf to 346 LO Abakanskogo OAO nov73; struck off charge 13aug80 as life-time expired |
| 6 01 008 | CCCP-17917 | Mi-1M | AFL/Urals | mfd | 29apr63 | used in crop-spraying and cargo configuration; toc 11jul63; rgd 09aug63; opb 123 AO (became 123 LO 2-go Sverdlovskogo OAO in 1963); w/o 10aug66 on a flight from Gari (Sverdlovsk region) to a trigonometrical station 120 km ENE of Gari in support of expedition No. 166 Sverdlovskogo AGP No. 109 when the engine failed (due to a design fault) 42 minutes into the flight while the helicopter was flying at a height of 250 metres and the helicopter made an auto-rotation landing in a forest in the Mezhdurechenski district of the Tyumen region (95 km north-east of Gari airport), 1 of the passengers was killed and the other one as well as the pilot seriously injured; t/t 1,470 hours (t/t of the engine 566 hours 28 minutes); the wreck and the urvivors were found only 20aug66; struck off charge 14feb67 |
| 6 01 010 | CCCP-17918 | Mi-1M | AFL/Turkmenistan | toc | 21jul63 | rgd 09aug63; opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); w/o 25mar67 on the unauthorised leg from Kamyshaldzhar to Altykui (Krasnovodsk region of Turkmenistan) of a round flight from Altykui in support of "Turkmenburneft'" when probably an intoxicated passenger interfered with aviating and the helicopter crashed 7 km south of the well Altykui, the pilot and both passengers were killed; t/t 1,510 hours; the wreck was found 26mar67; struck off charge 21oct67 |
| 6 01 011 | CCCP-17929 | Mi-1MNKh | AFL/Krasnoyarsk | toc | 19jul63 | rgd 16aug63; opb 130 LO Abakanskogo OAO; in dark c/s with light top of fuselage |
| | CCCP-17929 | Mi-1MNKh | AFL/Turkmenistan | trf | 18dec78 | opb 166 LO Ashkhabadskogo OAO; struck off charge 26mar82 as life-time expired |
| | EZ-17929 | Mi-1MNKh | no titles | | photo | in white c/s with blue cheatline and trim; was preserved at Ashkhabad, seen may92/apr02, the fuselage was moved to N37.96356 E58.37333 |
| 6 01 012 | CCCP-17919 | Mi-1M | AFL/Turkmenistan | toc | 21jul63 | rgd 09aug63; opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); struck off charge 18may76 as life-time expired |
| 6 01 013 | CCCP-17926 | Mi-1MNKh | AFL/North Kavkaz | mfd | 24jun63 | used in crop-spraying and cargo configuration; toc 12jul63; rgd 13aug63; opb 81 LO Krasnodarskogo OAO (became 81 LO 2-go Krasnodarskogo OAO in 1965); in dark green c/s with light blue underside; trf to 2 AE 351 LO Nalchikskogo OAO after 1973; struck off charge 22jun78 as life-time expired |
| 6 01 014 | CCCP-17922 | Mi-1MNKh | AFL/Kyrgyzstan | toc | 29jul63 | rgd 09aug63; opb 180 AO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO in 1963); struck off charge 23mar79 as life-time expired |
| 6 01 015 | CCCP-17920 | Mi-1M | AFL/Georgia | rgd | 23aug63 | toc 01jan64; opb 230 AO (became 230 LO Tbilisskogo OAO in 1963) |
| | CCCP-17920 | Mi-1M | AFL/Turkmenistan | trf | 17feb71 | struck off charge 30nov78 as life-time expired |
| 6 01 016 | CCCP-17927 | Mi-1MNKh | AFL/North Kavkaz | toc | 18jul63 | rgd 06aug63; opb 83 LO Stavropolskogo OAO; struck off charge 20jul76 as life-time expired |
| 6 01 017 | CCCP-17923 | Mi-1M | AFL/East Siberia | toc | 16jul63 | rgd 06aug63 |
| | CCCP-17923 | Mi-1M | AFL/Turkmenistan | trf | 12dec74 | struck off charge 17apr80 as life-time expired |
| 6 01 018 | CCCP-17924 | Mi-1M | AFL/East Siberia | toc | 16jul63 | rgd 02aug63 |
| | CCCP-17924 | Mi-1M | AFL/Turkmenistan | trf | 21feb75 | struck off charge 18jul80 as life-time expired |
| 6 01 019 | CCCP-17928 | Mi-1M | AFL/Azerbaijan | toc | 09aug63 | used in crop-spraying and cargo configuration; rgd 24aug63; opb 110 AO (became 110 LO Astrakhanskogo OAO in 1963) |
| | CCCP-17928 | Mi-1M | AFL/North Kavkaz | trf | 22dec67 | initially opb 110 LO Astrakhanskogo OAO; trf to Nalchikskaya OAE between 1968 and 1976 (became 2 AE 351 LO Nalchikskogo OAO sep75); struck off charge 30nov77 as life-time expired |
| 6 01 020 | CCCP-17932 | Mi-1MNKh | AFL/Far East | toc | 14aug63 | rgd 19aug63; opb 147 LO Yuzhno-Sahalinskogo OAO; involved in an accident 17jul75 on landing at Askasai (20 km south-west of Nizhni Val) when a person approached the helicopter from behind while the engine was still running and was killed by the tail rotor; struck off charge 17apr80 as overhaul for the type no longer available |
| 6 01 021 | CCCP-17925 | Mi-1MNKh | AFL/North Kavkaz | toc | 12jul63 | rgd 13aug63; opb 81 LO Krasnodarskogo OAO (became 81 LO 2-go Krasnodarskogo OAO in 1965); struck off charge 31aug76 as life-time expired |
| 6 01 022 | CCCP-17933 | Mi-1M | AFL/West Siberia | mfd | 06jul63 | used in crop-spraying and cargo configuration; toc 14aug63; rgd 12sep63; opb 118 AO (became 118 LO Barnaulskogo OAO jul64); t/t 782 hours by 01aug65; converted to a dual-control version during overhaul by ARM-26 jul66; struck off charge 27dec78 as life-time expired |
| 6 01 023 | CCCP-17921 | Mi-1MNKh | AFL/Georgia | mfd | 24jun63 | rgd 20aug63; toc 01jan64; opb 230 AO (became 230 LO Tbilisskogo OAO in 1963 and 230 LO Kutaisskogo OAO 01jul71) |
| | CCCP-17921 | Mi-1MNKh | AFL/Ukraine | trf | 30nov73 | opb 177 LO 2-go Odesskogo OAO; canx 20oct80 as life-time expired; t/t 7,000 hours |
| 6 02 001 | CCCP-17938 | Mi-1MNKh | AFL/Urals | mfd | 31jul63 | toc 30aug63; rgd 05oct63; operated in crop-spraying and cargo configuration; opb 122 AO (became 122 LO Permskogo OAO in 1963); overhauled by ARM-26 jan66/dec66 and converted to a dual-control version aug66 |
| | CCCP-17938 | Mi-1MNKh | AFL/Northern | trf | 16apr68 | on the basis of a decree issued 29feb68; t/t 1,193 hours by 16apr68; opb 68 LO Arkhangelskoi aviagruppy |
| | CCCP-17938 | Mi-1MNKh | AFL/Arkhangelsk | trf | 01jan73 | opb 313 LO 2-go Arkhangelskogo OAO |
| | CCCP-17938 | Mi-1MNKh | AFL/Ukraine | trf | 01aug75 | opb 177 LO 2-go Odesskogo OAO; struck off charge 20sep79 as life-time expired |
| 6 02 002 | CCCP-17934 | Mi-1M | AFL/Kazakhstan | toc | 06sep63 | used in crop-spraying and cargo configuration; rgd 26sep63; opb 191 AO (became 191 LO Burundaiskogo OAO jan64); struck off charge 27dec77 due to its poor technical condition |
| 6 02 003 | CCCP-17939 | Mi-1MNKh | AFL/Urals | mfd | 15aug63 | toc 30aug63; rgd 05oct63; opb 122 AO (became 122 LO Permskogo OAO in 1963); t/t 800 hours by 01feb66 |
| | CCCP-17939 | Mi-1MNKh | AFL/Northern | trf | 22mar68 | on the basis of a decree issued 19mar68; opb 73 LO Naryan-Marskogo OAO |
| | CCCP-17939 | Mi-1MNS | AFL/Ukraine | trf | 13may75 | opb 177 LO 2-go Odesskogo LO; struck off charge 16may80 as life-time expired |
| 6 02 004 | CCCP-17940 | Mi-1MNKh | AFL/Urals | mfd | 28jul63 | operated in crop-spraying and cargo configuration; toc 30aug63; rgd 05oct63; opb 122 AO (became 122 LO Permskogo OAO in 1963); t/t 784 hours by 01feb66 |
| | CCCP-17940 | Mi-1MNKh | AFL/Northern | trf | 19mar68 | opb 69 LO Petrozavodskogo OAO |
| | CCCP-17940 | Mi-1MNKh | AFL/Ukraine | trf | 15may75 | opb 177 LO 2-go Odesskogo OAO; struck off charge 20oct80 as life-time expired |
| 6 02 005 | CCCP-17945 | Mi-1M | AFL/Turkmenistan | toc | 17sep63 | rgd 01oct63; opb 166 LO Ashkhabadskogo OAO; struck off charge 24dec75 as life-time expired |
| 6 02 006 | CCCP-17946 | Mi-1M | AFL/Georgia | mfd | aug63 | toc 01feb64; rgd 29feb64; opb 230 LO Tbilisskogo OAO |
| | CCCP-17946 | Mi-1M | AFL/Turkmenistan | trf | 17feb71 | struck off charge 16aug79 as life-time expired |
| 6 02 007 | CCCP-17941 | Mi-1MNKh | AFL/Urals | toc | 30aug63 | operated in crop-spraying and cargo configuration; rgd 05oct63; initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO in 1972); overhauled by ARM-26 jan66/dec66 and converted to a dual-control version; in ARZ-26 documents feb69 as a Mi-1MNKh; t/t 1,585 hours by 03feb69; trf to 348 LO of 2-i Permski OAO oct74; struck off charge 30nov78 as life-time expired |
| 6 02 008 | CCCP-17944 | Mi-1MNKh | AFL/Turkmenistan | mfd | 21aug63 | toc 17sep63; rgd 01oct63; opb 166 LO Ashkhabadskogo OAO; w/o 26sep70 on a positioning flight from Maiskoye to Uch-Tepe (Mary region of Turkmenistan) in support of KRB-4 of Turkmenneftyerazvedka when the intoxicated pilot deviated from the prescribed flight path and flew unauthorised manoeuvres at low height, the helicopter collided with a high-voltage power-line and crashed in the desert 20 km north of Uch-Tepe (80 km north-west of Mary), the pilot was killed; t/t 4,121 hours; the wreck was found 27sep70; struck off charge 29oct70 |
| 6 02 009 | CCCP-17949 | Mi-1MNKh | AFL/Kyrgyzstan | toc | 14sep63 | rgd 25oct63; opb 180 LO Frunzenskogo OAO; canx 22sep78 as life-time expired |
| 6 02 010 | CCCP-17936 | Mi-1M | AFL/Kazakhstan | toc | 06sep63 | used in crop-spraying and cargo configuration; rgd 26sep63; opb 191 AO (became 191 LO Burundaiskogo OAO jan64); struck off charge 28feb78 as life-time expired |
| 6 02 011 | CCCP-17942 | Mi-1MNKh | AFL/Urals | toc | 30aug63 | operated in crop-spraying and cargo configuration; rgd 05oct63; initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO in 1972); t/t 1,594 hours by 14jan67; trf to 348 LO of 2-i Permski OAO oct74; struck off charge 23mar81 as life-time expired |
| 6 02 012 | CCCP-17948 | Mi-1MNS | AFL/Georgia | mfd | 23aug63 | toc 01feb64; rgd 29feb64; opb 230 LO Tbilisskogo OAO |
| | CCCP-17948 | Mi-1MNS | AFL/Ukraine | trf | unknown | on charge by 01apr74; opb 177 LO 2-go Odesskogo LO; struck off charge 17apr80 as life-time expired |
| 6 02 013 | CCCP-17947 | Mi-1MNKh | AFL/Kyrgyzstan | toc | 11sep63 | rgd 25oct63; operated in crop-spraying and cargo configuration; opb 180 AO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO in 1963); damaged, details unknown; t/t 557 hours by 01nov65; repaired and converted to a dual-control version by 26 ARM nov65/dec66; struck off charge 31aug76 as life-time expired |
| 6 02 014 | CCCP-17937 | Mi-1M | AFL/Kazakhstan | mfd | 30jul63 | used in crop-spraying and cargo configuration; toc 06sep63; rgd 26sep63; opb 191 AO (became 191 LO Burundaiskogo OAO jan64); w/o 25jun66 on a crop-spraying flight for the sovkhoz (state farm) "Sredigornoye" in the Zyryanovsk district of the Eastern Kazakhstan region when sprayed an unsuitable field close to a high-voltage power-line near Sredigornoye, manouevred energetically in order to avoid a collision with the line so that the blades of the main rotor struck the tailboom, but the nose gear collided with the line anyway, the tailboom broke off and the helicopter crashed upside-down, the pilot was killed; t/t 687 hours; struck off charge 14feb67 |
| 6 02 015 | CCCP-17950 | Mi-1M | AFL/East Siberia | toc | 19sep63 | rgd 23jan64; dbr, details unknown; canx 22nov73 |
| 6 02 016 | CCCP-17943 | Mi-1M | AFL/Turkmenistan | toc | 06sep63 | rgd 01oct63; initially opb 166 LO Ashkhabadskogo OAO; trf to 167 LO Chardzhouskogo OAO jan74; struck off charge 31aug76 as life-time expired |
| 6 02 017 | CCCP-17935 | Mi-1M | AFL/Kazakhstan | toc | 06sep63 | used in crop-spraying and cargo configuration; rgd 26sep63; opb 191 AO (became 191 LO Burundaiskogo OAO jan64); struck off charge 27dec77 as life-time expired |
| 6 02 018 | CCCP-17960 | Mi-1MMKh | AFL/North Kavkaz | toc | 19sep63 | rgd 04feb64; opb 82 LO Groznenskogo OAO; t/t 0 hours by 01oct63; dbr, details unknown; struck off charge 21feb66 |
| 6 02 019 | CCCP-17951 | Mi-1M | AFL/East Siberia | mfd | aug63 | toc 25sep63; rgd 10oct63 |
| | CCCP-17951 | Mi-1M | AFL/Turkmenistan | trf | 26aug75 | struck off charge 15dec81 as worn out |
| 6 02 020 | CCCP-17953 | Mi-1M | AFL/East Siberia | mfd | aug63 | toc 25sep63; rgd 10oct63 |
| | CCCP-17953 | Mi-1M | AFL/Turkmenistan | trf | 26aug75 | struck off charge 20oct80 as life-time expired |

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| 6 02 021 | CCCP-17958 | Mi-1MMKh | AFL/North Kavkaz | mfd | 23aug63 | toc 17sep63; rgd 04feb64; opb 82 LO Groznenskogo OAO; t/t 0 hours by 01oct63; w/o 05feb73 on an ambulance flight from Mozdok to Ordzhonikidze at dusk when encountered below-minima weather conditions (low clouds and snowfall) 20 minutes into the flight, the decision to return was taken too late, the pilot lost spatial orientation while flying a turn over snow-covered terrain and the helicopter crashed near Verkhni Kurp (Terek district of Kabardino-Balkaria), 1 of the 2 passengers was killed and the other one as well as the pilot were seriously injured; t/t 2,755 hours and 20,190 cycles; struck off charge 27feb73 and canx the same day |
| 6 02 021 | CCCP-17958 | Mi-1M | AFL/North Kavkaz | toc | 17sep63 | rgd 04feb64; dbr, details unknown; canx 27feb73 |
| 6 02 022 | CCCP-17955 | Mi-1M | AFL/North Kavkaz | toc | 01oct63 | rgd 21jul64; canx 14jan77 as life-time expired |
| 6 02 023 | CCCP-17952 | Mi-1MMKh | AFL/East Siberia | mfd | 23aug63 | toc 07oct63; rgd 10oct63; initially opb Bodaibinskaya OAE; trf to 133 LO Bodaibinskogo OAO jun64; dbr 19jun70 on an aerial survey flight from Muya in support of the Mamakan Party of the Irkutsk Geological Exploration Expedition when encountered below-minima weather conditions (low clouds) and descended, the decision to return was taken too late so that the helicopter had to make a precautionary landing 15 km west of Ulan-Makit, but lost height rapidly on final approach, the main rotor collided with 2 tree tops and the helicopter came to rest on its right side, the sole passenger died of his serious injuries 12 hours after the accident while both crew members were slightly injured, walked to Taksimo weather station and were rescued by a Mi-4 21jun70; t/t 2,459 hours; struck off charge 19oct70 |
| 6 02 024 | CCCP-17959 | Mi-1MMKh | AFL/North Kavkaz | toc | 17sep63 | rgd 04feb64; opb 82 LO Groznenskogo OAO; struck off charge 25oct78 as life-time expired |
| 6 02 025 | CCCP-17961 | Mi-1M | AFL/North Kavkaz | toc | 29sep63 | rgd 29feb64; dbr 10feb75 while flying over snow-covered terrain near Nalchik when the pilot lost spatial orientation so that the helicopter crashed, no casualties; struck off charge 28may75 |
| 6 02 026 | CCCP-17954 | Mi-1MNKh | AFL/East Siberia | mfd | aug63 | toc 07oct63; rgd 10oct63; initially opb Bodaibinskaya OAE; trf to 133 LO Bodaibinskogo OAO jun64;struck off charge 19jan81 as worn out |
| 6 02 027 | CCCP-17956 | Mi-1M | AFL/North Kavkaz | toc | 01oct63 | rgd 04jul64; canx 28mar77 as life-time expired |
| 6 02 028 | CCCP-17962 | Mi-1M | AFL/North Kavkaz | toc | 29sep63 | rgd 04may64; canx 24dec75 as life-time expired |
| 6 02 029 | CCCP-17963 | Mi-1M | AFL/North Kavkaz | toc | 29sep63 | rgd 14mar64; canx 18nov76 as worn out |
| 6 02 030 | CCCP-17964 | Mi-1M | AFL/North Kavkaz | toc | 29sep63 | rgd 09may64; canx 01jul75 as life-time expired |
| 6 02 031 | CCCP-17957 | Mi-1M | AFL/North Kavkaz | toc | 01jan64 | rgd 04jul64; canx 29aug77 as life-time expired |
| 6 02 032 | CCCP-17967 | Mi-1M | AFL/Azerbaijan | toc | 28sep63 | used in crop-spraying and cargo configuration; rgd 06dec63; initially opb 109 AO (became 109 LO Zabratskogo OAO in 1963); trf to 110 LO Astrakhanskogo OAO between dec63 and dec73 |
| | CCCP-17967 | Mi-1M | AFL/North Kavkaz | trf | 01jan74 | opb 111 LO Makhachkalinskogo OAO |
| | CCCP-17967 | Mi-1M | AFL/Azerbaijan | trf | 01apr74 | 109 LO Zabratskogo OAO; struck off charge 30dec76 due to its poor technical condition |
| 6 02 033 | CCCP-17965 | Mi-1M | AFL/North Kavkaz | toc | 29dec63 | rgd 18mar64; initially opb 85 LO Pyatigorskogo OAO; trf to Nalchikskaya OAE 01jan72; trf to 351 LO Nalchikskogo OAO jul75; struck off charge 29jul77 (29aug77 ?) as life-time expired |
| 6 02 034 | CCCP-17968 | Mi-1M | AFL/Azerbaijan | toc | 01oct63 | used in crop-spraying and cargo configuration; did not have any flying time by 01dec63; rgd 21jan64; opb 110 AO (became 110 LO Astrakhanskogo OAO in 1963); trf to 111 LO Makhachkalinskogo OAO between dec63 and dec73 |
| | CCCP-17968 | Mi-1M | AFL/North Kavkaz | trf | 01jan74 | opb 111 LO Makhachkalinskogo OAO; struck off charge 29aug77 as life-time expired |
| 6 02 035 | CCCP-17969 | Mi-1MNKh | AFL/Ukraine | mfd | 27aug63 ? | toc 01nov63; rgd 03feb64; opb 88 AO (became 88 LO Lvovskogo OAO sep64); struck off charge 30dec76 as life-time expired |
| 6 02 036 | CCCP-17970 | Mi-1M | AFL/Ukraine | mfd | 14sep63 | toc 01nov63; rgd 19feb64; on photo with spraying-gear; struck off charge 25feb77 as life-time expired |
| 6 02 037 | CCCP-17971 | Mi-1MNKh | AFL/Ukraine | mfd | 29aug63 | toc 01nov63; rgd 19feb64; opb 177 LO 2-go Odesskogo OAO; struck off charge 30nov77 as life-time expired |
| 6 02 038 | CCCP-17966 | Mi-1M | AFL/North Kavkaz | toc | 29dec63 | rgd 12may64; canx 30jan78 as life-time expired |
| 6 02 039 | CCCP-17972 | Mi-1MNKh | AFL/Ukraine | mfd | 19sep63 | toc 01oct63; rgd 18feb64; opb 88 AO at LWO (became 88 LO of Lvovski OAO 27jun63); struck off charge 24dec74 as life-time expired |
| 6 02 040 | CCCP-17973 | Mi-1SKh | AFL/Ukraine | mfd | 19sep63 | toc 01oct63; rgd 09jul64; opb 88 AO at LWO (became 88 LO of Lvovski OAO 27jun63); struck off charge 27dec77 as life-time expired |
| 6 02 041 | CCCP-17974 | Mi-1MNKh | AFL/Ukraine | mfd | 09sep63 | toc 01nov63; rgd 18mar64; opb 88 AO (became 88 LO Lvovskogo OAO sep64); struck off charge 30jul75 |
| 6 02 042 | CCCP-17975 | Mi-1MNKh | AFL/Ukraine | mfd | 12sep63 | toc 02oct63; rgd 25oct63; opb 252 LO of Simferopolski OAO; struck off charge 28feb76 as life-time expired |
| 6 02 043 | CCCP-17976 | Mi-1MNKh | AFL/Ukraine | mfd | 12sep63 | toc 02oct63; rgd 25oct63; opb 252 LO of Simferopolski OAO (became 252 LO of Zavodskoi OAO 01oct71); w/o 05jul73 during operations in Bulgaria when collided with a high-voltage power-line near Semedli and crashed, the pilot was killed; struck off charge 22nov73 |
| 6 02 044 | CCCP-17977 | Mi-1MNKh | AFL/Ukraine | toc | 02oct63 | rgd 25oct63; opb 252 LO of Simferopolski OAO (became 252 LO of Zavodskoi OAO 01oct71); struck off charge 20jul76 as life-time expired |
| 6 02 045 | CCCP-17978 | Mi-1MNKh | AFL/Ukraine | toc | 06oct63 | rgd 19feb64; opb 91 LO of Rovenski OAO; struck off charge 24jan73 as worn out |
| 6 02 046 | CCCP-17979 | Mi-1M | AFL/Northern | toc | 01dec63 | rgd 26dec63 |
| | CCCP-17979 | Mi-1M | AFL/Leningrad | trf | 01jan73 | struck off charge 18may81 as life-time expired |
| 6 02 047 | CCCP-17980 | Mi-1MNKh | AFL/Northern | mfd | 10sep63 | rgd 24oct63; toc 01nov63; opb 69 LO of Petrozavodski OAO; t/t 1,390 hours by 25jan68 |
| | CCCP-17980 | Mi-1MNKh | AFL/Leningrad | trf | 01jan73 | opb 69 LO of Petrozavodski OAO |
| | CCCP-17980 | Mi-1MNKh | AFL/Ukraine | trf | 15may75 | opb 177 LO of 2-i Odesski LO; struck off charge 18jan80 as life-time expired |
| 6 02 049 | CCCP-17981 | Mi-1MNKh | AFL/Northern | mfd | 21sep63 | toc 15nov63; rgd 24dec63; opb 68 LO of Arkhangelski OAO (became 68 LO of 2-i Arkhangelski OAO in 1964); conducted ambulance flights in the Arkhangelsk region nov64/feb65 |
| | CCCP-17981 | Mi-1MNKh | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO |
| | CCCP-17981 | Mi-1MNKh | AFL/Ukraine | trf | 01aug75 | opb 177 LO of 2-i Odesski LO; t/t 5,700 hours by 16nov76; struck off charge 16oct79 as life-time expired |
| 6 02 050 | CCCP-17982 | Mi-1M | AFL/Privolzhsk | toc | 23oct63 | rgd 13nov63 |
| | CCCP-17982 | Mi-1M | AFL/Ukraine | trf | 19apr74 | struck off charge 24jan79 as life-time expired |
| 6 02 051 | CCCP-17983 | Mi-1MNKh | AFL/Krasnoyarsk | toc | 09oct63 | rgd 29oct63; opb 127 LO Yeniseiskogo OAO; trf to 130 LO Abakanskogo OAO in 1966; trf to 346 LO Abakanskogo between 1964 and 1972; trf to 346 LO Abakanskogo OAO nov73 |
| | CCCP-17983 | Mi-1MNKh | AFL/Turkmenistan | trf | 18dec78 | struck off charge 23nov81 as life-time expired |
| 6 02 052 | CCCP-17984 | Mi-1MNKh | AFL/Krasnoyarsk | toc | 09oct63 | rgd 24dec63; opb 188 LO Krasnoyarskogo OAO |
| | CCCP-17984 | Mi-1MNKh | AFL/Turkmenistan | trf | 18dec78 | struck off charge 23nov81 as worn out |
| 6 02 053 | CCCP-17985 | Mi-1M | AFL/Far East | toc | 21oct63 | rgd 01nov63; opb 249 LO 2-go Khabarovskogo OAO; struck off charge 27dec78 as life-time expired |
| 6 02 054 | CCCP-17986 | Mi-1MNKh | AFL/Far East | toc | 01nov63 | Polish designation SM-1Wb; rgd 24mar64; initially opb 145 LO Vladivostokskogo OAO; trf to 334 LO Vladivostokskogo OAO jul73; photo exists; struck off charge 24jan79 as life-time expired |
| 6 02 055 | CCCP-17987 | Mi-1MNKh | AFL/Far East | toc | 01nov63 | rgd 24mar64; initially opb 145 LO Vladivostokskogo OAO; trf to 334 LO Vladivostokskogo OAO jul73; struck off charge 28mar77 due to its poor technical condition |
| 6 02 056 | CCCP-17988 | Mi-1MNKh | AFL/Far East | toc | 01nov63 | rgd 28nov63; initially opb 145 LO Vladivostokskogo OAO; trf to 334 LO Vladivostokskogo OAO jul73; struck off charge 27feb79 as life-time expired |
| 6 02 057 | CCCP-17989 | Mi-1MNKh | AFL/Far East | toc | 01nov63 | rgd 02jan64; initially opb 145 LO Vladivostokskogo OAO; trf to 334 LO Vladivostokskogo OAO jul73; struck off charge 27dec78 as life-time expired |
| 6 02 058 | CCCP-17995 | Mi-1M | AFL/West Siberia | mfd | 29nov63 | used in crop-spraying, cargo/passenger and cargo configuration; rgd 06dec63; opb 116 AO (became 116 LO Novosibirskogo OAO in 1963); t/t 595 hours by 01jan66; overhauled by ARM No. 26 GA jan66/jan67 and converted to a dual-control crop-spraying version |
| | CCCP-17995 | Mi-1M | AFL/Ukraine | trf | 04mar76 | opb 177 LO 2-go Odesskogo LO; struck off charge 20oct80 as life-time expired |
| 6 02 059 | CCCP-17991 | Mi-1M | AFL/West Siberia | mfd | 28sep63 | used in crop-spraying, cargo/passenger and cargo configuration; toc 17oct63; rgd 01oct63; opb 118 LO Barnaulskogo OAO; struck off charge 18nov76 due to its poor technical condition |
| 6 02 060 | CCCP-17990 | Mi-1MNKh | AFL/Far East | toc | 01nov63 | rgd 02jan64; initially opb 145 LO Vladivostokskogo OAO; trf to 334 LO Vladivostokskogo OAO jul73; struck off charge 24jan79 as life-time expired |
| 6 02 061 | CCCP-17992 | Mi-1T | AFL/West Siberia | mfd | 29sep63 | used in crop-spraying and cargo configuration; toc 19oct63; rgd 06dec63; opb 116 AO (became 116 LO Novosibirskogo OAO in 1963); t/t 777 hours by 01may66; overhauled by ARM No. 26 GA may66/jan67 and converted to a dual-control crop-spraying version; struck off charge 30nov77 as life-time expired |
| 6 03 001 | CCCP-81505 | Mi-1MNKh | AFL/Georgia | mfd | 10mar64 | toc 24apr64; rgd 21may64; opb 230 LO Tbilisskogo OAO |
| | CCCP-81505 | Mi-1MNKh | AFL/Northern | trf | 11feb70 | |
| | CCCP-81505 | Mi-1MNKh | AFL/GosNII GA | trf | unknown | on charge by 01may71 |
| | CCCP-81505 | Mi-1MNKh | AFL/Northern | trf | 01jul71 | |
| | CCCP-81505 | Mi-1MNKh | AFL/Ukraine | trf | 11may75 | opb 177 LO 2-go Odesskogo OAO; struck off charge 19jun80 as life-time expired |
| 6 03 002 | CCCP-81503 | Mi-1M | AFL/Azerbaijan | toc | 04apr64 | rgd 25apr64; opb 110 LO Astrakhanskogo OAO |
| | CCCP-81503 | Mi-1M | AFL/North Kavkaz | trf | 22dec67 | opb 110 LO Astrakhanskogo OAO; struck off charge 28mar76 as life-time expired |
| 6 03 003 | CCCP-81500 | Mi-1M | AFL/Azerbaijan | toc | 28apr64 | rgd 17jun64; opb 111 LO Makhachkalinskogo OAO |
| | CCCP-81500 | Mi-1M | AFL/North Kavkaz | trf | 01jan74 | opb 111 LO Makhachkalinskogo OAO; struck off charge 25may79 as life-time expired |
| 6 03 004 | CCCP-81506 | Mi-1M | AFL/Georgia | mfd | mar64 | toc 24apr64; rgd 30may64; opb 230 AO (became 230 LO Tbilisskogo OAO in 1963) |
| | CCCP-81506 | Mi-1M | AFL/Turkmenistan | trf | 15feb72 | struck off charge 20sep79 as life-time expired |
| 6 03 005 | CCCP-81501 | Mi-1M | AFL/Azerbaijan | toc | 28apr64 | rgd 29apr64; opb 111 LO Makhachkalinskogo OAO |
| | CCCP-81501 | Mi-1M | AFL/North Kavkaz | trf | 01jan74 | opb 111 LO Makhachkalinskogo OAO; struck off charge 30may74 as worn out |
| 6 03 006 | CCCP-81504 | Mi-1M | AFL/Azerbaijan | toc | 01apr64 | rgd 22may64; opb 111 LO Makhachkalinskogo OAO |
| | CCCP-81504 | Mi-1M | AFL/North Kavkaz | trf | 01jan74 | opb 111 LO Makhachkalinskogo OAO; struck off charge 14jan77 due to its poor technical condition |
| 6 03 007 | CCCP-81502 | Mi-1M | AFL/Azerbaijan | toc | 23apr64 | rgd 22may64; opb 111 LO Makhachkalinskogo OAO |
| | CCCP-81502 | Mi-1M | AFL/North Kavkaz | trf | 01jan74 | initially opb 111 LO Makhachkalinskogo OAO; trf to 2 AE 351 LO Nalchikskogo OAO between 1974 and 1976; struck off charge 26jun79 as life-time expired |
| 6 03 008 | CCCP-81513 | Mi-1MNKh | AFL/North Kavkaz | mfd | 25mar64 | toc 01apr64; rgd 17aug64; opb 81 LO Krasnodarskogo OAO; w/o 08sep64 on a positioning flight between two helipads of the sovkhoz (state farm) "Saratovski" (Byelorechensk district of the Krasnodar region) during crop-spraying operations when took off before dawn and encountered fog, the pilot tried to return to the helipad but lost spatial orientation so that the helicopter crashed in a field 840 metres from the helipad, both pilots and the sole passenger (an aviation mechanic) were killed; t/t 107 hours; struck off charge 23sep64 |
| 6 03 009 | CCCP-81508 | Mi-1M | AFL/North Kavkaz | toc | 01apr64 | rgd only 09jun65; struck off charge 14jan77 as life-time expired |
| 6 03 010 | CCCP-81523 | Mi-1M | AFL/Ukraine | mfd | 23mar64 | toc 07apr64; rgd 21may64; opb Zavodskoi OAO; struck off charge 24dec75 as life-time expired |
| 6 03 011 | CCCP-81507 | Mi-1M | AFL/Georgia | mfd | mar64 | toc 24apr64; rgd 21may64; opb 230 AO (became 230 LO Tbilisskogo OAO in 1963); dbr, details unknown; struck off charge 20may71 |
| 6 03 012 | CCCP-81509 | Mi-1M | AFL/North Kavkaz | toc | 01apr64 | rgd 21jul64; struck off charge 26jan76 as life-time expired |
| 6 03 013 | CCCP-81517 | Mi-1MNS | AFL/Ukraine | mfd | 28mar64 | toc 07apr64; rgd 19jun64; opb 88 LO Lvovskogo OAO; struck off charge 28mar77 as life-time expired |
| 6 03 014 | CCCP-81512 | Mi-1M | AFL/North Kavkaz | toc | 01apr64 | new CofR 05aug65; canx 13aug80 as life-time expired |
| 6 03 015 | CCCP-81514 | Mi-1MNKh | AFL/Urals | mfd | 23mar64 | toc 14may64; rgd 09jul64 |
| | CCCP-81514 | Mi-1MNKh | AFL/Ukraine | trf | 21mar67 | opb 177 LO 2-go Odesskogo OAO; struck off charge 30nov77 as life-time expired |
| 6 03 016 | CCCP-81510 | Mi-1M | AFL/North Kavkaz | toc | 01apr64 | rgd only 09jun65; struck off charge 26jan76 as life-time expired |

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| 6 03 017 | CCCP-81511 | Mi-1M | AFL/North Kavkaz | toc | 01apr64 | rgd 24aug64 |
| | CCCP-81511 | Mi-1M | AFL/VNII SKh i SP | trf | 30dec65 | |
| | CCCP-81511 | Mi-1M | AFL/North Kavkaz | trf | 28sep70 | struck off charge 23aug78 as life-time expired |
| 6 03 018 | CCCP-81515 | Mi-1MNKh | AFL/Ukraine | mfd | 22mar64 | toc 09may64; rgd 09jul64; struck off charge 18nov76 as life-time expired |
| 6 03 019 | CCCP-81518 | Mi-1MNKh | AFL/Ukraine | mfd | 25mar64 | ambulance version; toc 07apr64; rgd 21may64; opb 88 LO Lvovskogo OAO; struck off charge 24dec74 as life-time expired |
| 6 03 020 | CCCP-81524 | Mi-1M | AFL/North Kavkaz | toc | 10apr64 | rgd only 05aug65; struck off charge 28sep70 due to its poor technical condition |
| 6 03 021 | CCCP-81519 | Mi-1M | AFL/Ukraine | toc | 17apr64 | used in crop-spraying and cargo configuration; rgd 19jun64; opb Uzhgorodskaya OAE; in dark green c/s with light grey underside; operated in Bulgaria in summer 1975; struck off charge 28mar77 as life-time expired |
| 6 03 022 | CCCP-81520 | Mi-1M | AFL/Ukraine | mfd | 28mar64 | used in crop-spraying and cargo configuration; toc 17apr64; rgd 21may64; opb 252 LO Simferopolskogo OAO (became 252 LO Zavodskogo OAO 01oct71); dbr 05jun72 on a crop-spraying flight near Stara Zagora (Bulgaria) when got caught by a strong downstream and collided with a mountain slope, no casualties; struck off charge 27oct72 |
| 6 03 023 | CCCP-81521 | Mi-1MNKh | AFL/Ukraine | mfd | 28mar64 | toc 08apr64; rgd 21may64; initially opb Khmelnitskaya OAE; trf to 373 LO Khmelnitskogo OAO 12apr71; displayed at DME 09jul67; struck off charge 18nov76 as life-time expired |
| 6 03 024 | CCCP-81522 | Mi-1MNKh | AFL/Ukraine | mfd | 23mar64 | toc 08apr64; rgd 19jun64; initially opb Khmelnitskaya OAE; trf to 373 LO Khmelnitskogo OAO 12apr71; dbr 12apr72 when the engine failed and the helicopter made an auto-rotation landing; struck off charge 27oct72 |
| 6 03 025 | CCCP-81516 | Mi-1MNKh | AFL/Ukraine | mfd | 22mar64 | toc 09may64; rgd 09jul64; opb 177 LO 2-go Odesskogo OAO; struck off charge 30apr77 as life-time expired |
| 6 04 001 | CCCP-14845 | Mi-1MNKh | AFL/North Kavkaz | toc | 26may65 | rgd 15jun65; dbr, details unknown; struck off charge 22apr70 |
| 6 04 002 | CCCP-14846 | Mi-1M | AFL/Azerbaijan | toc | 19apr65 | rgd 31may65; opb 110 LO Astrakhanskogo OAO |
| | CCCP-14846 | Mi-1M | AFL/North Kavkaz | trf | 22dec67 | opb 110 LO Astrakhanskogo OAO; struck off charge 31aug76 as life-time expired |
| 6 04 003 | CCCP-14847 | Mi-1M | AFL/Azerbaijan | toc | 03may65 | rgd 21jun65; opb 111 LO Makhachkalinskogo OAO; in dark green c/s with light blue underside |
| | CCCP-14847 | Mi-1M | AFL/North Kavkaz | trf | 01jan74 | initially opb 111 LO Makhachkalinskogo OAO; trf to 2 AE 351 LO Nalchikskogo OAO between 1974 and 1976; struck off charge 25oct78 as life-time expired |
| 6 04 004 | CCCP-14848 | Mi-1M | AFL/Far East | toc | 25may65 | rgd 28jun65; canx 17apr80 as overhaul for the type no longer available |
| 6 04 006 | CCCP-14849 | Mi-1M | AFL/Krasnoyarsk | toc | 01jun65 | rgd 26jul65; in dark green c/s with light blue underside; struck off charge 22may78 as worn out |
| 6 04 007 | CCCP-14850 | Mi-1M | AFL/Moldova | toc | 13apr65 | rgd 15may65; initially opb Beltskaya OAE 253 LO Kishinyovskogo OAO Moldavskoi OAG GVF; trf to 281 LO Beltskogo OAO jul65; struck off charge 03jul73 as life-time expired |
| 6 04 008 | CCCP-14851 | Mi-1M | AFL/West Siberia | toc | 26jun65 | used in crop-spraying, cargo/passenger and cargo configuration; rgd 04aug65; opb 116 LO Novosibirskogo OAO; used for crop-spraying in summer and for mail flights in winter; struck off charge 30nov77 as life-time expired |
| 6 04 009 | CCCP-14852 | Mi-1M | AFL/Far East | toc | 05jun65 | (or 05may65 ?); rgd 21jun65;opb 249 LO 2-go Khabarovskogo OAO; last overhaul in 1978; struck off charge 17dec79 as life-time expired |
| 6 04 010 | CCCP-14853 | Mi-1M | AFL/North Kavkaz | toc | 16apr65 | rgd 15may65; struck off charge 18nov76 as life-time expired |
| 6 04 011 | CCCP-14854 | Mi-1M | AFL/Far East | toc | 25may65 | rgd 28jun65; opb 249 LO 2-go Khabarovskogo OAO; dbr 20jun75 on a flight near Khabarovsk when flew a steep turn at low height so that the main rotor collided with the ground and the helicopter crashed, no casualties; a photo of the wreck exists; struck off charge 26jan76 |
| 6 04 012 | CCCP-14855 | Mi-1M | AFL/Azerbaijan | toc | 14may65 | rgd 31may65; opb 110 LO Astrakhanskogo OAO |
| | CCCP-14855 | Mi-1M | AFL/North Kavkaz | trf | 22dec67 | opb 110 LO Astrakhanskogo OAO; struck off charge 30nov78 as life-time expired |
| 6 04 013 | CCCP-14856 | Mi-1M | AFL/Azerbaijan | toc | 31may54 | rgd 08sep65; opb 111 LO Makhachkalinskogo OAO |
| | CCCP-14856 | Mi-1M | AFL/North Kavkaz | trf | 01jan74 | opb 111 LO Makhachkalinskogo OAO; struck off charge 25may79 as life-time expired |
| 6 04 014 | CCCP-14857 | Mi-1M | AFL/Kazakhstan | toc | 31may65 | rgd 18jun65 |
| | CCCP-14857 | Mi-1M | AFL/West Siberia | trf | 22apr77 | struck off charge 30nov78 as life-time expired |
| 6 04 015 | CCCP-14858 | Mi-1M | AFL/Kazakhstan | toc | 31may65 | rgd 18jun65; dbr 06sep73 on a flight in the Eastern Kazakhstan region when tried to land at an unsuitable site and suffered substantial damage, no casualties; struck off charge 22nov73 |
| 6 04 016 | CCCP-14859 | Mi-1M | AFL/Moldova | toc | 20may65 | rgd 02jun65; initially opb Beltskaya OAE 253 LO Kishinyovskogo OAO Moldavskoi OAG GVF; trf to 281 LO Beltskogo OAO jul65; struck off charge 30nov74 as life-time expired |
| 6 04 017 | CCCP-14860 | Mi-1M | AFL/Azerbaijan | rgd | 15jun65 | toc 14oct65 ?; opb 110 LO Astrakhanskogo OAO |
| | CCCP-14860 | Mi-1M | AFL/North Kavkaz | trf | 22dec67 | opb 110 LO Astrakhanskogo OAO; struck off charge 27dec78 as life-time expired |
| 6 04 018 | CCCP-14861 | Mi-1M | AFL/North Kavkaz | toc | 06jul65 | rgd 05aug65; struck off charge 29jul77 as life-time expired |
| 6 04 019 | CCCP-14862 | Mi-1M | AFL/Ukraine | mfd | 29apr65 | toc 12jun65; rgd 03jul65; struck off charge 18nov76 as life-time expired |
| 6 04 020 | CCCP-14863 | Mi-1M | AFL/Ukraine | mfd | 28apr65 | toc 12jun65; rgd 03jul65; struck off charge 18nov76 as life-time expired |
| 6 04 021 | CCCP-14864 | Mi-1M | AFL/Ukraine | mfd | 24may65 | toc 12jun65; rgd 03jul65; struck off charge 28feb76 as life-time expired |
| 6 04 022 | CCCP-14865 | Mi-1MNKh | AFL/West Siberia | mfd | 27may65 | toc 14jun65; rgd 26jul65; opb 184 LO Novokuznetskogo OAO |
| | CCCP-14865 | Mi-1MNKh | AFL/Ukraine | trf | 12feb76 | opb 177 LO 2-go Odesskogo OAO; struck off charge 16aug82 as overhaul for the type no longer available |
| 6 04 023 | CCCP-14866 | Mi-1MNKh | AFL/West Siberia | mfd | 30apr65 | toc 14jun65; rgd 06jul65; initially opb 184 LO Novokuznetskogo OAO; trf to 354 LO Novokuznetskogo OAO dec74 |
| | CCCP-14866 | Mi-1MNKh | AFL/Ukraine | trf | 04mar76 | opb 177 LO 2-go Odesskogo OAO; struck off charge 16aug82 as overhaul for the type no longer available |
| 6 04 024 | CCCP-14867 | Mi-1M | AFL/Kazakhstan | toc | 31may65 | rgd 30jun65; struck off charge 23aug78 as worn out |
| 6 04 025 | CCCP-14868 | Mi-1M | AFL/Ukraine | mfd | 24may65 | toc 12jun65: rgd 03jul65; struck off charge 18nov76 as life-time expired |
| 6 04 026 ? | 4026 | Mi-1M | Czechoslovak AF | | 09sep82 | at Havlickúv Brod |
| 6 04 027 | 4027 | SM-1Wb | Czechoslovak AF | Trc | 1978 | built mid-65, Czech AF usage must have been brief, see rgd next line |
| | OK-UVA | SM-1Wb | Aero Klub Brno | rgd | 11aug66 | canx 31oct68; returned to Air Force |
| 6 04 028 | 4028 | SM-1Wb | Czechoslovak AF | | | built mid-65, Czech AF usage must have been brief, see rgd next line; reported Czech AF 'incident' 10mar77 |
| | OK-UVB | SM-1Wb | Aero Klub Brno | rgd | 11may66 | canx 24feb78; returned to the Czechoslovakian Air Force |
| ` 6 04 030 | 4030 | SM-1Wb | Czechoslovak AF | | | to OK-UVC; as this was built mid-1965 its service in the military before it became OK-UVC, if at all, would be brief; returned to the military and civil again as OK-UVX; returned to Air Force again and noted Trencín 29jan81 and 22jul81 |
| | OK-UVC | SM-1Wb | Aero Klub Brno | rgd | 11may66 | canx 13jan70; returned to the Czechoslovakian Air Force 6 04 030 |
| 6 04 031 | 4031 | SM-1Wb | Czechoslovak AF | | | was built mid-1965 so its service in the military before it became OK-UVD, if at all, would be brief |
| | OK-UVD | SM-1Wb | A.K. Budejovice | rgd | 11may66 | canx 31mar67; returned to Czechoslovak Air Force |
| | 4031 | SM-1Wb | Czechoslovak AF | no | reports | involved in some incident 25nov69 |
| 6 04 032 | 4032 | SM-1Wb | Czechoslovak AF | | | to OK-UVY |
| 6 04 033 | 4033 | SM-1Wb | Czechoslovak AF | | | was built mid-1965 so its service in the military before it became OK-UVE, if at all, would be brief |
| | OK-UVE | SM-1Wb | Aero Klub Praha | rgd | 11may66 | canx 28dec71 |
| | 4033 | SM-1Wb | Czechoslovak AF | | | in olive drab c/s with light blue underside; was preserved at Hrabyne, seen 1986/1995; moved to the Air Park at Zruc (N49.808901 E13.415417), seen 2001/sep24 |
| 6 04 035 | CCCP-14869 | Mi-1MNKh | AFL/West Siberia | mfd | 30apr65 | used in crop-spraying and cargo configuration; toc 12jun65; rgd 03jul65; opb 118 LO of Barnaulski OAO |
| | CCCP-14869 | Mi-1MNkh | AFL/Ukraine | trf | 12feb76 | opb 177 LO of 2-i Odesski OAO; struck off charge 16aug82 as overhaul for the type no longer available |

## ***Soviet Mi-1 and SM-1 with unknown construction numbers***

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|---|---|---|---|---|---|---|
| 03 02 | no code | Mi-1 | Soviet Air Force | Kho | 27apr93 | c/n checked 03sep93, factory not known; an early Mi-1 or SM-1; in white/red/grey c/s; sat dismantled in the disbanded museum at Khodynka, seen apr93/aug93; the hulk (in faded paint) was transported to Medyn may13, seen aug14/aug17 |
| 0 1 03 08 | CCCP-N11 | Mi-1U | Polyarnaya Aviats. | rgd | 16jun55 | opb Diksonski AO; in olive drab c/s with light grey underside; based aboard the ice-breaker "Yermak" jun55/oct55; struck off charge 03apr56 as life-time expired |
| 0 2 03 03 | "10" black | Mi-1 | Soviet Air Force | | photo | |
| 0 2 03 09 | "09" red | Mi-1 | Soviet Air Force | mfd | dec51 | opb LII at Zhukovski; last flight 15jul53; t/t 62 hours 42 minutes and 246 cycles; used as a ground instructional airframe by the "Gagarin" Air Force Academy from 29sep53; in silver c/s; preserved in the Soviet/Russian Air Force museum at Monino from 10aug61, seen jul63/apr21 |
| --- | CCCP-L0111 | Mi-1T | Aeroflot | | photo | |
| --- | CCCP-1959 | Mi-1 | Aeroflot | ph. | 02feb16 | in white c/s with light grey belly and blue and red trim; preserved on the premises of Rostvertol at Rostov-Krestovka (N47.2546 E39.7309), seen feb16 |
| --- | CCCP-8158 | SM-1Wb | Aeroflot | | photo | in 'special' c/s at exhibition/Trade Fair, possibly at Kiev; registration with only 4 digits, 'false' ? |
| --- | CCCP-02299 | Mi-1 | Aeroflot | IEV | 30aug93 | received from a movie studio without visible registration; restored and repainted in red c/s by "Aviakon" at Konotop; seen without titles IEV aug93; preserved (with titles) in the State Aviation Museum at Kiev, seen oct03/may13 |
| | "35" yellow | Mi-1 | Soviet Air Force | IEV | 07jun13 | repainted in these fake colours for a movie and preserved as such in the Oleg Antonov State Aviation Museum at Kiev (N50.405749 E30.460263), seen jun13/may19; was to be repainted in its former c/s |
| | CCCP-02299 | Mi-1 | Aeroflot | IEV | 04aug19 | still in the Oleg Antonov State Aviation Museum at Kiev (N50.405749 E30.460263); l/n nov21 |
| --- | 'CCCP-01406' | Mi-1 | Aeroflot | ph. | 18aug24 | at Almaty-Baiserke; identity unknown; was put on display at Aktobe in 2108 in honour of the foundation of Aircraft Repair Plant No. 406, during installation the fake registration CCCP-01406 (with 406 like the number of the plant) was painted on (the real CCCP-01406 was an Il-12D); the registration is now faded but still readable on the tailboom; transported to Almaty-Baiserke in 2024, is planned to be restored |
| --- | CCCP-01546 | Mi-1M | Aeroflot | ph. | may70 | taken at Karelia; ski-equipped |
| --- | 'CCCP-05712' | SM-1W | Aeroflot | | photo | number A01019 stamped at the rear of the main cabin; c/n given in the customs document (dated 13jun80) as 05712 which co-incidently is the same as the painted-on fake registration (see An-2 c/n 1G153-25), but that c/n does not fit into any known sequence; a gift by Aviaexport to Hubschraubermuseum Bückeburg (Germany), preserved there from 1980, l/n dec22 |
| --- | 'CCCP-07125' | Mi-1 | Aeroflot | Kzh | 24aug09 | probably a fake registration; in white c/s with red trim; preserved outside the museum of the KVZ factory at Kazan (N55.85236 E49.04017), seen aug09/jan18 |
| --- | 'RA-10001' | Mi-1 | Yamal | SGC | 14nov05 | preserved in these fake markings at Salekhard (N66.586651 E66.573462), seen nov05/dec22 |
| --- | 'CCCP-10130' | Mi-1 | Aeroflot | ph. | 27oct16 | rebuilt by NARZ from parts of several Mi-1s of Novosibirski UATs DOSAAF at Berdsk in 2016; in white c/s with blue cheatline and trim and grey belly, with titles; was preserved with this fake registration on a pole on the premises of NARZ at Novosibirsk-Severny from autumn 2016, seen 27oct16; received additional 'Novosibirski Aviaremontny Zavod' and 'Holding Vertolyoty Rossii' titles and was temporarily displayed as such in front of GKZ im. Katsa at Novosibirsk, seen 16feb23; see c/n 86800919 |
| --- | 'CCCP-17059' | Mi-1 | Aeroflot | ph. | aug98 | probably a fake registration; exported from Poland aug65 |
| --- | 'CCCP-17..4' | Mi-1 | Aeroflot | BQS | 20apr97 | probably a fake registration; minor pieces left on the dump |

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| --- | '19390' | Mi-1 | DOSAAF | Jrw | 04aug11 | probably a fake registration; also carried code "01" white; in light blue/dark blue camo c/s with titles; preserved on a pole at Yaroslavl-Karachikha (N57.64553 E39.76744), seen aug11/may15 |
| --- | '40361' | Mi-1TU | Rostvertol | Ror | 02jul09 | probably a fake registration; in basic 'blue' Aeroflot c/s with Rostvertol logo, no titles; preserved at d. Traktorov at Rostov-na-Donu (N47.25496 E39.73019), seen jul09/jun17 |
| --- | 'CCCP-68131' | Mi-1 | no titles | Tml | jun06 | an early Mi-1 sans suffixe and not 96801611 (see there); in white c/s with red trim; preserved in these fake colours in the Mil Helicopter Plant (MVZ im. Milya) at Tomilino (N55.66689 E37.92964), seen jun06/jun18 |
| --- | "01" blue | Mi-1 | DOSAAF | ph. | 2006 | in dark green c/s with light blue underside; preserved as a gate guard with the helicopter unit at Zarya |
| | "01" yellow | Mi-1 | DOSAAF | Che | 23jul07 | preserved with MARZ ROSTO at Fedurnovo, seen jul07/may21 |
| --- | "01" white | Mi-1 | Soviet Air Force | ph. | 27jun10 | in olive drab/turquoise camo c/s with medium blue underside; preserved on a pole in a military hardware exhibition at Troitski Sungur (N53.288517 E47.621814), seen jun10/jun16 |
| --- | "01" yellow | Mi-1 | DOSAAF | Krh | 06may12 | in silver c/s with red/white/red 'lightning-bolt'; preserved at Kharkiv-Korotych, seen may12/sep21 |
| --- | "01" yellow | Mi-1 | DOSAAF | Tzk | 20jul09 | preserved; l/n 28jun14 |
| --- | "02" red | Mi-1M | DOSAAF | ph. | 24dec22 | c/n given on www.jetphotos.com as '004701265' which is no valid c/n; in faded olive drab c/s (of two different shades) with non-standard Red Stars, no titles; preserved at Mikhailovsk |
| --- | "02" yellow | Mi-1M | DOSAAF | | | reported with the impossible c/n 004701265 !; was preserved in a children's traffic garden at Mikhailovsk (formerly Shpakovskoye, Stavropol region) from 1978; damaged by vandals in the late 1990s and removed for restoration; displayed near the ROSTO building from 2005, f/n may06 |
| --- | "07" white | Mi-1 | Soviet Air Force | Kho | 27jul07 | in olive drab c/s; was preserved in the Yakovlev OKB museum at Moscow-Khodynka; moved to Muzei tekhniki Vadima Zadorozhnogo at Arkhangelskoye (N55.796329 E37.297365) probably later in 2007, l/n sep20 |
| --- | no code | Mi-1M | | Msb | jul02 | operated Aeroklub im. S.I. Grivtsevtsa; preserved in white c/s with blue 'lightning-bolt' cheatline at Minsk-Borovaya from 1983, seen jul02 |
| | "07" black | Mi-1M | DOSAAF | Msb | may05 | repainted in white c/s with red/green (Belarus flag) cheatline and new code; preserved at Minsk-Borovaya), seen may05/nov11 |
| | "07" red | Mi-1M | DOSAAF | Msb | 20aug21 | in white c/s with red/green (Belarus flag) cheatline; was preserved at Minsk-Borovaya (N53.960571 E27.651334), seen /jul23; transported to Minsk-Lipki in late oct23 |
| --- | "17" | Mi-1 | DOSAAF | | | opb Vitebski aeroklub from 1958 to 1978; in dark green c/s with Red Stars; was of the Vitebsk Aero Club office at Peschanka-Kukovyachino from 1978 |
| | "17" black | Mi-1 | no titles | Kuk | ca.2010 | repainted in white c/s with a red 'lightning bolt' in mid-2006, code outlined in red, no other markings; was preserved in front of the Vitebsk Aero Club office at Peschanka-Kukovyachino, seen 2010/apr18 |
| | "09" yellow | Mi-1 | DOSAAF | ph. | 21oct21 | c/n given by Andy Marden as (86?)5327, but that does not fit into any known Mi-1 c/n range; repainted in olive drab c/s with light blue underside and Red Stars, no titles in 1921; preserved with this fake code at Peschanka-Kukovyachino (N55.156635 E29.971663) from 21oct21, l/n may24 |
| --- | no reg | Mi-1 | no titles | Kjo | 03jun01 | in green c/s, marked 'SVS RA-05' |
| --- | no reg | SM-1 | no titles | | | preserved at WSK Swidnik; initially in blue/white c/s, l/n as such 2010; repainted in blue-green/blue/grey c/s, f/n as such jun11 |
| --- | no reg | Mi-1 | no titles | TYA | 05jan20 | in green c/s, no markings whatsoever; preserved on a rack on the premises of the Yunarmiya outlet at Tula-Klokovo, seen jan20 |
| --- | no reg | Mi-1 | Motor Sich | ph. | 27mar17 | in red/light blue/dark blue c/s with 'Motor Sich' titles and logo; named 'Aleksandr Anashkin' after one of the designers of the AI-26V engine which powered the Mi-1; preserved on a pole in the aero engines museum in the Shevchenkivsky district of Zaporizhzhya from 15oct16, seen mar17 |

## ***Non Soviet SM-1s with unknown c/ns***

The Bulgarian Air Force received 18 Mi-1s and the Bulgarian Navy received 3 Mi-1s.

The Czech military Mi-1/SM-1s are known to change the second digit of a serial number if the serial number of aircraft of the same type would duplicate. Logically, perhaps, the later aircraft's serial would be changed but not sure from evidence so far. However we think that, initially when this situation occurred, a '1' or '0' was added to the beginning of the serial number of the older aircraft thus creating unusual five-digit serial. More research needed !!
Providing all the tie-ups for serials '1035' to '1042' to the '4010*' c/ns are OK th en they are SM- 1Wb as they do not fit in any other SM-1Wb c/n sequence BUT poss. could be SM-1W. More photographic evidence needed.

Regarding OK- registered helicopters:
1. for additional data on civil OK-registered Mi-1s you must see remarks with their former military serial above.
2. the aeroclub to which the helicopter was allocated could and did change, we do not know whether the noted aeroclub below was the first or last operator.
3. reportedly a total of 174 SM-1s were delivered from Poland to Czechoslovakia but highest in data from Poland is 168

Notes on Hungarian aircraft: The type was wfu on 21 December 1982. Serials comprised the 'last two' or if duplication would happen then three digits were used. Supposedly just before withdrawal, a four-digit system was instigated. C/n 401030, 401031 and 401032 are in Polish records as to the Soviet Union but no CCCP registration is known so presumably these diverted to Hungary. The Hungarian ones are in the main listing but some c/ns double with other known SM-1s.

Initially the Polish military used 1, 2 or 3-digit serials before changing to 4-digits which comprised most of the c/n, certainly some of the earlier serials also comprised part of the c/n but much info is still missing.
The Polish designation SM-1Sz for trainer is equivalent to USM-1. The designation SM-1WSzb for trainer version of SM-1Wb is believed to be unofficial. It does seem that SM-1Wb with '5' as first digit of the c/n is the trainer version which was built as such. Aeroflot SM-1Wb with '6' as first c/n digit would appear to be the passenger version. The Aeroflot SM-1Wb (6-digit c/ns) fit well into lists sorted so far. It is the earlier sub-types for which info is badly needed.

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | 16 | Mi-1 | Albanian Air Force | | | at least 3 delivered |
| --- | '01' | Mi-1 | Bulgarian AF | | jun92 | preserved with this fake serial at Plovdiv-Krumovo (N42.066069 E24.843225), seen sep99/sep11 |
| --- | 11 | SM-1 | Bulgarian AF | SOF | 26oct61 | Bulgarian serial number TA 1/7203; opb 44 VAP at Sofia-Vrazhdebna and later at Plovdiv-Krumovo |
| --- | 12 | SM-1 | Bulgarian AF | SOF | 26oct61 | Bulgarian serial number TA 2/7203; opb 44 VAP at Sofia-Vrazhdebna and later at Plovdiv-Krumovo; l/n operational PDV 23sep63; preserved in camo c/s without serial in the Bulgarian Air Force Museum at Plovdiv-Krumovo (N42.066713 E24.842167), seen 1994/jan22 |
| --- | 13 | SM-1 | Bulgarian AF | SOF | 26oct61 | Bulgarian serial number TA 3/7203; opb 44 VAP at Sofia-Vrazhdebna and later at Plovdiv-Krumovo |
| --- | 14 | SM-1 | Bulgarian AF | SOF | 26oct61 | Bulgarian serial number TA 4/7203; opb 44 VAP at Sofia-Vrazhdebna and later at Plovdiv-Krumovo |
| --- | 15 | SM-1 | Bulgarian AF | PDV | jan63 | Bulgarian serial number TA 5/7203; opb 44 VAB at Plovdiv-Krumovo |
| --- | 16 | SM-1 | Bulgarian AF | PDV | jan63 | Bulgarian serial number TA 6/7203; opb 44 VAB at Plovdiv-Krumovo |
| --- | 17 | SM-1 | Bulgarian AF | PDV | jan63 | Bulgarian serial number TA 7/7203; opb 44 VAB at Plovdiv-Krumovo |
| --- | 18 | SM-1 | Bulgarian AF | PDV | jan63 | Bulgarian serial number TA 8/7203; opb 44 VAB at Plovdiv-Krumovo |
| --- | 19 | SM-1 | Bulgarian AF | PDV | jan63 | Bulgarian serial number TA 9/7203; opb 44 VAB at Plovdiv-Krumovo; in olive drab c/s with light grey underside; l/n operational apr72 |
| --- | 20 | SM-1 | Bulgarian AF | PDV | jan63 | Bulgarian serial number TA 10/7203; opb 44 VAB at Plovdiv-Krumovo |
| --- | 21 | SM-1WSz | Bulgarian AF | PDV | jan63 | Bulgarian serial number TA 11/7203; opb 44 VAB at Plovdiv-Krumovo; trf to 16 TrAB at Sofia-Vrazhdebna and seen SOF 19nov63; trf back to 44 VAB at Plovdiv-Krumovo and seen PDV 1972 |
| --- | 22 | SM-1 | Bulgarian AF | PDV | jan63 | Bulgarian serial number TA 12/7203; opb 44 VAB at Plovdiv-Krumovo |
| --- | 06 | Mi-1 | Cuban Air Force | | photo | in dark green or olive drab c/s with light blue or light grey underside |
| --- | 17 | Mi-1 | Cuban Air Force | | photo | |
| --- | H-120 | SM-1 | Indonesian AF | d/d | 1959 ? | opb Skuadron Udara 7 at Semplak (Bogor) |
| --- | H-121 | SM-1 | Indonesian AF | d/d | 1959 ? | opb Skuadron Udara 7 at Semplak (Bogor); repainted in white c/s with blue cheatline and 'TNI-AU' titles and later in green/brown camo c/s with 'TNI-AU' titles; was preserved as such at Atang Senjaya (Bogor), seen jan75/oct07; restored by Skatek 024 at Atang Senjaya in 2017 and repainted in light grey c/s with 'AURI' titles; transported on a flat-bed trailer from Atang Senjaya to Yogyakarta 26sep17; preserved in the Central Air Force Museum at Yogyakarta, seen jul18/oct19 |
| --- | H-122 | SM-1 | Indonesian AF | d/d | 1959 ? | opb Skuadron Udara 7 at Semplak (Bogor) |
| --- | H-123 | SM-1 | Indonesian AF | d/d | 1959 ? | opb Skuadron Udara 7 at Semplak (Bogor) |
| --- | H-124 | SM-1 | Indonesian AF | d/d | 1959 ? | opb Skuadron Udara 7 at Semplak (Bogor) |
| --- | H-125 | SM-1 | Indonesian AF | d/d | 1959 ? | opb Skuadron Udara 7 at Semplak (Bogor) |
| --- | H-126 | SM-1 | Indonesian AF | d/d | 1959 ? | opb Skuadron Udara 7 at Semplak (Bogor) |
| --- | H-127 | SM-1 | Indonesian AF | d/d | 1959 ? | opb Skuadron Udara 7 at Semplak (Bogor) |
| --- | 07 | SM-1 | Polish Air Force | ph. | 1977 | in Czech aviation magazine |
| --- | 13 | SM-1 | Polish Air Force | | photo | |
| --- | 1604 | Mi-1M | Czechoslovak AF | | 05jan61 | involved in some incident this date; probably ex 1004 (1), see this above |
| --- | 5004 | Mi-1M | Czechoslovak AF | | 29sep70 | involved in some incident this date; l/n 02jul81; almost certainly a SM-1W, see serial 05004 with unknown c/n |
| --- | 05004 | Mi-1M | Czechoslovak AF | | | photo evidence and is SM-1W/Mi-1M; possibly Czech military had c/n 05004 from both c/n sequences and this was the way of distinguishing them ? |
| --- | 5503 | Mi-1M | Czechoslovak AF | | 19jun69 | involved in some incident this date; photo confirms and is SM-1W probably c/n W05003 and there may be a 5003 which for which there is a note in the other SM-1W sequence; see notes about serial changes to avoid duplication |
| --- | 5504 | Mi-1M | Czechoslovak AF | | | already have 05004 and 5004 serials reported; 5504 would probably be a reserialling for a 5004 (2) but then that makes 05004 rather redundant, why change second one when first one already changed except of course that the military decided to stop the five-digit system ? |
| --- | 5505 | Mi-1M | Czechoslovak AF | | | reported in a book, to avoid a duplication of 5005 ? |
| --- | 5507 | Mi-1M | Czechoslovak AF | | | reported in a book, to avoid a duplication of 5007 ? |
| --- | 5513 | Mi-1M | Czechoslovak AF | | 19mar64 | involved in some incident this date; l/n BRQ 12jun70; to avoid a duplication of 5013 ? |
| --- | 6324 | Mi-1M | Czechoslovak AF | | | reported in a book; speculation that it might be c/n W06024 |
| --- | LZ-251 | Mi-1 | Agricultural Avn | | | seen Uzundzhovo 23mar69 |
| --- | LZ-254 | Mi-1 | Agricultural Avn | | | seen Plovdiv-Debar 14feb69 |

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | LZ-5006 | Mi-1 | Agricultural Avn | | | last flight before being taken out of service for maintenance 19feb70, in a maintenance planning list 27feb71 as awaiting spare parts |
| --- | LZ-5017 | Mi-1M | Agricultural Avn | wfu | 1980 | based at Pleven; was preserved at a school at Borima village; was preserved in silvery c/s without registration in the Bulgarian Air Force Museum at Plovdiv-Krumovo, seen aug02/mar20 |
| | 'LZ-5002' | Mi-1M | no titles | ph. | 16jan22 | in medium green c/s with light blue underside; preserved with this fake registration in the Bulgarian Air Force Museum at Plovdiv-Krumovo (N42.067030 E24.842248), seen jan22/aug24 |
| --- | OK-BYK (1) | Mi-1 | Czech MoI (LO MV) | rgd | 1961 | not on register; in dark green c/s with light blue underside; wfu 1963; see SM-2 c/n S2 03 009 |
| --- | SP-PSB | SM-1W | Inst. Lotnictwa | | photo | unknown identity, not in registers, used by Instytut Lotnictwa on spraying trials |
| --- | not known | Mi-1 | Syrian Air Force | | photo | |
| --- | YE-AAT | Mi-1 | Yemen Government | toc | mar58 | operated on behalf of the Imam of Yemen; landed in the Aden Protectorate (South Yemen) due to navigational error and lack of fuel 05feb60 |
| --- | YE-AAU | Mi-1 | Yemen Government | toc | mar58 | operated on behalf of the Imam of Yemen; crashed jun58 |
| --- | 3X-GPL | Mi-1 | Air Guinée ? | | | |
| --- | 3X-HPR | Mi-1 | Air Guinée ? | | | |
| --- | no reg | Mi-1 | no titles | ph. | 06dec13 | was located in the garden of a private house in Switzerland and donated to the artist Michael Sailstorfer of Berlin in 2005; Sailstorfer painted it in light grey c/s without any markings; preserved in front of the Marta Herford museum for contemporary art (N52°07.296 E008°40096) from 2005, l/n dec21 in all-brown c/s |

# Mil Mi-2

The Mi-2 small utility helicopter was widely used in the former Soviet Union and its allies. The first of two prototypes, which were designated V-2, first flew on 22 September 1961 but after completing trials and development, the production was transferred to the PZL Swidnik factory in Poland.
Swidnik assembled one Mi-2 from Soviet components, this having its first flight on 26 August 1965 (c/n unknown but possibly SP-PSA which is known from a photo). The first example wholly built by PZL flew on 4 November 1965.
The Polish military assigned the following designations to military versions: "Jaszczurka" (lizard) - Mi-2US (armed with four 7.62 mm PK machine-guns), "Zmija" (adder) - Mi-2URN (armed with two "Mars-2" unguided 57 mm S-5 rocket launchers), "Salamandra" (salamander) - Mi-2URP (armed with four 9M14M "Malyutka-M" ATGMs), "Gniewosz" (smooth snake) - Mi-2URPG (anti-tank version with four additional 9M32ML "Strela-2ML" AAMs), "Chekla" (Hekla ?) - Mi-2Ch (chemical reconnaissance and smoke-screen layer helicopter), "Padalec" (slow worm) - Mi-2RS (contamination reconnaissance helicopter) and "Przelacznik" (switch) - Mi-2D (aerial command post). While the following versions did not receive such names: Mi-2RL (SAR helicopter), Mi-2RM (maritime helicopter), Mi-2R (photo reconnaissance helicopter), Mi-2T (transport helicopter), Mi-2S (ambulance helicopter) and Mi-2Sz (training helicopter).
PZL Swidnik offered the improved version Mi-2plus with new avionics and fuel system, composite rotor blades and more powerful engines in the early 2000s, but not many were built or upgraded. The Ukrainian engine manufacturer Motor Sich offered various modernised versions of the Mi-2 under the designations Mi-2AM-1, Mi-2MSB and MSB-2, and up to a few dozen helicopters may have been converted. Whereas the Russian suggestion for a modernisation, the Mi-2A remained at prototype stage (an unmarked mock-up was displayed during the MAKS 2003 and 2005 airshows).
Most production batches consisted of 50 aircraft, exceptions being 00 = 9, 01 = 6, 02 = 20, 03 = 30, 04 = 30, 39 = 51 (including one test airframe), 49 = 51 (including one test airframe), 63 = 52 (including two test airframes) and 96 = 51. Assembly essentially stopped in 1992 during batch 112 and 113, the basic fuselages were stored for some time, with some being completed later or sold to Russia for completion.
The first two c/n digits explain the purpose of the aircraft (51 transport, 52 agricultural, 53 passenger, 54 dual control, 55 maritime rescue - Mi-2RM Ratownictwo Morskie, 56 military, 57 military photo/survey, 58 military command) . Then the two- or three-digit batch number (three digits in the case of a ten-digit construction number), followed by the two-digit number in the batch. Of the last three digits, the first two give the month of manufacture and the last digit stands for the year of manufacture. It seems that batches 8 and 9 lacked the last three digits (month and year of manufacture) as they are given neither in the register nor in accident reports.
The construction number is normally painted on both sides of the tailboom. Preferably the plate has to be checked and this is to be found on the right side of the cockpit instrument panel and is easily readable from the outside.
The Polish military Mi-2s have swapped frequently between the Air Force, Army and Navy. As specific details are unknown and there was no exterior difference they are all reported as Polish Air Force.

## 2 Mi-2 prototypes built by MMZ No. 329 (MVZ im. Milya) at Moscow-Sokolniki

| | | | | | | |
|---|---|---|---|---|---|---|
| 01 01 | no reg | V-2 | MAP MVZ im. Milya | f/f | 22sep61 | the first prototype; transport version; in white/dark red c/s with black trim and 'Aeroflot' titles; undertook state trials from oct61; on a photo on display at the Economic Achievements Exhibition (VDNKh) in Moscow; initially with a smaller rear cabin window which was later replaced with a full-size window |
| | CCCP-06152 | V-2 | MAP MVZ im. Milya | | | registration without hyphen |
| 01 02 | no reg | V-2 | MAP MVZ im. Milya | f/f | dec61 | the second prototype; agricultural version; in white/dark red c/s with black trim and 'Aeroflot' titles; undertook state trials from feb62; initially with a smaller rear cabin window which was later replaced with a full-size window |
| | CCCP-06180 | V-2 | MAP MVZ im. Milya | | | c/n from photo; on a photo date unknown in white/light blue and red c/s with 'Aeroflot' titles; participated in special work on the "Borets" collective farm in the Moscow region in 1963/1965; repainted in red/white c/s, no titles; photos exist with normal wheels and with modified undercarriage (very small diameter main wheels and nose skid); in the modified form it set a closed circuit record 20jun65 over 100 km at 269.38 km/h; was demonstrated in 1966 at the international exhibitions 'Chemistry' at Sokolniki, the 'Modern Agricultural Equipment and Machinery' and at VDNKh, in yellow/white c/s with black trim, with hopper and spray bars; displayed at DME 09jul67; later used as a ground instructional airframe by the Moscow Aviation Institute (MAI); reported without registration in 2000, but a photo oct16 suggests it may still be worn |

## 5,505 Mi-2 built by WSK "PZL Swidnik" at Swidnik from 1965 to 2005

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | not known | Mi-2 | PZL Swidnik | f/f | 26aug65 | components delivered from the Soviet Union and assembled at Swidnik; test-flown by Soviet pilots; see c/n 520001115 |
| 52 0001 115 | SP-PSA ? | Mi-2 | PZL Swidnik | f/f | 04nov65 | c/n manufactured/assembled entirely in Poland; on a photo (date unknown) in bare metal c/s; registration not mentioned in any register books and could perhaps also relate to the airframe built at Swidnik from components delivered from the Soviet Union (f/f 26aug65) with unknown c/n |
| 50 0002 125 | CCCP-81593 | Mi-2 | Aeroflot | | | |
| 0003 ... | -- | Mi-2 | | | | static test airframe at Swidnik |
| 50 0004 125 | no code | Mi-2 | Soviet Air Force | Lyu | 24may94 | |
| 50 0005 125 | CCCP-81594 | Mi-2 | Aeroflot | | | |
| 51 0006 ... | CCCP-81595 | Mi-2 | Aeroflot | | photo | in the mid-1970s; was used as a ground instructional airframe by the Vyborg Technical College of Civil Aviation (VATU GA) |
| 52 0007 ... | CCCP-81596 | Mi-2 | Aeroflot | | | in white c/s with light blue cheatline and trim and dark grey top of the tailboom; was used (with crop-spraying gear) as a ground instructional airframe by the Vyborg Technical College of Civil Aviation (VATU GA) around 1976/79 |
| 52 0008 026 | CCCP-81597 | Mi-2 | AFL/GosNII GA | mfd | 1966 | underwent trials with the Traffic Police (GAI) in the Rostov region in 1969, as the first helicopter used for that purpose in the Soviet Union, was detached to GAI UVD Rostoblispolkoma for half a month; in non-standard green c/s with trim and with yellow 'GAI' titles; new CofR issued 25feb71 (the first one that can be found in the Soviet registers books); canx 22jul88 |
| 52 0009 036 | CCCP-81598 | Mi-2 | AFL/VNII SKh i SP | rgd | 27jan69 | dbr 25apr83 on a flight in Dagestan when encountered a jet of strong tail wind near Makhachkala, lost lift and crashed, no casualties; canx 20jan84 |
| 52 0101 086 | 101 | Mi-2 | Polish Air Force | d/d | 29dec66 | the first serial produced Mi-2; underwent factory tests from aug66; opb 47th Liaison and Sanitary Aviation Regiment at Modlin |
| | 0101 | Mi-2 | Polish Air Force | Now | 18aug91 | wfu 18feb93; the tailboom was used to repair c/n 552026101 in 1995 |
| | no serial | Mi-2 | Flying Cobra | | 25apr98 | seen in a small town in Poland at a funfair 25apr98; used now as a travelling funfair attraction |
| 52 0102 066 | CCCP-15800 | Mi-2 | AFL/North Kavkaz | rgd | 29feb69 | canx 1985 |
| 52 0103 066 | CCCP-15801 | Mi-2 | AFL/Ukraine | rgd | 05jun69 | canx 18jul88 |
| 52 0104 086 | SP-PSE | Mi-2 | WSK Swidnik | rgd | 27may70 | canx 22dec71; probably flown initially unmarked; canx after an accident but no information |
| 53 0105 096 | CCCP-15802 | Mi-2 | AFL/West Sib.-Koy | rgd | 03feb69 | opb Kolpashevski OAO; w/o 15jul86 on take-off from Novikovo (Parabel district of the Tomsk region) when collided with a telephone line shortly after lift-off and crashed, both pilots and both passengers killed; canx 05nov86 |
| 53 0106 096 | CCCP-15803 | Mi-2 | AFL/West Siberia | rgd | 03feb69 | canx 1987 |
| 53 0201 106 | CCCP-15804 | Mi-2 | AFL/Krasnoyarsk | rgd | 27jan69 | canx 21apr88 |
| 53 0202 106 | CCCP-15805 | Mi-2 | AFL/Krasnoyarsk | rgd | 22jan69 | canx 1987 |
| 53 0203 106 | CCCP-15806 | Mi-2 | AFL/Moscow SPiMVL | rgd | 21jan69 | in white c/s with dark top of fuselage; displayed at DME 09jul67; canx 1987 |
| 53 0204 116 | CCCP-15807 | Mi-2 | AFL/Moscow SPiMVL | rgd | 21jan69 | canx 22jan88 |
| 53 0205 116 | CCCP-15808 | Mi-2P | AFL/Urals | toc | 23jan67 | not included in the Soviet register; initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO 01jan72); trf to 348 LO of 2-i Permski OAO oct74 and to 10 LO of 2-i Permski OAO jul88 |
| 53 0206 116 | CCCP-15809 | Mi-2P | AFL/Urals | toc | 23jan67 | rgd only 01sep70; initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO 01jan72); trf to 348 LO of 2-i Permski OAO oct74 and to 10 LO of 2-i Permski OAO jul88; struck off charge 30may88 and canx the same day |
| 53 0207 116 | CCCP-15810 | Mi-2P | AFL/Urals | toc | 23jan67 | rgd only 02oct70; initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO 01jan72); started 200 hours service trials with 122 LO on the basis of an order by the Urals directorate dated 10mar67; trf to 348 LO of 2-i Permski OAO oct74; struck off charge 21feb88 and canx the same day |
| 53 0208 126 | CCCP-15811 | Mi-2 | AFL/Komi | rgd | 11feb69 | canx 1984; in orange c/s with blue cheatline and trim; used as a ground instructional airframe by the Vyborg Technical College of Civil Aviation, seen jul06/jun22 |
| | no reg | Mi-2 | no titles | ph. | may24 | in orange c/s with blue cheatline and trim, no markings whatsoever; was used as a ground instructional airframe by the Vyborg Technical College of Civil Aviation, seen may24 |
| | '314 15811' | Mi-2 | Aeroflot | ph. | 09oct24 | in dark blue c/s with white cheatline and trim, with titles; 'registration' painted on the left side only; preserved in these strange colours at ul. Ofitserskaya at Vyborg from 09oct24 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 53 0209 126 | CCCP-15812 | Mi-2 | AFL/Kyrgyzstan | rgd | 05feb69 | dbr 17sep73 when an engine failed and the helicopter crash-landed near Frunze, no casualties |
| 53 0210 126 | CCCP-15813 | Mi-2 | AFL/Kremenchug FS | mfd | 04jan67 | rgd only 09nov70 |
| | CCCP-15813 | Mi-2 | AFL/Yakutiya-Nyu | trf | 11may82 | opb Nyurbinski OAO; w/o 26may87 on landing at a site near the Tympychan base (Lensk district) when an engine failed at a height of some 50-60 metres, the helicopter came down hard, rolled over onto its side, caught fire and burnt out, all crew and passengers managed to escape; t/t 5,604 hours 42 minutes; canx 1987 |
| 53 0211 126 | CCCP-15814 | Mi-2 | AFL/Komi | rgd | 02apr70 | in orange c/s with blue cheatline and trim; canx 1984; underwent fatigue trials with NII "Aviatest" at Riga, photo in a test rig exists |
| 53 0212 126 | CCCP-15815 | Mi-2 | AFL/Kyrgyzstan | rgd | 05feb69 | |
| | CCCP-15815 | Mi-2 | AFL/Komi | trf | 11aug80 | canx 03aug88 |
| 53 0213 126 | CCCP-15816 | Mi-2 | AFL/Kremenchug FS | rgd | 09nov70 | |
| | CCCP-15816 | Mi-2 | AFL/Yakutiya | trf | 11may82 | canx 13jul88 |
| 53 0214 126 | not known | Mi-2 | Soviet Air Force | no | reports | involved in an accident 10dec82 |
| 53 0215 116 | CCCP-15818 | Mi-2P | AFL/Urals | toc | 23jan67 | rgd only 01feb70; initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO 01jan72); trf to 348 LO of 2-i Permski OAO oct74 and to 10 LO of 2-i Permski OAO jul88; struck off charge 26jul88 and canx the same day |
| 53 0216 116 | 216 | Mi-2 | Polish Air Force | d/d | 07feb67 | |
| | 0216 | Mi-2T | Polish Air Force | Pil | 14sep94 | wfu 2001; displayed at Wroclaw University, seen 28mar03; sat wfu at WRO by late 2003; preserved in Muzeum Lotnictwa Polskiego at Kraków from 14jul06, named 'Wiarus', l/n aug24 |
| 53 0217 116 | CCCP-15820 | Mi-2P | AFL/Urals | toc | 23jan67 | tie-up out of sequence; rgd only 01sep70; initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO 01jan72); damaged 14jun69 on a forest patrol flight when the right engine failed and the helicopter made a forced landing 35 km north-east of Nyrob, the pilot and the observer were slightly injured; repaired; trf to 348 LO of 2-i Permski OAO oct74; later in standard 'blue' c/s; photo over the Chusovy river mar82; trf to 10 LO of 2-i Permski OAO jul88; struck off charge 23may89 and canx the same day |
| 53 0218 116 | not known | Mi-2 | Soviet Air Force ? | mfd | 1967 | |
| | CCCP-15819 | Mi-2 | AFL/Central Region | rgd | 19nov74 | in white c/s with grey cheatline and top of fuselage and tailboom; canx 1978; was used as a ground instructional airframe by the Vyborg Technical College of Civil Aviation (VATU GA) around 1976/79 |
| 52 0219 017 | CCCP-15817 | Mi-2 | AFL/Moscow SPiMVL | rgd | 21jan69 | canx 1987; out of sequence |
| 52 0220 017 | CCCP-15821 | Mi-2 | AFL/Moscow SPiMVL | rgd | 21jan69 | dbr 13mar79 on a flight in the Penza region when the pilot got distracted from aviating and the helicopter crashed near Bashmakovo, no casualties; canx 1979 |
| 52 0301 017 | CCCP-15822 | Mi-2 | AFL/Moldova | rgd | 04jun69 | opb Beltskaya OAE (became 281 LO Beltskogo OAO sep69); canx 1987 |
| 52 0302 027 | CCCP-15823 | Mi-2 | AFL/Moldova | rgd | 04jun69 | opb 281 LO Beltskogo OAO; canx 14jun88 |
| 52 0303 027 | CCCP-15824 | Mi-2 | AFL/Georgia | rgd | 20aug69 | opb Kutaisski OAO; dbr 04nov76 on landing near Sukhumi when rolled over onto its side, no casualties; canx 1977 |
| 52 0304 027 | CCCP-15825 | Mi-2 | Aeroflot | | | only mention in the Soviet register as canx 1968, crashed prior to delivery ? |
| 52 0305 027 | CCCP-15826 | Mi-2 | AFL/Yakutiya | rgd | 19feb69 | opb Maganski OAO; damaged 25aug77 when the tail rotor touched the ground on landing with tail wind; repaired; damaged 28feb80 when crash-landed 40 km from Ust'-Maya airport (N133°35', E60°07' resp. N60.116667 E133.58333), ending up on its side in the snow; canx 13jul88 |
| 52 0306 027 | CCCP-15827 | Mi-2 | AFL/Moscow SPiMVL | rgd | 21jan69 | opb Myachkovski OAO; dbr 03apr76 on a crop-spraying flight in the Domodedovo district of the Moscow region when the direction of the wind suddenly changed to tail wind while the helicopter was about to land at a helipad near Domodedovo, the helicopter came down very hard and rolled over onto its side, no casualties; t/t 3,577 hours 14 minutes; canx 1976 |
| 52 0307 027 | CCCP-15828 | Mi-2 | AFL/Moscow SPiMVL | rgd | 21jan69 | dbr 24feb71 when the engines failed and the helicopter crash-landed near Ryazan, no casualties; canx 1971 |
| 52 0308 027 | CCCP-15829 | Mi-2 | AFL/Armenia | rgd | 11jun69 | canx 01aug88 |
| 51 0309 037 | no code | Mi-2 | Soviet Air Force | mfd | mar67 | underwent factory trials until 28jun67; trf from the Soviet Air Force to MAP MVZ; wfu 18aug75; t/t 220 hours 16 minutes; preserved in the Soviet Air Force museum at Monino from 20nov75, l/n apr12 |
| | "12" yellow | Mi-2 | Soviet Air Force | Mon | 12aug12 | in dark green c/s with light blue underside; preserved in the Russian Air Force museum at Monino (N55.833277 E38.183966), seen aug12/aug23 |
| 53 0310 037 | CCCP-15830 | Mi-2 | AFL/West Siberia | rgd | 03feb69 | canx 1987 |
| 53 0311 037 | CCCP-15831 | Mi-2 | AFL/West Siberia | rgd | 24feb69 | in standard 'blue' c/s with additional large 'GAI' titles; a photo exists; canx in 1987 |
| 53 0312 037 | not known | Mi-2 | Soviet Air Force ? | mfd | 1967 | |
| | CCCP-15832 | Mi-2 | AFL/Yakutiya | rgd | 30dec70 | opb Maganski OAO; involved in an accident 14aug73 when 2 passengers were hit by the tail rotor; canx 1987 |
| 53 0313 037 | not known | Mi-2 | Soviet Air Force ? | mfd | 08apr67 | |
| | CCCP-15833 | Mi-2 | AFL/Yakutiya | rgd | 19feb69 | opb Maganski OAO; canx 13jul88 |
| 53 0314 037 | CCCP-15834 | Mi-2 | AFL/Armenia | mfd | 12apr67 | rgd 11jun69 |
| | CCCP-15834 | Mi-2 | AFL/Kazakhstan-BXJ | trf | 1970 ? | opb 191 LO Burundaiskogo OAO; w/o 17nov74 on the leg from Kzyl-Orda to Tan of a round flight from Kzyl-Orda in support of the PMK-29 construction company when the right engine failed, the pilot attempted a forced landing on an agricultural airstrip 15 km from Kzyl-Orda, but the helicopter did not make it as the left engine lost power as well, came down very hard close to the airstrip and rolled over onto its left side, 1 of the 3 passengers killed and the other 2 as well as the pilot injured; t/t 1,515 hours; canx 1974 |
| 53 0315 037 | CCCP-15835 | Mi-2 | AFL/Komi | rgd | 12aug71 | appeared in the 1979 Soviet film "Na tayozhnykh vetrakh"; canx 1987 |
| 53 0316 037 | CCCP-15836 | Mi-2 | AFL/Komi | rgd | 24apr69 | canx 03aug88 |
| 53 0317 037 | CCCP-15837 | Mi-2 | AFL/Azerbaijan | rgd | 10feb69 | opb 109 LO Zabratskogo OAO; dbr 27aug74 on landing near Adzhikabul when rolled over onto its side, no casualties; canx in 1974 |
| 53 0318 037 | CCCP-15838 | Mi-2 | AFL/Uzbekistan-Tae | mfd | 12apr67 | rgd only 05jun69; opb Sergeliski OAO; w/o 07nov77 on an unauthorised flight from the helipad of the compressor station Daryalyk (Oktyabrsk district of the Tashauz region) in below-minima weather conditions at night when the intoxicated pilot lost control so that the helicopter crashed 350 metres from the helipad (at N42°15' E58°37') some 25-30 seconds after take-off, the pilot was killed; t/t 2,585 hours; canx 1977 |
| 53 0319 037 | CCCP-15839 | Mi-2 | AFL/Uzbekistan | rgd | 20feb69 | canx 1987 |
| 53 0320 037 | CCCP-15840 | Mi-2 | AFL/Uzbekistan | rgd | 20feb69 | canx 25jul89 |
| 53 0321 037 | CCCP-15841 | Mi-2 | AFL/Tyumen | rgd | 24feb69 | canx 1987 |
| 53 0322 047 | CCCP-15842 | Mi-2 | Aeroflot | | | allocated, but not taken up |
| | SP-PSC | Mi-2P | Inst. Lotnictwa | rgd | 12may67 | displayed at the Paris Air Show jun67 with exhibition number 'H-152' |
| | SP-SDM | Mi-2 | ZEUS | r/r | 22apr75 | |
| | SP-SDM | Mi-2 | Heliseco | trf | 1993 | in yellow c/s with red trim, with a logo on the door but no titles; f/n Swidnik 05jul00; new CofR issued 22apr05; dbr 21aug05 on a fire-fighting flight from Trzebiez (the air temperature was 27° C) when filled its "Bambi Bucket" model 1214 in Lake Piaski WSW of Trzebiez, but the load became too heavy as the water contained some 10 % of mud so that the helicopter crashed into the lake (at N14.5681 E53.5625) and came to rest upside-down in shallow water, the pilot (the sole occupant) escaped unhurt and was rescued by a fisherman; t/t 4,832.27 hours and 4,218 cycles; the wreck was recovered from the lake 24aug05; canx 08sep05; superficially repaired for display |
| | no reg | Mi-2 | Straz | ph. | late 06 | in fake red/white Fire Brigade c/s with 'Straz' (Fire Brigade) titles; displayed at the Fire Brigade depot (N53.55090 E14.55782) at Police (formerly Pölitz), l/n as such oct11, received the additional inscription '112 www.straz.police.pl 998', seen as such dec13/sep23 |
| 53 0323 047 | CCCP-15843 | Mi-2 | AFL/Tyumen | rgd | 24feb69 | canx 1975 |
| 53 0324 047 | CCCP-15844 | Mi-2 | AFL/West Siberia | rgd | 20feb69 | canx 1987 |
| 53 0325 047 | CCCP-15845 | Mi-2 | AFL/Tyumen | rgd | 24feb69 | canx 1987 |
| 53 0326 047 | CCCP-15846 | Mi-2 | AFL/Moscow SPiMVL | rgd | 21jan69 | canx 1987 |
| 53 0327 047 | CCCP-15847 | Mi-2 | AFL/Moscow SPiMVL | rgd | 21jan69 | canx 05may89 |
| 53 0328 057 | CCCP-15848 | Mi-2 | AFL/Komi | rgd | 23apr70 | canx 13apr88 |
| 53 0329 057 | CCCP-15849 | Mi-2 | AFL/West Siberia | rgd | 09jun69 | canx 15jun88 |
| 53 0330 057 | CCCP-15850 | Mi-2 | AFL/Komi | rgd | 03jun69 | canx 1987 |
| 52 0401 057 | SP-PSD | Mi-2 | WSK Swidnik | rgd | 09jun67 | canx 11sep76 |
| | CCCP-15851 | Mi-2 | AFL/Moscow SPiMVL | rgd | 21jan69 | canx 22jul88; l/n Myachkovo jun92, derelict |
| 52 0402 057 | CCCP-15852 | Mi-2 | AFL/Moldova | rgd | 19mar69 | opb Beltskaya OAE (became 281 LO Beltskogo OAO sep69); canx 14jun88 |
| 52 0403 057 | CCCP-15853 | Mi-2 | AFL/Moldova | rgd | 04jun69 | opb Beltskaya OAE (became 281 LO Beltskogo OAO sep69); canx 20apr88 |
| 52 0404 057 | CCCP-15854 | Mi-2 | AFL/Georgia | rgd | 20aug69 | canx 07jul88 |
| 52 0405 057 | CCCP-15855 | Mi-2 | AFL/Armenia | rgd | 11jun69 | opb 113 LO Yerevanskogo OAO |
| | CCCP-15855 | Mi-2 | AFL/Moldova | trf | 22feb73 | opb 281 LO Beltskogo OAO; canx 14jun88 |
| 52 0406 057 | CCCP-15856 | Mi-2 | AFL/Ukraine | rgd | 27jan69 | canx 12aug88; was probably used as a test rig by the Riga detachment of GosNII GA |
| 52 0407 057 | CCCP-15857 | Mi-2 | AFL/Ukraine | rgd | 27jan69 | canx 18jul88 |
| 52 0408 057 | CCCP-15858 | Mi-2 | AFL/Ukraine | rgd | 20feb69 | in standard 'blue' c/s; canx 18jul88; transferred to the Riga Institute of Civil Aviation Engineers (RIIGA) for fatigue tests, a photo in a test rig exists; probably scrapped in the mid-1990s |
| 52 0409 057 | CCCP-15859 | Mi-2 | AFL/Ukraine | rgd | 27jan69 | canx 18jul88 |
| 52 0410 067 | CCCP-15860 | Mi-2 | AFL/Ukraine | rgd | 27jan69 | canx 18jul88 |
| 52 0411 067 | CCCP-15861 | Mi-2 | AFL/Azerbaijan | rgd | 10feb69 | opb 109 LO Zabratskogo OAO; canx in 1987 |
| 52 0412 067 | CCCP-15862 | Mi-2 | AFL/Azerbaijan | rgd | 30may69 | opb 109 LO Zabratskogo OAO; struck off charge 29apr88 and canx the same day; sat on the dump at ZXT, seen 13apr94 |
| 52 0413 067 | CCCP-15863 | Mi-2 | AFL/North Kavkaz | rgd | 29apr69 | canx 14jun89 |
| 52 0414 067 | CCCP-15864 | Mi-2 | AFL/North Kavkaz | rgd | 29apr69 | canx 22apr88 |
| 52 0415 067 | CCCP-15865 | Mi-2 | AFL/North Kavkaz | rgd | 29apr69 | canx 1987 |
| 52 0416 067 | CCCP-15866 | Mi-2 | AFL/North Kavkaz | rgd | 22jan69 | canx 1987 |
| 52 0417 067 | CCCP-15867 | Mi-2 | AFL/North Kavkaz | rgd | 29apr69 | canx 01jul88 |
| 52 0418 067 | CCCP-15868 | Mi-2 | AFL/Kyrgyzstan | rgd | 10feb69 | canx 1977 |
| 52 0419 077 | CCCP-15869 | Mi-2 | AFL/Moldova | rgd | 04jun69 | opb Beltskaya OAE (became 281 LO Beltskogo OAO sep69); canx 14jun88 |
| 52 0420 077 | CCCP-15870 | Mi-2 | AFL/Georgia | rgd | 20aug69 | canx 1972 |
| 52 0421 077 | CCCP-15871 | Mi-2 | AFL/Georgia | rgd | 20aug69 | opb 230 LO Tbilisskogo OAO (became 230 LO Kutaisskogo OAO 01jul71); appeared in the 1977 Soviet film "Mimino"; canx 07jul88; a Mi-2 in standard 'blue' Aeroflot c/s with the registration CCCP-15871 is preserved on a plinth at Lobnya (Moscow region) and was seen there jun19/jun23, but it is not known whether this is its real identity; see c/n 547416111 |
| 52 0422 077 | CCCP-15872 | Mi-2 | AFL/Georgia | rgd | 20aug69 | opb 230 LO Tbilisskogo OAO (became 230 LO Kutaisskogo OAO 01jul71); canx 19jan88 |
| 52 0423 077 | CCCP-15873 | Mi-2 | AFL/Armenia | rgd | 11jun69 | canx 18jul88 |

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|---|---|---|---|---|---|---|
| 52 0424 077 | CCCP-15874 | Mi-2 | AFL/Armenia | rgd | 11jun69 | opb 113 LO Yerevanskogo OAO |
| | CCCP-15874 | Mi-2 | AFL/Moldova | trf | 02jun78 | opb 281 LO Beltskogo OAO; canx 14jun88 |
| 53 0425 077 | CCCP-15875 | Mi-2 | AFL/West Siberia | rgd | 20feb69 | canx 1987 |
| 53 0426 077 | CCCP-15876 | Mi-2 | AFL/West Siberia | mfd | 17aug67 | rgd 03feb69; opb 354 LO Novokuznetskogo OAO; w/o 24apr87 on the leg from Mezhdurechensk to Tashtagol of an ambulance flight from Tashtagol when encountered low clouds over mountainous terrain, failed to return, deviated from the prescribed flight path to the left by 21 km while flying in clouds and crashed at a height of 1,290 metres into the snow-covered northern slope of Mount Pustag (1,570 metres) 28 km north of Tashtagol airport, both pilots and the sole passenger killed; t/t 6,679 hours and 8,301 cycles; wreck found 25apr87; canx 07jul87 |
| 53 0427 077 | CCCP-15877 | Mi-2 | AFL/Yakutiya | rgd | 19feb69 | opb Maganski OAO; tailboom damaged 12jun75 on a flight with an underslung cargo; repaired; canx 1987 |
| 53 0428 077 | CCCP-15878 | Mi-2 | AFL/Yakutiya | rgd | 19feb69 | opb Maganski OAO; damaged 18sep72 on landing at a site with tail wind; repaired; canx 13jul88 |
| 53 0429 077 | CCCP-15879 | Mi-2 | AFL/Ukraine | rgd | 27jan69 | canx 12aug88 |
| 53 0430 087 | CCCP-15880 | Mi-2 | AFL/Azerbaijan | rgd | 30may69 | opb 109 LO Zabratskogo OAO; struck off charge 29apr88 and canx the same day |
| 52 0501 087 | CCCP-15650(1) | Mi-2 | AFL/Tajikistan | f/f | 19mar67 | the first Mi-2 with an assigned life-time of 1,000 hours; toc 11jul68; rgd 21mar69; see c/n 5410427117 |
| | CCCP-15650(1) | Mi-2 | AFL/Ukraine | trf | 29jun74 | opb Zavodskoi OAO; w/o 29mar83 on a flight in the Donetsk region when the right engine failed while the helicopter was flying low with the occupants trying to localise a forest fire, during the forced landing with tailwind the main rotor slowed down and the helicopter came down very hard, the pilot was injured and the sole passenger killed; soc 22aug83; see c/n 5410427117 |
| 52 0502 087 | CCCP-15651(1) | Mi-2 | AFL/Azerbaijan | rgd | 10feb69 | opb 109 LO Zabratskogo OAO; struck off charge 29apr88 and canx the same day; see c/n 5410428117 |
| 52 0503 087 | CCCP-15652(1) | Mi-2 | AFL/North Kavkaz | rgd | 22jan69 | canx 1987; see c/n 5410429117 |
| 52 0504 087 | CCCP-15653(1) | Mi-2 | AFL/North Kavkaz | rgd | 29apr69 | canx 25may88; see c/n 5410430117 |
| 52 0505 087 | CCCP-15654(1) | Mi-2 | AFL/North Kavkaz | rgd | 22jan69 | canx 01jul88; see c/n 5410431117 |
| 52 0506 087 | CCCP-15655(1) | Mi-2 | AFL/Uzbekistan | rgd | 17jan69 | canx 1977; see c/n 549620026 |
| 52 0507 087 | CCCP-15656(1) | Mi-2 | AFL/Uzbekistan | rgd | 15jan69 | dbr 18jul73 when an engine failed and the helicopter crashed into the river Zarafshan, no casualties; canx 1973; see c/n 548036023 |
| 52 0508 087 | CCCP-15657(1) | Mi-2 | AFL/Ukraine | rgd | 15jan69 | dbr 13mar77 on landing in the Voroshilovgrad region when came down hard due to pilot error and suffered substantial damage, no casualties; canx 1977; see c/n 549740056 |
| 52 0509 087 | CCCP-15658(1) | Mi-2 | AFL/Ukraine | rgd | 15jan69 | canx 12aug88; see c/n 546648050 |
| 52 0510 087 | CCCP-15659(1) | Mi-2 | AFL/Ukraine | rgd | 27jan69 | canx 12aug88; see c/n 547932122 |
| 52 0511 087 | CCCP-15660(1) | Mi-2 | AFL/Kyrgyzstan | mfd | 16sep67 | rgd 05feb69; opb 180 LO Frunzenskogo OAO; w/o 15apr74 on an unauthorised flight to an island in the Ak-Burak river 45 km south of Osh airport during crop-spraying operations for the sovkhoz (state farm) "Konyezavod-44" when collided with a power-line over the river on final approach and crashed on the island, pilot injured and 1 of the 2 passengers killed; t/t 1,139 hours; canx 31may74; see c/n 547928112 |
| 52 0512 087 | CCCP-15661(1) | Mi-2 | AFL/Kyrgyzstan | rgd | 04feb69 | canx 25may88; see c/n 5410612058 |
| 52 0513 087 | CCCP-15662(1) | Mi-2 | AFL/Tajikistan | rgd | 21mar69 | toc 29jun68; see c/n 548949114 |
| | CCCP-15662(1) | Mi-2 | AFL/Kazakhstan | trf | 28mar78 | canx 25may88 |
| 52 0514 087 | CCCP-15663(1) | Mi-2 | AFL/Tajikistan | rgd | 21mar69 | toc 01jul68; trf to unknown operator 09jun74; see c/n 549325075 |
| | CCCP-15663(1) | Mi-2 | AFL/Belarus | trf | 06dec78 | badly damaged in crash near Retstvitsy in 1981; canx but date unknown |
| 52 0515 087 | CCCP-15664(1) | Mi-2 | AFL/Tajikistan | rgd | 21mar69 | toc mar68; trf to unknown operator 29jun74; see c/n 549337085 |
| | CCCP-15664(1) | Mi-2 | AFL/Ukraine | trf | 01apr88 | canx 18jul88 |
| 52 0516 097 | CCCP-15665(1) | Mi-2SKh | AFL/Tajikistan | toc | jun68 | rgd 21mar69; see c/n 549619016 |
| | CCCP-15665(1) | Mi-2SKh | AFL/Moldova | trf | 08may74 | opb 281 LO Beltskogo OAO; canx 14jun88 |
| 52 0517 097 | CCCP-15666(1) | Mi-2 | AFL/Kremenchug FS | rgd | 09nov70 | see c/n 5411028089 |
| | CCCP-15666(1) | Mi-2 | AFL/Tyumen | trf | 04jan78 | canx 1987 |
| 53 0518 031 | SP-PSF | Mi-2 | WSK Swidnik ? | rgd | 06may71 | canx 1971; probably a trials a/c; build-year is nearly four years after the adjacent a/c |
| | SP-SDL | Mi-2 | ZEUS | rgd | 02may75 | crashed 24jul82, registration canx 15nov82 |
| 53 0519 097 | CCCP-15668(1) | Mi-2 | AFL/Krasnoyarsk | rgd | 27jan69 | canx 10may88; out of sequence; see c/n 5410519028 |
| 53 0520 107 | CCCP-15667(1) | Mi-2 | Aeroflot | rgd | unknown | in early 'blue' c/s; canx 1978; was used as a ground instructional airframe by the Vyborg Technical College of Civil Aviation (VATU GA) around 1976/79; preserved at the "Finnish Army Shop" (originally thought to be a scrapyard) at Kormu near Riihimaki (Finland), seen jun90/2001; see c/n 5410518028 |
| 53 0521 097 | CCCP-15669(1) | Mi-2 | AFL/Krasnoyarsk | rgd | 10feb69 | dbr 15nov74 on a flight in the Krasnoyarsk region when had to go around and divert to another airfield due to poor weather at the airfield where it was trying to land, but crashed in the process, no casualties; canx 1975; see c/n 549226055 |
| 53 0522 097 | CCCP-15670(1) | Mi-2 | AFL/Kyrgyzstan | rgd | 10feb69 | canx 03aug88; see c/n 549638026 |
| 53 0523 097 | CCCP-15671(1) | Mi-2 | AFL/Kyrgyzstan | rgd | 05feb69 | canx 25may88; see c/ns 549919086 and 5410741108 |
| 53 0524 097 | CCCP-15672(1) | Mi-2 | AFL/East Siberia | rgd | 20feb69 | canx 15jun88; see c/n 5410608048 |
| 53 0525 097 | CCCP-15673(1) | Mi-2 | AFL/East Siberia | rgd | 20feb69 | canx 15jun88; see c/n 546709060 |
| 53 0526 107 | CCCP-15674(1) | Mi-2 | AFL/Urals | mfd | 1967 | rgd only 17jan69; initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO 01jan72); the tailboom was damaged by snow-clearing equipment 15jan69 while the helicopter was parked at Bakharevka; trf to 348 LO of 2-i Permski OAO oct74 and to 10 LO of 2-i Permski OAO jul88; struck off charge 06sep88 and canx the same day; see c/n 5410613058 |
| 53 0527 107 | CCCP-15675(1) | Mi-2 | AFL/Komi | rgd | 11feb69 | canx 1987; see c/n 5410614058 |
| 53 0528 107 | CCCP-15676(1) | Mi-2 | AFL/Komi-PEX | mfd | 06nov67 | rgd only 11feb69; opb 76 LO Pechorskogo OAO; w/o 10nov70 on a flight from Pechora to Yuryakha in support of a geophysical expedition when had to return to Pechora as one of the passengers did not feel well, on final approach to Pechora airport the VR-2 main gear-box failed (due to lack of oil) at a height of some 50-60 metres, the left engine suffered an uncontained failure, the helicopter lost height rapidly, impacted close to the runway, came to rest on its left side and caught fire, pilot and all 5 passengers killed; t/t 665 hours and 1,025 cycles; canx 1971; see c/n 547150061 |
| 53 0529 107 | CCCP-15677(1) | Mi-2 | AFL/Ukraine | rgd | 20feb69 | canx 12aug88; see c/ns 547950122 and 549423095 |
| 53 0530 107 | CCCP-15678(1) | Mi-2 | AFL/Kremenchug FS | rgd | 09nov70 | see c/n 5111010089 |
| | CCCP-15678(1) | Mi-2 | AFL/North Kavkaz | trf | 12may81 | canx 01jul88 |
| 53 0531 107 | CCCP-15679(1) | Mi-2 | AFL/Kremenchug FS | rgd | 09nov70 | probably in standard 'blue' c/s; canx in 1973; used as a ground instructional airframe by the Vyborg Technical College of Civil Aviation (VATU GA), seen jul06/jul13; see c/n 548538024 |
| 53 0532 107 | CCCP-15680(1) | Mi-2 | AFL/Kremenchug FS | rgd | 09nov70 | see c/n 549023015 |
| | CCCP-15680(1) | Mi-2 | AFL/Ukraine-TNL | trf | 17aug77 | used as a passenger helicopter there; canx 23feb89 |
| 53 0533 107 | CCCP-15681(1) | Mi-2 | AFL/Krasnoyarsk | rgd | 10feb69 | canx 24apr88; see c/n 5410426117 |
| 53 0534 117 | CCCP-15682(1) | Mi-2 | AFL/Krasnoyarsk | rgd | 10feb69 | not canx from Soviet register; fate unknown; see c/n 5410310077 |
| 53 0535 117 | CCCP-15683(1) | Mi-2 | AFL/Krasnoyarsk | rgd | 27jan69 | canx 21apr88; see c/n 548245073 |
| 53 0536 117 | CCCP-15684(1) | Mi-2 | AFL/East Siberia | rgd | 09jun69 | canx 15jun88; see c/n 528814074 |
| 53 0537 117 | CCCP-15685(1) | Mi-2 | AFL/East Siberia | rgd | 09jun69 | canx 15jun88; see c/n 5410950079 |
| 53 0538 117 | CCCP-15686(1) | Mi-2P | AFL/Urals | toc | 18dec67 | rgd only 17jan69; initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO 01jan72); trf to 348 LO of 2-i Permski OAO oct74 and to 10 LO of 2-i Permski OAO jul88; struck off charge 01feb89 and canx the same day; see c/n 546707060 |
| | RA-15686(1) | Mi-2P | no titles | NJC | 18sep05 | in basic 'blue' Aeroflot c/s; preserved in front of the terminal at NJC (N60.950255 E76.500647), seen sep05/jun24 |
| 53 0539 117 | 539 | Mi-2 | Polish Air Force | d/d | 02feb68 | |
| | 0539 | Mi-2 | Polish Air Force | Ino | 12jun91 | l/n Inowroclaw-Latkowo 30aug99; reportedly offered for sale in early 2002 |
| | no reg | Mi-2 | O-W | ph. | 09may11 | in yellow c/s with light blue underside, an 'O-W' logo and 'Kompleksowa Zabudowa Wnetrz' advertising; preserved on the roof of the O-W shopping mall at Reguly k. Warszawy (N52.16830 E20.85806), seen may11 |
| 51 0540 127 | 540 | Mi-2 | Polish Air Force | d/d | 03jan68 | |
| | 0540 | Mi-2 | Polish Air Force | r/r | unknown | crashed 10jul80 |
| 51 0541 127 | 541 | Mi-2 | Polish Air Force | d/d | 07mar68 | |
| | 0541 | Mi-2 | Polish Air Force | r/r | unknown | wfu 02aug88; sold to US Defence Test and Evaluation Support Agency (DTESA) around 1990 |
| | 0541 | Mi-2 | DTESA | | | retained its Polish code; carries no markings apart from DTESA badge (horse's head) on fuselage |
| 51 0542 127 | 542 | Mi-2 | Polish Air Force | Ino | 12jun91 | |
| | 0542 | Mi-2 | Polish Air Force | r/r | unknown | in olive drab/green/grey camo c/s with Red Crosses; l/n operational Inowroclaw-Latkowo 30aug99; was preserved in a garden at Enniger (N51.836785 E7.9484689), f/n 24jul07; transported to Saalfeld and preserved there (N50.659531 E11.380773), seen aug20/oct23 |
| 51 0543 117 | 543 | Mi-2 | Polish Air Force | d/d | 03jan68 | |
| | 0543 | Mi-2 | Polish Air Force | Bem | 12jun90 | canx 18apr96; donated by Polish Government to Lithuania apr95 |
| | "06" yellow | Mi-2T | Lithuanian AF | h/o | 18apr96 | photo proof of c/n; preserved in Lietuvos Aviacijos Muziejas at Kaunas-Aleksotas from 27may98, l/n jan20 |
| 51 0544 127 | 544 | Mi-2T | Polish Air Force | d/d | 03jan68 | |
| | 0544 | Mi-2T | Polish Air Force | Pru | 25may93 | in dark green c/s; sat wfu at Pruszcz Gdanski, seen sep99; was preserved in a private collection at Drzewce near Naleczów, l/n jul08 and left oct10; later preserved at Kreznica Jara, seen mar12/aug13; later displayed at Schulpweg 62 at Noordwijkerhout (Netherlands), seen sep14/oct14; preserved in the "Historyland" at Hellevoetsluis (Netherlands) from 29apr15, l/n may19 |
| 51 0545 127 | 545 | Mi-2 | Polish Air Force | d/d | 03jan68 | wfu 06nov76 after crash, date of crash unknown |
| 51 0546 127 | 546 | Mi-2 | Polish Air Force | d/d | 07mar68 | wfu 21aug71 due to accident 11may71; became a ground instructional airframe at Zamosc-Mokre |
| 51 0547 127 | CCCP-15687(1) | Mi-2 | AFL/Komi | rgd | 11feb69 | canx 28jun88; first seen jun90 at what was originally thought to be a scrapyard, photo 1992, fully assembled; l/n aug96; location is Kormu near Riihimaki, owner died and business taken over by son and still going in 2001, known as 'Finnish Army Shop'; see c/n 5410609048 |
| 51 0548 127 | 548 | Mi-2 | Polish Air Force | d/d | 07mar68 | |
| | 0548 | Mi-2 | Polish Air Force | r/r | unknown | canx 1990 |
| | SP-FDG | Mi-2 | Dakomat | rgd | 21jun90 | canx 21dec92 as sold to Egypt; seen derelict Cairo-Embaba mar97/mar98 |
| 51 0549 127 | 549 | Mi-2 | Polish Air Force | d/d | 07mar68 | |
| | 0549 | Mi-2 | Polish Air Force | r/r | unknown | wfu 23may90 |
| | SP-FSK | Mi-2 | Euromar | rgd | 14sep90 | |
| | SP-FSK | Mi-2 | Polamar | rgd | 04feb91 | f/n Warsaw-Bemowo 30aug93 |
| | SP-FSK | Mi-2 | Helitech | trf | 22may98 | in white c/ with blue trim, no titles; CofA expired 20oct00; f/n Warsaw-Bemowo 14may02; went to the private collection near Voghera (Italy), but the collector went bankrupt and the helicopter was for sale by apr04; owner reported as Helitech Adam Flis aug04; was to be sold to the Technomash Engineering Bulgarian Industrial Group, but nothing came of this; canx 05mar08 as to Italy; was preserved in the Museo Gottard Park at Castelleto sopra Ticino (N45.720131 E8.5988015), seen dec09/sep20 preserved; l/n 24apr10 |

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|---|---|---|---|---|---|---|
| 51 0550 127 | 550 | Mi-2 | Polish Air Force | d/d | 02mar68 | |
| | 0550 | Mi-2 | Polish Air Force | r/r | unknown | crashed 07apr80 |
| 51 0601 127 | 601 | Mi-2 | Polish Air Force | d/d | 01mar68 | |
| | 0601 | Mi-2 | Polish Air Force | Now | 18aug91 | |
| | SP-FKK | Mi-2 | K. Kaminskie | rgd | 16oct92 | seen Warsaw feb93; based Seppe since apr94 and operated for Flying Farmers BV; canx 09mar95 as sold to Holland |
| | SP-FKK | Mi-2 | Flying Farmers BV | rgd | 20feb96 | canx 10feb98 |
| | N6380F | Mi-2 | Kensington A/c | rgd | 25may99 | Kensington Aircraft Ltd. Inc. of Kensington, NH; was stored at PMB, seen jul00/25jan05; canx 07jun05 as 'destroyed'; was transported by road from Paramaribo (Surinam) to Venezuela at an unknown date |
| 51 0602 127 | 602 | Mi-2P | Polish Air Force | f/f | dec67 | d/d 13feb68 |
| | 0602 | Mi-2P | Polish Air Force | Swd | 27may91 | stored at Swidwin, seen oct09/may12; reported active Lodz 13may13 |
| 53 0603 127 | 603 | Mi-2 | Polish Air Force | d/d | 01mar68 | |
| | 0603 | Mi-2 | Polish Air Force | r/r | unknown | wfu 22mar90 |
| | SP-FSD | Mi-2 | Polmark | rgd | 27apr90 | f/n Warsaw-Bemowo 12sep90 |
| | SP-FSD | Mi-2 | M. Choromanski | rgd | 28sep93 | canx 11feb02 as wfu; preserved with a car dealer at Biala Podlaska (N52.045313 E23.151719), seen jul04/nov19 |
| 53 0604 127 | CCCP-15688(1) | Mi-2 | AFL/Azerbaijan | mfd | 23mar68 | rgd 31jul69; opb 109 LO Zabratskogo OAO; w/o 22mar73 on the leg from drilling site No. 3 of a round flight from Alyaty in support of Azneftyerazvedka when encountered below-minima weather conditions (poor visibility), the pilot decided to return to Alyaty, but the helipad was already covered by low clouds so that the pilot tried to land on a road in between vineyeards 4 km SSE of Kushchu (Shemakha district of Azerbaijan), on final approach the tail rotor collided with an obstacle and broke off, the helicopter crashed upside-down, caught fire and burnt out, the pilot and all 4 passengers were killed; t/t 1,698 hours and 2,290 cycles; canx in 1973; see c/n 5411029099 |
| 53 0605 127 | 605 | Mi-2 | Polish Air Force | d/d | 01mar68 | |
| | 0605 | Mi-2 | Polish Air Force | r/r | unknown | wfu 09sep90 |
| | SP-FSM | Mi-2 | PZ Timed | rgd | 31aug90 | crashed Warsaw-Bemowo 13jun92; rebuilt ? canx 11feb02 as wfu; |
| 57 0606 127 | 606 | Mi-2 | Polish Air Force | d/d | 21oct68 | |
| | 0606 | Mi-2D | Polish Air Force | Pru | 25mar93 | opb 49 psb; in green/grey/sand camo c/s with light blue underside; l/n operational Pruszcz Gdanski 20aug06; dbr in late 2007 during an engine test run after routine maintenance when the ground engineer conducting the ground run failed to hold the cyclic stick and rudder paddles in the neutral position and the helicopter flipped onto its side, main rotor blades ripped off and tailboom partly snapped off; the hulk was stored at a car garage along route 66, on the south side of Wysokie Mazowieckie (next to the "Orlen" gas station), seen feb08 but gone by mar11; placed on the territory of "Gotcha Paintball" at Vysocany (49.698012 12.734202), seen sep14/sep24 |
| 57 0607 127 | 607 | Mi-2 | Polish Air Force | f/f | dec67 | d/d 21oct68 |
| | 0607 | Mi-2 | Polish Air Force | pru | 25mar93 | l/n Pruszcz Gdanski 01sep99 |
| 51 0608 018 | 608 | Mi-2 | Polish Air Force | d/d | 16may68 | |
| | 0608 | Mi-2 | Polish Air Force | Pru | 25mar93 | sat wfu at Pruszcz Gdanski, seen 01sep99; preserved in a private collection at Drzewce near Naleczów, seen jul08/mar12 |
| 51 0609 018 | 609 | Mi-2 | Polish Air Force | d/d | 16may68 | |
| | 0609 | Mi-2 | Polish Air Force | Pru | 25mar93 | l/n Pruszcz Gdanski 26jun01; seen Nadarzyce 06sep03/10sep05, preserved; f/n Nadarzyce range 26jun07, derelict; l/n 04may10 |
| 51 0610 018 | 610 | Mi-2 | Polish Air Force | d/d | 17may68 | |
| | 0610 | Mi-2 | Polish Air Force | d/d | 17may68 | l/n Bydgoszcz-Szwederowo 20jul15 |
| 0611 | -- | Mi-2 | WSK Swidnik | | | reported as static test airframe |
| 54 0612 038 | not known | Mi-2 | Soviet Air Force | f/f | 23may68 | according to WSK booklet 25mar68; prototype of trainer version (dual controls) |
| 51 0613 038 | 613 | Mi-2 | Polish Air Force | d/d | 10sep68 | |
| | 0613 | Mi-2 | Polish Air Force | Now | 18aug91 | l/n KRK 19may04 |
| 51 0614 018 | 614 | Mi-2 | Polish Air Force | d/d | 16may68 | |
| | 0614 | Mi-2RL | Polish Air Force | POZ | 24aug91 | l/n operational BZG 26aug06; seen stored at Radom-Sadków oct09/aug11; preserved in Muzeum Sil Powietrznych at Deblin (N51.56047 E21.86415), seen aug12/sep24 |
| 51 0615 018 | 615 | Mi-2 | Polish Air Force | d/d | 16may68 | |
| | 0615 | Mi-2RL | Polish Air Force | BZG | 21aug91 | SAR version; l/n operational Minsk Mazowiecki 29sep99; preserved without serial in the Lange-Lennundus Muuseum at Tartu (N58.288556 E26.766912), seen may06/jan20 |
| 51 0616 018 | 616 | Mi-2 | Polish Air Force | d/d | 17may68 | |
| | 0616 | Mi-2 | Polish Air Force | r/r | unknown | wfu 16oct86; sat wfu at Zamosc-Mokre, seen sep96/aug03 |
| 51 0617 018 | 617 | Mi-2 | Polish Air Force | d/d | 17may68 | |
| | 0617 | Mi-2 | Polish Air Force | Ino | 21aug90 | l/n operational Inowroclaw-Latkowo 30aug99; stored inside a hangar at Mostki (N52.271520 E15.367799), seen aug15/nov16 |
| 51 0618 028 | 618 | Mi-2 | Polish Air Force | d/d | 17may68 | wfu 16sep70 after crash on 16sep69 |
| 51 0619 028 | 619 | Mi-2 | Polish Air Force | d/d | 30may68 | |
| | 0619 | Mi-2 | Polish Air Force | Now | 18aug91 | l/n KRK 19may04 |
| 51 0620 028 | 620 | Mi-2 | Polish Air Force | d/d | 30may68 | |
| | 0620 | Mi-2 | Polish Air Force | Pru | 23aug90 | l/n Pruszcz Gdanski 20apr98; seen at the Nadarzyce range sep03; l/n Radom 27aug05, stored without rotors; f/n Nadarzyce apr08, dumped in scrap area |
| 51 0621 028 | 621 | Mi-2 | Polish Air Force | d/d | 30may68 | |
| | 0621 | Mi-2 | Polish Air Force | r/r | unknown | wfu 01aug89 |
| | SP-FDD | Mi-2 | Dakomat | rgd | 09feb90 | canx 19mar97 |
| | SP-ASZ | Mi-2 | Aerocl. Grudziadz | rgd | 24mar97 | |
| | SP-SGZ | Mi-2 | Lima Sp. z o.o. | r/r | 29apr99 | in light blue/white c/s; CofA expired 23sep01; f/n Warsaw-Bemowo 06may03; canx 03mar08; preserved with '..OLOK' titles next to the holiday apartments "Swit 2" at Wicie (N54.503964 E16.465955), seen may09/aug22 |
| 51 0622 028 | 622 | Mi-2 | Polish Air Force | d/d | 30may68 | |
| | 0622 | Mi-2RL | Polish Air Force | Now | 18aug91 | SAR version; l/n active 29jun01; sat wfu at Wysokie Mazowieckie, seen nov07/jun08 and gone by mar11; sat in faded colours without markings on the premises of a scrap dealer at Marki, seen nov17/aug20 |
| 51 0623 028 | 623 | Mi-2 | Polish Air Force | d/d | 30may68 | photo Zielona Góra-Przylep 1973 |
| | 0623 | Mi-2 | Polish Air Force | POZ | 24aug91 | stored at LCJ, l/n apr98; was preserved in the city of Lodz from may99; seen in a private yard at Leczyca, in blue/white c/s without rotors and markings (identity given on the Wrecks&Relics web-site) sep07; gone by oct10 |
| 51 0624 028 | 624 | Mi-2 | Polish Air Force | d/d | 10oct68 | |
| | 0624 | Mi-2 | Polish Air Force | r/r | unknown | wfu 10nov90; used as a ground instructional airframe by the Wojskowa Akademia Techniczna (Military University of Technology) on the edge of Warsaw-Bemowo from 1992, l/n aug11 |
| | no serial | Mi-2 | no titles | Bem | sep15 | in light grey/medium grey c/s, no markings apart from c/n; preserved at Warsaw-Bemowo (N52.255916 E20.908919), seen sep15 |
| 51 0625 038 | 625 | Mi-2 | Polish Air Force | d/d | 10sep68 | |
| | 0625 | Mi-2 | Polish Air Force | Ino | 12jun91 | this and above version 6 ?; l/n operational Inowroclaw-Latkowo 30aug99; sold to the museum in Savigny-les-Beaune in 2000 and preserved there (N47.060155 E4.8186377) since, seen jun00/apr22 |
| 51 0626 038 | 626 | Mi-2 | Polish Air Force | d/d | 10sep68 | |
| | 0626 | Mi-2 | Polish Air Force | r/r | unknown | wfu 24apr90; sold to L. Dakowski 06jul90 but nothing more; used for spares ? |
| 51 0627 038 | 627 | Mi-2 | Polish Air Force | d/d | 10sep68 | wfu 16sep70; believed to have been involved in a major accident 09jan70 |
| | '0627' | Mi-2 | Polish Air Force | | photo | used as a ground instructional airframe at Zamosc-Mokre, on an undated photo probably there; sat (without a readable serial) at the scrapyard of Desch at Legionowo (N52.409308 E20.956608), seen jan16/aug18 |
| 51 0628 038 | 628 | Mi-2 | Polish Air Force | d/d | 10oct68 | |
| | 0628 | Mi-2 | Polish Air Force | Ino | 21aug90 | preserved without markings at Chechlo Drugie (N51.64104 E19.27927), seen feb08/may21 |
| 53 0629 038 | 629 | Mi-2 | Polish Air Force | d/d | 25jul68 | |
| | 0629 | Mi-2 | Polish Air Force | POZ | 25aug91 | seen POZ 25aug91; l/n BZG 06nov06 being loaded onto a low-loader for transport to the Nadarzyce training range; preserved at Nadarzyce (N53464575 E16.482195), seen apr08/may16 |
| 54 0630 048 | CCCP-20000 | Mi-2 | AFL/Moscow SPiMVL | rgd | 20feb69 | dbr 17nov73 on landing near Voronezh when encountered a snow flurry and crash-landed, no casualties; canx 1974 |
| 53 0631 038 | CCCP-20001 | Mi-2 | AFL/Belarus | rgd | 05feb69 | canx 1987 |
| 53 0632 038 | CCCP-20002 | Mi-2 | AFL/Tyumen | rgd | 24feb69 | canx 1987 |
| 53 0633 038 | CCCP-20003 | Mi-2 | AFL/East Siberia | rgd | 26feb69 | canx 15jun88 |
| 53 0634 038 | CCCP-20004 | Mi-2 | AFL/Yakutiya | rgd | 10nov71 | c/n also given as 530634048 in Yakutiyan documents; opb Maganski OAO; damaged 09jun74 on landing at Khandyga when the tail rotor touched the ground; repaired; canx 31mar88 |
| 53 0635 038 | CCCP-20005 | Mi-2 | AFL/West Siberia | rgd | 07feb69 | canx 29may88 |
| 53 0636 038 | CCCP-20006 | Mi-2 | AFL/Polar | mfd | 24sep68 | rgd 26may69; opb 254 LO Sheremetyevskogo OAO |
| | CCCP-20006 | Mi-2 | AFL/Far East | trf | oct70 | opb 145 LO Vladivostokskogo OAO; based on the ice-breaker "Moskva" from 05jul72; w/o 23jul72 on an positioning flight from the ice-breaker "Kiev" to the ice-breaker "Moskva" off the coast of the Taimyr peninsula when the intoxicated pilot did not cope with the situation on final approach and the helicopter crashed on the ice of the Arctic Ocean near Cape Sterligov (at N75°43'04" E90°03'05") during the third attempt to land, the pilot and both passengers were killed; t/t 937 hours; the wreck was recovered from the ice and transported to Dikson; canx 1972 |
| 53 0637 038 | CCCP-20007 | Mi-2 | AFL/Urals | toc | 11oct68 | rgd only 26mar69; initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO 01jan72); made a forced landing 5 km east of Kungur 14may69 after a failure of the right engine; trf to 348 LO of 2-i Permski OAO oct74; made a forced landing near Perm-Bakharevka 15apr77 after a failure of the right engine; trf to 10 LO of 2-i Permski OAO jul88; struck off charge 17aug89 and canx the same day |
| 53 0638 038 | CCCP-20008 | Mi-2 | AFL/Komi | rgd | 02jul69 | opb Pechorski OAO; w/o 29apr86 on an ambulance light from Kartayel (Izhma district of the Komi republic), evacuating a two-year old girl who had suffered serious burns, shortly after take-off the helicopter collided with a telephone line (which the pilot had not noticed as he was blinded by the sun) and crashed on the ice of a frozen river, both crew and 2 of the 3 passengers killed (only the little girl survived); canx 15sep86 |
| 53 0639 038 | CCCP-20009 | Mi-2 | AFL/Tyumen | rgd | 25apr69 | canx but date unknown |
| 51 0640 038 | CCCP-20010 | Mi-2 | AFL/Azerbaijan | rgd | 30may69 | opb 109 LO Zabratskogo OAO; canx 29apr88 |
| 51 0641 048 | CCCP-20011 | Mi-2 | AFL/Polar | rgd | 26may69 | opb 254 LO Sheremetyevskogo OAO |

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|---|---|---|---|---|---|---|
| | CCCP-20011 | Mi-2 | AFL/??? | trf | oct70 | canx 1981 |
| 51 0642 038 | CCCP-20012 | Mi-2 | AFL/Polar | rgd | 26may69 | opb 254 LO Sheremetyevskogo OAO |
| | CCCP-20012 | Mi-2 | AFL/??? | trf | oct70 | dbr 11aug71 on landing on the ice-breaker "Moscow" in the Arctic Ocean when the tail rotor collided with the fencing of the helipad, no casualties; canx 1971 |
| 51 0643 038 | CCCP-20013 | Mi-2 | AFL/Polar | mfd | 09may68 | rgd 26may69; opb 254 LO Sheremetyevskogo OAO; w/o 26may70 on an ice-reconnaissance flight from the ice-breaker "Murmansk" off the southern coast of McClintock Island (Franz Josef Land archipelago) when crashed into the sea, the pilot and the observer were killed, the cause of the accident could not be established and the search for the wreck was called off 05jun70; t/t 405 hours and 225 cycles; canx 1970 |
| 52 0644 058 | CCCP-20014 | Mi-2 | AFL/GosNII GA | f/f | 20jun68 | prototype of the crop-spraying version; rgd 04jul69; canx 19oct88 |
| 51 0645 038 | not known | Mi-2 | Soviet Air Force | | | test aircraft |
| | UN-12328 | Mi-2 | not known | AKX | 12mar13 | in olive drab c/s with two thin white cheatlines and 'Aeroflot' titles; stored with ARZ-406 at Aktobe, seen mar13, registration difficult to read |
| 51 0646 048 | CCCP-20015 | Mi-2 | AFL/Azerbaijan | rgd | 30may69 | opb 109 LO Zabratskogo OAO; canx 26may88 |
| 51 0647 048 | CCCP-20016 | Mi-2 | AFL/Azerbaijan | mfd | 13may68 | rgd 31jul69; opb 109 LO Zabratskogo OAO; w/o 08jun77 on a flight from Adzhikabul to Mugan-Gyandzhali (Salyan district of Azerbaijan) in support of the "Kura-Araks-Vodostroi" land improvement company, on landing 700 metres north-west of Mugan-Gyandzhali on the banks of the river Kura (at N39°43' E48°58') a local worker approached the helicopter too early and was hit and killed by the tail rotor, the tail rotor was destroyed so that the helicopter went out of control, came to rest on its right side, caught fire and burnt out, the pilot escaped unhurt; t/t 2,121 hours and 8,381 cycles; canx in 1977 |
| 51 0648 048 | CCCP-20017 | Mi-2 | AFL/Azerbaijan | rgd | 31jul69 | opb 109 LO Zabratskogo OAO; probably destroyed by fire in autumn 1969; struck off charge 11nov69 and canx the same day |
| 51 0649 048 | CCCP-20018 | Mi-2 | AFL/Azerbaijan | rgd | 10feb69 | opb 109 LO Zabratskogo OAO; dbr 21sep73 on a flight in the Saratov region when an engine failed and the helicopter crash-landed near Saratov, no casualties; struck off charge 13aug74 and canx the same day |
| 51 0650 048 | CCCP-20019 | Mi-2 | AFL/Belarus | rgd | 05feb69 | canx 02apr90; see c/n 527824092 |
| 51 0701 058 | CCCP-20021 | Mi-2 | AFL/Belarus | rgd | 05feb69 | reversed registration order; initially opb 105 LO Gomelskogo OAO; trf to 409 LO Gomelskogo OAO in 1980; canx 12sep88 |
| 51 0702 048 | CCCP-20020 | Mi-2 | AFL/Belarus | rgd | 05feb69 | canx 24mar70; reversed registration order |
| 51 0703 058 | CCCP-20022 | Mi-2 | AFL/Belarus-GME | mfd | 28sep68 | rgd 05feb69; opb 105 LO Mogilyovskogo OAO; w/o 22aug77 on a pipeline patrol flight from Gomel along the "Druzhba" pipeline when took off from a forest clearing near the cathodic protection station at km 86 of the pipeline (6 km from Kolodlivo in the Kostyukovichi district of the Mogilyov region), collided at a height of 7 metres with a high-voltage power-line, the main rotor cut off the tailboom and the helicopter crashed 35 metres further on (at N53°14' E32°02'), 1 of the 3 passengers killed and the pilot seriously injured; t/t 5,336 hours; canx 20nov77 |
| 51 0704 058 | CCCP-20023 | Mi-2 | AFL/East Siberia | rgd | 26feb69 | canx 15jan90 |
| 51 0705 058 | CCCP-20024 | Mi-2 | AFL/East Siberia | rgd | 26feb69 | canx 15jan90 |
| 51 0706 058 | CCCP-20025 | Mi-2 | AFL/East Siberia | rgd | 26feb69 | canx 16mar88 |
| 51 0707 058 | CCCP-20026 | Mi-2 | AFL/Far East | rgd | 01jul69 | on a black and white photo in 1973 probably in dark green c/s; canx in 1973; was used as a ground instructional airframe by the Vyborg Technical College of Civil Aviation (VATU GA) in the 1970s |
| 51 0708 058 | CCCP-20027 | Mi-2 | AFL/Far East | rgd | 01jul69 | opb Vladivostokski OAO; dbr 04dec83 on a flight in the Primorye region when flew too low and crashed near Kirovski, no casualties; canx 27jan84 |
| 51 0709 058 | CCCP-20028 | Mi-2 | AFL/Far East | rgd | 04apr69 | dbr 12oct74 when ran out of fuel on a flight in the Primorye region and crash-landed near Ternei, no casualties; canx 1974 |
| 51 0710 058 | CCCP-20029 | Mi-2 | AFL/West Siberia | rgd | 20feb69 | dbr 21may79 on landing near Kolpashevo when came down hard due to pilot error, no casualties; canx 07dec79 |
| 51 0711 058 | CCCP-20030 | Mi-2 | AFL/West Siberia | rgd | 20feb69 | canx 05dec88 |
| 51 0712 058 | CCCP-20031 | Mi-2 | AFL/West Siberia | rgd | 20feb69 | canx 05dec88 |
| 51 0713 068 | CCCP-20032 | Mi-2 | AFL/East Siberia | rgd | 26feb69 | canx 15feb90 |
| 51 0714 068 | CCCP-20033 | Mi-2P | AFL/Urals | toc | 18nov68 | opb 122 LO of Permski OAO (in a document nov68 as having been received from the industry); rgd 26feb69 |
| | CCCP-20033 | Mi-2P | AFL/Krasnoyarsk | trf | unknown | canx 29nov88 |
| 51 0715 068 | CCCP-20034 | Mi-2 | AFL/Krasnoyarsk | mfd | 25oct68 | rgd 26feb69; opb 188 LO Krasnoyarskogo OAO; w/o 24mar76 on the leg from drilling site No. 124 at Solenenskoye of a flight from Dudinka in support of the Nizhny Yenisei oil exploration expedition when probably the hydraulic system failed on take-off, the helicopter climbed rapidly to a height of some 50 metres, then lost height, went out of control and crashed 80 metres from the Solenenskoye helipad, both crew and 3 of the 5 passengers killed and both survivors seriously injured; t/t 1,687 hours and 2,190 cycles; canx 1976 |
| 51 0716 068 | CCCP-20035 | Mi-2 | AFL/Krasnoyarsk | rgd | 26feb69 | canx 26oct88 |
| 51 0717 068 | CCCP-20036 | Mi-2 | AFL/Krasnoyarsk | rgd | 26feb69 | canx 26oct88 |
| 51 0718 068 | CCCP-20037 | Mi-2 | AFL/Polar | rgd | 26may69 | opb 254 LO of Sheremetyevski OAO |
| | CCCP-20037 | Mi-2 | AFL/??? | trf | oct70 | directorate not known |
| | CCCP-20037 | Mi-2 | AFL/Leningrad | trf | 12jan81 | canx 15jul88 |
| 51 0719 068 | CCCP-20038 | Mi-2 | AFL/Polar | rgd | 26may69 | |
| | CCCP-20038 | Mi-2 | AFL/??? | trf | oct70 | directorate not known; canx in 1974 |
| 51 0720 068 | CCCP-20039 | Mi-2T | AFL/Urals | rgd | 26mar69 | in a document of Permski OAO dated may69 as a Mi-2TS; initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO 01jan72); trf to 348 LO of 2-i Permski OAO oct74 and to 10 LO of 2-i Permski OAO jul88; struck off charge 31mar89 and canx the same day |
| 51 0721 068 | CCCP-20040 | Mi-2T | AFL/Urals | toc | 18nov68 | rgd only 26mar69; in a document of Permski OAO dated may69 as a Mi-2TS; initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO 01jan72); trf to 348 LO of 2-i Permski OAO oct74 and to 10 LO of 2-i Permski OAO jul88; struck off charge 26jul88 and canx the same day |
| 51 0722 068 | CCCP-20041 | Mi-2 | AFL/Kyrgyzstan | rgd | 04feb69 | |
| | CCCP-20041 | Mi-2 | AFL/Urals | trf | 27dec79 | canx 01feb89 |
| 51 0723 078 | CCCP-20042 | Mi-2 | AFL/Kyrgyzstan | rgd | 04feb69 | |
| | CCCP-20042 | Mi-2 | AFL/Urals | trf | 13nov79 | canx 29sep88 |
| 51 0724 068 | CCCP-20043 | Mi-2 | AFL/Uzbekistan | rgd | 08apr69 | canx 1975 |
| 51 0725 078 | CCCP-20044 | Mi-2 | AFL/Uzbekistan | rgd | 25apr69 | canx 1987 |
| 51 0726 078 | CCCP-20045 | Mi-2 | AFL/Uzbekistan | rgd | 05feb69 | canx 28oct88 |
| 52 0727 078 | CCCP-20046 | Mi-2 | AFL/Moscow SPiMVL | rgd | 29jan69 | canx 31oct88 |
| 52 0728 078 | CCCP-20047 | Mi-2 | AFL/Moscow SPiMVL | rgd | 29jan69 | canx 1987 |
| 52 0729 078 | CCCP-20048 | Mi-2 | AFL/Moldova | rgd | 15jan69 | opb Beltskaya OAE (became 281 LO Beltskogo OAO sep69); canx 25aug88 |
| 52 0730 078 | CCCP-20049 | Mi-2 | AFL/Moldova | rgd | 15jan69 | opb Beltskaya OAE (became 281 LO Beltskogo OAO sep69); canx 29aug88 |
| 51 0731 078 | CCCP-20050 | Mi-2 | AFL/Komi | rgd | 12jun69 | canx 1987 |
| 51 0732 078 | CCCP-20051 | Mi-2 | AFL/Komi | rgd | 12jun69 | canx 1987 |
| 51 0733 078 | CCCP-20052 | Mi-2 | AFL/Tyumen | rgd | 24feb69 | canx 1977 |
| 51 0734 078 | CCCP-20053 | Mi-2 | AFL/Tyumen | rgd | 19mar69 | canx 09mar88 |
| 51 0735 078 | CCCP-20054 | Mi-2 | AFL/Tyumen | rgd | 15apr69 | canx 1987 |
| 51 0736 078 | CCCP-20055 | Mi-2 | AFL/Tyumen | rgd | 24feb69 | canx 1987 |
| 51 0737 078 | CCCP-20056 | Mi-2 | AFL/Tyumen | mfd | jul68 | rgd 04feb69; canx 26sep88 |
| 51 0738 078 | CCCP-20057 | Mi-2 | AFL/Tyumen | rgd | 24feb69 | canx 09mar88 |
| 51 0739 078 | CCCP-20058 | Mi-2 | AFL/Yakutiya | rgd | 04apr69 | opb Maganski OAO; made a forced landing after a failure of the right engine 29may70; made another forced landing after another failure of the right engine 07apr84; dbr 14may87 when ran out of fuel and made an auto-rotation landing 50 km from Berdigestyakh, suffering considerable damage; canx 1987 |
| 51 0740 078 | CCCP-20059 | Mi-2 | AFL/Yakutiya | rgd | 29may69 | opb Maganski OAO; made a forced landing 22nov69 after failure of the left engine; made a forced landing near Sangar 30mar75 due to smoke in the cockpit; made at forced landing at Ust'-Maya 15mar86 after failure of the right engine; canx 30dec88 |
| 51 0741 078 | CCCP-20060 | Mi-2 | AFL/Yakutiya | rgd | 11aug69 | opb Maganski OAO; dbr 14jun73 on the leg from Yakutsk to Aldan of a positioning flight from Yakutsk to Magdagachi for overhaul when the right engine failed near Tommot, the pilot opted for a forced landing close to the road from Yakutsk to Aldan, but the helicopter came down hard, the tailboom touched the ground and the helicopter rolled over onto its right side, no casualties; canx 1974 |
| 51 0742 088 | CCCP-20061 | Mi-2 | AFL/Yakutiya | rgd | 04apr69 | opb Maganski OAO; damaged 24sep73 on an moose hunting flight when the moose was carried as an underslung load, both rotor and the tailboom were damaged; repaired; canx 30dec88 |
| 51 0743 088 | CCCP-20062 | Mi-2 | AFL/Yakutiya | rgd | 24feb69 | opb Maganski OAO; made a forced landing 26aug69 due a short circuit in the batteries; the landing gear was damaged 19sep73 as the helicopter levelled out too high on landing; made a forced landing at Magan 26sep75 when the oil pressure of the gear-box dropped; dbr 04oct79 on a flight from Magan to Sangar when created a snow-whirl on take-off so that the crew lost visual contact with the ground, the right main gear hit the ground and the helicopter rolled over onto its side; canx 30dec88 |
| 51 0744 088 | CCCP-20063 | Mi-2 | AFL/Yakutiya | rgd | 24feb69 | opb 288 LO Maganskogo OAO; in dark green c/s with light blue underside; dbr 29may69 while returning evacuated inhabitants from Dapparai to Kyllaakh island in the river Lena (40 km west of Olyokminsk) when the crew did not check how many persons entered the helicopter, the helicopter took off with 26 passengers (7 adults and 19 children), resulting in the MTOW being exceeded by 475 kg, the helicopter lost height after leaving the ground effect, the tail rotor hit the embankment of the river, the helicopter crashed onto the ice and sank after 10-15 minutes, 25 of the 26 passengers drowned while both crew escaped; the wreck was recovered from the river some time later; canx 02jul69 |
| 51 0745 088 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0746 088 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0747 088 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0748 088 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0749 088 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0750 088 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 0801 | CCCP-20064 | Mi-2 | AFL/Yakutiya | rgd | 24feb69 | opb Maganski OAO; damaged 08sep70 when the left engine failed and the right engine lost power so that the helicopter had to make an auto-rotation landing, damaging main and tail rotor; repaired; made a forced landing 10 km from Bogorontsev 06ep74 after running out of fuel; dbr 16nov78 when entered vortex-ring mode and started to rotate, damaging the tail rotor; canx 1979 |
| 52 0802 | CCCP-20065 | Mi-2 | AFL/Azerbaijan | rgd | 30may69 | canx 06jun88 |
| 52 0803 | CCCP-20066 | Mi-2 | AFL/Azerbaijan | rgd | 30may69 | canx 26aug88 |
| 52 0804 | CCCP-20067 | Mi-2 | AFL/Azerbaijan | rgd | 30may69 | canx 1982 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 52 0805 | CCCP-20068 | Mi-2 | AFL/Azerbaijan | rgd | 10feb69 | dbr 04jun84 on a flight to Kurchanskaya (Temryuk district of the Krasnodar region) when landed with tail wind and came down hard due to pilot error, no casualties |
| 52 0806 | CCCP-20069 | Mi-2 | AFL/Far East | rgd | 03jun69 | canx 11nov88 |
| 52 0807 | CCCP-20070 | Mi-2 | AFL/Far East | rgd | 05jun69 | canx 17may93 |
| 52 0808 | CCCP-20071 | Mi-2 | AFL/Far East | rgd | 25apr69 | w/o 14jul70 when an engine failed in-flight and the helicopter crashed near Vladivostok, 1 passenger killed; canx 1970 |
| 52 0809 | CCCP-20072 | Mi-2 | AFL/Far East | rgd | 25apr69 | canx 24apr91 |
| 52 0810 | CCCP-20073 | Mi-2 | AFL/Moscow SPiMVL | rgd | 22jan69 | canx 30nov88 |
| 52 0811 | CCCP-20074 | Mi-2 | AFL/Moscow SPiMVL | rgd | 29jan69 | canx 1980 |
| 52 0812 | CCCP-20075 | Mi-2 | AFL/Moscow SPiMVL | rgd | 29jan69 | w/o 05sep85 while being refuelled at Ryazan when caught fire and burnt out, no casualties |
| 52 0813 | CCCP-20076 | Mi-2 | AFL/Moscow SPiMVL | rgd | 22jan69 | canx 30nov88 |
| 55 0814 029 | 814 | Mi-2 | Polish Air Force | d/d | 02aug69 | |
| | '0814' | Mi-2 | Polish Air Force | Bem | 24sep94 | preserved with this these fake serial outside Nysa (N50.46000 E17.30824), seen aug12/aug19 |
| 55 0815 029 | 815 | Mi-2 | Polish Air Force | d/d | 03aug69 | |
| | 0815 | Mi-2 | Polish Air Force | Bem | 17sep94 | seen Deblin-Irena aug03, believed airworthy; was preserved behind the car wash of a Tesco supermarket in the Widzew area of Lodz (N51.758132 E19520178), seen apr05/apr09 but gone by aug11; preserved on the premises of Dirk Schlöpping's joinery at Gewerbegebiet West (Karlshof) at Zehdenick (N52.98693 E13.30488), seen 22mar19/11sep20 |
| 52 0816 | CCCP-20079 | Mi-2 | AFL/Moscow SPiMVL | rgd | 22jan69 | canx 30nov88 |
| 51 0817 | "15" red | Mi-2 | Soviet Air Force | ph. | 23aug95 | in medium green c/s with light grey underside and Red Stars; displayed on the premises of the MFTI at Zhukovski, seen aug95/may99; seen without code oct12 |
| 51 0818 | "23" | Mi-2 | Soviet Air Force | Ran | 24apr81 | |
| 5. 0819 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 5. 0820 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 0821 | CCCP-20080 | Mi-2 | AFL/Moscow SPiMVL | rgd | 29jan69 | canx 1970 |
| 52 0822 | CCCP-20081 | Mi-2 | AFL/Moscow SPiMVL | rgd | 29jan69 | canx 30nov88; seen Myachkovo jun92, dumped and not noted since, b/u ? |
| 52 0823 | CCCP-20082 | Mi-2 | AFL/Moscow SPiMVL | rgd | 29jan69 | dbr 02sep82 on a flight in the Dmitrov district of the Moscow region when an engine failed and the helicopter crash-landed, no casualties; canx 1983 |
| 52 0824 | CCCP-20083 | Mi-2 | AFL/Moscow SPiMVL | rgd | 29jan69 | canx 1973 |
| 52 0825 | CCCP-20084 | Mi-2 | AFL/Moscow SPiMVL | rgd | 29jan69 | canx 30nov88 |
| 52 0826 | CCCP-20085 | Mi-2 | AFL/Moscow SPiMVL | mfd | 30oct68 | rgd 29jan69; opb 325 LO Myachkovskogo OAO; dbr 12jul73 on a crop-spraying flight for the kolkhoz (collective farm) im. Dzerzhinskogo in the Ramenskoye district of the Moscow region when the left engine suffered an uncontained failure (due to a manufacturing defect) while the helicopter was flying over a forest near Malyshevo at a height of some 50 metres, the right engine was damaged by parts of the turbine of the left engine and failed as well, the helicopter made a forced landing in the forest and was destroyed, the pilot was killed; t/t 1,646 hours; canx 1973 |
| 52 0827 | CCCP-20086 | Mi-2 | AFL/Moscow SPiMVL | rgd | 29jan69 | canx 1985 |
| 52 0828 | CCCP-20087 | Mi-2 | AFL/Moscow SPiMVL | rgd | 29jan69 | canx 23may88 |
| 52 0829 | CCCP-20088 | Mi-2 | AFL/Moscow SPiMVL | rgd | 29jan69 | in standard 'blue' c/s; canx 30nov88; sat wfu at Myachkovo, seen jun92; the hulk sat reportedly in a shed at the Vyborg Technical College of Civil Aviation (seen jun14), but the registration was difficult to read and was rather CCCP-20086 or CCCP-20066 |
| 52 0830 | CCCP-20089 | Mi-2 | AFL/North Kavkaz | rgd | 06jun69 | canx 25may88 |
| 52 0831 | CCCP-20090 | Mi-2 | AFL/North Kavkaz | rgd | 01jul69 | canx 1985; used as a ground instructional airframe by the Vyborg Technical College of Civil Aviation (UATB VATU GA), seen 07jul06 |
| | RA-20090 | Mi-2 | no titles | ph. | 08jul13 | in blue/white c/s, no markings apart from registration; used as a ground instructional airframe by the Vyborg Technical College of Civil Aviation (VATU GA), seen jul13 |
| 52 0832 | CCCP-20091 | Mi-2 | AFL/North Kavkaz | rgd | 17nov69 | canx 15nov89; f/n VOG 31aug93, derelict |
| 52 0833 | CCCP-20092 | Mi-2 | AFL/North Kavkaz | rgd | 03jul69 | canx 21nov88 |
| 52 0834 | CCCP-20093 | Mi-2 | AFL/North Kavkaz | rgd | 03jul69 | canx 01aug88 |
| 52 0835 | CCCP-20094 | Mi-2 | AFL/VNII SKh i SP | rgd | 04jul69 | canx 10apr89 |
| 52 0836 | CCCP-20095 | Mi-2 | AFL/North Kavkaz | mfd | 19feb69 | rgd 14aug69; opb 265 LO 2-go Krasnodarskogo OAO; w/o 13may72 on an unauthorised flight from pump station No. 4 (5 km south of Grivenskaya in the Kalininskaya district of the Krasnodar region) to lake Zapadny liman (22 km north-west of the pump station in the Primorsko-Akhtarsk district of the Krasnodar region) with an intoxicated pilot at the controls when encountered below-minima weather conditions, failed to turn back, descended too low over the lake, entered fog, crashed into the lake and came to rest upside-down in shallow water, the pilot and the sole passenger (an aircraft mechanic) were killed; t/t 466 hours and 3,738 cycles; the wreck was evacuated by a Mi-8 57 hours after the crash; canx 1972 |
| 52 0837 | CCCP-20096 | Mi-2 | AFL/North Kavkaz | rgd | 12aug89 | dbr 17apr84 on a flight in the Volgograd region when the free-wheel clutch failed and the helicopter crash-landed near Kamyshin, no casualties; canx 26mar86 |
| 52 0838 | CCCP-20097 | Mi-2 | AFL/Ukraine | rgd | 22may69 | canx 1972 |
| 52 0839 | CCCP-20098 | Mi-2 | AFL/Ukraine | rgd | 22may69 | canx 18jul88 |
| 52 0840 | CCCP-20099 | Mi-2 | AFL/Ukraine | rgd | 22may69 | canx 23feb85 |
| 52 0841 | CCCP-20077 | Mi-2 | AFL/Ukraine | rgd | 10jun69 | registration out of sequence; dbr 10oct73 on a flight in the Sumy region when encountered below-minima weather conditions and crashed, no casualties; canx 1974 |
| 52 0842 | CCCP-20078 | Mi-2 | AFL/Ukraine | rgd | 08apr69 | canx 11may89; registration out of sequence |
| 52 0843 | CCCP-20100 | Mi-2 | AFL/Kyrgyzstan | rgd | 24apr69 | canx 10feb89 |
| 52 0844 | CCCP-20101 | Mi-2 | AFL/Kyrgyzstan | rgd | 04feb69 | canx 1972 |
| 52 0845 | CCCP-20102 | Mi-2 | AFL/Kyrgyzstan | rgd | 30may69 | canx 10feb89 |
| 52 0846 | CCCP-20103 | Mi-2 | AFL/Kyrgyzstan | rgd | 30may69 | canx 30mar89 |
| 52 0847 | CCCP-20104 | Mi-2 | AFL/Moldova | rgd | 29may69 | canx 23feb89 |
| 52 0848 | CCCP-20105 | Mi-2 | AFL/Moldova | rgd | 19mar69 | canx 27dec88 |
| 52 0849 | CCCP-20106 | Mi-2 | AFL/Moldova | rgd | 13may69 | canx 1987 |
| 52 0850 | CCCP-20107 | Mi-2 | AFL/Moldova | rgd | 03jun69 | canx 23feb89 |
| 52 0901 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 0902 | CCCP-20108 | Mi-2 | AFL/Moldova | rgd | 24apr69 | canx 27feb88 |
| 52 0903 | CCCP-20109 | Mi-2 | AFL/Yakutiya | rgd | 29may69 | opb Maganski OAO; damaged 21jun72 when the tail rotor touched the ground on landing; repaired; damaged 04feb73 on a flight hunting a moose; repaired; canx 1977 |
| 52 0904 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 0905 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 0906 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 0907 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 0908 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 0909 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 0910 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 0911 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 0912 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 0913 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 0914 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 0915 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 0916 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 0917 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 0918 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0919 | "32" | Mi-2 | Soviet Air Force | Ran | apr82 | |
| 51 0920 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0921 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0922 | "23" | Mi-2 | Soviet Air Force | Ran | 31jan81 | |
| 51 0923 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0924 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0925 | "41" | Mi-2 | Soviet Air Force | Ran | 21jun82 | |
| | "02" yellow | Mi-2 | Soviet Air Force | Tzk | 17aug05 | in olive drab c/s with light blue underside; preserved in the base museum at Torzhok, seen aug05/jun17 |
| 51 0926 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0927 | "34" yellow | Mi-2 | Soviet Air Force | Ran | 06feb81 | reportedly completed by 825 ARZ at Rangsdorf with parts of 510932 before the sale to Spedition Eckert in Berlin in 1992; photos with Spedition Eckert 28jul07 and 04mar08 (including a photo of the data plate) show it in poor condition, still with Red Stars but with the code not readable; offered for sale on Ebay in 2008 and moved to a site near Potsdam |
| | 'D-SCHGL' | Mi-2 | privately owned | ph. | nov09 | in olive drab/ochre/medium green/light grey camo c/s with light blue underside and a blue 'E' logo; preserved with this fake registration on the roof of the "BamBoo!" grill bar next to a roundabout at Ahaus (N52.06693 E07.01526), seen nov09/jul23 |
| 51 0928 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0929 | not known | Mi-2 | Soviet Air Force | Ran | 12jan81 | |
| 51 0930 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0931 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0932 | not known | Mi-2 | Soviet Air Force | Ran | 21feb81 | parts reportedly used by 825 ARZ at Rangsdorf to complete c/n 510927 which was sold to Spedition Eckert in Berlin in 1992 (see that c/n) and hulk scrapped |
| 51 0933 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0934 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0935 | "42" | Mi-2 | Soviet Air Force | Ran | 20jan82 | |
| 51 0936 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0937 | "52" | Mi-2 | Soviet Air Force | Ran | 21jan82 | |
| 51 0938 | "31" | Mi-2 | Soviet Air Force | Ran | 25nov81 | |
| 51 0939 | "35" | Mi-2 | Soviet Air Force | Ran | 19aug82 | |
| 51 0940 | "56" | Mi-2 | Soviet Air Force | Ran | 24feb81 | |
| 51 0941 019 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0942 019 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0943 019 | not known | Mi-2 | Soviet Air Force | no | reports | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 51 0944 019 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0945 019 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0946 019 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0947 019 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0948 019 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0949 019 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 0950 019 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1001 029 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1002 029 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1003 029 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1004 029 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1005 029 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1006 029 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1007 029 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1008 029 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1009 029 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1010 029 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1011 029 | "06" | Mi-2 | Soviet Air Force | Ran | 22sep82 | |
| 51 1012 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1013 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1014 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1015 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1016 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1017 039 | not known | Mi-2 | Soviet Air Force | Ran | 19may82 | |
| 51 1018 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1019 039 | "02" | Mi-2 | Soviet Air Force | Ran | 21feb82 | opb 41 ove |
| | "32" red | Mi-2 | Soviet Air Force | | 1988 | based at Mahlwinkel until 1989; preserved Cottbus jun90 |
| | "02" yellow | Mi-2 | Soviet Air Force | CBU | aug06 | preserved in Flugplatzmuseum Cottbus (N51.766154 E14.293598), seen aug06/jun22 |
| 51 1020 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1021 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1022 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1023 039 | "02" yellow | Mi-2 | Soviet Air Force | Ran | 28apr91 | and 14feb93 dumped, later seen dumped SVO 07sep93 |
| 51 1024 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1025 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1026 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1027 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1028 039 | "08" yellow | Mi-2 | Soviet Air Force | | | crashed 07apr87 and scrapped Rangsdorf |
| 51 1029 039 | not known | Mi-2 | Soviet Air Force | | | was based/stored at Finow |
| | DDR-VP | Mi-2 | East German Police | Fin | feb87 | was reportedly transported to SXF sep90 for use as a ground instructional airframe, but a photo showing it in full c/s with 'Volkspolizei' titles at SXF is reported as having been taken aug90; sold to a private person at Passau sep90, but was still at SXF may91; fate unknown |
| 51 1030 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1031 049 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1032 049 | "05" red | Mi-2 | Soviet Air Force | RSC | 28aug93 | seen derelict, still present 11sep94 |
| 51 1034 049 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1035 049 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1036 049 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1037 049 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1038 049 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1039 049 | "08" yellow | Mi-2 | Soviet Air Force | KLF | aug01 | |
| 51 1040 049 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1041 049 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1042 049 | "09" | Mi-2 | Soviet Air Force | Ran | 31jan81 | |
| 51 1043 049 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1044 049 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1045 059 | "18" | Mi-2 | Soviet Air Force | Ran | 07jul81 | |
| 56 1046 059 | 1046 | Mi-2 | Polish Air Force | d/d | 11dec69 | version 1 ?; f/n Poznan 22feb95; sold to the US via Valerian Design GmbH aug08; converted to an Mi-2a by an unknown factory as PZL Swidnik refused to do the job due to lack of documentation |
| | N515VD | Mi-2a | Plane Fun | rgd | 18sep08 | Plane Fun Inc. Trustee of Snellville, GA; with pointed nose and extra windows in the doors; never had a US CofA; in metallic c/s with red trim, no titles, 'Mi-2a' painted on the rotor head; seen FDH 04apr09 with the exhibition number 'B73A'; offered for sale by Valerian Design GmbH during the "AERO 2009" exhibition; new CofR issued 11aug10; based at Roth (south-east of Lichtenfels, Bavaria); seen with 'For Life - Vitalität & Gesundheit - wwwbioscan.ws' advertising at St. Wolfgang (Austria) 13jun13 and at Bautzen (Germany) aug15 |
| | N515VD | Mi-2a | Stefenelli Avn | rgd | 30nov17 | Stefenelli Aviation-TR Inc. Trustee of Attersee (Austria); new CofR issued 01feb21; current on register 22mar24 with a CofR expiry date of 29feb28 |
| 56 1047 059 | 1047 | Mi-2 | Polish Air Force | d/d | 11dec69 | involved in an accident on 03feb70; wfu 20sep77; version 1 ? |
| 51 1048 059 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1049 059 | "03" | Mi-2 | Soviet Air Force | no | reports | probably based in Eastern Germany, overhauled by 825 ARZ at Rangsdorf in the mid-1980s |
| 51 1050 059 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 1101 059 | CCCP-23821 | Mi-2P | AFL/Estonia | mfd | 1969 | opb 47 OAE at Tartu; on photo in Estonia jul71 |
| 51 1102 059 | 12505 | Mi-2 | Yugoslav Air Force | | | also carried the code "505" white on the rear fuselage; in olive drab c/s with light grey underside; wfu 1989 |
| | YU-HEJ | Mi-2 | Aeroput Avijatika | rgd | 10oct97 | c/n checked; f/n BJY jul98; l/n operational Vrsac sep98; dbr in a hard landing, details unknown; still current on the register by oct10; sat wfu in the Auto Pijaca trucking company yard at Bubanj Potok (N44.722409 E20.541638), seen aug08/nov16 |
| 51 1103 059 | 12506 | Mi-2 | Yugoslav Air Force | BEG | 20may90 | wfu 1989; stored in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade-Surcin, seen 29apr05/jan20 |
| 51 1104 059 | 12507 | Mi-2 | Yugoslav Air Force | | | w/o 22nov69 when crashed into Mt. Rumija (Montenegro) and burnt out, pilot killed |
| 51 1105 059 | 12508 | Mi-2 | Yugoslav Air Force | | | used as ambulance helicopter; wfu 1989 and handed over to museum |
| | YU-HDR | Mi-2 | Avio-Gama | | | in service possibly 1996; crashed near Podgorica 30jun00 |
| 51 1106 059 | 12509 | Mi-2 | Yugoslav Air Force | | | also carried the code "509" white below the cockpit; opb 782. eskadrile at Mostar; in olive drab c/s with light grey underside; w/o 03feb72 when crashed into the Brac Channel (Croatia), the occupants (among them General R. Lubicic) were killed |
| 51 1107 059 | 12510 | Mi-2 | Yugoslav Air Force | | | w/o probably 28sep71 |
| 53 1108 069 | 12503 | Mi-2 | Yugoslav Air Force | | | c/n also reported as 51 1108 069; wfu 1989 and handed over to MV |
| | YU-HDD | Mi-2 | Bradiston France | | sep91 | flown to France sep91; seen in all-white United Nations c/s in 1995; seen at Villefrance-sur-Saône sep97/aug01 and unmarked at Meaux-Esbly 29may03, l/n 25oct05; cannibalised for spares |
| 51 1109 059 | 12511 | Mi-2 | Yugoslav Air Force | | | wfu 1989 and handed over to museum; l/n BJY 15jun97 |
| | YU-HEL | Mi-2 | Shuttle Air | rgd | 16nov98 | reported airworthy jan02; current in register oct10 |
| 51 1110 059 | 12512 | Mi-2 | Yugoslav Air Force | | | wfu 1989; in yellow c/s with Red Crosses; transferred to the Sombor School Centre; damaged by the NATO bombing of Sombor in 1999; seen without rotors at Sombor jan04; the tailboom is reported to be on the dump at Temerin, while the fuselage is stored in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade-Surcin, seen jul06/aug19 |
| 51 1111 059 | not known | Mi-2 | Soviet Air Force | Ran | 18feb81 | |
| 51 1112 059 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1113 059 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1114 059 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1115 059 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1116 069 | "22" red | Mi-2 | Soviet Air Force | Ran | 17mar91 | seen wfu |
| 51 1117 069 | "22" | Mi-2 | Soviet Air Force | Ran | 24feb81 | |
| 51 1118 069 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1119 069 | "01" red | Mi-2 | Soviet Air Force | | jan91 | preserved Wünsdorf, l/n aug93 |
| 53 1120 099 | CCCP-23822 | Mi-2 | AFL/Komi | rgd | 02apr70 | canx 24mar71 |
| 53 1121 099 | CCCP-23823 | Mi-2 | AFL/Komi | rgd | 02apr70 | canx 02mar88 |
| 53 1122 099 | CCCP-23824 | Mi-2 | AFL/Tyumen | rgd | 04dec70 | canx 1982 |
| 53 1123 069 | CCCP-23825 | Mi-2 | AFL/Estonia | rgd | 06jun70 | opb 47 OAE at Tartu; was displayed (with spraying gear) at the Economic Achievements Exhibition (VDNKh) at Alma-Ata, as such on an undated photo; canx in 1980 |
| 53 1124 069 | CCCP-23826 | Mi-2 | Aeroflot | | | ntu |
| | not known | Mi-2 | Soviet Air Force | Ran | 16sep82 | c/n confirmed ! |
| 53 1125 069 | CCCP-23827 | Mi-2 | Aeroflot | | | ntu and to the Soviet Air Force, fate of this c/n unknown |
| 53 1126 069 | CCCP-23828 | Mi-2 | Aeroflot | | | ntu and to the Soviet Air Force, fate of this c/n unknown |
| 54 1127 069 | 12501 | Mi-2 | Yugoslav Air Force | | | crashed 29may73; wfu 1973 |
| 54 1128 069 | 12504 | Mi-2 | Yugoslav Air Force | | | also carried the code "504" white below the cockpit; in olive drab c/s with light grey underside; w/o 21feb87 when crashed at Matic Poljana (Croatia), both pilots escaped |
| 54 1129 069 | 12502 | Mi-2 | Yugoslav Air Force | | | also carried the code "502" white below the cockpit; in olive drab c/s with light grey underside; wfu in 1989 and handed over to a museum |
| | YU-HDE | Mi-2 | ex Yugosl AF c/s | | early94 | sold to France in 1992; seen near Cannes in early 1994/apr97; seen at Villefrance-sur-Saône sep97/aug01 and at Meaux-Esbly may03 |
| 51 1130 079 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1131 079 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 1132 069 | CCCP-23829 | Mi-2 | Aeroflot | | | ntu and to the Soviet Air Force, fate of this c/n unknown |
| 53 1133 069 | CCCP-23830 | Mi-2 | Aeroflot | | | ntu and to the Soviet Air Force, fate of this c/n unknown |
| 51 1134 099 | "27" red | Mi-2 | Soviet Air Force | Orn | 18jun73 | opb 9 ove; l/n Hohenneuendorf feb90, wfu |
| 53 1135 099 | CCCP-23831 | Mi-2 | Aeroflot | | | ntu and to the Soviet Air Force, fate of this c/n unknown |

| | | | | | | |
|---|---|---|---|---|---|---|
| 53 1136 099 | CCCP-23832 | Mi-2 | AFL/Tyumen | rgd | 02apr70 | canx 1972 or 1979 |
| 52 1137 089 | CCCP-23833 | Mi-2 | AFL/GosNII GA | rgd | 25feb71 | trf to AFL/North Kavkaz 14sep88; canx 15nov89 |
| 53 1138 099 | CCCP-23834 | Mi-2 | AFL/Yakutiya | rgd | 30dec70 | opb 288 LO Maganskogo OAO; w/o 06jul79 on a flight in support of Yakutskaya aviabaza okhrany lesov when landed 20 km from Khandyga-Tyoply Klyuch in order to take on board 2 fire rangers, but the pilot did not cope with the strong wind, the helicopter got stuck in a tussock, rolled over onto its right side, caught fire and burnt out, all 3 crew members and both fire rangers escaped unhurt; canx 18sep79 |
| 53 1139 099 | CCCP-23835 | Mi-2 | AFL/Belarus | rgd | 15jan70 | canx 19jun92 |
| 53 1140 099 | CCCP-23836 | Mi-2 | AFL/Belarus | rgd | 15jan70 | in standard 'blue' c/s; canx 05dec91; seen in poor condition with a private collector at Cohocton (New York), date unknown; on a photo at an unknown location with Eastern Shore Helicopters in 2021 |
| 53 1141 099 | CCCP-23837 | Mi-2 | AFL/Georgia | rgd | 09jan70 | canx 01mar90 |
| 53 1142 099 | CCCP-23838 | Mi-2 | AFL/West Siberia | rgd | 07jan70 | canx 1973 |
| 53 1143 099 | CCCP-23839 | Mi-2 | AFL/Krasnoyarsk | rgd | 26dec69 | canx 1983 |
| 53 1144 099 | CCCP-23840 | Mi-2 | AFL/Privolzhsk | rgd | 27mar70 | canx 08aug88 |
| 53 1145 099 | CCCP-23841 | Mi-2 | AFL/Privolzhsk | rgd | 27mar70 | canx 1987 |
| 53 1146 099 | CCCP-23842 | Mi-2P | AFL/Urals | toc | 08dec69 | rgd 03feb70; initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO 01jan72); trf to 348 LO of 2-i Permski OAO oct74; w/o 19aug76 on an ambulance flight from Perm to Bolshoye Sosnovo when the left engine failed 15 minutes into the flight and smoke appeared in the cabin, the pilot opted for a forced landing in a field near Krasnokamsk, the tail rotor touched the ground and the helicopter rolled over onto its right side, caught fire and burnt out, the pilot and the paramedic escaped |
| 53 1147 089 | CCCP-23843 | Mi-2P | AFL/Urals | toc | 08dec69 | rgd 23dec69; initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO 01jan72); trf to 348 LO of 2-i Permski OAO oct74 and to 10 LO of 2-i Permski OAO jul88; struck off charge 01feb89 and canx the same day |
| 53 1148 089 | CCCP-23844 | Mi-2P | AFL/Urals | toc | 08dec69 | rgd 03feb70; initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO 01jan72); trf to 348 LO of 2-i Permski OAO oct74; damaged 26jul77 on take-off from a site 30 km south of Cherdyn when collided with a telephone line; repaired; trf to 10 LO of 2-i Permski OAO jul88; struck off charge 20oct89 and canx the same day |
| 53 1149 089 | CCCP-23845 | Mi-2 | AFL/Yakutiya | | | opb Maganski OAO; dbr 09jul70 when both engines flamed out on approach to Olyokminsk and the helicopter made a forced landing, no casualties; did not make it into the Soviet register apart from the remark canx 1971 |
| 53 1150 089 | CCCP-23846 | Mi-2 | AFL/Yakutiya | rgd | 30dec70 | opb Maganski OAO; canx 21jun89; l/n GYG 03jul92 |
| 51 1201 089 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1202 089 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1203 089 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1204 089 | not known | Mi-2 | Soviet Air Force | Ran | 10jun81 | |
| 51 1205 089 | "03" red | Mi-2 | Soviet Air Force | Orn | 30sep76 | opb 9 ove |
| 51 1206 089 | not known | Mi-2 | Soviet Air Force | Ran | 10mar81 | |
| 51 1207 089 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1208 089 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1209 089 | not known | Mi-2 | Soviet Air Force | Ran | 26dec80 | |
| 51 1210 109 | "06" red | Mi-2 | Soviet Air Force | Orn | 30sep76 | opb 9 ove |
| 51 1211 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1212 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1213 109 | "32" | Mi-2 | Soviet Air Force | no | reports | probably based in Eastern Germany, overhauled by 825 ARZ at Rangsdorf in the mid-1980s |
| 51 1214 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1215 109 | "54" yellow | Mi-2 | Soviet Air Force | Orn | 1972 | opb 41 ove; l/n Rangsdorf 23mar82 |
| 51 1216 099 | not known | Mi-2 | Soviet Air Force | Bra | may92 | seen derelict |
| 51 1217 099 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1218 109 | "52" yellow | Mi-2 | Soviet Air Force | Orn | 10sep72 | opb 41 ove |
| 51 1219 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1220 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1221 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1222 099 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1223 099 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1224 099 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1225 099 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1226 099 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1227 099 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1228 099 | "09" red | Mi-2 | Soviet Air Force | no | reports | |
| | "03" yellow | Mi-2 | Soviet Air Force | Tno | 10apr91 | was wfu Moscow-Tushino by 09may94; l/n Moscow-Tushino 17aug97, ex "09" red |
| 51 1229 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1230 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1231 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1232 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1233 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1234 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1235 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1236 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1237 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1238 109 | not known | Mi-2 | Soviet Air Force | Ran | 27may81 | |
| 51 1239 109 | not known | Mi-2 | Soviet Air Force | Ran | 20may82 | |
| 51 1240 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1241 109 | "32" | Mi-2 | Soviet Air Force | Ran | 24feb81 | |
| 53 1242 119 | 1242 | Mi-2 | Polish Air Force | d/d | 30jan70 | sat wfu at BZG, seen aug98/may09, and later at the Nadarzyce range, seen sep09/may24 |
| 53 1243 119 | 1243 | Mi-2 | Polish Air Force | d/d | 29jan70 | wfu 25sep90; seen BZG 21aug91 ! |
| 53 1244 119 | 1244 | Mi-2 | Polish Air Force | d/d | 29jan70 | wfu 04aug94; l/n in the technical School at Olesnica may95 |
| | '1136' | Mi-2 | Polish Air Force | ph. | nov08 | in camo c/s with the inscription 'Sklad Kutno'; was displayed with this fake serial in the collection at the military base at Skleczki near Kutno, seen nov08 |
| | 1244 | Mi-2 | Polish Air Force | ph. | 15jun19 | in olive drab c/s with 'WWSM Kutno' titles; preserved as an eye-catcher at a hardware store at Kutno-Skleczki, seen jun19 |
| 53 1245 109 | 1245 | Mi-2 | Polish Air Force | d/d | 30jan70 | crashed 27oct72; soc 21feb73 ? |
| 53 1246 109 | 1246 | Mi-2 | Polish Air Force | d/d | 29jan70 | l/n LCJ 30aug96; reported Zielona Góra-Babimost aug97/aug98, derelict |
| 52 1247 119 | CCCP-23847 | Mi-2 | AFL/Kazakhstan | rgd | 24mar70 | dbr 23jun85 on a flight in the Alma-Ata region when an engine failed and the helicopter crash-landed, no casualties |
| 52 1248 119 | CCCP-23848 | Mi-2 | AFL/Georgia | rgd | 09jan70 | appeared in the 1977 Soviet film "Mimino"; canx 1987 |
| 52 1249 119 | CCCP-23849 | Mi-2 | AFL/Georgia | toc | 09jan70 | rgd 15jan70; opb 230 LO Tbilisskogo OAO (became 230 LO Kutaisskogo OAO 01jul71); canx 22jun89; the hulk sat at TBS, seen 16may96 |
| 52 1250 119 | CCCP-23850 | Mi-2 | AFL/Georgia | mfd | sep69 | rgd 24mar70; opb 230 LO Tbilisskogo OAO (became 230 LO Kutaisskogo OAO 01jul71); dbr 05oct79 on a flight in Georgia when flew too low and crashed into lake Paliastomi near Poti, no casualties; canx 18dec79 |
| 52 1301 119 | CCCP-23851 | Mi-2 | AFL/Belarus | rgd | 15jan70 | initially opb 105 LO Gomelskogo OAO; trf to 409 LO Gomelskogo OAO in 1980; canx 21feb90; sat derelict at MHP, seen sep93/nov97 |
| 52 1302 119 | CCCP-23852 | Mi-2 | AFL/Georgia | mfd | 09dec69 | rgd 15jan70; opb 230 LO Tbilisskogo OAO (became 230 LO Kutaisskogo OAO 01jul71); w/o 14mar72 on an unauthorised positioning flight from Teleti to Tbilisi after crop-spraying operations when encountered below-minima weather conditions (poor visibility and snowfall), turned back too late and crashed into a partially snow-covered slope of the Yagludzha range 7 km north-east of Marneuli, the pilot and both passengers (aircraft mechanics) were killed; t/t 314 hours; canx 1973 |
| 52 1303 119 | CCCP-23853 | Mi-2 | AFL/Georgia | rgd | 15jan70 | opb Kutaisski OAO; canx 05apr89 |
| | no reg | Mi-2 | Aeroflot | | | in orange c/s with blue cheatline and trim; used as a ground instructional airframe by the National Aviation University at Kiev, seen sep92/oct19; to be converted into a flight simulator |
| 52 1304 119 | CCCP-23854 | Mi-2 | AFL/Far East | rgd | 18may70 | canx 12sep88 |
| 52 1305 129 | CCCP-23860 | Mi-2 | AFL/Polar | rgd | 28may70 | opb 254 LO Sheremetyevskogo OAO |
| | CCCP-23860 | Mi-2 | AFL/??? | trf | oct70 | |
| | CCCP-23860 | Mi-2 | AFL/Leningrad | trf | 23apr81 | canx 31dec87 |
| 52 1306 129 | CCCP-23861 | Mi-2 | AFL/Estonia | rgd | 07apr70 | opb 47 OAE at Tartu |
| | CCCP-23861 | Mi-2 | AFL/Moldova | trf | 19apr72 | opb 281 LO of Beltski OAO; canx 09nov89 |
| 54 1307 129 | 12513 | Mi-2 | Yugoslav Air Force | BEG | 20may90 | c/n confirmed; in yellow c/s with Red Crosses and 'AMSJ' titles; wfu 1989; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade-Surcin, seen apr05/feb22 |
| 54 1308 119 | CCCP-23855 | Mi-2 | AFL/Moscow SPiMVL | mfd | nov69 | toc 10feb70; rgd 24mar70 |
| | CCCP-23855 | Mi-2 | AFL/Kremenchug FS | trf | 30may77 | in standard 'blue' c/s; canx 18jan80; stored at Ulyanovsk from around sep89; preserved in the museum of Civil Aviation at Ulyanovsk (N54.29095 E48.23172), seen jun92/aug24 |
| 51 1309 129 | 12515 | Mi-2 | Yugoslav Air Force | BEG | 20may90 | c/n also reported as 54 1309 129; wfu 1989; stored in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade-Surcin, seen jun97/jan20 |
| 52 1310 129 | CCCP-23862 | Mi-2 | AFL/Far East-Khm | rgd | 18may70 | opb 2-i Khabarovski OAO; dbr 05dec81 on a flight in support of the construction of a high-voltage power-line, after landing on a site near Dzhelyumken (Amur district of the Khabarovsk region) the helicopter took off in the direction of the line, collided with it and crashed, the pilot and the passengers escaped unhurt; canx 1982 |
| 52 1311 129 | CCCP-23863 | Mi-2 | AFL/Kazakhstan | rgd | 14apr70 | canx 05jul89 |
| 52 1312 129 | CCCP-23864 | Mi-2 | AFL/Kazakhstan | rgd | 14apr70 | canx 05jul89 |
| 52 1313 010 | CCCP-23865 | Mi-2 | AFL/Moscow SPiMVL | rgd | 06apr70 | featured in the Soviet movie "Novyye priklyucheniya Donni i Mikki" (The new adventures of Donni and Mikki) shot in 1973; dbr 07apr75 on a flight in the Moscow region when the gear box of the tail rotor failed and the helicopter crash-landed near Chekhov, no casualties; canx 1975 |
| 52 1314 129 | CCCP-23866 | Mi-2 | AFL/Moscow SPiMVL | rgd | 06apr70 | canx 1974 |
| 52 1315 010 | CCCP-23867 | Mi-2 | AFL/North Kavkaz | rgd | 08apr70 | severely damaged 11mar74 when ran out of fuel so that both engines flamed out and the helicopter crash-landed near Krasnodar, no casualties; canx 1987 |
| 52 1316 010 | CCCP-23868 | Mi-2 | AFL/North Kavkaz | rgd | 08apr70 | |
| 52 1317 010 | CCCP-23869 | Mi-2 | AFL/Moldova | rgd | 14apr70 | opb 281 LO Beltskogo OAO; canx 29aug88 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 52 1318 010 | CCCP-23870 | Mi-2 | AFL/Moldova | rgd | 12may70 | opb 281 LO Beltskogo OAO; canx 28aug90 |
| 52 1319 010 | CCCP-23871 | Mi-2 | AFL/Moldova | rgd | 15jun70 | opb 281 LO Beltskogo OAO; canx 23feb89 |
| 52 1320 010 | CCCP-23872 | Mi-2 | AFL/Moscow SPiMVL | rgd | 15apr70 | canx 05mar90; seen Myachkovo 1992 dumped, not noted since, b/u ? |
| 52 1321 010 | CCCP-23873 | Mi-2 | AFL/Moscow SPiMVL | rgd | 15apr70 | dbr 29may71 on landing near Tula when came down very hard due to pilot error, no casualties; canx 1971 |
| 52 1322 010 | CCCP-23874 | Mi-2 | Aeroflot | | | ntu and to the Soviet Air Force |
| 52 1323 010 | CCCP-23875 | Mi-2 | Aeroflot | | | ntu and to the Soviet Air Force |
| 52 1324 010 | CCCP-23876 | Mi-2 | Aeroflot | | | ntu and to the Soviet Air Force |
| 52 1325 010 | CCCP-23877 | Mi-2 | Aeroflot | | | ntu and to the Soviet Air Force |
| 54 1326 129 | CCCP-23856 | Mi-2 | AFL/Krasnoyarsk | rgd | 11feb70 | canx 28sep89 |
| 51 1327 129 | 12514 | Mi-2 | Yugoslav Air Force | BEG | 20may90 | c/n also reported as 541327129 (different version); also carried the code "514" white on the engine cowling; in dark c/s with thick white cheatline; on a photo with the inscriptions 'Podgora 72' and 'Press'; wfu in 1989; stored in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade-Surcin, seen jun97/jan20 |
| 54 1328 129 | CCCP-23857 | Mi-2 | AFL/North Kavkaz | rgd | 02apr70 | dbr 12may74 when made a hard landing near Krasnodar, no casualties; canx 1974 |
| 54 1329 129 | CCCP-23858 | Mi-2 | AFL/Ukraine | rgd | 16feb70 | dbr 11jan73 on landing at Uzhgorod when came down very hard, no casualties; canx 1973 |
| 54 1330 129 | CCCP-23859 | Mi-2 | AFL/Azerbaijan | mfd | 23nov69 | rgd 08jun70; opb 109 LO Zabratskogo OAO; w/o 11feb81 on the leg from Dombarovka to Aktyubinsk of a positioning flight from Dombarovka to Zabrat with the MTOW exceeded by 201 kg when the crew left the prescribed flight path in order to cut the route short and probably encountered a snow flurry while flying over snow-covered terrain so that they lost spatial orientation and the helicopter banked to the left, lost height and crashed in the snow-covered steppe near Yekaterinoslavka 33 km south of Orsk (at N50°53' E58°43'), all 3 crew members were killed; t/t 3,557 hours and 14,228 cycles; the wreck was found 13feb81; canx 30jun81 |
| 54 1331 129 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1332 129 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1333 129 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1334 129 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1335 129 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 1336 129 | 1336 | Mi-2 | Polish Air Force | d/d | 30jan70 | seen Nowe-Miasto 18aug91 |
| 54 1337 010 | CCCP-23878 | Mi-2 | Aeroflot | | | ntu and to the Soviet Air Force ? not on old Soviet register ! |
| 54 1338 010 | CCCP-23879 | Mi-2 | AFL/Kremenchug FS | rgd | 19jun70 | not canx from Soviet register; fate unknown |
| 54 1339 010 | CCCP-23880 | Mi-2 | AFL/Kremenchug FS | rgd | 19jun70 | canx 04jul90 |
| 54 1340 010 | CCCP-23881 | Mi-2 | AFL/Kremenchug FS | rgd | 19jun70 | canx 04jul90 |
| 51 1341 010 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 1342 010 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 1343 010 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 1344 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 1345 040 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 1346 020 | CCCP-23882 | Mi-2 | AFL/East Siberia | rgd | 25may70 | dbr 09jun81 on take-off from a site near Ust'-Kut when rolled over onto its side, no casualties; canx 1981 |
| 52 1347 020 | CCCP-23883 | Mi-2 | AFL/East Siberia | toc | 07may70 | rgd 07may70; appeared in the 1972 Soviet film "Propazha svidetelya" (The Missing Witness); canx 09dec94; sat wfu at UUD, seen 20apr97 |
| 52 1348 020 | CCCP-23884 | Mi-2 | AFL/West Siberia | rgd | 12may70 | canx feb88 |
| 52 1349 020 | CCCP-23885 | Mi-2 | AFL/Tyumen | mfd | feb70 | rgd 22apr70; canx 27feb90 |
| 52 1350 020 | CCCP-23886 | Mi-2 | AFL/Urals | rgd | 21apr70 | initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO 01jan72); trf to 348 LO of 2-i Permski OAO oct74; damaged 02sep77 on landing at Chaikovski when the left engine lost power due to fuel starvation and the helicopter hit tree tops on final approach; repaired; trf to 10 LO of 2-i Permski OAO jul88; canx 23may89 |
| 52 1401 020 | CCCP-23887 | Mi-2 | AFL/Kazakhstan | rgd | 21jul70 | canx 11nov88 |
| 52 1402 020 | CCCP-23888 | Mi-2 | AFL/Kazakhstan | rgd | 26may70 | canx 13mar90 |
| 52 1403 020 | CCCP-23889 | Mi-2 | AFL/Kazakhstan | rgd | 20may70 | canx 17feb88 |
| 52 1404 020 | CCCP-23890 | Mi-2 | AFL/Moscow SPiMVL | rgd | 24apr70 | canx 1987 |
| 52 1405 020 | CCCP-23891 | Mi-2 | AFL/West Siberia | rgd | 26may70 | canx 25jan90 |
| 51 1406 020 | not known | Mi-2 | Soviet Air Force | Ran | 07apr81 | |
| 51 1407 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1408 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1409 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1410 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1411 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1412 020 | not known | Mi-2 | Soviet Air Force | Ran | 31may81 | |
| 51 1413 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1414 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1415 020 | "17" white | Mi-2 | Soviet Air Force | | may92 | derelict in playground Kummersfdorf-Gut 1992/1994, b/u |
| 51 1416 030 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1417 030 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1418 030 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1419 030 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1420 030 | "24" red | Mi-2 | Soviet Air Force | Ran | mar91 | seen wfu and b/u there in 1992 |
| 51 1421 030 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1422 030 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1423 030 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1424 030 | "11" | Mi-2 | Soviet Air Force | Ran | 20jul82 | |
| 51 1425 030 | not known | Mi-2 | Soviet Air Force | Ran | 21may82 | |
| 51 1426 030 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1427 030 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1428 030 | not known | Mi-2 | Soviet Air Force | Ran | 04feb81 | |
| 51 1429 030 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1430 030 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1431 030 | "06" red | Mi-2 | Soviet Air Force | Tno | 10apr91 | l/n Moscow-Tushino 25sep91 |
| 51 1432 030 | not known | Mi-2 | Soviet Air Force | Ran | 06aug81 | |
| 51 1433 030 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1434 030 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1435 040 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1436 040 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1437 040 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1438 040 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1439 040 | not known | Mi-2 | Soviet Air Force | Ran | 1991 | seen wfu and b/u there in 1992 |
| 51 1440 040 | not known | Mi-2 | Soviet Air Force | Ran | 10feb81 | |
| 51 1441 040 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1442 040 | not known | Mi-2 | Soviet Air Force | Ran | 07apr81 | |
| 51 1443 040 | not known | Mi-2 | Soviet Air Force | Ran | 21jan81 | |
| 51 1444 040 | not known | Mi-2 | Soviet Air Force | Ran | 17sep81 | |
| | "05" white | Mi-2 | Russian Air Force | ph. | 20aug10 | in green c/s with light blue underside, code faded from yellow to white; preserved at Kratovo (N55.620528 E38.152697) from between 2007 and 2009, seen aug10/jun17 |
| 51 1445 040 | not known | Mi-2 | Soviet Air Force | Ran | 26nov81 | |
| 51 1446 040 | 1446 | Mi-2 | Polish Air Force | d/d | 21oct70 | involved in an accident 01sep88 and wfu 03dec88 |
| 51 1447 040 | 1447 | Mi-2 | Polish Air Force | d/d | 22nov70 | involved in an accident 27apr89 and wfu 05dec89 |
| 53 1448 040 | 1448 | Mi-2 | Polish Air Force | d/d | 05dec70 | donated apr95 by Polish Government to, |
| | "07" yellow | Mi-2 | Lithuanian AF | h/o | 18apr96 | seen and checked Pajuostis 24jun98; seen off airport - Kedainiai 24apr20 |
| 53 1449 040 | 1449 | Mi-2 | Polish MoI | d/d | 25nov70 | opb 103. pl NJW MSW at Warsaw-Bemowo; in green/beige/light grey camo c/s with light blue underside, white and red rings around tailboom; preserved in Muzeum Wojska Polskiego at al. Jerozolimskie 3 in Warsaw (N52.23188 E21.02688) from early 1996, l/n jun21 |
| 53 1450 040 | 1450 | Mi-2 | Polish Air Force | d/d | 05dec70 | crashed 17jul90; wfu 23aug90 |
| 51 1501 040 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1502 040 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1503 040 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1504 040 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1505 040 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1506 040 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1507 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1508 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1509 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1510 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1511 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1512 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1513 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1514 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1515 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1516 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1517 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1518 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1519 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1520 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1521 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1522 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1523 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1524 050 | not known | Mi-2 | Soviet Air Force | no | reports | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 51 1525 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1526 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1527 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1528 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1529 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1530 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1531 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1532 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1533 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1534 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1535 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1536 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1537 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1538 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1539 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1540 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1541 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1542 080 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1543 080 | "42" yellow | Mi-2T | Soviet Army Avn | Ran | 11nov81 | initially opb an unknown obve at Székesfehérvár; trf to 488 ovp BU at Tököl feb90 |
| | HA-BCG | Mi-2 | Hung Fl Ambulance | rgd | 11mar91 | donated to the Aerocaritas Air Rescue Foundation in 1990; CofA expired 26feb94, never renewed; not canx and still current by dec03; sat wfu at Tököl, seen jun95/sep99, at Budapest-Csepel, seen aug05, and in a compound at Kövesgyürüpuszta (N47.029914 E17.795290), seen jul20/jul23 |
| 51 1544 080 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1545 080 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1546 080 | "53" | Mi-2 | Soviet Air Force | Ran | 20oct82 | |
| 51 1547 080 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1548 080 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1549 080 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1550 080 | "44" blue | Mi-2 | DOSAAF | Krh | 15jul93 | carried 'Trenarzhni' (Trenazhorny ?) titles; preserved at Kharkiv-Korotych, seen 15jul93/12sep96 |
| 51 1601 080 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1602 080 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1603 080 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1604 080 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1605 090 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1606 090 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1607 090 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1608 090 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1609 090 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1610 090 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1611 090 | not known | Mi-2 | Soviet Air Force | ph. | 19oct02 | preserved (without rotors) in the Lange-Lennundus Muuseum at Tartu; repainted in all-white c/s, seen sep13/apr22 |
| 51 1612 090 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1613 090 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1614 090 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1615 090 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1616 090 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1617 090 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1618 090 | "34" yellow | Mi-2 | Soviet Air Force | ph. | 19aug92 | in dark green c/s; was displayed near the Reichstag (close to Schiffbauerweg between the canal to Humboldthafen and today's Kronprinzenbrücke) in Berlin in summer 1992 and used for events by the "Mutoid Waste Company", f/n 19aug92, left side painted in white/black 'zebra' colours with vertical stripes by 23aug92, l/n 06sep92 and gone by 28oct92; probably scrapped in late 1992 |
| 51 1619 090 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1620 100 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-06149 | Mi-2 | MRP Gorki LII | rgd | 21dec83 | in Aeroflot c/s (orange c/s with blue cheatline and trim); was used for trials at the NPP "Polyot" test-site at Vetluzhski (N57.20658 E45.138114), seen sep08/nov14 |
| 51 1621 100 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1622 100 | "45" yellow | Mi-2 | Soviet Air Force | | mar92 | preserved at Technik Museum Speyer since mar92 |
| | "45" black | Mi-2 | Aeroflot | | sep93 | repainted in these fake markings in Speyer, l/n aug24 |
| 51 1623 090 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1624 100 | 1624 | Mi-2 | Polish Air Force | d/d | 22nov70 | preserved in Lubuskie Muzeum Wojskowe at Drzonów from 14may91, l/n jun24 |
| 54 1625 100 | 1625 | Mi-2 | Polish Air Force | d/d | 25nov70 | seen Nowe-Miasto 18aug91 |
| 54 1626 100 | 1626 | Mi-2 | Polish Air Force | d/d | 23nov70 | |
| | SP-FPI | Mi-2 | Ace Aviation | rgd | 09aug93 | canx 06mar96 |
| 54 1627 100 | 1627 | Mi-2 | Polish Air Force | d/d | 23nov70 | l/n operational Deblin-Irena 30aug98; sat wfu at Deblin-Irena, seen may05/may12, and later at Przasnysz (N53.013529 E20.930575), seen mar15/may20 |
| 54 1628 100 | 1628 | Mi-2TSz | Polish Air Force | d/d | 24nov70 | preserved in Muzeum Sil Powietrznych at Deblin, seen 24apr98 |
| | '085' | Mi-2TSz | Polish Air Force | Dbl | 30aug98 | in olive drab/sand/light blue camo c/s; preserved with this fake serial in Muzeum Sil Powietrznych at Deblin (N51.56034 E21.86407), seen jun10/aug23 |
| 54 1629 100 | CCCP-23892 | Mi-2 | AFL/Ukraine-TNL | rgd | 06feb74 | late rgd reported in register also via CofA number; training version; canx 03feb90 |
| 54 1630 100 | CCCP-23893 | Mi-2 | AFL/Tyumen | mfd | oct70 | rgd 28dec70; opb Neftyeyuganski OAO; canx 30mar94 |
| 54 1631 100 | CCCP-23894 | Mi-2 | AFL/Yakutiya | rgd | 25mar71 | opb Maganski OAO; damaged 22aug85 on landing at Innyakh (Olyokminsk district) 22aug85 when the tail rotor touched the ground and broke off; canx 30dec88 |
| 54 1632 100 | CCCP-23895 | Mi-2 | Aeroflot | | | ntu and to the Soviet Air Force, fate of this c/n unknown |
| 54 1633 100 | CCCP-23896 | Mi-2 | AFL/Estonia | rgd | 27apr71 | opb 47 OAE at Tartu |
| | CCCP-23896 | Mi-2 | AFL/Kremenchug FS | trf | 08may80 | in standard 'blue' c/s; not canx from Soviet register |
| | RA-23896 | Mi-2 | Aeroflot | ph. | 07jun06 | used as a ground instructional airframe by the Vyborg Technical College of Civil Aviation, seen jun06/jul13 |
| 54 1634 100 | CCCP-23897 | Mi-2 | AFL/Far East | rgd | 19feb71 | dbr 17jul81 on landing near Khabarovsk when the pilot made a mistake in calculating the approach so that the helicopter crashed, no casualties; canx 17sep81 |
| 54 1635 100 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1636 100 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1637 100 | not known | Mi-2 | Soviet Air Force | Ran | 23apr81 | |
| 54 1638 100 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1639 100 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1640 100 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1641 100 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1642 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1643 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1644 110 | "36" yellow | Mi-2 | DOSAAF | UFA | apr17 | opb the Ufa Helicopter Flying School; in green/brown camo c/s with light grey underside; used as a ground instructional airframe by the Ufa State Aviation Technical University (UGATU), seen apr17 |
| 54 1645 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1646 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1647 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1648 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1649 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1650 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1701 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1702 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1703 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1704 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1705 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1706 110 | not known | Mi-2 | Soviet Air Force | Ran | 28may81 | |
| 54 1707 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1708 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1709 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1710 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1711 110 | "41" | Mi-2 | Soviet Air Force | Ran | 20jul82 | |
| 54 1712 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1713 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1714 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1715 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1716 120 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1717 120 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1718 120 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1719 120 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1720 120 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1721 120 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1722 120 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1723 120 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1724 120 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1725 120 | "24" blue | Mi-2 | Soviet Air Force | Sam | 26apr93 | seen in Aviation Institute, l/n 27jun02 |
| 54 1726 120 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1727 120 | SP-SZH | Mi-2 | WSK Swidnik | rgd | 30mar74 | canx 28feb79, later used in the Kania programme |
| 52 1728 021 | CCCP-23898 | Mi-2 | AFL/GosNII GA | rgd | 28dec72 | late rgd reported in register also via CofA number; canx 06dec88 |
| 51 1729 011 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1730 011 | not known | Mi-2 | Soviet Air Force | no | reports | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 51 1731 011 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1732 011 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1733 011 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1734 011 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1735 011 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1736 011 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1737 011 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1738 011 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1739 011 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1740 011 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1741 011 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1742 011 | no code | Mi-2 | Russian Air Force | | photo | in medium green c/s with light blue underside, no markings whatsoever; sat in a class-room (under construction) of the VAIU College at Voronezh-Baltimor |
| | "65" red | Mi-2 | Russian Air Force | Vob | 20sep07 | in medium green/ochre/dark green camo c/s with light blue underside; used as a ground instructional airframe in a class-room of the VAIU College at Voronezh-Baltimor from 2005 until 2010 |
| 51 1743 011 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 1744 021 | CCCP-23899 | Mi-2 | AFL/Krasnoyarsk | rgd | 14may71 | dbr 15oct72 on landing near Yeniseisk when came down hard and suffered substantial damage, no casualties; canx 1973 |
| 52 1745 021 | CCCP-23900 | Mi-2 | AFL/Kazakhstan | rgd | 12may71 | canx 17aug89 |
| 52 1746 021 | CCCP-23901 | Mi-2 | AFL/Kazakhstan | rgd | 12may71 | canx 05apr91 |
| 52 1747 021 | CCCP-23902 | Mi-2 | AFL/Urals | rgd | 01jun71 | initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO 01jan72); trf to 348 LO of 2-i Permski OAO oct74; seconded to 2-i Sverdlovski OAO for fire-fighting 18jul77; trf to 10 LO of 2-i Permski OAO jul88; canx 21jul89 |
| 52 1748 021 | CCCP-23903 | Mi-2 | AFL/Kazakhstan | rgd | 26aug71 | canx 19oct90 |
| 52 1749 021 | CCCP-23904 | Mi-2 | AFL/Central Region | rgd | 07jun71 | |
| | CCCP-23904 | Mi-2 | AFL/Leningrad | trf | 21nov80 | canx 04apr88 |
| 52 1750 021 | CCCP-23905 | Mi-2 | AFL/Ukraine | rgd | 27apr71 | canx 23feb89 |
| 52 1801 021 | CCCP-23906 | Mi-2 | AFL/Ukraine | rgd | 21may71 | canx 19sep90 |
| 52 1802 021 | CCCP-23907 | Mi-2 | AFL/Kyrgyzstan | rgd | 11may71 | canx 27apr88 |
| 52 1803 021 | CCCP-23908 | Mi-2 | AFL/Kazakhstan | rgd | 20aug71 | canx 19dec89 |
| 52 1804 021 | CCCP-23909 | Mi-2 | AFL/Moldova | rgd | 07jun71 | opb 281 LO Beltskogo OAO; canx 10jun91 |
| 52 1805 021 | CCCP-23910 | Mi-2 | AFL/Moldova | rgd | 25may71 | opb 281 LO Beltskogo OAO; canx 29aug88 |
| 52 1806 021 | CCCP-23911 | Mi-2 | AFL/East Siberia | rgd | 14may71 | canx 09dec94; f/n UUD 20apr97, derelict |
| 52 1807 021 | CCCP-23912 | Mi-2 | AFL/East Siberia | rgd | 14may71 | canx 01apr88 |
| 52 1808 021 | CCCP-23913 | Mi-2 | AFL/Privolzhsk | rgd | 27may71 | canx 1987 |
| 52 1809 021 | CCCP-23914 | Mi-2 | AFL/Moldova | rgd | 07jun71 | opb 281 LO Beltskogo OAO; canx 20sep88 |
| 52 1810 021 | CCCP-23915 | Mi-2 | AFL/Krasnoyarsk | rgd | 16aug71 | canx 1981 |
| 52 1811 021 | CCCP-23916 | Mi-2 | AFL/Belarus | rgd | 11may71 | canx 21mar89 |
| 52 1812 021 | CCCP-23917 | Mi-2 | AFL/Krasnoyarsk | rgd | 16aug71 | canx 29nov88 |
| 51 1813 021 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1814 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1815 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1816 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1817 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1818 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1819 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1820 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1821 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1822 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1823 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1824 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1825 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1826 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1827 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1828 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1829 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1830 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1831 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1832 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1833 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1834 031 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1835 031 | "03" yellow | Mi-2U | Soviet Air Force | Kho | 25sep91 | in olive drab c/s with light blue underside (over a non-standard camo c/s), carried a fake USAF roundel; was preserved in the disbanded museum at Khodynka, seen sep91/mar12 (the code was painted over by 30sep01); offered for sale as scrap metal 29mar12; the hulk was transported to Medyn, seen there mar14/may23 |
| 51 1836 041 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1837 041 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1838 041 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1839 041 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1840 041 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1841 041 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1842 041 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1843 041 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1844 041 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1845 041 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 1846 041 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 56 1847 041 | "52" | Mi-2 | Soviet Air Force | f/f | 25aug71 | also given as 14jul71; ambulance version; last flight 01mar91; was on charge of 95 ove at Grodno; transported from Grodno to Novyye Zasimovichi probably in 1993; was preserved on a plinth in front of the barracks of 181 BVB at Novyye Zasimovichi near Pruzhany |
| | "181" white | Mi-2 | Belarus Air Force | ph. | 25oct14 | repainted in camo c/s of two shades of olive drab with light grey underside and this fake serial after 2012; was preserved on a plinth in front of the barracks of 181 BVB at Novyye Zasimovichi near Pruzhany until 26oct15; transported to Slutsk 26oct15 |
| | "09" white | Mi-2 | Belarus Air Force | ph. | 24jun16 | in a camo c/s of two shades of olive drab with light blue underside and Red Stars; was preserved with 3666 aviatsionno-tekhnicheski sklad VVS i voisk PVO (military unit 36857) at Novodvortsy near Slutsk and received the fake code "09" in honour of the location 9-y gorodok for the celebration of the 70th anniversary of the unit 24jun16; preserved at Minskoye oblastnoye kadetskoye uchilishche im. Daniila Reznika (Daniil Reznik Cadet School) at Slutsk from sep16, seen apr17 |
| | no code | Mi-2 | no titles | ph. | 30jul23 | in olive drab/khaki camo c/s, no markings whatsoever; preserved at Minskoye oblastnoye kadetskoye uchilishche im. Daniila Reznika at Slutsk (N53.043918 E27.577430), seen 29jul23 |
| 52 1848 041 | CCCP-23918 | Mi-2 | AFL/Urals | rgd | 14sep71 | canx 06sep88 |
| 52 1849 041 | CCCP-23919 | Mi-2 | AFL/Belarus | rgd | 19jul71 | canx 22jan88 |
| 52 1850 041 | CCCP-23920 | Mi-2 | AFL/Belarus | rgd | 19jul71 | not canx from Soviet register; fate unknown |
| 52 1901 041 | CCCP-23921 | Mi-2 | AFL/Central Region | rgd | 10aug71 | canx 1987 |
| 52 1902 041 | CCCP-23922 | Mi-2 | AFL/Ukraine | rgd | 09aug71 | canx 14jul86 |
| 52 1903 051 | CCCP-23923 | Mi-2 | AFL/Ukraine | rgd | 12aug71 | dbr 07jul72 on a flight in the Zakarpatye region when both engines flamed out due to lack of fuel and the helicopter crash-landed, no casualties; canx 1972 |
| 52 1904 051 | CCCP-23924 | Mi-2 | AFL/Ukraine | rgd | 19jul71 | canx 24jun91 |
| 52 1905 051 | CCCP-23925 | Mi-2 | AFL/Kyrgyzstan | rgd | 29jul71 | dbr 18jun72 on an unauthorised flight in the Kokchetav region when both engines flamed out due to lack of fuel and the helicopter crash-landed, no casualties; canx 1972 |
| 52 1906 051 | CCCP-23926 | Mi-2 | AFL/Kyrgyzstan | rgd | 29jul71 | canx 14jun91 |
| 52 1907 051 | CCCP-23927 | Mi-2 | AFL/Moldova | rgd | 09aug71 | opb 281 LO Beltskogo OAO; canx 09nov89 |
| 52 1908 051 | CCCP-23928 | Mi-2 | AFL/East Siberia | rgd | 20jul71 | canx 09dec94; f/n UUD 20apr97, derelict |
| 52 1909 051 | CCCP-23929 | Mi-2 | AFL/East Siberia | rgd | 11aug71 | canx 09dec94; f/n UUD 20apr97, derelict |
| 52 1910 051 | CCCP-23930 | Mi-2 | AFL/East Siberia | rgd | 20jul71 | canx 22jan88 |
| 52 1911 051 | CCCP-23931 | Mi-2 | AFL/East Siberia | rgd | 02aug71 | canx 1973 |
| 52 1912 011 | CCCP-23932 | Mi-2 | AFL/East Siberia | mfd | 31may71 | c/n from the accident report; rgd 27aug71; opb 135 LO of Ust'-Kutski OAO; in olive drab c/s with thin white cheatline; photo on board on an ice-breaker 01jun75; w/o 23may78 on the leg from Kirensk to Kunerma (Kazachinskoye district of the Irkutsk region) of an ambulance flight from Kirensk when encountered below-minima weather conditions (low clouds and snowfall), deviated from the flight path, descended in clouds and crashed at a height of 1,085 metres into the slope of a mountain (1,214 metres) 12 km from Kunerma (N55°48' E108°16'), both crew members were killed; t/t 2,752 hours; the wreck was found 24may78; canx in 1978 |
| 52 1913 051 | CCCP-23933 | Mi-2 | AFL/East Siberia | rgd | 27aug71 | dbr 15jul76 on take-off near Kirensk when lost height due to pilot error and crash-landed, no casualties; canx 1977 |
| 52 1914 051 | CCCP-23934 | Mi-2 | AFL/Privolzhsk | rgd | 10aug71 | canx 05sep88 |
| 52 1915 051 | CCCP-23935 | Mi-2 | AFL/Central Region | rgd | 10aug71 | canx 01feb88 |
| 52 1916 051 | CCCP-23936 | Mi-2 | AFL/Far East | rgd | 17aug71 | canx 10may91 |
| 52 1917 051 | CCCP-23937 | Mi-2 | AFL/Far East | rgd | 12aug71 | canx 27dec91 |
| 54 1918 051 | 1918 | Mi-2 | Polish MoI | d/d | 07jul71 | opb 103. pl NJW MSW at Warsaw-Bemowo (disbanded 31dec00); l/n Warsaw-Bemowo 28sep99 |
| | PL-05XP | Mi-2 | Polish Police | toc | 09may01 | also carried code/call-sign 'W-018'; based at Szczecin; in blue/light grey c/s with white cheatline and 'Policja' titles; l/n SZZ 27may03 |
| | SN-05XP | Mi-2 | Polish Police | r/r | 03dec02 | also carried code/call-sign 'W-018'; opb Komenda Policje w Szczecinie; in blue/light grey c/s with white cheatline and 'Policja' titles; f/n SZZ 04dec04; l/n Szczecin-Dabie 30may22 hangared without rotors |
| | SP-VPB | Mi-2 | Polish Police | res | sep11 | obviously not taken up, see dates above |
| 54 1919 051 | 1919 | Mi-2 | Polish MoI | d/d | 07jul71 | opb 103. pl NJW MSW at Warsaw-Bemowo (disbanded 31dec00); l/n Warsaw-Bemowo 28sep99 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | PL-06XP | Mi-2 | Polish Police | toc | 09may01 | also carried code/call-sign 'B-004'; based at Wroclaw; in blue/light grey c/s with white cheatline and 'Policja' titles; l/n WRO 06sep02 |
| | SN-06XP | Mi-2 | Polish Police | r/r | 03dec02 | also carried code/call-sign 'B-004'; in blue/light grey c/s with white cheatline and 'Policja' titles; f/n WRO 01mar05; l/n Szczecin-Dabie 30may22 hangared without rotors and now carried code/call-sign 'W-015' |
| 53 1920 061 | CCCP-23938 | Mi-2 | AFL/Krasnoyarsk | rgd | 16aug71 | not canx from Soviet register; fate unknown |
| 53 1921 061 | CCCP-23939 | Mi-2 | AFL/Estonia | rgd | 19oct71 | opb 47 OAE at Tartu; canx 03jul91 |
| 53 1922 061 | CCCP-23940 | Mi-2 | AFL/Urals | rgd | 12aug71 | |
| | CCCP-23940 | Mi-2 | AFL/Kremenchug FS | trf | 01dec77 | not canx from Soviet register; fate unknown |
| 53 1923 061 | CCCP-23941 | Mi-2P | AFL/Urals | rgd | 17aug71 | initially opb 122 LO of Permski OAO (became 122 LO of 2-i Permski OAO 01jan72); trf to 348 LO of 2-i Permski OAO oct74 and to 10 LO of 2-i Permski OAO jul88; canx 25nov90 |
| 53 1924 061 | CCCP-23942 | Mi-2 | AFL/Yakutiya | rgd | 15sep71 | opb Maganski OAO; dbr 20mar78 on landing at a site near Ust'-Maya with tail wind when came down hard from a height of some 40-50 metres and rolled over onto its side, the tailboom broke off; canx 13jul88 |
| 53 1925 061 | CCCP-23943 | Mi-2 | AFL/Kremenchug FS | rgd | 18aug71 | not canx from Soviet register |
| | UR-23943 | Mi-2 | no titles | IEV | 06oct03 | c/n not checked, seems to be a former military Mi-2 as has got radar warning receivers mounted near the blisters, so the markings may be fake; in white c/s with blue trim; preserved in the State Aviation Museum at Kiev (N50.405556 E30.460328), seen oct03/oct21 |
| 53 1926 061 | CCCP-23944 | Mi-2 | AFL/Kremenchug FS | rgd | 18aug71 | not canx from Soviet register; fate unknown |
| 53 1927 061 | CCCP-23945 | Mi-2 | AFL/Kremenchug FS | rgd | 18aug71 | canx 24apr89 |
| 53 1928 061 | CCCP-23946 | Mi-2 | AFL/East Siberia | rgd | 27aug71 | canx 09dec94 |
| 53 1929 061 | CCCP-23947 | Mi-2 | AFL/Privolzhsk | rgd | 08sep71 | |
| | CCCP-23947 | Mi-2 | AFL/Kremenchug FS | trf | 01dec77 | not canx from Soviet register; fate unknown |
| 53 1930 061 | CCCP-23948 | Mi-2 | AFL/Krasnoyarsk | rgd | 15sep71 | canx 1987 |
| 53 1931 061 | CCCP-23949 | Mi-2 | AFL/Central Region | rgd | 04feb72 | canx 21nov88 |
| 53 1932 061 | CCCP-15689(1) | Mi-2 | AFL/Urals | rgd | 01sep71 | canx 10apr91; see c/n 5410024116 |
| 53 1933 061 | CCCP-15690(1) | Mi-2 | AFL/Belarus | rgd | 20aug71 | see c/n 5410313077 |
| | CCCP-15690(1) | Mi-2 | AFL/Kremenchug FS | trf | 01dec77 | not canx from old Soviet register, fate unknown |
| 53 1934 071 | CCCP-15691(1) | Mi-2 | AFL/Belarus | rgd | 03sep71 | see c/n 5410224057 |
| | CCCP-15691(1) | Mi-2 | AFL/Kremenchug FS | trf | 01dec77 | not canx from old Soviet register, fate unknown |
| 53 1935 071 | CCCP-15692(1) | Mi-2 | AFL/East Siberia | rgd | 26oct71 | suffered an accident (there is a photo of the deformated fuselage), details unknown; canx 09jun92; see c/n 5410314077 |
| 53 1936 071 | CCCP-15693(1) | Mi-2 | AFL/Yakutiya | rgd | 06oct71 | opb Maganski OAO; dbr 07may82 on a flight from Yakutsk-Magan to the area of Bogorontsy in support of Gosplemobyedineniye when the left engine failed at a height of some 110-120 metres 2 minutes after take-off, the pilot decided to return to the airport, but the right engine failed as well and the helicopter made an auto-rotation landing in a meadow (N62°07' E129°33'), came down hard (as the crew had to manoeuvre without engine power in order to evade houses and a high-voltage power-line) and rolled over onto its left side, both pilots and the sole passenger injured; canx 12aug82; see c/n 5410145037 |
| 53 1937 071 | CCCP-15694(1) | Mi-2 | AFL/Moldova | rgd | 31aug71 | opb 281 LO Beltskogo OAO; see c/n 548113033 |
| | CCCP-15694(1) | Mi-2 | AFL/Kremenchug FS | trf | 13oct80 | not canx from Soviet register, fate unknown |
| 53 1938 071 | CCCP-15695(1) | Mi-2 | AFL/Komi | rgd | 21sep71 | canx 1973; see c/n 5410312077 |
| 53 1939 071 | CCCP-15696(1) | Mi-2 | AFL/Privolzhsk | rgd | 06oct71 | canx 05sep88; see c/n 5411008089 |
| 54 1940 071 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1941 071 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1942 071 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1943 071 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1944 071 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1945 071 | "09" yellow | Mi-2 | Soviet Air Force | Sam | 26apr93 | seen in Aviation Institute, l/n 27jun02 |
| 54 1946 071 | not known | Mi-2 | Soviet Air Force | | | crashed 25jun72 |
| 54 1947 071 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1948 071 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1949 071 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 1950 071 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2001 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2002 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2003 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2004 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2005 081 | "78" yellow | Mi-2 | Soviet Air Force | no | reports | opb 3 uve 484 uvp SVVAUL at Syzran by 1986 |
| 54 2006 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2007 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2008 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2009 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2010 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2011 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2012 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2013 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2014 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2015 081 | "05" yellow | Mi-2 | Soviet Air Force | no | reports | opb 1 uve 484 uvp SVVAUL at Syzran until 1986 and later by another uve of 484 uvp |
| 54 2016 081 | not known | Mi-2 | Soviet Air Force | | | crashed 20jun84 |
| 54 2017 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2018 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2019 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2020 081 | "57" yellow | Mi-2 | Soviet Air Force | no | reports | opb 2 uve 484 uvp SVVAUL at Syzran by 1986 |
| 54 2021 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2022 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2023 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2024 101 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 55 2025 101 | 2025 | Mi-2 | Polish Air Force | d/d | 14dec71 | l/n Deblin-Irena aug03, believed airworthy |
| 55 2026 101 | 2026 | Mi-2 | Polish Navy | d/d | 14dec71 | l/n QYD 20apr98; the tail-boom from '0101' put on in 1995 and retained serial '0101' briefly before repaint !! |
| 55 2027 101 | 2027 | Mi-2RM | Polish Navy | d/d | 16dec71 | in white SAR c/s with red and blue trim; f/n as such Pruszcz Gdanski 23aug03; l/n Pruszcz Gdanski 26aug11; sat wfu at Bielany-Wasy, seen may24 |
| 55 2028 101 | 2028 | Mi-2RM | Polish Navy | d/d | 16dec71 | in white SAR c/s with red and blue trim; l/n active Darlowo 29may05; used as a ground instructional airframe by the technical school (Technikum Lotniczy) at Powodowo, seen oct10/sep23 |
| 55 2029 101 | 2029 | Mi-2 | Polish Air Force | d/d | 16dec71 | in olive drab/beige/light grey camo c/s with light grey underside; l/n airworthy Deblin-Irena aug03; stored at Deblin-Irena, seen aug09/jun14; preserved in faded colours at Osrodek Rekreacyjno-Szkoleniowy Napoleon at Napoleon k Lipia (N51.03820 E18.77255), seen jun14/sep24 |
| 55 2030 101 | 2030 | Mi-2 | Polish Air Force | d/d | 16dec71 | w/o 14sep92 when crashed on landing |
| 54 2031 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2032 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2033 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2034 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2035 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2036 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2037 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2038 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2039 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2040 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2041 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2042 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2043 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2044 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2045 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2046 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2047 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2047 083 ? | not known | Mi-2 | Soviet Air Force | mfd | 20aug73 | something wrong with c/n; for sale dec00 with a t/t of 1,604 hours for $ 60,000 |
| 54 2048 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2049 091 | "09" red | Mi-2 | Soviet Air Force | ROV | 1980 | opb 5 uve 484 uvp SVVAUL at Syzran by 1986 |
| 54 2050 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2101 101 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2102 101 | "34" red | Mi-2 | Russian Air Force | ph. | 03oct15 | operator may have been DOSAAF, in fact; in dark green c/s with light grey underside; preserved in the Centre of Military Patriotic Education named after V.P. Dubynin at ul. Kuibysheva 49 at Kurgan (N55.433351 E65.345791) from early sep15 |
| 54 2103 101 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2104 101 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2105 101 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2106 101 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2107 101 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2108 101 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2109 101 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2110 101 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2111 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2112 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2113 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2114 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2115 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2116 111 | not known | Mi-2 | Soviet Air Force | no | reports | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 54 2117 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2118 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2119 121 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2120 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2121 121 | 2121 | Mi-2FM | Polish Air Force | d/d | 07feb72 | l/n Deblin-Irena 01sep07; left Deblin for Kraków on a low-loader 08dec09; preserved in Muzeum Lotnictwa Polskiego at Kraków, seen sep10/aug24 |
| 51 2122 121 | 2122 | Mi-2FM | Polish Air Force | d/d | 07feb72 | wfu 13nov91 after accident 12jul91; l/n Leznica Wielka aug99 |
| 56 2123 121 | 2123 | Mi-2 | Polish Air Force | d/d | 08apr72 | seen LCJ 22apr98/sep00, stored; l/n 12nov11 Chelm, in good condition |
| 56 2124 121 | 2124 | Mi-2 | Polish Air Force | d/d | 08apr72 | wfu 30dec95; reported Zielona Góra-Babimost aug97/aug99, derelict |
| 56 2125 121 | 2125 | Mi-2 | Polish Air Force | d/d | 07jan72 | l/n LCJ 30aug96; reported Zielona Góra-Babimost aug97/aug99, derelict |
| 56 2126 121 | 2126 | Mi-2RL | Polish Air Force | d/d | 07jan72 | l/n operational BZG 02sep07; arrived at the Vissenaken storage site of the Brussels Air Museum 15dec08, l/n there jul11; preserved in the Nationaal Militair Museum at Soesterberg (Netherlands), seen aug19 |
| 56 2127 121 | 2127 | Mi-2 | Polish Air Force | d/d | 07jan72 | l/n LCJ 30aug96; reported Zielona Góra-Babimost aug97/aug99, derelict |
| 56 2128 121 | 2128 | Mi-2URN | Polish Air Force | d/d | 07jan72 | seen early89 |
| | '037' | Mi-2URN | Polish Air Force | ph. | 23mar04 | preserved Leznica Wielka; l/n feb21 |
| 56 2129 121 | 2129 | Mi-2 | Polish Air Force | d/d | 07jan72 | wfu 14aug90 |
| | SP-FSP (1) | Mi-2 | ArrmEx | rgd | 28aug91 | seen POZ 29mar96; see c/n 542503072 |
| | SP-FSP (1) | Mi-2 | ALSI | trf | 19apr96 | canx 09mar98; l/n Poznan 21apr98; an SP-FSP (but which one of the two ?) was stored with a dealer at Buk, seen aug14 |
| 56 2130 121 | 2130 | Mi-2 | Polish Air Force | d/d | 07jan72 | based at Deblin; l/n active Radom 31aug03; used as a ground instructional airframe (in green/white c/s without markings) by the Technical School at Chelm (N51.12982 E23.47982) from aug06, seen nov07/aug17; preserved unmarked at Laboratoria CSI - Centrum Studiów Inzynierskich PWSZ w Chelmie at Depultycze Królewskie-Kolonia 55 (N51.079380 E23.433567), seen jun20/sep24 |
| 56 2131 121 | 2131 | Mi-2 | Polish Air Force | d/d | 07feb72 | sat wfu at Pruszcz Gdanski, seen 01sep99; was preserved in a private collection at Drzewce near Naleczów, seen jul08/mar12, and later in "Amusement Park Active BARTBO" at Butryny (N53.600159 E20.575840), seen jun16/2021 |
| 56 2132 121 | 2132 | Mi-2 | Polish Air Force | d/d | 07feb72 | l/n Pruszcz Gdanski 26jun01 |
| 54 2133 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2134 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2135 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2136 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2137 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2138 111 | "68" yellow | Mi-2 | Soviet Air Force | | 26apr93 | seen at Samara Research Institute this date |
| 54 2139 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2140 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2141 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2142 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2143 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2144 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2145 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2146 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2147 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2148 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2149 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2150 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2201 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2202 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2203 111 | no code | Mi-2 | Soviet Air Force | Krh | 12sep96 | and 19may98 dumped |
| 51 2204 121 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2205 121 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2206 121 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2207 121 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2208 121 | 2208 | Mi-2 | Polish Air Force | d/d | 28jan72 | crashed 30mar72 so not a long life !; canx 30oct72 |
| 54 2209 121 | 2209 | Mi-2 | Polish Air Force | d/d | 28jan72 | wfu 09aug90 |
| | SP-FSH | Mi-2 | Doanex | rgd | 10sep90 | |
| | SP-FSH | Mi-2 | Aero Design | trf | 22jun92 | CofA expired 18dec92; canx 28oct96; l/n hangared Warsaw-Bemowo 16nov96 |
| | SP-FDH | Mi-2 | Helitech Adam Flis | rgd | 06apr98 | canx 21apr98 |
| | OK-AIH | Mi-2 | Helicopter S.R.O. | rgd | 22jul98 | photo in mid-2001, in scruffy condition; canx 13oct03 as wfu; preserved in Letecké muzeum Viléma Götha at Dacice (N49.078934 E15.436639) from jun14, l/n aug22 |
| 54 2210 121 | 2210 | Mi-2 | Polish Air Force | d/d | 28jan72 | wfu 12nov85 or crashed this date ! |
| 54 2211 121 | 2211 | Mi-2 | Polish Air Force | d/d | 28jan72 | wfu 28mar90 |
| | SP-FDF | Mi-2 | Dakomat | rgd | 16jun90 | canx 21dec92 as sold to Egypt; seen Cairo-Embaba mar98, derelict |
| 51 2212 012 | 2212 | Mi-2 | Polish Air Force | d/d | 05feb72 | wfu 05mar93 |
| 51 2213 012 | 2213 | Mi-2 | Polish Air Force | d/d | 05feb72 | l/n active Poznan-Krzesiny may92; preserved at Ketrzyn-Wilamowo, seen aug08/aug17 |
| 54 2214 012 | 2214 | Mi-2 | Polish Air Force | d/d | 07feb72 | l/n LCJ 30aug96/26aug99 stored |
| 54 2215 012 | 2215 | Mi-2 | Polish Air Force | d/d | 07feb72 | in dark green/khaki/light grey camo c/s with light blue belly; l/n Pruszcz Gdanski 01sep99; was preserved in Muzeum Polskiej Techniki Wojskowej at Fort IX in Warsaw-Sadyba, seen sep00/mar13; preserved as a gate guard in Akademia Obrony Narodowej at Warsaw (N52.267331 E21.174952), seen mar14/sep24 |
| 54 2216 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2217 012 | "12" red | Mi-2 | Soviet Air Force | no | reports | opb 5 uve 484 uvp SVVAUL at Syzran by 1986 |
| 54 2218 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2219 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2220 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2221 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2222 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2223 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2224 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2225 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2226 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2227 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2228 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2229 012 | SP-SEA | Mi-2 | ZEUS/Heliseco | rgd | 19may72 | l/n Swidnik 28apr92 |
| | SP-SEA | Mi-2 | Bison Serv Aerop. | lsd | 1990s | sold by Heliseco mar99 to E/K, Lublin but never rgd; seen Swidnik oct95/jul00, no titles, boom or rotors; canx 11mar02 as wfu |
| 54 2230 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2231 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2232 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2233 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2234 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2235 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2236 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2237 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2238 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2239 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2240 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2241 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2242 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2243 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2244 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2245 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2246 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 56 2247 032 | 377 | Mi-2 | East German AF | d/d | 26apr72 | |
| | 377 | Mi-2 | East German Army | trf | 14nov84 | |
| | 94+81 | Mi-2 | German Air Force | trf | 03oct90 | reported stored at Brandenburg-Briest apr92 |
| | D-HVAD | Mi-2 | Germ Minst of Int | rgd | 09apr92 | seen Tököl 30jul92 |
| | HA-BCI | Mi-2 | Napkelet Airlines | rgd | 20sep93 | d/d 24apr92; seen Tököl 19jul93 |
| | HA-BCI | Mi-2 | Heavylift Kft. | | | in white c/s with red cheatline and trim, no titles; CofA expired 25oct97 and never renewed; current on register by nov97/dec03; was preserved poor condition at Technikpark-MV at Grimmen, seen may11/mar18 |
| | no serial | Mi-2 | East German Army | ph. | 17jun19 | in olive drab c/s; was preserved in these fake colours at Technikpark-MV at Grimmen, seen jun19, later in Eisenbahn- und Technikmuseum Rügen at Prora, seen nov21/apr22, and later in the NVA Museum Rügen at Prora (N54.444510 E13.566238), seen oct22/aug24 |
| 56 2248 032 | 379 | Mi-2 | East German AF | d/d | 26apr72 | |
| | 379 | Mi-2 | East German Army | trf | 14nov84 | |
| | 94+72 | Mi-2 | German Air Force | trf | 03oct90 | stored at Brandenburg-Briest apr93; stored at Rothenburg oct94/sep97, unmarked; preserved in the Classic Aircraft Club Museum at Schweinfurt, l/n nov98 |
| | 'D-HZPL' | Mi-2 | German Police | ph. | 30sep11 | c/n checked; preserved in these fake markings in the Classic Aircraft Club Museum at Schweinfurt, seen aug11/may15; see c/n 569342085 |
| 56 2249 032 | 380 | Mi-2 | East German AF | d/d | 26apr72 | opb THG-34 at Brandenburg-Briest; was damaged in landing accident at Brandenburg-Briest 07jun72, but repaired; last flight 31oct75; struck off charge 20mar76; used as a ground instructional airframe by US-VIII (redesignated MTS LSK/LV 03sep84) at Bad Düben from 05jul76; was preserved in Aeropark Diepensee from 29jun93; preserved in the Flugplatzmuseum at Cottbus, seen mar95/jun22 |
| 56 2250 032 | 381 | Mi-2 | East German AF | d/d | 26apr72 | |
| | 381 | Mi-2 | East German Army | trf | 14nov84 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | 94+82 | Mi-2 | German Air Force | trf | 03oct90 | stored at Rothenburg, seen apr93/oct93, displayed in all-white c/s at Schaijk (Netherlands), seen oct95/mar02; moved to Rooie Ben's scrapyard at Halfweg, seen jul11; moved to Auto Bedrijf Rooie Ben at Amsterdam-Osdorp, seen jun15 |
| | no serial | Mi-2 | | ph. | aug16 | in dark grey c/s without any markings; displayed upside-down close to the "Lost Gravity" roller-coaster in the "Walibi Holland" theme park at Biddinghuizen (N52.44253 E5.765671) probably from mar16, seen aug16/oct17 |
| 52 2301 022 | CCCP-15697(1) | Mi-2 | AFL/Moldova | mfd | 16may72 | rgd 24jul72; opb 281 LO Beltskogo OAO; see c/n 5410026116 |
| | ER-15697(1) | Mi-2 | Moldaeroservice | rgd | 19apr04 | canx 25feb99 as written off |
| 52 2302 022 | CCCP-15698(1) | Mi-2 | AFL/East Siberia | mfd | 01apr72 | rgd 10may72; not canx from Soviet register; fate unknown; see c/n 5410025116 |
| 52 2303 022 | CCCP-15699(1) | Mi-2 | AFL/East Siberia | mfd | 01apr72 | rgd 12jun72; not canx from Soviet register; fate unknown; see c/n 5411006079 |
| 52 2304 022 | CCCP-15700(1) | Mi-2 | AFL/Far East | rgd | 26may72 | canx 02feb88; see c/n 5410223057 |
| | CCCP-15700(1) | Mi-2 | not reported | KLF | 17aug99 | c/n checked this date ? possibly c/n 5410223057 ! |
| 52 2305 022 | CCCP-15701(1) | Mi-2 | AFL/Ukraine | rgd | 10may72 | canx 14jul89; see c/n 5410229057 |
| 52 2306 022 | CCCP-15702(1) | Mi-2 | AFL/Ukraine | rgd | 19apr72 | canx 1985; see c/n 5410138037 |
| 52 2307 022 | CCCP-15703(1) | Mi-2 | AFL/Ukraine | rgd | 19apr72 | not canx from Soviet register; fate unknown; see c/n 546610040 |
| 52 2308 022 | CCCP-15704(1) | Mi-2 | AFL/Ukraine | rgd | 19apr72 | dbr 12jul84 on a flight in the Zakarpatye region when collided with trees (the cause could not be established) and fell to the ground, no casualties; see c/n 547749082 |
| 52 2309 022 | CCCP-15705(1) | Mi-2 | AFL/Ukraine-CWC | rgd | 25aug72 | canx 23feb89; see c/n 547850102 |
| 52 2310 022 | CCCP-15706(1) | Mi-2 | AFL/Ukraine-TNL | rgd | 17may72 | canx 02feb88; see c/n 548448123 |
| 52 2311 022 | CCCP-15707(1) | Mi-2 | AFL/Moldova | mfd | 30mar72 | rgd 28jul72; opb 281 LO Beltskogo OAO; see c/n 547943122 |
| | ER-15707(1) | Mi-2 | Moldaeroservice | rgd | 25mar04 | canx 02feb98 as written off |
| 52 2312 022 | CCCP-15708 | Mi-2 | AFL/Moldova | rgd | 25may72 | opb 281 LO Beltskogo OAO; dbr 28jun75 on a crop-spraying flight near Kishinyov when flew very low and flew through the water jet of an agricultural sprinkler so that both engines flamed out and the helicopter crash-landed, the pilot escaped; canx 1975 |
| 52 2313 032 | CCCP-15709(1) | Mi-2 | AFL/Moldova | mfd | 25mar72 | rgd 28jul72; opb 281 LO Beltskogo OAO; see c/n 5410139037 |
| | ER-15709(1) | Mi-2 | Moldaeroservice | rgd | 19apr04 | canx 02feb98 as written off |
| 52 2314 032 | CCCP-15710(1) | Mi-2 | AFL/Moldova | rgd | 25may72 | rgd 24jul72; opb 281 LO Beltskogo OAO; canx 1987; see c/n 5410218047 |
| 52 2315 032 | CCCP-15711(1) | Mi-2 | AFL/Moldova | rgd | 25may72 | opb 281 LO Beltskogo OAO; dbr 23jul81 on a crop-spraying flight in the Grigoriopol district of Moldova when was caught in a strong downstream near Teya and crash-landed as the pilot did not cope with the situation, the pilot escaped unhurt; canx 1982; see c/n 5411030099 |
| 52 2316 032 | CCCP-15712(1) | Mi-2 | AFL/Moldova | rgd | 01jun72 | canx 27dec88; opb 281 LO Beltskogo OAO; see c/n 549918086 |
| 52 2317 032 | CCCP-15713(1) | Mi-2 | AFL/Moldova | mfd | 07apr72 | rgd 01jun72; opb 281 LO Beltskogo OAO; see c/n 546116049 |
| | ER-15713(1) | Mi-2 | Moldaeroservice | rgd | 25mar04 | canx 02feb98 as written off |
| 52 2318 032 | CCCP-15714(1) | Mi-2 | AFL/East Siberia | rgd | 17may72 | canx 09dec94; f/n UUD 20apr97 derelict; see c/n 546227079 |
| 52 2319 032 | CCCP-15715(1) | Mi-2 | AFL/Far East | rgd | 26may72 | see c/n 5410311077 |
| | RA-15715(1) | Mi-2 | Vostok | trf | 01feb94 | still in full Aeroflot c/s including titles; l/n Khabarovsk-Maly 12may95; canx 17jun97 |
| 52 2320 032 | CCCP-15716(1) | Mi-2 | AFL/Far East | rgd | 16jun72 | canx 1973; see c/n 546649050 |
| 52 2321 032 | CCCP-15717(1) | Mi-2 | AFL/Kazakhstan | rgd | 29may72 | canx 30jan89; see c/n 5410318077 |
| 52 2322 032 | CCCP-15718(1) | Mi-2 | AFL/Privolzhsk | rgd | 09jun72 | canx 19dec88; see c/n 546702050 |
| 52 2323 032 | CCCP-15719(1) | Mi-2 | AFL/Ukraine | rgd | 12jun72 | canx 20dec89; see c/n 547748082 |
| 52 2324 032 | CCCP-15720(1) | Mi-2 | AFL/Ukraine | rgd | 19may72 | canx 02dec88; see c/n 5410922059 |
| 52 2325 032 | CCCP-15721(1) | Mi-2 | AFL/Ukraine | rgd | 16jun72 | not canx from Soviet register; fate unknown; f/n UDJ 30jun99, titles not reported; see c/n 549737056 |
| 52 2326 032 | CCCP-15722(1) | Mi-2 | AFL/Ukraine | rgd | 19may72 | canx 05dec91; see c/n 547415111 |
| 52 2327 032 | CCCP-15723(1) | Mi-2 | AFL/Ukraine | rgd | 25aug72 | canx 01feb88; see c/n 5411035109 |
| 52 2328 032 | CCCP-15724(1) | Mi-2 | AFL/Ukraine-TNL | rgd | 19may72 | in standard 'blue' Aeroflot c/s; canx 29mar88; preserved in ARZ-411 at MRV (N44.223094 E43.108341), seen may96/sep21; see c/n 546226079 |
| 52 2329 032 | CCCP-15725(1) | Mi-2 | AFL/Yakutiya | rgd | 10jul72 | dual-control version; opb Maganski OAO; damaged 01aug74 when collided with timber while taxiing and rolled over onto its left side; in red c/s; f/n GYG 03jul92; not canx from Soviet register, fate unknown; see c/n 546218079 |
| 52 2330 032 | CCCP-15726(1) | Mi-2 | AFL/Tyumen-TOX | mfd | 20apr72 | rgd 09jun72; opb 293 LO Tobolskogo OAO; w/o 28jun73 on an urgent ambulance flight from Izemet' to Tobolsk (the helicopter was diverted to this mission at the end of another mission) when ran out of fuel so that both engines flamed out while the helicopter was flying at a height of some 250 metres, the pilot attempted an auto-rotation landing in a forest clearing 10 km north-west of Tobolsk airport, but height was not sufficient and the helicopter crashed in the forest, pilot and both passengers killed; t/t 764 hours and 2,027 cycles; canx 1973; see c/n 547945122 |
| 52 2331 032 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2332 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2333 042 | "06" red | Mi-2 | Soviet Air Force | no | reports | opb 5 uve 484 uvp SVVAUL at Syzran by 1986 |
| 52 2334 042 | "03" yellow | Mi-2 | Soviet Air Force | no | reports | opb 1 uve 484 uvp SVVAUL at Syzran until 1986 and later by another uve of 484 uvp |
| 52 2335 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2336 042 | "66" yellow | Mi-2 | Soviet Air Force | no | reports | opb 3 uve 484 uvp SVVAUL at Syzran by 1986 |
| 52 2337 042 | "81" yellow | Mi-2 | Soviet Air Force | no | reports | opb 4 uve 484 uvp SVVAUL at Syzran by 1986 |
| 52 2338 042 | "74" yellow | Mi-2 | Soviet Air Force | no | reports | opb 3 uve 484 uvp SVVAUL at Syzran by 1986 |
| 52 2339 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2340 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2341 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2342 042 | "34" yellow | Mi-2 | Soviet Air Force | no | reports | opb 2 uve 484 uvp SVVAUL at Syzran by 1986 |
| 52 2343 042 | "39" yellow | Mi-2 | Soviet Air Force | no | reports | opb 2 uve 484 uvp SVVAUL at Syzran by 1986 |
| 52 2344 042 | "21" red | Mi-2 | Soviet Air Force | no | reports | opb 5 uve 484 uvp SVVAUL at Syzran by 1986 |
| 52 2345 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2346 042 | "40" yellow | Mi-2 | Soviet Air Force | no | reports | opb 2 uve 484 uvp SVVAUL at Syzran by 1986 |
| 52 2347 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2348 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2349 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | 3682K | Mi-2 | privately owned | Osy | 19sep11 | illegal registration; in basic 'blue' Aeroflot c/s with 'Transvertol' titles; l/n may17, flying |
| 52 2350 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2401 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2402 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2403 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2404 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2405 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2406 052 | "15" yellow | Mi-2 | Soviet Air Force | no | reports | opb 1 uve 484 uvp SVVAUL at Syzran until 1986 and later by another uve of 484 uvp |
| 52 2407 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2408 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2409 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2410 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2411 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2412 052 | "19" red | Mi-2 | Soviet Air Force | no | reports | opb 5 uve 484 uvp SVVAUL at Syzran by 1986 |
| 52 2413 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2414 052 | "24" yellow | Mi-2 | Soviet Air Force | no | reports | opb 1 uve 484 uvp SVVAUL at Syzran until 1986 and later by another uve of 484 uvp |
| 52 2415 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2416 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2417 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2418 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2419 052 | "36" yellow | Mi-2 | Soviet Air Force | no | reports | opb 2 uve 484 uvp SVVAUL at Syzran by 1986 |
| 52 2420 052 | "41" yellow | Mi-2 | Soviet Air Force | no | reports | opb 2 uve 484 uvp SVVAUL at Syzran by 1986 |
| 52 2421 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2422 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2423 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2424 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2425 052 | "42" yellow | Mi-2 | Soviet Air Force | no | reports | opb 2 uve 484 uvp SVVAUL at Syzran by 1986 |
| 52 2426 062 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2427 062 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2428 062 | "52" red | Mi-2 | Soviet Air Force | no | reports | opb 4 uve 484 uvp SVVAUL at Syzran by 1986 |
| 52 2429 062 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2430 062 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2431 062 | "20" white | Mi-2 | Russian Air Force | Che | 26aug02 | derelict in MARZ ROSTO at Fedurnovo (Chornoye), l/n aug11; code is white outlined |
| 52 2432 062 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2433 062 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2434 062 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2435 062 | "70" yellow | Mi-2 | Soviet Air Force | no | reports | opb 3 uve 484 uvp SVVAUL at Syzran by 1986 |
| 52 2436 062 | "08" red | Mi-2 | Soviet Air Force | no | reports | opb 5 uve 484 uvp SVVAUL at Syzran by 1986 |
| 52 2437 062 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2438 062 | TAA-14 ? | Mi-2 | Mongolian Army Avn | no | reports | opb 317 oae at Nailakh |
| | no code | Mi-2 | Mongolian Army Avn | ph. | apr14 | c/n not confirmed (read off the c/n plate as 54 2488 062, but that cannot be correct as the number in the batch cannot be higher than 50); preserved in medium green c/s with yellow cheatline and light blue underside at Nailakh (N47.74277 E107.39688), seen apr14 |
| 52 2439 062 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2440 062 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2441 062 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2442 062 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2443 062 | no code | Mi-2 | Soviet Air Force | ZXT | 17may96 | wrecked |
| 54 2444 062 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2445 062 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2446 062 | "20" yellow | Mi-2 | Soviet Air Force | Msb | may95 | DOSAAF; l/n Minsk-Borovaya sep97 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | "20" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | stored at Minsk-Borovaya, seen 20may05 |
| 54 2447 072 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2448 072 | SP-WXA | Mi-2 | Polish Air Rescue | rgd | 25aug72 | seen Warsaw-Bemowo 12jul90; l/n Warsaw-Bemowo 13jun97, stored; canx 07jul98 as wfu |
| 54 2449 072 | SP-WXB | Mi-2 | Polish Air Rescue | rgd | 25aug72 | stored at Katowice, seen aug94/may04; canx 04mar02 as wfu; offered for sale in 2006; seen on a flat-bed truck at Kazmierz 25sep10 |
| | no reg | Mi-2 | DiBuKa | ph. | 10sep11 | preserved at Seehausen (N52.90336 E11.740724); initially in blue/white/red c/s, seen as such sep11; later in faded white c/s with red trim, seen as such oct19 |
| 54 2450 072 | not known | Mi-2 | Soviet Air Force | | | test aircraft |
| 54 2501 072 | CCCP-15727 | Mi-2 | AFL/Far East | rgd | 29sep72 | not canx from Soviet register; fate unknown |
| 53 2502 072 | CCCP-15728(1) | Mi-2 | AFL/Urals | rgd | 07sep72 | initially opb 122 LO of 2-i Permski OAO; trf to 348 LO of 2-i Permski OAO oct74; canx 26jul88; see c/n 5410821019 |
| 54 2503 072 | 2503 | Mi-2 | Polish Air Force | d/d | 12aug72 | wfu 10sep90 |
| | SP-FSI | Mi-2 | Doanex | rgd | 10sep90 | transferred early91 |
| | SP-FSI | Mi-2 | Aero Design | trf | 22jun92 | CofA expiry 18dec92; canx 28oct96 |
| | SP-FDI | Mi-2 | Heligraz | rgd | 10jun97 | |
| | SP-FDI | Mi-2 | Helitech A. Flis | rgd | 23sep97 | canx 19mar98 |
| | SP-FSP (2) | Mi-2 | ALSI | rgd | 19mar98 | canx 17aug99 as wfu/scrapped; see c/n 562129121 |
| 54 2504 072 | CCCP-15729(1) | Mi-2 | AFL/Kyrgyzstan | rgd | 05feb73 | dbr 22mar77 when the linkage of cyclic control disconnected and the helicopter crash-landed near Frunze, no casualties; canx 1977; see c/n 546118049 |
| 54 2505 072 | CCCP-15730(1) | Mi-2 | AFL/Kyrgyzstan | rgd | 01sep72 | not canx from Soviet register; fate unknown; see c/n 547937122 |
| 54 2506 072 | CCCP-15731(1) | Mi-2 | AFL/North Kavkaz | rgd | 29aug72 | see c/n 546216069 |
| | CCCP-15731(1) | Mi-2 | AFL/Kremenchug FS | trf | 11jun80 | canx 30jun88 |
| 54 2507 072 | CCCP-15732(1) | Mi-2 | AFL/Moldova | mfd | 20jul72 | rgd 15sep72; opb 281 LO Beltskogo OAO; see c/n 546102039 |
| | ER-15732(1) | Mi-2 | Moldaeroservice | rgd | 20apr04 | canx 25feb99 as written off |
| 54 2508 072 | B-2208 | Mi-2 | Czech MoI (LO MV) | d/d | 06sep72 | redesignated LS FMV in 1979 |
| | 2508 | Mi-2 | Czechoslovak AF | trf | 03nov81 | |
| | 2508 | Mi-2 | Czech Air Force | trf | 01jan93 | involved in some incident 05sep95; not on strength by 1998 |
| 53 2509 072 | B-2209 | Mi-2 | Czech MoI (LO MV) | d/d | 06sep72 | in dark green c/s with light blue underside; redesignated LS FMV in 1979 |
| | 2509 | Mi-2 | Czechoslovak AF | trf | 03nov81 | |
| | 2509 | Mi-2 | Czech Air Force | trf | 01jan93 | involved in an incident 02nov03; seen wfu at Hradec Králové aug08 with remnants of the Czech Air Force c/s (but the cabin pod looked silver), serial and c/n clearly visible, had a large red 'W' towards the rear of fuselage; repainted in silver/yellow c/s; seen as such Hradec Králové 22may09/sep10; moved to Roudnice and stored behind the management building, seen mar11/jun24 |
| 54 2510 072 | CCCP-15735(1) | Mi-2U | AFL/Georgia | mfd | 31jul72 | rgd 07sep72; opb 230 LO Kutaisskogo OAO; w/o 13apr85 on the leg from Akhmeta to Tbilisi of a round flight from Tbilisi in support of an anti-hail team when was accidentally hit by an "Alazan-2M" anti-hail rocket while flying at a height of some 1,900 metres near Gombori Pass (Sagaredzho disctrict of Georgia), caught fire and crashed at a height of some 1,800 metres into the rocky slope of a mountain 2 km north-west of Kobadze (N41°52' E45°17'), the pilot and the sole passenger (an aircraft mechanic) were killed (probably already by the explosion of the rocket); t/t 5,362 hours; the wreck was found 14apr85; canx 12jun88; see c/n 5410217047 |
| 54 2511 072 | CCCP-15736(1) | Mi-2 | AFL/Moldova | rgd | 04sep72 | opb 281 LO Beltskogo OAO; displayed in park at Kishinyov 19aug75; canx 25may90; see c/n 547110041 |
| 54 2512 072 | CCCP-15737(1) | Mi-2 | AFL/West Sib.-Koy | mfd | 05aug72 | rgd 14sep72; opb 257 LO Kolpashevskogo OAO; w/o 09dec72 on the leg from Vertikos to Kargasok (without payload) of a round flight from Kargasok in support of Sibelektroset'stroi when at first the left and then also the right engine failed while the helicopter was flying over the taiga at a height of some 400 metres, the helicopter lost height rapidly and crashed in a swamp 12 km from Karga (35 km north-west of Kargasok), pilot killed; t/t 285 hours and 342 cycles; canx 1973; see c/n 546217069 |
| 54 2513 072 | CCCP-15733(1) | Mi-2 | AFL/East Siberia | mfd | 10aug72 | rgd 14sep72; opb 118 LO Barnaulskogo OAO; w/o 18nov86 on the leg from Bystry Istok to Zonalnoye of an ambulance flight from Bystry Istok to Barnaul in difficult weather conditions (poor visibility) when lost speed and height while flying a steep turn in ground fog as the crew was distracted from aviating by trying to keep visual contact with the ground, entered vortex-ring mode, crashed near Novaya Chemrovka (27 km north-west of Bisk airport), caught fire and burnt out, both pilots and both passengers killed; t/t 7,777 hours and 10,072 cycles; canx 07jul87; see c/n 545328077 |
| 54 2514 072 | CCCP-15734(1) | Mi-2 | AFL/Kazakhstan | rgd | 18dec72 | canx 15aug88; out of sequence; see c/n 547140061 |
| 54 2515 072 | CCCP-15738(1) | Mi-2 | AFL/Northern | rgd | 09nov72 | |
| | CCCP-15738(1) | Mi-2 | AFL/Leningrad | trf | 01jan73 | appeared in the 1988 Soviet film "Eto bylo proshlym letom" (It Happened Last Summer); canx 04apr88; see c/n 545427117 |
| 54 2516 072 | CCCP-15739(1) | Mi-2 | AFL/Ukraine | rgd | 22sep72 | see c/n 545503018 |
| | CCCP-15739(1) | Mi-2 | AFL/Azerbaijan | trf | 13jul82 | opb 109 LO Zabratskogo OAO; canx 22apr89; sat on the dump at ZXT, seen 13apr93 |
| 54 2517 072 | CCCP-15740(1) | Mi-2 | AFL/Ukraine | rgd | 23oct72 | trf to ?, date and to whom impossible to read in hand written document; see c/n 5410140037 |
| 54 2518 072 | CCCP-15741(1) | Mi-2 | AFL/Tyumen | rgd | 22sep72 | photo on internet taken at TOX in the '70s; canx 10aug92; see c/n 519429105 |
| 54 2519 082 | CCCP-15742(1) | Mi-2 | AFL/North Kavkaz | rgd | 15sep72 | canx 26jun87; see c/n 5110712088 |
| 53 2520 072 | CCCP-15743(1) | Mi-2 | AFL/Far East | rgd | 15jan73 | trf 01sep94 to Nikolayevsk-na-Amure Airlines; canx 26feb96; see c/n 5110240067 |
| 53 2521 082 | CCCP-15744(1) | Mi-2 | AFL/West Siberia | rgd | 22sep72 | canx 05apr82; see c/n 5110714088 |
| 53 2522 082 | CCCP-15745(1) | Mi-2 | AFL/Privolzhsk | rgd | 14sep72 | canx 04jul88; see c/n 5110241067 |
| 53 2523 082 | CCCP-15746(1) | Mi-2 | AFL/Yakutiya | rgd | 10nov72 | opb Maganski OAO; f/n GYG 03jul92; canx 29mar95; see c/n 5110710088 |
| 53 2524 082 | CCCP-15747(1) | Mi-2 | AFL/Urals | rgd | 18apr73 | canx 22jan90; see c/n 5410023116 |
| 53 2525 082 | CCCP-15748(1) | Mi-2 | AFL/Urals | rgd | 29dec72 | initially opb 122 LO of 2-i Permski OAO; trf to 348 LO of 2-i Permski OAO oct74; damaged beyond repair 29feb84 on take-off from a site near Perm when collided with a telephone line and crashed, no casualties; canx in 1984; see c/n 518747074 |
| 53 2526 082 | CCCP-15749(1) | Mi-2 | AFL/Urals | rgd | 18apr73 | canx 22oct90; see c/n 5410316077 |
| 53 2527 082 | CCCP-15750 | Mi-2 | AFL/Urals | rgd | 18apr73 | canx 05sep91; f/n PEE sep91 wfu |
| 53 2528 082 | CCCP-15751(1) | Mi-2 | AFL/Urals | rgd | 19jan73 | initially opb 122 LO of 2-i Permski OAO; trf to 2 AE 348 LO of 2-i Permski OAO oct74; trf to 10 LO of 2-i Permski OAO jul88; canx 05nov90; see c/n 5410226057 |
| 53 2529 082 | CCCP-15752(1) | Mi-2 | AFL/Tyumen | mfd | 31aug72 | rgd 17nov72; opb 293 LO Tobolskogo OAO; w/o 28mar86 on the leg from the Rotor-210 helipad to Khanty-Mansisk of a flight from Gornopravdinsk to Khanty-Mansisk when encountered below-minima weather conditions (poor visibility and snowfall) over the snow-covered flood plain of the river Irtysh so that the crew probably lost spatial orientation and the helicopter crashed 12 km north-west of Khanty-Mansisk airport (N61°03' E69°15'), both crew and all 4 passengers killed; t/t 6,249 hours and 13,824 cycles; canx 1986; see c/n 547740072 |
| 53 2530 082 | CCCP-15753(1) | Mi-2 | AFL/West Siberia | rgd | 25oct72 | canx 25jan91; see c/n 548706054 |
| | no reg | Mi-2 | privately owned | ph. | 07apr21 | in dark olive drab with light blue underside, no markings whatsoever; preserved somewhere in the Kemerovo region, seen apr21 |
| 53 2531 082 | CCCP-15754(1) | Mi-2 | AFL/Kazakhstan | rgd | 18dec72 | canx 11nov88; see c/n 5411009089 |
| 53 2532 082 | CCCP-15755(1) | Mi-2 | AFL/Kazakhstan | rgd | 18dec72 | canx 09oct80; see c/n 5410317077 |
| 53 2533 082 | CCCP-15756(1) | Mi-2 | AFL/Kazakhstan | rgd | 27oct72 | canx 11sep90; see c/n 5411028089 |
| 53 2534 082 | CCCP-15757(1) | Mi-2 | AFL/Kazakhstan | rgd | 10nov72 | damaged 30mar90 when rolled over on landing at Guryev; canx 20jul90; see c/n 5410927059 |
| 53 2535 082 | CCCP-15758(1) | Mi-2 | AFL/Urals | rgd | 20mar73 | canx 25oct90; see c/n 5410202037 |
| 53 2536 082 | CCCP-15759(1) | Mi-2 | AFL/Urals | rgd | 09apr73 | dbr 17may73 on a flight in the Sverdlovsk region when both engines flamed out due to lack of fuel and the helicopter crash-landed near Ivdel, no casualties; canx 1973; see c/n 5210617058 |
| 53 2537 082 | CCCP-15760 | Mi-2 | AFL/Urals | rgd | 09apr73 | dbr 31oct74 while flying from one parking position to another in fog at or near Kurgan when rolled over onto its side, no casualties; canx 1975 |
| 53 2538 082 | CCCP-15761 | Mi-2 | AFL/East Siberia | mfd | 08sep72 | rgd 20dec72 |
| | RA-15761 | Mi-2 | Aeroflot | rgd | 25nov93 | |
| | RA-15761 | Mi-2 | Ulan-Ude Avn Ent. | trf | 28dec94 | initially still in full Aeroflot c/s including titles; l/n as such UUD 20apr97; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998 |
| | RA-15761 | Mi-2 | Bural | rgd | 08aug01 | the operator's certificate of Bural was revoked 07feb17 and the company was declared bankrupt 04mar19 |
| 51 2539 082 | 259 | Mi-2 | Polish MoI | d/d | 28sep72 | opb 103. pl NJW MSW at Warsaw-Bemowo; in olive drab c/s with light grey underside, white and blue rings around tailboom; photo at Zielona Góra-Przylep 1974 |
| | 2539 | Mi-2 | Polish MoI | Bem | 28sep99 | opb 103. pl NJW MSW at Warsaw-Bemowo (disbanded 31dec00) |
| | PL-07XP | Mi-2 | Polish Police | toc | 09may01 | also carried code/call-sign 'F-005'; based at Lodz |
| | SN-07XP | Mi-2plus | Polish Police | r/r | 03dec02 | also carried code/call-sign 'F-005'; based at Lódz; in blue/light grey c/s with white cheatline and 'Policja' titles; f/n Lódz 30mar04; seen BZG 03may11; damaged beyond repair 01apr18 when came down hard in a forest clearing and rolled over onto its right side, details unknown |
| 51 2540 082 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2541 082 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2542 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2543 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2544 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2545 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2546 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2547 092 | not known | Mi-2 | Soviet Air Force | mfd | 01sep82 | |
| | RA-14299 | Mi-2 | AS | rgd | 05nov93 | |
| | no reg | Mi-2 | privately owned | Noo | 17sep22 | in ochre/dark green/dark grey camo c/s, no markings whatsoever; c/n checked Novonezhino 17sep22 |
| 51 2548 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2549 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2550 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2601 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2602 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2603 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2604 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2605 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2606 092 | "02" | Mi-2 | Soviet Air Force | Blv | 04jun11 | derelict; the tailboom was seen at Byelevtsy 09apr19 |
| 51 2607 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2608 092 | "05" | Mi-2 | Soviet Air Force | ph. | in 1991 | in Khodynka museum, fate unknown |
| 51 2609 092 | not known | Mi-2 | Soviet Air Force | no | reports | |

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|---|---|---|---|---|---|---|
| | FLARF02208 | Mi-2 | private | rgd | 16dec98 | privately owned |
| 51 2610 092 | not known | Mi-2 | DOSAAF | | | the tailboom was seen at Byelevtsy 09apr19 |
| 51 2611 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2612 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | SP-SAH | Mi-2 | ZEUS | rgd | 18may83 | crashed Abu Dora, Egypt 07jul90; canx 07sep90 |
| 51 2613 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2614 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | SP-SAG | Mi-2 | ZEUS/Heliseco | rgd | 10may83 | canx 27apr00; seen Zamocs, off airport, 11aug20 without any markings |
| 51 2615 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2616 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2617 092 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | SP-SAR (2) | Mi-2 | ZEUS/Heliseco | rgd | 14feb84 | see c/n 535450018, seen Swidnik sep96/26oct07, stored; canx 11mar02 as wfu and was stored Swidnik for a long time; preserved in Muzeum Lotnictwa Polskiego at Kraków, seen jun08/sep23; seen aug24 without registration on |
| 51 2618 092 | SP-SAL | Mi-2 | ZEUS/Heliseco | rgd | 24may83 | in light blue c/s with orange top and cheatline; CofA expired 22dec92; sat wfu at Swidnik, seen sep96; canx 16jan97; the hulk sat at a fire station in the Piatkowo district of Poznan (N52.450908 E16.911614), seen aug16 |
| 51 2619 102 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | SP-SXD | Mi-2 | Polish Air Rescue | rgd | 05jul83 | canx 04mar02 as wfu; stored at Swidnik, seen jun02; offered for sale in 2006; stored at Warsaw-Bemowo, l/n apr08; sold to a trader in 2009 and was stored at Hinterschmiding (Bavaria) for some time; offered for sale aug11 and sold to a private collector in early 2013 |
| | '7767' | Mi-2 | German Army | ph. | may13 | was preserved in these fake colours (olive drab/black camo c/s with '7767' standing for the birthday of the owner) on the roof of a garage at Usingen (N50.33183 E8.52005) from 2013, seen may13/aug14; offered for sale jul17 and sold to the Netherlands in winter 2017/18 |
| | no reg | Mi-2 | no titles | ph. | 05sep18 | the end of the tailboom was cut off and fitted again with a hinge joint so that it can be folded to transportation; in medium green/light blue/reddish brown/yellow camo c/s; named 'Mil Mi2 "El Fidel"'; mounted on a transport vehicle and used as a travelling exhibit for various events, first used as such during the "Uitmarkt Emmen Stadsbbq edition 2018" in the Rensenpark at Emmen 07/09sep18; seen at Herentals (Belgium) 13jun19 and at Utrecht-De Fabrique (N52.127564 E5.049911) 18jun22, not visible on any Google Earth photo |
| 51 2620 102 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | SP-SAF | Mi-2 | ZEUS/Heliseco | rgd | 05may83 | canx 16jul99; sold mar99 to a person from Wlodawa (on Ukraine border), nothing more known |
| 51 2621 102 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2622 102 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | SP-SAI | Mi-2 | ZEUS/Heliseco | rgd | 11dec83 | canx 16jan97 as wfu; l/n Swidnik aug99/jul00, stored; sold aug00 to a person from Olesnica; preserved in Luftfahrtsammlung Sanner at Bensheim-Auerbach (N49704722 E8.6138889) probably from 2002, seen 2005/aug07; moved to a private location at Wixhausen (Germany); preserved in green c/s without markings at Arheilgen (N49.916725 E8.6445667), seen aug08/jul12, and later in an industrial precinct at Darmstadt-Arheilgen (N49.917026 E8.644659), seen jul20/mar24 |
| 51 2623 102 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | SP-SAM | Mi-2 | ZEUS/Heliseco | rgd | 05may83 | in dark blue/yellow c/s; canx 04mar02 as wfu; was preserved without rotor outside the Bemowo fire station (N52.23438 E20.91433), seen may04/jun10, but no longer visible on Google Earth by oct11 |
| 51 2624 102 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | SP-SAK | Mi-2 | ZEUS/Heliseco | rgd | 11oct83 | l/n Swidnik aug98/jul00, stored; canx 17oct00 |
| 51 2625 102 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | SP-SAU | Mi-2 | ZEUS/Heliseco | rgd | 05may83 | crashed in Egypt 16aug93; canx 25feb94 |
| 54 2627 102 | CCCP-15762(1) | Mi-2 | AFL/Central Region | rgd | 26jan73 | canx 1987; see c/n 545423117 |
| 54 2628 102 | CCCP-15763(1) | Mi-2 | AFL/East Sib.-Boi | mfd | 11nov72 | rgd 26jan73; opb 133 LO Bodaibinskogo OAO; involved in an incident 08may77 on a cargo flight from Perevoz to the helipad at Taimendra (at N59°30' E116°20' in the Bodaibo district of the Irkutsk region) when 1 of the 2 passengers left the helicopter after landing (while the engines were running) and was hit by the tail rotor, the pilot flew him to the hospital at Perevoz, but he died there 5 days later; t/t 1,467 hours by 08may77; canx but date unknown; see c/n 548315083 |
| 54 2629 102 | CCCP-15764(1) | Mi-2 | AFL/Kazakhstan | mfd | 06nov72 | rgd 12jan73; opb 191 LO Burundaiskogo OAO; w/o 13apr82 on a forest patrol flight from Burundai to Bakanas in support of the Alma-Ata Forest Protection Base when the right engine failed (due to a design fault of the fuel system) while the helicopter was flying at a height of 300 metres, the crew attempted an emergency landing, but the left engine failed as well at a height of some 100-120 metres and the helicopter crashed in the desert near Bakbakty 35 km south-east of Bakanas airport (N44°33' E76°35'), all 3 crew killed; t/t 2,675 hours and 3,913 cycles; canx 1982; see c/n 8014 |
| 54 2630 102 | CCCP-15765(1) | Mi-2 | AFL/Ukraine | rgd | 26jan73 | not canx from Soviet register; fate unknown; see c/n 548527014 |
| 54 2631 102 | CCCP-15766 | Mi-2 | AFL/Uzbekistan | rgd | 26jan73 | canx 14jul92 |
| 56 2632 112 | 382 | Mi-2 | East German AF | d/d | 27dec72 | |
| | 94+59 | Mi-2 | German Air Force | trf | 03oct90 | was stored at Brandenburg-Briest, l/n oct93; to Aerotec of Rothenburg 15oct93; 'shell' without engines sold to Manfred Steinmetz 21may97, displayed in his swinger club "Caribik Bar" at Seisenegg 27 at Viehdorf (Austria) in fantasy c/s with shark mouth and 'Shark I' titles, extant in 2011 |
| 56 2633 112 | 383 | Mi-2 | East German AF | d/d | 18dec72 | |
| | 94+60 | Mi-2 | German Air Force | trf | 03oct90 | stored at Brandenburg-Briest, l/n oct93; to 'Aerotec' of Rothenburg 15oct93; reported stored oct94; preserved in Flugplatzmuseum at Rothenburg (N51.357811 E14.959269), seen nov01/sep20 |
| 56 2634 112 | 384 | Mi-2 | East German AF | d/d | 30nov72 | opb HAG-35 at Brandenburg-Briest; w/o 30aug84 when collided with Mi-2 '351' c/n 564412105 |
| 56 2635 112 | 385 | Mi-2 | East German AF | d/d | 18dec72 | |
| | 94+61 | Mi-2 | German Air Force | trf | 03oct90 | sat wfu at Brandenburg-Briest, l/n oct93; to "Aerotec" Rothenburg 15oct93, seen there unmarked oct94/may04 |
| | no serial | Mi-2 | not known | | | repainted in dark blue/white c/s without any markings; offered for sale on a German auction website apr06; preserved at Leer, seen jul06 |
| | no serial | Mi-2 | Vario Helicopter | | 07may07 | in dark blue/white c/s without any markings; preserved at the model helicopter shop at Grafendorf (N50.111128 E9.7247082) from 07may07, l/n sep11 |
| 56 2636 112 | 2636 | Mi-2 | Polish Air Force | d/d | 11jan73 | collided 23oct78 at Pruszcz Gdanski with PLW Mi-2 2645 |
| 56 2637 112 | 2637 | Mi-2 | Polish Air Force | d/d | 30dec72 | in 3 or 4-tone camo c/a with light blue underside; l/n operational Nowe Miasto 08sep00; stored at Deblin-Irena, seen sep06; offered for sale mar09 with t/t 7,107 hours and 6,999 cycles; seen in a yard at Wysokie Mazowieckie mar11; was displayed at Tonnie Bouman's home improvement store at Veen (Netherlands) from 01dec15, l/n oct18; converted into a mobile bar and buffet; seen at "Stadsoase de Zomertuin" at Eindhoven jul20; l/n aug20 |
| 56 2638 112 | 2638 | Mi-2 | Polish Air Force | d/d | 11jan73 | in green/sand/greyish blue camo c/s with light grey underside; l/n operational Pruszcz Gdanski 28jun98; preserved with the fake serial '2838' on the left-hand side and without Polish chequerboards at Klubhaus der Werktätigen "Ernst Thälmann" at Oschersleben (N52.02784 E11.25169) from 29apr15, l/n mar22 |
| 56 2639 112 | 2639 | Mi-2 | Polish Air Force | d/d | 11jan73 | wfu 07aug96; l/n LCJ 30aug96/31aug98, stored |
| 56 2640 112 | 2640 | Mi-2 | Polish Air Force | d/d | 16jan73 | wfu 11jun90 |
| | SP-FSO | Mi-2 | PHP Acrona | rgd | 19aug91 | seen Warsaw-Bemowo 12jul90, painted before rgd date ! canx from register 27jul95 after accident |
| | no reg | Mi-2 | ex Polish AF c/s | f/n | late'95 | was stored at "Dump-2000" at Rotterdam-Alexandrium; sold to a truck company at Aalsmeer in 2005; was later preserved at Vijfhuizen, seen may06; is believed to be discovered in the garden of a private house in Spelonckvaart at Moerbeke Waas in Belgium (N51.18495 E03.96752), a photo from aug07 shows it all-silver and unmarked, a visit on 19aug12 found it now amongst bushes and difficult to photograph, additionally the house-owner was not at home but a neighbour said arrival in 2007 sounded right, still to be confirmed it is this one; moved to the backyard (N51.134 E3.9666272) by oct15, l/n there oct23 |
| 56 2641 112 | 2641 | Mi-2 | Polish Air Force | d/d | 11jan73 | seen Lodz 19sep94 but also reported crashed |
| 56 2642 112 | 2642 | Mi-2URN | Polish Air Force | d/d | 30dec72 | opb 49. BLot; l/n Pruszcz Gdanski 21may16 |
| 56 2643 112 | 2643 | Mi-2URN | Polish Air Force | d/d | 11jan73 | l/n Pruszcz Gdanski 26jun01 |
| 56 2644 112 | 2644 | Mi-2 | Polish Air Force | d/d | 11jan73 | seen Modlin 1991; was preserved in faded colours at Bydgoszcz, seen mar10/oct11 |
| | '2842' | Mi-2 | Polish Air Force | BZG | may15 | in olive drab c/s; preserved with this fake serial at the WZL-2 factory at Bydgoszcz (N53.112006 E17.961289), seen may15/dec21; '2842' is the military unit number of the precursor of WZL-2 - 49. Ruchome Warsztaty Remontu Lotnictwa (49th Mobile Workshop of Aviation Repair) |
| 56 2645 112 | 2645 | Mi-2 | Polish Air Force | d/d | 16jan73 | collided 23oct78 at Pruszcz Gdanski with PLW Mi-2 2636 |
| 56 2646 112 | 2646 | Mi-2 | Polish Air Force | d/d | 16jan73 | donated by the Polish Government to Lithuania apr95 |
| | "04" yellow | Mi-2 | Lithuanian Police | h/o | 18apr96 | in green/ochre/light blue/grey camo c/s with light grey underside and 'Policija' titles; f/n Goraszka (Poland) 15jun97; preserved in Lietuvos Aviacijos Muziejas at Kaunas-Aleksotas (N54.878321 E23.889928), seen sep07/aug20 |
| 56 2647 112 | 2647 | Mi-2RL | Polish Air Force | d/d | 16jan73 | SAR version; opb 1. GrPosRa 3. SLTr; f/n Lodz 18aug91; l/n Swidwin 02oct16, active |
| 56 2648 112 | 2648 | Mi-2URN | Polish Air Force | d/d | 16jan73 | seen Lodz 28jun01 |
| | N9YS | Mi-2 | Airflight Inc. | rgd | 01oct04 | Airflight Inc. of New Smyrna Beach, FL |
| | NX9YS | Mi-2 | Airflight Inc. | Dsc | jan07 | in all-white c/s |
| | N9YS | Mi-2 | Gustl Spreng | rgd | 30oct13 | Gustl Spreng Enterprises Inc. of New Smyrna Beach, FL; never had a CofA |
| | N9YS | Mi-2 | Claudia Spreng | rgd | 19oct16 | Claudia Spreng of Port Orange, FL |
| | N9YS | Mi-2 | Gustl Spreng | rgd | 10jan17 | Gustl Spreng Enterprises Inc. of New Smyrna Beach, FL |
| | N9YS | Mi-2 | Air Flight Ent. | rgd | 08may18 | Air Flight Enterprises Inc. of South Daytona, FL; current on register 22feb22 with a CofR expiry date of 31may24 |
| 55 2649 122 | 386 | Mi-2RM | East German AF | d/d | 27jan73 | designated Mi-2See in East Germany; see c/n 563821114 |
| | 386 | Mi-2RM | East German Army | trf | 14nov84 | |
| | 94+83 | Mi-2RM | German Air Force | trf | 03oct90 | stored at Brandenburg-Briest, seen oct93; to 'Aerotec' at Rothenburg 15oct93 and stored there, seen unmarked oct94/apr96; to Metallbau Nitzsche at Strehla 05aug96; stored with Sächsisches Feuerwehrmuseum at Zeithain (N51.348492 E13.339113), seen mar04/jun23 |
| 55 2650 122 | 387 | Mi-2 | East German AF | d/d | 20dec72 | opb THG-34 at Brandenburg-Briest; w/o 07apr78 when crashed at Strausberg |
| 55 2701 122 | 388 | Mi-2RM | East German AF | d/d | 29jan73 | designated Mi-2See in East Germany |
| | 388 | Mi-2RM | East German Army | trf | 14nov84 | |
| | 94+73 | Mi-2RM | German Air Force | trf | 03oct90 | seen stored Brandenburg-Briest oct93; to 'Aerotec', Rothenburg 15oct93; believed to Kaltwasser late 1994 |
| | no serial | Mi-2RM | no titles | ph. | mar95 | in blue/white c/s without markings; preserved at a playground at Kaltwasser, seen mar95/may18 |

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|---|---|---|---|---|---|---|
| | no serial | Mi-2RM | Polizei | ph. | 30may20 | in light grey/turquoise/dark green c/s with small 'Polizei' titles; preserved in these fake colours at Kaltwasser (N5126912 E14.952172), seen may20/sep23 |
| 55 2702 122 | 702 | Mi-2 | Polish Navy | d/d | 11jan73 | |
| | 2702 | Mi-2 | Polish Navy | r/r | unknown | used (without serial) as a ground instructional airframe by Lotnicza Akademia Wojskowa at Deblin-Irena, seen may93/aug18 |
| 55 2703 122 | 703 | Mi-2 | Polish Navy | d/d | 22feb73 | |
| | 2703 | Mi-2 | Polish Navy | QYD | 02jul95 | l/n Darlowo sep00/apr05; stored Mazowiecki; seen preserved at petrol-station near Wysokie 2007; left by feb08 |
| 55 2704 122 | 2704 | Mi-2 | Polish Navy | d/d | 12jan73 | crashed 08feb85 |
| 55 2705 122 | 705 | Mi-2 | Polish Air Force | d/d | 11jan73 | |
| | 2705 | Mi-2 | Polish Air Force | r/r | unknown | crashed 24aug83 |
| 55 2706 122 | 2706 | Mi-2 | Polish Air Force | d/d | 12jan73 | initially in red/white SAR c/s; repainted in green c/s with a Red Cross (rescue) badge on the engine cowling; f/n as such Deblin 24aug18; l/n Mieroslawiec 27nov18 |
| 55 2707 122 | 2707 | Mi-2 | Polish Navy | d/d | 12jan73 | was involved in an accident 15apr76 and wfu 06nov76 |
| 51 2708 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2709 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2710 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2711 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2712 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2713 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2714 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2715 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2716 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2717 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2718 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2719 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2720 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2721 122 | SP-WXC | Mi-2 | Polish Air Rescue | rgd | 30jan73 | canx 07jan77 after crash 07jan76 |
| 51 2722 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2723 122 | SP-WXD | Mi-2 | Polish Air Rescue | rgd | 30jan73 | in full c/s; l/n operational Lublin 05aug02; CofA expired 24jun03; canx 13jul04; seen wfu at Buk (Poznan) by 2009; preserved in a private collection at Gewerbegebiet West at Zehdenick (N5298768 E13.30502), seen jan12/aug21 |
| 51 2724 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2725 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2726 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2727 013 | "21" yellow | Mi-2 | Soviet Air Force | no | reports | opb 1 uve 484 uvp SVVAUL at Syzran until 1986 and later by another uve of 484 uvp |
| 54 2728 122 | "27" yellow | Mi-2 | Russian Air Force | Che | 26aug02 | derelict in MARZ ROSTO at Fedurnovo (Chornoye), l/n sep10 |
| 51 2729 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2730 013 | not known | Mi-2 | Soviet Air Force | mfd | 31jan73 | offered for sale dec00 with t/t 1,889 hours for $ 80,000 |
| 51 2731 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2732 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2733 013 | not known | Mi-2 | Soviet Air Force | mfd | 31jan73 | |
| | not known | Mi-2 | privately owned | | | last overhaul completed 31mar98; based in Primorye region (Far East); offered for sale on internet by Heine 10jan04 with t/t 2,270 hours 26 min (as of 15dec03) |
| 51 2734 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2735 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2736 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2737 013 | not known | Mi-2 | Soviet Air Force | mfd | 31jan73 | |
| | RA-23676 | Mi-2 | Neftyeyugansk AE | rgd | 16nov92 | canx 23nov00 |
| 51 2738 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2739 013 | "27" yellow | Mi-2 | DOSAAF | ph. | 17aug14 | c/n checked; in dark green c/s with light grey underside, with titles; sat wfu on pallets at Medyn (N54.948961 E35.855551), seen aug14/mar23 |
| 51 2740 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2741 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2742 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2743 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2744 013 | not known | Mi-2 | Soviet Air Force | | 26jan81 | reported in Moscow (airport or city ?) |
| 51 2745 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2746 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2747 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2748 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2749 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2750 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2801 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2803 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2804 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2805 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2806 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2807 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2808 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2809 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2810 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2811 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2812 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 2813 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 2814 023 | 2814 | Mi-2 | Polish MoI | d/d | 12apr73 | opb 103. pl NJW MSW at Warsaw-Bemowo (disbanded 31dec00); l/n Warsaw-Bemowo 25apr98 |
| | PL-08XP | Mi-2 | Polish Police | toc | 09may01 | also carried code/call-sign 'M-010'; based at Bialystok |
| | SN-08XP | Mi-2 | Polish Police | r/r | 03dec02 | also carried code/call-sign 'M-010'; in blue/light grey c/s with white cheatline and 'Policja' titles; f/n Bialystok 30oct03; l/n POZ 30apr10 |
| | SP-VPC | Mi-2 | Polish Police | res | sep11 | |
| 53 2815 023 | 285 | Mi-2 | Polish Air Force | d/d | 12apr73 | |
| | 2815 | Mi-2 | Polish Air Force | r/r | unknown | l/n Warsaw-Bemowo 25apr98; opb Polish MSWiA |
| | PL-01XG | Mi-2 | Pol. Border Guard | trf | 21dec00 | |
| | SN-01XG | Mi-2 | Pol. Border Guard | r/r | 2003 | f/n Lublin jun04; l/n Ketrzyn-Wilamowo 02aug08 |
| | SN-01XP | Mi-2 | Polish Police | POZ | 19feb09 | l/n operational Warsaw-Bemowo 20jun10; preserved as 'S XP' (with the 'N-01' painted over) at a fire station at Goldap (N54.29934 E22.29745), seen aug13/jun16 |
| 53 2816 023 | 2816 | Mi-2 | Polish Air Force | d/d | 06apr73 | wfu 18oct90 |
| | SP-FSW | Mi-2 | Holding WIG | rgd | 25jun91 | seen with additional 'Lemark' titles Jelenia Góra 24may95; canx 25may99 |
| | SP-FSW | Mi-2 | Lemark sp. z o.o. | rgd | 06sep99 | CofA expired 28dec01; f/n Karwice 13jun06; canx 05mar08 |
| 56 2817 043 | 420 | Mi-2 | E.G. Grenztruppen | d/d | 22jun73 | opb HS-16 at Salzwedel (relocated to Nordhausen 14oct86); ferried to SXF 14sep90; l/n SXF 24sep90 (with 'Polizei' titles SXF 24sep90/19sep91 ?) |
| | DDR-VGJ | Mi-2 | East German Police | rgd | 24sep90 | was to be opb Zentrale Polizeifliegerstaffel at SXF, but not taken up; stored at SXF, seen 19sep91, still as '420' |
| | D-HZPN | Mi-2 | Berlin Police | rgd | sep92 | l/n SXF 03jun94; wfu by 31dec03; offered for sale 23mar04; canx 08jun04 |
| | TC-HNL | Mi-2 | Red Star Air Amb | ADB | 12feb05 | no rgd yet; still in basic German c/s; offered for sale feb07 with t/t 5,036 hours; l/n ADB oct08 |
| | HL9494 | Mi-2 | Yecheon ASC | rgd | 05jan11 | Yecheon Astro-Space Center; preserved in the Yecheon Theme Park, seen jun13/jun15 with registration on and again nov18 no reg painted on; seen with registration on Yeongdeok (off airport) 13aug22 |
| 56 2818 043 | 423 | Mi-2F | E.G. Grenztruppen | d/d | 22jun73 | opb HS-16 at Salzwedel |
| | 423 | Mi-2F | East German AF | Brb | may80 | |
| | 94+64 | Mi-2F | German Air Force | trf | 03oct90 | |
| | D-HVAA | Mi-2F | Germ Minst of Int | trf | 09apr92 | 'on paper' only |
| | HA-BCJ | Mi-2F | Hung Fl Ambulance | Tok | 30jul92 | l/n Tököl 19jul93 |
| | HA-BCJ | Mi-2F | Napkelet Airlines | rgd | 22nov93 | d/d 24apr94; seen with 'Hungarian Flying Ambulance' titles and additional 'Dunai Repülögépgyár' titles on the door Tökol 09jun95, stored |
| | HA-BCJ | Mi-2F | no titles | Far | 30apr00 | on register nov97/dec03 as owned by Forgószárny Kft. and operated by Dongó Kft.; l/n active Budaörs 04jun00; CofA expired 14apr01; was preserved in a compound at Szigethalom to the south-east of Tököl, seen jan11 |
| | no reg | Mi-2F | no titles | ph. | oct14 | in olive drab/sand camo c/s with light blue underside, no markings whatsoever; preserved in these fake colours in the Komo-Sky 51-es BÁZIS museum at Dunavarsány (N47.292330 E19.029504), seen oct14/sep23 |
| 56 2819 043 | 501 | Mi-2 | E.G. Grenztruppen | d/d | 22jun73 | opb HS-16 at Salzwedel (relocated to Nordhausen 14oct86); ferried to SXF 14sep90; sat wfu at SXF, seen jun92/jul93; was preserved in Musèe de l'Abri at Hatten (France), seen 1999/sep07 (with 'Polizei' titles SXF 24sep90 ?) |
| | DDR-VGL | Mi-2 | East German Police | rgd | 24sep90 | was to be opb Zentrale Polizeifliegerstaffel at SXF, but not taken up |
| | D-HZPP | Mi-2 | German Police | rgd | dec92 | allocated but not taken up; canx sep93 |
| | no reg | Mi-2 | no titles | ph. | 18may19 | was stored without markings at an old caravan storage site on N273 (Napoleonsbaan) opposite the '4 Sprong' snack bar at Kessel (Netherlands), seen jan09/sep11; moved to the Piet Smedts Collection at Baarlo (Netherlands), seen mar14; preserved at the 'van Hoorne Hoeve' (van Horne Farm) at Weert (Netherlands), seen oct14/sep17; repainted in olive drab/grey camo c/s with a small 'PS Aero' (Baarlo) logo; seen as such may19/sep21; preserved at a playground at Weert (is that still on the van Hoorne Hoeve ?), seen may24 |
| 56 2820 043 | 502 | Mi-2F | E.G. Grenztruppen | d/d | 22jun73 | opb HS-16 at Salzwedel |
| | 502 | Mi-2F | East German AF | Brb | may80 | opb HAG-35 at Brandenburg-Briest; w/o 27jun90 when crashed at Brandenburg-Briest |
| 52 2821 023 | CCCP-15767(1) | Mi-2 | AFL/Far East | rgd | 25jun73 | initially opb 147 LO Yuzhno-Sakhalinskogo OAO; trf to 2 AE 359 LO Yuzhno-Sakhalinskogo OAO jan75 (became 2 AE 359 LO Okhinskogo OAO jan85); slightly damaged 14feb75 after landing at Kotikovo when a |

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|---|---|---|---|---|---|---|
| | | | | | | blade of the main rotor was damaged by an empty beer bottle which had been thrown away by a disembarking passenger; canx 1987; see c/n 5410321077 |
| 52 2822 023 | CCCP-15768(1) | Mi-2 | AFL/Far East | rgd | 25jun73 | opb Vladivostokski OAO; w/o 20feb78 on a flight from Vladivostok-Sedanka to Nakhodka when disappeared without a trace, the pilot and the sole passenger were killed; the wreck was never found; canx 1978; see c/n 5410741108 |
| 52 2823 023 | CCCP-15769(1) | Mi-2 | AFL/Far East | rgd | 03may73 | canx from the Russian register but date unknown; see c/n 546917110 |
| 52 2824 023 | CCCP-15770 | Mi-2 | AFL/Krasnoyarsk | mfd | 10mar73 | rgd 18apr73; opb 188 LO 2-go Krasnoyarskogo OAO; w/o 19jul82 on the leg from Narva to Krasnoyarsk-Severny of a positioning flight from Kuragino to Krasnoyarsk-Severny with the MTOW exceeded by 330 kg when deviated from the prescribed flight path, crashed into the wooded slope of a hill 2.7 km north-west of Magansk (at N55°54' E93°15'), caught fire and burnt out, both crew and all 3 passengers killed, the cause of the accident could not be established; t/t 3,836 hours and 7,550 cycles; canx 17nov82 |
| 52 2825 033 | CCCP-15771 | Mi-2 | AFL/Krasnoyarsk | rgd | 26apr73 | canx 19dec88 |
| 52 2826 033 | CCCP-15772 | Mi-2 | AFL/Ukraine | rgd | 11may73 | canx 18jan88 |
| 52 2827 033 | CCCP-15773 | Mi-2 | AFL/Ukraine | rgd | 27apr73 | canx 1984 |
| 52 2828 033 | CCCP-15774 | Mi-2 | AFL/Ukraine | rgd | 10may73 | canx 23dec91 |
| 52 2829 033 | CCCP-15775 | Mi-2 | AFL/Ukraine | rgd | 19sep73 | canx 05dec88 |
| 52 2830 033 | CCCP-15776 | Mi-2 | AFL/Moldova | rgd | 02jun73 | opb 281 LO Beltskogo OAO; canx 25may90 |
| 52 2831 033 | CCCP-15777 | Mi-2 | AFL/Moldova | rgd | 25may73 | opb 281 LO Beltskogo OAO; dbr 23nov75 on an unauthorised flight near Kishinyov; canx 1976 |
| 52 2832 033 | CCCP-15778 | Mi-2 | AFL/Moldova | rgd | 02jun73 | opb 281 LO Beltskogo OAO; dbr 07sep79 when an engine failed and the helicopter made a forced landing near Byeltsy; canx 09jan80 |
| 52 2833 033 | CCCP-15779 | Mi-2 | AFL/Moldova | rgd | 25may73 | opb 281 LO Beltskogo OAO; canx 1975 |
| 52 2834 033 | CCCP-15780 | Mi-2 | AFL/Moldova | rgd | 21may73 | opb 281 LO Beltskogo OAO; canx 30sep88 |
| 52 2835 033 | CCCP-15781 | Mi-2 | AFL/Moldova | mfd | 31jan73 | rgd 25may73; opb 281 LO Beltskogo OAO; not canx from Soviet register |
| | ER-15781 | Mi-2 | Moldaeroservice | rgd | 19apr04 | canx 25feb99 as written off |
| 52 2836 033 | CCCP-15782 | Mi-2 | AFL/North Kavkaz | rgd | 13jun73 | canx 1985; used as ground instructional airframe by the Vyborg Technical College of Civil Aviation, seen jul06/oct19, in very faded colours, registration and titles no longer readable by may24 |
| 52 2837 033 | CCCP-15783 | Mi-2 | AFL/North Kavkaz | mfd | 31mar73 | rgd 22may73; opb 81 LO 2-go Krasnodarskogo OAO; w/o 23jul73 on a flight from Naryn-Khuduk (Kalmykia) to Troitskoye in support of PMK-39 ol "Kalmvodoprovodstroi" when the engines lost power, the helicopter lost height, crashed in the steppe 22 km east of Elista airport and caught fire, pilot killed, the cause of the accident could not be established; t/t 410 hours and 777 cycles; canx 1975 |
| 52 2838 033 | CCCP-15784 | Mi-2 | AFL/North Kavkaz | rgd | 22may73 | dbr 27aug82 on a flight in the Slavyansk-na-Kubani district of the Krasnodar region when an engine failed and the helicopter crash-landed near Achuyevo, no casualties; canx 1983 |
| 52 2839 033 | CCCP-15785 | Mi-2 | AFL/Ukraine | rgd | 21may73 | canx 25jun90 |
| 52 2840 033 | CCCP-15786 | Mi-2 | AFL/Ukraine | rgd | 21may73 | canx 09dec90 |
| 52 2841 033 | CCCP-15787 | Mi-2 | AFL/Ukraine | rgd | 25may73 | canx 14may90 |
| 52 2842 033 | CCCP-15788 | Mi-2 | AFL/Ukraine-TNL | rgd | 11jul73 | ferried from Ternopol to Vyborg mar84 with some 200 hours left; canx 1985; used as a ground instructional airframe by the Vyborg Technical College of Civil Aviation, seen jul06/jul13; also see c/n 562644112 |
| 52 2843 033 | CCCP-15789 | Mi-2 | AFL/Ukraine-TNL | rgd | 21may73 | damaged 1975 on a crop-spraying flight in the Tula region, repaired; displayed during the agricultural aviation exhibition of the CMEA countries MHP 28oct81; dbr 27aug84 on a crop-spraying flight in the Gorodnya district of the Chernigov region when started to bank on final approach to an airstrip near Senkovka (as the chemicals in the reservoirs had been used up unevenly) and crashed, pilot slightly injured; had some 200 hours left; canx 28dec85 |
| 52 2844 033 | CCCP-15790 | Mi-2 | AFL/Ukraine | rgd | 25may73 | canx 18jan88 |
| 52 2845 053 | CCCP-15791 | Mi-2 | AFL/GosNII GA | rgd | 25apr75 | |
| | CCCP-15791 | Mi-2 | AFL/Central Region | trf | 25jun84 | |
| | OK-DIO | Mi-2 | Air Transp. Europe | rgd | 18feb92 | leased to Air Transport Europe of Poprad; canx 07dec92 |
| | RA-15791 | Mi-2 | Aeroflot | Mya | 01sep93 | canx 06jun94; trf 23aug94 to Myachkovo Air Service |
| 52 2846 033 | CCCP-15792 | Mi-2 | AFL/Ukraine | rgd | 11may73 | in standard 'blue' c/s; canx 14jul89; used as a ground instructional airframe by the National Aviation University at Kiev, seen sep92/oct19 |
| 52 2847 033 | CCCP-15793 | Mi-2 | AFL/Krasnoyarsk | rgd | 03jul73 | canx 29nov88 |
| 52 2848 033 | CCCP-15794 | Mi-2 | AFL/Moldova-Bzx | mfd | 18apr73 | rgd 15aug73; opb 281 LO Beltskogo OAO; w/o 30may80 on a crop-spraying flight for the sovkhoz (state-owned farm) "Vinogradar" from Alexandresti (Cahul district of Moldova) when the left engine suffered an uncontained failure some 45-50 seconds after take-off, the right engine was damaged by turbine blades of the left engine and failed as well, the intoxicated pilot did not cope with the situation, the helicopter lost height, came down hard in a field, collided with an earth wall, came to rest on its left side, caught fire some 30 minutes later and burnt out, pilot killed; t/t 2,706 hours and 20,844 cycles; canx 20aug80 |
| 52 2849 033 | CCCP-15795 | Mi-2 | AFL/Moldova | rgd | 07jun73 | opb 281 LO Beltskogo OAO; dbr 21apr83 on a flight in the Zagorsk district of the Moscow region when the free wheel clutch failed and the helicopter crashed, no casualties; canx 1984 |
| 52 2850 033 | CCCP-15796 | Mi-2 | AFL/Moldova | mfd | 15apr73 | rgd 15aug73; opb 281 LO Beltskogo OAO |
| | ER-15796 | Mi-2 | Moldaeroservice | rgd | 19apr94 | sat wfu at Balti-Central, seen feb06/sep10; current on register by 12jan12 |
| 54 2901 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2902 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2903 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2904 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23614 | Mi-2 | Varian | rgd | 27may93 | f/n ARH 10jun94 with 'Aeroflot' titles |
| 54 2905 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2906 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2907 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23615 | Mi-2 | Varian | rgd | 27may93 | f/n ARH 10jun94 with 'Aeroflot' titles |
| 54 2908 043 | "56" yellow | Mi-2 | Soviet Air Force | no | reports | opb 2 uve 484 uvp SVVAUL at Syzran by 1986 |
| 54 2909 043 | "22" red | Mi-2 | Soviet Air Force | no | reports | opb 5 uve 484 uvp SVVAUL at Syzran by 1986 |
| 54 2910 043 | not known | Mi-2 | Soviet Air Force | mfd | 30apr73 | |
| | RA-23612 | Mi-2 | Varian | rgd | 27may93 | f/n ARH 10jun94, with 'Aeroflot' titles; current on the Russian register feb98/sep01, see next line |
| | LY-HBX | Mi-2 | P. Sucylos imone | rgd | 22apr97 | P. Sucylos imone "Aerobatika"; in white c/s with red trim, initially no titles; f/n Stockholm-Barkarby 03jun00; CofA expired 17jul07; l/n without titles BMA 28may08; reportedly wfu in spring 2010; f/n with 'Skid & Nöjesguiden' titles Vassunda 24jun12; l/n Vassunda 13jun14; canx between 04apr15 and 04may15; carried just 'Rescue' titles by jun22; shipped on a flat-bed trailer on board of the ferry "Mazovia" from Sweden to Swinoujscie (Poland) 05jun22 was transported to Ukraine, probably to Motor Sich |
| 54 2911 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2912 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2913 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2914 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2915 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2916 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2917 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2918 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2919 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2920 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2921 043 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2922 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23677 | Mi-2 | Neftyeyugansk AE | rgd | 16nov92 | canx 19dec96 |
| 54 2923 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2924 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2925 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2926 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2927 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2928 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2929 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2930 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2931 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2932 053 | not known | Mi-2 | Soviet Air Force | mfd | 30may73 | |
| | RA-23678 | Mi-2 | Neftyeyugansk AE | rgd | 16nov92 | canx 23nov00 |
| 54 2933 053 | "57" yellow | Mi-2 | Soviet Air Force | Wer | 15aug92 | opb 41 ove; returned to Russia 24apr94 |
| 54 2934 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2935 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2936 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2937 053 | no code | Mi-2 | Soviet Air Force | Bsk | 03aug96 | |
| 54 2938 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2939 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2940 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2941 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 2942 083 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 2943 063 | SP-PSG | Mi-2 | WSK Swidnik | rgd | 10jul73 | canx 25apr75 |
| | SP-SDK | Mi-2 | WSK Swidnik | rgd | 25apr75 | canx 13may86 after crash Lewice 12jun84 |
| 56 2944 063 | 503 | Mi-2F | E.G. Grenztruppen | d/d | 28jul73 | opb HS-16 at Salzwedel |
| | 503 | Mi-2F | East German AF | Brb | may90 | |
| | 94+65 | Mi-2F | German Air Force | trf | 03oct90 | |
| | D-HVAB | Mi-2F | Germ Minst of Int | trf | 09apr92 | which is also the permit date |
| | HA-BCM | Mi-2F | Napkelet Al | | | Aerocaritas Alapítvány Napkelet Airlines Kft.; allocated but not taken up |
| | no reg | Mi-2F | no titles | | | in white c/s with red cheatline and trim; sat wfu at Tököl, seen 30jul92/aug98, and later at Baj, seen 2012/13; displayed in Hadipark at Szeged (N46.266196 E20.107578) from feb14, l/n sep24 |
| 56 2945 063 | 504 | Mi-2F | E.G. Grenztruppen | d/d | 28jul73 | opb HS-16 at Salzwedel (relocated to Nordhausen 14oct86); ferried to SXF 14sep90 |
| | DDR-VGM | Mi-2F | East German Police | rgd | 24sep90 | was to be opb Zentrale Polizeifliegerstaffel at SXF, but not taken up; stored at SXF, seen 19sep91, still as '504' |

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|---|---|---|---|---|---|---|
| | D-HZPQ | Mi-2F | German Police | rgd | dec92 | f/n SXF 16feb93; canx 19nov93; preserved in Flugausstellung L.+P. Junior at Hermeskeil, seen may95/apr17 |
| 56 2946 063 | 506 | Mi-2F | E.G. Grenztruppen | d/d | 28jul73 | opb HS-16 at Salzwedel |
| | 506 | Mi-2F | East German AF | Brb | may80 | |
| | 94+66 | Mi-2F | German Air Force | trf | 03oct90 | |
| | D-HVAE | Mi-2F | Germ Minst of Int | trf | 09apr92 | which is also permit date; seen Tököl 30jul92 |
| | HA-BCK | Mi-2F | Napkelet Airlines | rgd | 20sep93 | d/d 24apr94; l/n Börgönd 07mar98 |
| | HA-BCK | Mi-2F | Fire Fighter Serv | Skb | 11sep99 | in register nov97 as opb Heavy Lift Kft.; w/o 28dec99 when suffered from heavy icing and crashed at Börgönd, 4 occupants (Ferenc Bottló, Jocó Fésü, László Pitka and Árpád Vanik) were killed; CofA expired 04aug00, but still current on register dec03; opb by Bobo 2000 Kft. as of 2008 (just 'on paper' ?) |
| 55 2947 063 | 947 | Mi-2RM | Polish Air Force | d/d | 21jul73 | |
| | 2947 | Mi-2RM | Polish Navy | Dlw | 29aug97 | sat wfu at Darlowo, seen sep02 |
| 55 2948 063 | 948 | Mi-2 | Polish Air Force | d/d | 21jul73 | |
| | 2948 | Mi-2RM | Polish Navy | Dlw | jun01 | in white SAR c/s with red and blue trim, with 'SAR' titles; stored at Darlowo, seen jun01/sep02; seen stored at a petrol station near Wysokie in 2007, left by feb08; offered for sale apr08; preserved on the premises of "Art Metal" Sp.j. at Lapino Kartuskie, seen sep12/jun17 |
| 55 2949 063 | 949 | Mi-2 | Polish Air Force | d/d | 21jul73 | |
| | 2949 | Mi-2 | Polish Navy | Dlw | apr01 | and sep02 stored; seen stored at petrol-station near Wysokie 2007; left by feb08 |
| 55 2950 063 | 950 | Mi-2 | Polish Air Force | d/d | 21jul73 | |
| | 2950 | Mi-2 | Polish Navy | QYD | 02jul95 | l/n Darlowo sep02, stored; seen preserved at petrol-station near Wysokie 2007; left by feb08 |
| 54 3001 063 | 3001 | Mi-2 | Polish Air Force | d/d | 07jul73 | f/n Nadarzyce range 26jun07, derelict; l/n 04may10 |
| 53 3002 063 | 3002 | Mi-2 | Polish Air Force | d/d | 03jul73 | crashed 11feb79 |
| 53 3003 063 | 3003 | Mi-2 | Polish Air Force | d/d | 28jun73 | stored LCJ aug96/apr99; seen Warsaw-Bemowo 10aug99, serial overpainted |
| | SP-FHO | Mi-2 | F.Art.A.Wladyslav | rgd | 31aug99 | canx 29sep99; f/n Warsaw-Bemowo 12oct99 |
| 54 3004 063 | 11 | Mi-2 | Bulgarian AF | mfd | 20jun73 | f/n PDV 1973; opb 44 VAP at Plovdiv-Krumovo |
| | 201 (2) | Mi-2 | Bulgarian AF | rgd | 1974 | c/n confirmed; opb 44 VAP at Plovdiv-Krumovo; in olive drab/grey camo c/s; f/n PDV 18jun74; stored at PDV, seen sep01/aug02; canx 2002; offered for sale with t/t 2,827 hours, for $ 18,000; sat wfu at SOF, seen mar09/oct12; see 201 (2) with unknown c/n |
| 54 3005 063 | 12 | Mi-2 | Bulgarian AF | mfd | jun73 | opb 44 VAP at Plovdiv-Krumovo; f/n PDV 1973 |
| | 202 (2) | Mi-2 | Bulgarian AF | rgd | 1974 | opb 44 VAP at Plovdiv-Krumovo; also carried code "01" white; l/n operational PDV 12feb97; wfu 10sep98; preserved in green c/s without any markings in the airport museum at Burgas, seen sep10/jun16; see 202 (2) with unknown c/n |
| | "01" white | Mi-2 | Bulgarian AF | ph. | 05aug18 | in green c/s with roundels; preserved in the airport museum at Burgas (N42.565227 E27.518772), seen may18/sep24 |
| 54 3006 063 | 13 | Mi-2 | Bulgarian AF | mfd | jun73 | opb 44 VAP at Plovdiv-Krumovo; f/n PDV 1973 |
| | 203 (2) | Mi-2 | Bulgarian AF | rgd | 1974 | c/n checked; opb 44 VAP at Plovdiv-Krumovo; l/n operational PDV 21sep95; canx 1995; preserved at Plovdiv-Krumovo (N42.065347 E24.843571), seen sep99/sep11; see 203 (2) with unknown c/n |
| 54 3007 063 | 14 | Mi-2 | Bulgarian AF | mfd | jun73 | opb 44 VAP at Plovdiv-Krumovo |
| | 204 | Mi-2 | Bulgarian AF | rgd | 1974 | f/n PDV 1974; fate unknown |
| 54 3008 063 | CCCP-15797 | Mi-2 | AFL/Komi | rgd | 27jul73 | canx 02mar88 |
| 54 3009 063 | CCCP-15798 | Mi-2 | AFL/Far East | rgd | 19sep73 | dbr 12may75 on a flight in the Anadyr district of Chukotka when encountered a snow flurry near Beringovski and crashed, no casualties; canx 1975 |
| 54 3010 063 | CCCP-15799 | Mi-2 | AFL/Komi | rgd | 27jul73 | dbr 07oct83 on a flight in the Komi Republic when the free-wheel clutch failed and the helicopter crash-landed near Ukhta, no casualties; canx 1984 |
| 54 3011 063 | CCCP-20110 | Mi-2 | AFL/Central Region | rgd | 24apr74 | |
| | RA-20110 | Mi-2 | Aeroflot | | | opb Tver Aviation Enterprise; dbr 21may94 on a training flight from Tver-Zmeyovo when the tail rotor touched the ground due to pilot error and the helicopter went out of control, 1 of the 2 pilots was thrown out of the cockpit and killed while the other pilot escaped unhurt; canx 02mar95 |
| 54 3012 063 | CCCP-20111 | Mi-2 | AFL/Tyumen | rgd | 09aug73 | opb 293 LO Tobolskogo OAO |
| | RA-20111 | Mi-2 | Irtyshaviatrans | trf | 30sep94 | canx 18apr96 |
| 54 3013 063 | CCCP-20112 | Mi-2 | AFL/West Sib.-Koy | rgd | 22aug73 | w/o 06feb89 on the leg from Aktyubinsk (Kazakhstan) of a positioning flight from an overhaul plant to Kolpashevo in difficult weather conditions when probably part of the avionics failed (due to a loss of electrical power) 25 minutes after take-off while the helicopter was flying in clouds, the pilot lost spatial orientation in white-out conditions and the helicopter crashed in snow-covered terrain 75 km from Aktyubinsk, the pilot and the sole passenger (an aircraft mechanic) were killed; canx 20jun89 |
| 54 3014 063 | CCCP-20113 | Mi-2 | AFL/East Siberia | rgd | 28aug73 | opb Kirenski OAO; w/o 25jul83 during a positioning flight for operations with an underslung load when the hawser got entangled in the tail rotor, the helicopter went out of control, came down in a wood near Kirensk, caught fire and burnt out, both pilots and all 3 passengers killed; canx 1983 |
| 54 3015 063 | CCCP-20114 | Mi-2 | AFL/Azerbaijan | rgd | 10aug73 | opb 109 LO Zabratskogo OAO; canx 31aug88; sat on the dump at ZXT, seen 13apr93 |
| 54 3016 063 | CCCP-20115 | Mi-2 | AFL/Far East | rgd | 10oct73 | |
| | RA-20115 | Mi-2 | Aeroflot | Khm | 12may95 | canx but date unknown |
| 54 3017 063 | CCCP-20116 | Mi-2 | AFL/Central Region | rgd | 09oct73 | |
| | CCCP-20116 | Mi-2 | AFL/Kremenchug FS | trf | unknown | w/o 17jul80 on take-off for a training flight from Kremenchug when when the instructor's stick folded as it had not been fixed so that the helicopter went out of control, crashed, caught fire and burnt out, no casualties; canx 1980 |
| 54 3018 063 | CCCP-20117 | Mi-2 | AFL/Ukraine | rgd | 07aug73 | canx 11may89 |
| 54 3019 063 | CCCP-20118 | Mi-2 | AFL/Ukraine | rgd | 02aug73 | not canx from Soviet register; fate unknown |
| 54 3020 073 | CCCP-20119 | Mi-2 | AFL/Yakutiya | mfd | jul73 | rgd 13sep73; opb Nyurbinski OAO; f/n Nyurba 02jul92; canx 07jun94 |
| 54 3021 073 | CCCP-20120 | Mi-2 | AFL/Yakutiya | rgd | 13sep73 | f/n Nyurba 02jul92; canx 07jun94 |
| 54 3022 073 | CCCP-20121 | Mi-2 | AFL/Moldova | mfd | 20jul73 | rgd 31aug73; opb 281 LO of Beltski OAO |
| | ER-20121 | Mi-2 | Moldaeroservice | rgd | 20apr94 | in white/black c/s with maroon trim, titles on the nose; f/n KIV 24may07; l/n KIV 29sep12 |
| | ER-20121 | Mi-2 | Aviasan | KIV | 19aug14 | in non-standard orange/blue c/s, with titles; on register 30may17 and 29nov17 as Moldaeroservice; l/n Vadul Lui Voda 02jun19; canx between 03oct23 and 04jan24 |
| 54 3023 073 | CCCP-20122 | Mi-2 | AFL/Kremenchug FS | rgd | 31aug73 | not canx from Soviet register; fate unknown |
| 54 3024 073 | CCCP-20123 | Mi-2 | AFL/Far East | rgd | 12may74 | canx 12oct94 |
| 54 3025 073 | CCCP-20124 | Mi-2 | AFL/Kazakhstan | mfd | 20jul73 | rgd 31aug73; opb 191 LO Burundaiskogo OAO; w/o 11feb74 on a flight from the compressor station No. 13 (KS-13) to the sovkhoz (state # farm) "Embenski" at Rodniki in support of the "Bukhara-Urals" gas pipeline when encountered below-minima weather conditions (low clouds and fog) in the area of the Mugodzhar range, failed to return and crashed at a height of 550 metres into a slope of Mount Dautau (622 metres) 45 km north-east of Emba, pilot and all 7 passengers killed; t/t 557 hours; wreck found 12feb74; canx 1974 |
| 54 3026 073 | CCCP-20125 | Mi-2 | AFL/Kremenchug FS | rgd | 22aug73 | |
| | CCCP-20125 | Mi-2 | AFL/Ukraine | trf | 20nov90 | |
| | UR-20125 | Mi-2 | not noted | PLV | 12sep96 | |
| 54 3027 073 | CCCP-20126 | Mi-2 | AFL/Kazakhstan | rgd | 26sep73 | canx 05feb90 |
| 53 3028 073 | CCCP-20127 | Mi-2 | AFL/Tyumen | rgd | 14nov73 | was involved in an accident 14mar90 and canx 28mar90 |
| 53 3029 073 | CCCP-20128 | Mi-2 | AFL/Central Region | rgd | 29nov73 | canx 1987 |
| 53 3030 073 | CCCP-20129 | Mi-2 | AFL/East Siberia | rgd | 06sep73 | canx 16mar88 |
| 53 3031 073 | CCCP-20130 | Mi-2 | AFL/Kazakhstan-BXJ | mfd | 31jul73 | rgd 26sep73; opb 191 LO Burundaiskogo OAO; w/o 25apr76 on the leg from Seslavino of a high-voltage power-line inspection flight from Chimkent in support of Yuzhkazenergo when probably the hydraulic system failed, the helicopter started rocking uncontrollably from side to side, crashed in a wheat field 5 km south-east of Aksai (at N42°24' E70°08' resp. N42.401 E70.133), came to rest on its right side, caught fire and burnt out, pilot and 2 of the 3 passengers killed and the sole survivor seriously injured; t/t 1,510 hours 06 minutes and 1,108 cycles; soc 22jun76 and canx the same day |
| 53 3032 073 | CCCP-20131 | Mi-2 | AFL/Kazakhstan | rgd | 26sep73 | canx 03mar88 |
| 53 3033 073 | CCCP-20132 | Mi-2 | AFL/West Siberia | rgd | 26sep73 | dbr 10jul75 on a flight in the Gorny Altai autonomous district when rolled over onto its side due to pilot error on landing near Balykcha, no casualties; canx 1975 |
| 53 3034 073 | CCCP-20133 | Mi-2 | AFL/West Siberia | rgd | 01oct73 | not canx from Soviet register; fate unknown |
| 53 3035 073 | CCCP-20134 | Mi-2 | AFL/Komi | rgd | 31aug73 | canx 1987 |
| 53 3036 073 | CCCP-20135 | Mi-2 | AFL/Privolzhsk | rgd | 16oct73 | canx 25mar88 |
| 53 3037 073 | CCCP-20136 | Mi-2 | AFL/Privolzhsk | rgd | 16oct73 | canx 1987 |
| 53 3038 073 | CCCP-20137 | Mi-2 | AFL/Tyumen | rgd | 13sep73 | canx 28mar90 |
| 53 3039 073 | CCCP-20138 | Mi-2 | AFL/Kazakhstan | rgd | 01oct73 | canx 13mar90 |
| 53 3040 073 | CCCP-20139 | Mi-2 | AFL/Kazakhstan | rgd | 01oct73 | canx 11sep90 |
| 53 3041 073 | CCCP-20140 | Mi-2 | AFL/Central Region | rgd | 16jan74 | canx 1987 |
| 54 3042 123 | CCCP-20141(1) | Mi-2 | Aeroflot | | | never delivered and stored Swidnik; see c/n 533408024 |
| | SP-SDN | Mi-2 | OSPL Rzeszów | rgd | 15jul75 | |
| | SP-TSB | Mi-2 | Aeropol | r/r | 28mar79 | in white c/s with blue cheatline and trim; canx 17dec96; preserved in Parco Tematico dell' Aviazione at Cerbaiola near San Marino (N43.994549 E12.511113), seen mar97/jul04, registration painted out by aug06, l/n sep23 |
| 54 3043 073 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3044 073 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3045 073 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3046 073 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3047 073 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3048 083 | 500 | Mi-2 | E.G. Grenztruppen | d/d | 30aug73 | opb HS-16 at Salzwedel (relocated to Nordhausen 14oct86); ferried to SXF 14sep90; l/n SXF 02oct90 (with 'Polizei' titles SXF 24sep90/02oct90 ?) |
| | DDR-VGK | Mi-2 | East German Police | rgd | 24sep90 | was to be opb Zentrale Polizeifliegerstaffel at SXF, but not taken up; f/n SXF 28apr91 |
| | D-HZPO | Mi-2 | Sachsen Police | rgd | oct92 | stored at Rothenburg, seen oct94/aug06; offered for sale apr06; canx 27mar08; sat wfu at Rothenburg, seen feb17/mar17 |
| 53 3049 083 | 3049 | Mi-2 | Polish Air Force | d/d | 06sep73 | l/n operational KRK 19may04; sat derelict at the Nadarzyce range, seen jun09/may10 |
| 53 3050 083 | 3050 | Mi-2 | Polish Air Force | d/d | 05sep73 | crashed 12jan82; canx 21feb82 |
| 56 3101 093 | 3101 | Mi-2URN | Polish Air Force | d/d | 02nov73 | in multi-tone camo c/s with light grey belly; l/n operational Pruszcz Gdanski 01sep99; preserved in Muzeum Polskiej Techniki Wojskowej at Fort IX in Warsaw-Sadyba (N52.18164 E2106668), seen sep00/sep24 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 56 3102 093 | 3102 | Mi-2URN | Polish Air Force | d/d | 02nov73 | l/n Olesnica technical School may95 |
| | 'Szkolny 31' | Mi-2URN | Polish Air Force | | | used with this fake serial as a ground instructional airframe by the technical school at Olesnica, seen apr96/1997 |
| | 3102 | Mi-2URN | Polish Air Force | | aug09 | was preserved at Bad Aibling-Mietraching, seen aug09 |
| | no serial | Mi-2URN | no titles | | sep21 | c/n checked; the cabin windows are covered with metal sheets; in all-white c/s, no markings whatsoever; preserved with the "Auto Heindl" car dealer at Bad Aibling-Mietraching (N47.881723 E11.988493), seen sep21/oct23 |
| 56 3103 093 | 3103 | Mi-2 | Polish Air Force | d/d | 02nov73 | l/n Inowroclaw-Latkowo 30aug99; sold to Thomas Cuyler of Puerto Rico 2003 |
| 56 3104 093 | 3104 | Mi-2 | Polish Air Force | d/d | 21nov73 | wfu 30dec95; seen LCJ 30aug96; sat wfu at Zielona Góra-Babimost, seen aug97/apr03; see c/n 568223063 |
| 56 3105 093 | 3105 | Mi-2URN | Polish Air Force | d/d | 02nov73 | l/n Inowroclaw-Latkowo 24may03; crashed 10sep04 when flown by young F/Lt and old Lt/Col. on a navigation training sortie; en route the old instructor wanted to show his young colleague some dynamic manoeuvres and hit the ground near small village |
| 56 3106 093 | 3106 | Mi-2 | Polish Air Force | d/d | 02nov73 | |
| | YN-CCL | Mi-2 | Nicaraguan AF | MGA | nov92 | in orange c/s with blue cheatline and trim, no titles; serial given as '237', but not visibly painted on; sat wfu at MGA, seen nov07/feb16 |
| 56 3107 093 | 3107 | Mi-2 | Polish Air Force | d/d | 02nov73 | l/n LCJ apr98/jun01, stored |
| 56 3108 093 | 3108 | Mi-2 | Polish Air Force | d/d | 02nov73 | |
| | YN-CC. | Mi-2 | Nicaraguan AF | | | |
| 56 3109 093 | 205 | Mi-2 | Bulgarian AF | | aug94 | c/n checked; opb 44 VAP at Plovdiv-Krumovo; stored at PDV, l/n sep01; f/n preserved in the Military Academy Museum at Sofia l/n dec05; transferred to Natsionalen Voenno-Istoricheski Muzei (National Military History Museum) at Sofia (N42688268 E23.350443), seen jul06/aug24 |
| 56 3110 093 | 206 | Mi-2 | Bulgarian AF | mfd | 10oct73 | c/n confirmed; opb 44 VAP at Plovdiv-Krumovo; in olive drab c/s; stored at PDV, seen sep01/aug02; offered for sale with t/t 2,033 hours, for $ 17,000; seen wfu at SOF mar09/oct12 |
| 54 3111 083 | "08" | Mi-2 | Soviet Air Force | Ran | 07apr81 | |
| 54 3112 083 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3113 083 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3114 083 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3115 083 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3116 083 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3117 083 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3118 083 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3119 083 | not known | Mi-2 | Soviet Air Force | Ran | 22sep81 | |
| 54 3120 083 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3121 083 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3122 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3123 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3124 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3125 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3126 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3127 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3128 093 | "70" | Mi-2 | Soviet Air Force | Ran | feb82 | |
| 51 3129 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3130 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3130 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3131 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3132 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3133 093 | "02" | Mi-2 | Soviet Air Force | Ran | 23nov82 | |
| 51 3134 093 | "67" red | Mi-2 | Soviet Air Force | | 1993 | |
| 51 3135 093 | "35" | Mi-2 | Soviet Air Force | Ran | 23nov82 | |
| | "28" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| 51 3136 093 | "30" | Mi-2 | Soviet Air Force | Ran | 24apr81 | |
| | "11" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| 51 3137 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3138 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3139 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3140 093 | "67" yellow | Mi-2 | Soviet Air Force | SVO | 07sep93 | derelict, gone by early 1994 |
| | no code | Mi-2 | FAKS | ph. | 18oct12 | used as a ground instructional airframe by the Kiev Faculty of Aviation and Space Systems KPI, in white c/s with 'Ukraine flag' band |
| 51 3141 093 | "76" | Mi-2 | Soviet Air Force | Ran | sep82 | |
| 51 3142 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3143 093 | "07" | Mi-2 | Soviet Air Force | Ran | 21dec82 | |
| 51 3144 093 | "44" | Mi-2 | Soviet Air Force | Ran | 20oct82 | |
| | UN-79971 | Mi-2 | not known | Alb | 25may08 | in white/light blue (?) c/s, titles not visible on photo; sat wfu at Almaty-Baiserke, seen may08/jul19 |
| 56 3145 103 | 207 | Mi-2 | Bulgarian AF | mfd | 31oct73 | c/n confirmed; opb 44 VAP at Plovdiv-Krumovo; in olive drab c/s; stored at PDV, seen aug02; offered for sale with t/t 2,427 hours, for $ 17,000; seen wfu at SOF mar09/oct12 |
| 56 3146 103 | 208 | Mi-2 | Bulgarian AF | PDV | 21sep95 | opb 44 VAP at Plovdiv-Krumovo; l/n PDV 26aug99; used as a ground instructional airframe at Dolna Mitropoliya, seen sep02/jul06 |
| 56 3147 103 | 392 | Mi-2 | East German AF | d/d | 20nov73 | |
| | 94+62 | Mi-2 | German Air Force | trf | 03oct90 | sat wfu at Brandenburg-Briest, seen may94; was preserved in the Oldtimers Museum at Oostvoorne (Netherlands) jul07/sep15, c/n checked jun09; sold to the Eindhoven area around dec17; l/n at a home improvement shop at the Veenseweg, Veen, Holland oct18/0ct21 |
| 56 3148 103 | 393 | Mi-2 | East German AF | d/d | 20nov73 | |
| | 94+63 | Mi-2 | German Air Force | trf | 03oct90 | preserved in the Luftwaffenmuseum at Berlin-Gatow, seen sep12/sep22 |
| 56 3149 103 | 395 | Mi-2 | East German AF | d/d | 20nov73 | opb THG-34 at Brandenburg-Briest; w/o 23mar78 when crashed at Brandenburg-Briest |
| 56 3150 103 | 401 | Mi-2 | East German AF | d/d | 20nov73 | |
| | 401 | Mi-2 | E.G. Grenztruppen | | | opb HS-16 at Salzwedel (relocated to Nordhausen 14oct86); seen Salzwedel may80; ferried to SXF 14sep90 |
| | DDR-VGI | Mi-2 | East German Police | rgd | 24sep90 | was to be opb Zentrale Polizeifliegerstaffel at SXF, but not taken up; stored at SXF, seen 19sep91, still as '401' |
| | D-HZPM | Mi-2 | Berlin Police | rgd | dec92 | f/n SXF 21jun92; canx 10sep93; was preserved at a playground at Borkum, seen jun95/mar07; moved to the Cottbus museum 08sep07; moved to the "Flugwelt" museum at Altenburg-Nobitz feb09, l/n in its old c/s apr15; repainted in East German Police c/s, seen jul15/mar17 |
| | DDR-VGI | Mi-2 | East German Police | ph. | 27oct18 | preserved in its original colours in the "Flugwelt" museum at Altenburg-Nobitz (N50.981975 E12.517164), seen oct18/aug24 |
| 51 3201 103 | "66" | Mi-2 | Soviet Air Force | Ran | 19aug82 | |
| 51 3202 103 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3203 103 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3204 103 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3205 103 | "05" | Mi-2 | Soviet Air Force | Ran | 25nov81 | |
| 51 3206 103 | "98" | Mi-2 | Soviet Air Force | Ran | 23nov81 | |
| 51 3207 103 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3208 103 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3209 103 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3210 103 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3211 103 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3212 103 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3213 103 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3214 103 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3215 103 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3216 103 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3217 103 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3218 103 | not known | Mi-2 | Soviet Air Force | | | reported crashed Moscow 06apr77 |
| 51 3219 103 | "21" red | Mi-2 | Soviet Air Force | | sep93 | preserved in Latvijas Aviacijas Tehnikas Muzejs at Riga-Skulte, seen sep93/aug22 |
| 51 3220 103 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3221 103 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 56 3222 113 | 3222 | Mi-2 | Polish Air Force | d/d | 17dec73 | l/n IEG sep97/aug98, stored |
| 56 3223 113 | 3223 | Mi-2 | Polish Air Force | d/d | 17dec73 | l/n LCJ 30aug96/31aug98, stored |
| 56 3224 113 | 3224 | Mi-2URN | Polish Air Force | d/d | 17dec73 | crashed 13aug81 |
| 56 3225 113 | 3225 | Mi-2 | Polish Air Force | d/d | 17dec73 | l/n LCJ 30aug96/26aug99, stored |
| 56 3226 123 | 3226 | Mi-2URN | Polish Air Force | d/d | 30mar74 | l/n Mieroslawiec 27mar14 |
| 56 3227 123 | 3227 | Mi-2 | Polish Air Force | d/d | 30mar74 | seen in late 1989 |
| | YN-CCI | Mi-2 | Nicaraguan AF | MGA | nov92 | sat wfu at MGA, l/n 22dec03; preserved without registration at the Officers Club at Managua, seen nov07/2013 |
| | '226' | Mi-2 | Nicaraguan AF | MGA | 29jan16 | in olive drab/light grey camo c/s with 'Fuerza Aérea' titles; preserved with this fake serial at the Officers Club at Managua (N12.145829 W86.179195), seen jan16 |
| 56 3228 123 | 3228 | Mi-2R | Polish Air Force | d/d | 06jun74 | l/n LCJ 30aug96/22apr98, stored |
| 51 3229 123 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3230 113 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23613 | Mi-2 | Varian TOO | rgd | 27may93 | f/n ARH 12jul94 with 'Aeroflot' titles |
| 51 3231 113 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3232 113 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3233 113 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3234 113 | "16" | Mi-2 | Soviet Air Force | Ran | 31may82 | |
| | "34" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | stored at Minsk-Borovaya, seen 20may05 |

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|---|---|---|---|---|---|---|
| 51 3236 113 | "40" | Mi-2 | Soviet Air Force | Ran | 23nov82 | |
| 51 3237 113 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3238 113 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3239 113 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3240 113 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3241 113 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3242 113 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3243 113 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3244 113 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3245 113 | not known | Mi-2 | Soviet Air Force | Ran | 10jun81 | |
| 51 3246 113 | "28" yellow | Mi-2 | Soviet Air Force | Wer | 15aug92 | opb 41 ove |
| 51 3247 113 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3248 123 | SP-WXE | Mi-2 | Polish Air Rescue | rgd | 09feb74 | canx 29mar78 after crash, details unknown |
| 51 3249 123 | SP-WXF | Mi-2 | Polish Air Rescue | rgd | 25jan74 | canx 18sep76 after crash, details unknown |
| 53 3250 123 | SP-PSM | Mi-2 | ZEUS | rgd | unknown | development/trials aircraft; canx 06may78 after crash, details unknown |
| 53 3301 123 | B-2301 | Mi-2 | Czech MoI (LO MV) | d/d | 27dec73 | redesignated LS FMV in 1979 |
| | 3301 | Mi-2 | Czechoslovak AF | trf | 21apr86 | |
| | 3301 | Mi-2 | Slovak Air Force | trf | 01jan93 | l/n operational Sliac 31aug13; stored at Presov, seen aug19; donated to Ukraine 15jun22; transported to Ukraine on a flat-bed trailer in the 2nd half of jun22 |
| | not known | Mi-2 | Ukraine Army Avn | | | or Ukrainian Air Force |
| 53 3302 123 | B-2302 | Mi-2 | Czech MoI (LO MV) | d/d | 27dec73 | in dark green c/s with light blue underside; redesignated LS FMV in 1979 |
| | 3302 | Mi-2 | Czechoslovak AF | trf | 21apr86 | |
| | 3302 | Mi-2 | Czech Air Force | trf | 01jan93 | in green/brown/grey camo c/s with light blue underside; l/n operational PRV may94; wfu probably in 1998; was used as a ground instructional airframe by the technical school at Brno-Cernovice, seen 29may03; preserved in the aviation museum (Letecké muzeum) at Prague-Kbely (N50.12534 E14.53670), seen sep09/aug24 |
| 54 3303 123 | 201 (1) | Mi-2 | Bulgarian Police | mfd | 1973 | d/d 1974; in light c/s with dark belly and Bulgarian stars, no titles; photo at Kakhovka (Kherson region of Ukraine) jul82 or aug82, photo proof of the c/n; see c/n 543004063 |
| | 501 | Mi-2 | Bulgarian Police | BOJ | aug78 | see the date above !; initially in white/red c/s; repainted in blue/white c/s; f/n as such SOF 11sep99; l/n as such SOF 30jul06 |
| | no serial | Mi-2 | no titles | ph. | 25nov07 | in all-white c/s, no markings whatsoever; sat derelict in the city of Sofia, seen nov07/aug24 |
| 54 3304 123 | 502 | Mi-2 | Bulgarian Police | BOJ | aug77 | probably carried initially the serial 202; initially in white/red c/s; repainted in blue/white c/s; f/n as such SOF 11sep99; used (in all-white c/s) a ground instructional airframe by the police school at Tsarigradsko shose at Sofia (N42.699819 E23.404458), seen aug02/sep07 |
| 53 3305 123 | CCCP-20142 | Mi-2 | AFL/Far East | rgd | 05jun74 | canx 20jul95 |
| 51 3306 123 | SP-WXG | Mi-2 | Polish Air Rescue | rgd | 14feb74 | stored at Bialystok, seen sep98; converted to a Mi-2plus; l/n active WRO 15jul09; CofA expired 05jan10; tailboom seen hanging on a hangar wall at Warsaw-Bemowo 21jan11, fuselage not seen; canx 13aug13 as wfu |
| 51 3307 123 | SP-WXH | Mi-2 | Polish Air Rescue | rgd | 08feb74 | 'Lotnicze Pogotowie Ratunkowe' titles; canx 10feb98; stored at SRO, l/n 27mar05; offered for sale in 2006; preserved in the PALIS (Promotion of Glorious Historical Collections) Foundation at Athens, seen jul10 |
| 51 3308 123 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3309 123 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3310 123 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "35" white | Mi-2 | Armenian AF | ph. | 15jun23 | at Arzni; in dark green c/s with light blue belly; left Rostvertol for Yerevan 30jan09; stored by jun23 |
| 51 3311 123 | SP-WXI | Mi-2 | Polish Air Rescue | rgd | 19jul74 | in white c/s with blue top of fuselage, red cheatline and Red Crosses, with 'Lotnicze Pogotowie Ratunkowe' titles; CofA expired 28feb02; canx 13jul04; offered for sale in 2006, was stored at Sanok at the time; was stored with a dealer at Buk, seen aug14; offered for sale on the allegro.pl auction website aug14; used (with the prefix scratched out) as a ground training aid at the training range at Drawsko Pomorskie, seen apr18 |
| 51 3312 123 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "37" white | Mi-2 | Armenian AF | no | reports | left Rostvertol for Yerevan 30jan09 |
| 51 3313 123 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3314 014 | "53" red | Mi-2T | DOSAAF | Mog | 06oct95 | in olive drab c/s with light blue underside; used for forest patrol flights in the Mogilyov region in 1991/96; wfu in 1998; preserved at Mogilyov-Novo Pashkovo, c/n checked, seen jul14/may16; seen without any markings apr18/may21 |
| | "7" yellow | Mi-2T | Soviet Air Force | Mog | 21aug21 | in olive drab c/s with light blue underside; preserved in these fake markings at Mogilyov-Novo Pashkovo (N53.945349 E30.239243), seen aug21 |
| 51 3315 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3316 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3317 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "14" white | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n Mogilyov-Novo Pashkovo 06oct95 |
| | '2015' | Mi-2 | Belarus Air Force | ph. | 04jun17 | preserved with this fake serial on a pole at David-Gorodok (N52.051959 E27.194246), seen jun17 |
| 51 3318 014 | "05" red | Mi-2 | Soviet Air Force | Wer | 15aug92 | opb 298 ove; l/n Werneuchen 19feb93, returned to Russia 23apr94 |
| | no reg | Mi-2 | privately owned | ph. | sep21 | in dark green c/s with light grey underside, no markings whatsoever; seen operational with crop-spraying equipment at Potapov sep21, c/n checked |
| 51 3319 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3320 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3321 014 | "04" red | Mi-2 | Soviet Air Force | Wer | 15aug92 | opb 298 ove; l/n Werneuchen 19feb93, returned to Russia 23apr94 |
| 51 3322 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3323 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3324 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3325 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3326 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3327 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3328 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3329 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3330 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3331 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3332 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3333 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3334 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "20" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | seen Minsk-Borovaya in late 1997; stored at Minsk-Borovaya, l/n may05 |
| 54 3335 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3336 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3337 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23679 | Mi-2 | Neftyeyugansk AE | rgd | 16nov92 | canx 07may97 |
| 54 3338 014 | "17" red | Mi-2 | Soviet Air Force | Kho | 26apr93 | in olive drab c/s with light grey underside; was preserved in the disbanded museum at Khodynka, seen sep93/aug99 |
| 54 3339 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3340 024 | not known | Mi-2 | Soviet Air Force | mfd | 09feb74 | |
| | RA-23680 | Mi-2 | Neftyeyugansk AE | rgd | 16nov92 | canx 23nov00 |
| 54 3341 024 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3342 024 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3343 024 | not known | Mi-2 | Soviet Air Force | mfd | 1974 | |
| | "9." yellow | Mi-2MSB | Ukraine Air Force | | | opb 203 NABr at Chuhuyiv; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| 54 3344 024 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3345 024 | "65" | Mi-2 | Soviet Air Force | Ran | 20jul82 | |
| 54 3346 024 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "02" blue | Mi-2MSB | Ukraine Air Force | | | opb 456 BrTrA at Vinnytsya-Havryshivka; damaged at Vinnytsya 06mar22 during a Russian missile strike |
| 54 3347 024 | "46" | Mi-2 | Soviet Air Force | Ran | 21jan82 | |
| | "22" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| 54 3348 024 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3349 024 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3350 024 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 56 3401 044 | 301 | Mi-2 | East German AF | d/d | apr74 | the c/n might end in 34 instead of 44 |
| | 94+50 | Mi-2 | German Air Force | trf | 03oct90 | was preserved in the museum at Seifertshofen, seen aug94/aug07; was preserved in the Piet Smedts Collection at Baarlo (Netherlands), seen sep11/may19, serial faded |
| | no serial | Mi-2 | no titles | | | preserved at Veldstraat, Tessenderlo (Belgium N51.066214 E5.050392) reported aug23/jul24 no markings |
| 56 3402 034 | 302 | Mi-2 | East German AF | d/d | 23apr74 | |
| | 302 | Mi-2 | E.G. Grenztruppen | | | opb HS-16 at Salzwedel (relocated to Nordhausen 14oct86); seen Salzwedel may80; ferried to SXF 14sep90 |
| | DDR-VGA | Mi-2 | East German Police | rgd | 24sep90 | was to be opb Zentrale Polizeifliegerstaffel at SXF, but not taken up; stored at SXF, seen 19sep91, still as '302' |
| | D-HZPF | Mi-2 | Sachsen Police | trf | oct92 | to 'Aerotec', Rothenburg sep94 and still airworthy until CofA expired in 1997; canx finally in 2002; l/n stored here nov01 |
| | YV-1140C | Mi-2 | not known | CCS | 01apr03 | in medium blue/white c/s, no titles |
| | YV2029 | Mi-2 | Helicaribe | | | Helicópteros del Caribe; based at Caracas; in black/white c/s with red trim; in "Gaceta Oficial" dated 31may07 and 30jul09; seen at a heliport close to Caracas-Simon Bolivar 29oct14 |
| 56 3403 044 | 303 | Mi-2 | East German AF | d/d | apr74 | |
| | 94+51 | Mi-2 | German Air Force | trf | 03oct90 | was preserved as an eye-catcher at Arcen (Netherlands), f/n jan96; moved to Hoonsterzwaag, f/n apr97; moved to Zegveld oct98; used as a repelling platform at the fitness centre of the Hampshire Hotel (Fitland) at Mill (Netherlands), seen sep03/oct10 |
| 56 3404 044 | 304 | Mi-2 | East German AF | d/d | 23apr74 | |

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|---|---|---|---|---|---|---|
| | 304 | Mi-2 | E.G. Grenztruppen | | | opb HS-16 at Salzwedel (relocated to Nordhausen 14oct86); seen Salzwedel may80; ferried to SXF 14sep90 |
| | DDR-VGB | Mi-2 | East German Police | rgd | 24sep90 | was to be opb Zentrale Polizeifliegerstaffel at SXF, but not taken up; stored at SXF, seen 19sep91, still as '304' |
| | D-HZPG | Mi-2 | Sachsen Police | rgd | oct92 | canx 02sep97; various owners after the canx were dealers, the helicopter was not registered to them |
| | N567RD | Mi-2 | Aero Jet | rgd | 08dec97 | |
| | N567RD | Mi-2 | Globe Aero | rgd | jun98 | Globe Aero Ltd. of Lakeland, FL; in basic Police c/s with 'Globe Aero' titles; f/n Lakeland apr98; l/n Lakeland 14sep98; canx 18dec01 as to Venezuela |
| | YV-1088-C | Mi-2 | Globe Aero | LAL | jan02 | c/n not confirmed for this unofficial registration, but the colour scheme suggests this aircraft |
| | YV-1065CP | Mi-2 | Abad Air | PMV | 2002 | c/n confirmed; in black/white c/s, no titles |
| | YV1201 | Mi-2 | Abad Air, n/t | rgd | 16sep05 | owned by Compania de Electricidad de Caracas; f/n CCS 12feb06; l/n operational Charallave 01dec07; stored at VLN, seen nov15 |
| 56 3405 044 | 305 | Mi-2 | East German AF | d/d | apr74 | seen Brandenburg-Briest 25may90 |
| | 94+52 | Mi-2 | German Air Force | trf | 03oct90 | displayed in orange/grey c/s at Well (near the Dutch border), seen jan96 but gone by jan98; sold to Stolk B.V. of Zwijndrecht and seen there may00/jul01; sold to Haumann Well B.V. of Bergen in late 2001; transported to Eurodump Venray at an unknown date, but that company went bankrupt; auctioned by BVA Auctions nov11; repainted in blue c/s with white cockpit door; seen as such at Oosterhout apr12, at Zaandijk mar14 and at Noordwijk near Groningen (N53.173157 E6.272911) sep16/apr21 |
| 53 3406 044 | SP-ISA | Mi-2 | Instal | rgd | 17may74 | crashed Maidyty 20aug78; canx 09oct78 |
| 51 3407 044 | SP-WXK | Mi-2 | Polish Air Rescue | rgd | 04jun74 | converted to a Mi-2plus; l/n active SZZ 21aug09; CofA expired 21dec10; seen Warsaw-Bemowo 21jan11, stored without tailboom, with the boom hanging on a hangar wall; canx 13aug13 as wfu; sat wfu at the Heliport at Sanok, seen oct14/aug23; to be restored and preserved in the town |
| 53 3408 024 | CCCP-20141(2) | Mi-2 | AFL/Leningrad | rgd | 20may74 | canx 1979; see c/n 543042123 |
| 53 3409 024 | CCCP-20143 | Mi-2 | AFL/Leningrad | rgd | 20may74 | canx 04jan91 |
| 53 3410 024 | CCCP-20144 | Mi-2 | AFL/Kazakhstan | rgd | 25apr74 | canx 05apr90 |
| 53 3411 024 | CCCP-20145 | Mi-2 | AFL/East Siberia | mfd | 28feb74 | rgd 25apr74 |
| | RA-20145 | Mi-2 | Ulan-Ude Avn Ent. | trf | 28dec94 | initially still in full Aeroflot c/s including titles; l/n as such UUD 20apr97; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998; not in Bural fleet list 2000; canx before aug10 |
| | no reg | Mi-2 | Ksenyevski priisk | Cht | 23jun12 | owned by the "Ksenyevski priisk" mining company, but had to be sold in 2012 as financial means were not sufficient; in yellow c/s with green trim, with titles; sat wfu at Chita-Kashtak, seen jun12/aug12; and later at the children's  health centre "Raduga" at Romanovski trakt 46 at Chita, seen nov20 |
| | no reg | Mi-2 | no titles | ph. | 15may23 | in 'phoenix' airbrush art colours; preserved at the children's health centre "Raduga" at Romanovski trakt 46 at Chita, seen may23/jul24 |
| 53 3412 024 | CCCP-20146 | Mi-2 | AFL/East Siberia | rgd | 25apr74 | |
| | CCCP-20146 | Mi-2 | Ulan-Ude Avn Ent. | trf | 20oct93 | still in full Aeroflot c/s including titles; canx 26dec96; sat wfu at UUD, seen 20apr97 |
| 53 3413 024 | CCCP-20147 | Mi-2 | AFL/Far East | rgd | 16apr74 | canx 21mar94 but trf to Nikolayevsk-na-Amure Airlines 01sep94 ! |
| 53 3414 024 | CCCP-20148 | Mi-2 | AFL/Privolzhsk | rgd | 25apr74 | canx 08aug88 |
| 53 3415 024 | CCCP-20149 | Mi-2 | AFL/Privolzhsk | rgd | 25apr74 | canx 15may89 |
| 53 3416 024 | CCCP-20150 | Mi-2 | AFL/Krasnoyarsk | rgd | 12may74 | |
| | RA-20150 | Mi-2 | Aeroflot | Kjc | 13jul93 | l/n KJA 12jun94; canx 10jul96 |
| 53 3417 024 | CCCP-20151 | Mi-2 | AFL/Komi | rgd | 25apr74 | dbr 11may75 on take-off from Syktyvkar when the tail rotor came off shortly after take-off and the helicopter crashed, no casualties; canx 1975 |
| 52 3418 024 | CCCP-20152 | Mi-2 | AFL/North Kavkaz | rgd | 20may74 | canx 01jul88 |
| 52 3419 024 | CCCP-20153 | Mi-2 | AFL/North Kavkaz | rgd | 12may74 | canx 1978 |
| 52 3420 034 | CCCP-20154 | Mi-2 | AFL/Azerbaijan | rgd | 28may74 | opb 109 LO Zabratskogo OAO; canx 22apr89; sat on the dump at ZXT, seen 13apr93 |
| 52 3421 024 | CCCP-20155 | Mi-2 | AFL/Ukraine | rgd | 30apr74 | dbr 30may74 on a flight in the Lvov region when collided with a high-voltage power-line and crashed, no casualties; canx 1974 |
| 52 3422 034 | CCCP-20156 | Mi-2 | AFL/Ukraine | rgd | 23apr74 | f/n PRG 1983; canx 01feb88 |
| 52 3423 034 | CCCP-20157 | Mi-2 | AFL/Ukraine | mfd | 13mar74 | toc 30mar74; rgd 23apr74; opb 98 LO Chernovitskogo OAO; w/o 30nov81 on a positioning flight from Chernovtsy to Rukshin when encountered below-minima weather conditions (fog and low clouds), failed to return and made an intermediate landing at the stadium of Vladychna instead in order to regain orientation, took off again and flew very low, when the decision to return was finally taken, the pilot flew a steep right turn at low height over the snow-covered ground so that the helicopter lost height and crashed in a field near Nedoboyevtsy (N48°26'15" E26°26'45"), caught fire and burnt out, all 3 crew members and both passengers (the crew of another Mi-2) were killed; t/t 4,503 hours; the wreck was found the next day; canx in 1982 |
| 52 3424 034 | CCCP-20158 | Mi-2 | AFL/Ukraine | rgd | 23apr74 | canx 18jul88 |
| 52 3425 034 | CCCP-20159 | Mi-2 | AFL/Far East | rgd | 12may74 | canx 30may91 |
| 52 3426 034 | CCCP-20160 | Mi-2 | AFL/Moldova | rgd | 16may74 | opb 281 LO Beltskogo OAO; canx 1987 |
| 52 3427 034 | CCCP-20161 | Mi-2 | AFL/Far East | rgd | 24may74 | canx 29dec90 |
| 52 3428 034 | CCCP-20162 | Mi-2 | AFL/Moldova | mfd | 20mar74 | rgd 16may74; opb 281 LO Beltskogo OAO; not canx from Soviet register |
| | ER-20162 | Mi-2 | Moldaeroservice | rgd | 20apr04 | canx 25feb99 as written off; sat wfu at Balti-Central, seen sep10/feb15 |
| 52 3429 034 | CCCP-20163 | Mi-2 | AFL/Far East | rgd | 03feb75 | late rgd reported in register ! |
| | CCCP-20163 | Mi-2 | Sakhal. AviaTrassy | trf | 26may93 | canx 16mar95 |
| 52 3430 034 | CCCP-20164 | Mi-2 | AFL/Moldova | mfd | 20mar74 | rgd 16may74; opb 281 LO Beltskogo OAO |
| | ER-20164 | Mi-2 | Moldaeroservice | rgd | 20apr94 | stored at Balti-Central, seen feb06/feb15; canx between 01jan16 and 11mar16 |
| | no reg | Mi-2 | no titles | | | preserved without any markings at Bardar (N46.89054 E28.66193), seen may21/mar23 |
| 52 3431 034 | CCCP-20165 | Mi-2 | AFL/Moldova | rgd | 16may74 | opb 281 LO of Beltski OAO; w/o 22jun83 on a crop-spraying flight in the Rezina district of Moldova when one blade of the main rotor came off (because of intercrystalline corrosion) while the helicopter was flying at a height of 50 metres, the helicopter started to disintegrate due to heavy vibrations, crashed near Trifesti and caught fire, pilot killed; canx 29nov83 |
| 52 3432 034 | CCCP-20166 | Mi-2 | AFL/East Siberia | rgd | 30apr74 | canx 18apr88 |
| 52 3433 034 | CCCP-20167 | Mi-2 | AFL/Far East | rgd | 24may74 | trf 01feb94 to ??; canx 03feb97 |
| 52 3434 034 | SP-SDB | Mi-2 | ZEUS/Heliseco | rgd | 28may74 | f/n MLA 02feb75; CofA expired 14sep94; stored at Swidnik, seen oct95/sep96; canx 16jan97 as wfu; sold to 'Motyl R Nowogród' at Zofijówka (not far from Swidnik) aug98, but no reports; seen without registration at Strysza Bud jun18/may23 |
| 52 3435 034 | CCCP-20168 | Mi-2 | AFL/Ukraine | rgd | 16may74 | canx 1987 |
| 52 3436 034 | CCCP-20169 | Mi-2 | AFL/Belarus | rgd | 12may74 | canx 04aug89 |
| 52 3437 034 | CCCP-20170 | Mi-2 | AFL/Moldova | mfd | 30mar74 | rgd 16may74; opb 281 LO Beltskogo OAO; damaged 14mar90 when crashed while overflying a natural gas extraction plant; repaired |
| | ER-20170 | Mi-2 | Moldaeroservice | rgd | 20apr94 | in maroon/white black c/s, titles on the nose; operated in Iraq apr06/may06 and in Romania in spring 2007; l/n operational BZY 19sep10; canx after 12jan12 |
| | no reg | Mi-2 | no titles | ph. | 13jan13 | in dark blue/light grey c/s with red trim, no markings whatsoever; preserved on a pole at the Technical University of Moldova at Chisinau (N47.06123 E28.86911), seen jan13/mar22 |
| 52 3438 034 | CCCP-20171 | Mi-2 | AFL/East Siberia | rgd | 20jun74 | canx 15oct94 |
| 52 3439 034 | CCCP-20172 | Mi-2 | AFL/East Sib.-UKX | rgd | 16jul74 | opb 135 LO Ust'-Kutskogo OAO; dbr 20dec81 on the leg from drilling site No. 268 to Verkhnemarkovo of a round flight from Verkhnemarkovo in support of the Lensk oil exploration expedition when both engines flamed out (due to the fuel filters being clogged by ice crystals) 1 hour 15 minutes into the flight and the helicopter made an auto-rotation landing in a forest 43 km from Verkhnemarkovo (Ust'-Kut district of the Irkutsk region), suffering substantial damage, 1 of the 2 crew and 1 of the 4 passengers injured; canx 1982 |
| 52 3440 034 | CCCP-20173 | Mi-2 | AFL/East Siberia | rgd | 04jun74 | canx 1978 |
| 52 3441 044 | CCCP-20174 | Mi-2 | AFL/Far East | mfd | 19apr74 | rgd 21nov74; initially opb 147 LO Yuzhno-Sakhalinskogo OAO; trf to 2 AE 359 LO Yuzhno-Sakhalinskogo OAO jan75; w/o 01jul82 on an unauthorised flight from Smirnykh during forest patrol operations with an intoxicated pilot at the controls when crashed in poor weather; canx 1982 |
| 52 3442 034 | CCCP-20175 | Mi-2 | AFL/Kazakhstan | mfd | 30mar74 | rgd 13may74; opb 328 LO Ust'-Kamenogorskogo OAO; w/o 07aug87 on a crop-spraying flight for the sovkhoz (state farm) "Sredigornenski" in the Zyryan district of the Eastern Kazakhstan region when collided with a high-voltage power-line in difficult terrain 3 km south of Sredigorny, crashed 77 metres further on, caught fire and burnt out, pilot killed; t/t 5,968 hours and 15,065 cycles; canx 09oct87 |
| 53 3443 044 | SP-TVA | Mi-2 | Polish Television | rgd | 25jun74 | canx 13may97 as wfu; seen Swidnik 31aug98 with 'Aeropol' titles; was stored in poor condition in the "Wystawa Sprzetu Lotniczego i Wojskowego" museum at Lódz-Lubinek, seen jul00/aug11; repainted in silver c/s with the inscription 'Love Peace Music' and used as a storage room for a bar in the Pier Head Village at Liverpool, seen jul18/sep18, c/n checked |
| 52 3444 034 | CCCP-20176 | Mi-2 | AFL/Kazakhstan | rgd | 13may74 | f/n UKK 22apr93; was already canx 1986 |
| 52 3445 034 | CCCP-20177 | Mi-2 | AFL/Kazakhstan | rgd | 05jun74 | canx 20nov90 |
| 52 3446 034 | CCCP-20178 | Mi-2 | AFL/Far East | rgd | 16sep74 | initially opb 147 LO Yuzhno-Sakhalinskogo OAO; trf to 2 AE 359 LO Yuzhno-Sakhalinskogo OAO jan75; w/o 15nov81 during an ice-reconnaissance flight over a river near Nogliki when the inexperienced pilot did not cope with the situation while flying a turn close to the ground, the helicopter lost speed and height, crashed, caught fire and burnt out, the pilot and all 5 passengers escaped unhurt; canx 10feb82 |
| 52 3447 034 | CCCP-20179 | Mi-2 | AFL/East Sib.-Kir | rgd | 04jun74 | opb Kirenski OAO; dbr 01dec74 when both engines flamed out as the fuel filters had got clogged by contaminated fuel, as there was no suitable site for a forced landing the helicopter ditched into the river Nizhnyaya Tunguska 38 km from Kirensk airport and sank, no casualties; t/t 6,134 hours 19 minutes; canx 1974 |
| 52 3448 034 | CCCP-20180 | Mi-2 | AFL/Latvia | rgd | 28may74 | f/n RSC 28aug93 with technical school, l/n RSC 10sep93 |
| | 156 | Mi-2 | Latvian Air Force | | | allocated but ntu, wfu and used for spares |
| 52 3449 044 | CCCP-20181 | Mi-2 | AFL/Latvia | rgd | 04jun74 | dbr 10aug74 when flew too low and crashed near Daugavpils, no casualties; canx 1974 |
| 51 3450 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 3501 054 | B-2401 | Mi-2 | Czech MoI (LO MV) | d/d | 27jun74 | in dark green c/s with light blue underside; damaged at Uvalay 21may78, but repaired; redesignated LS FMV in 1979; seen Mladá Boleslav 14sep86; redesignated LS SNB in 1988 |
| | OK-EIT | Mi-2 | Slov-Air | rgd | 01oct89 | canx 04jan99; preserved in Slovenské pol'nohospodárske múzeum (Slovakian agricultural museum) at Nitra (N48.30302 E18.11416), seen jul04/aug19 |
| 53 3502 054 | B-2402 | Mi-2 | Czech MoI (LO MV) | d/d | 27jun74 | in dark green c/s with light blue underside; crashed at Vrtiska in 1979; canx 18nov80 |
| 53 3503 044 | SP-STA (1) | Mi-2 | Stomil | rgd | 30may74 | canx 18sep81, see c/n 5210401097 |
| | SP-SXC | Mi-2 | Polish Air Rescue | rgd | 18sep81 | crashed Warsaw 12nov87; canx 01apr88 |
| 54 3504 044 | not known | Mi-2 | Soviet Air Force | no | reports | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 54 3505 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3506 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3507 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3508 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3509 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3510 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3511 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-23809 | Mi-2 | Tyumenaviatrans | rgd | 25sep91 | canx 15may94 |
| 54 3512 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3513 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3514 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3515 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3516 044 | not known | Mi-2 | Soviet Air Force | mfd | 20apr74 | |
| | CCCP-23755 | Mi-2 | Yugavia | rgd | 12dec91 | |
| | RA-23755 | Mi-2 | Kubanaviausluga | rgd | 13apr00 | to KoMMEYa |
| | RA-23755 | Mi-2 | Kubanspetsavia | trf | 10nov98 | leased to Donskaya transportnaya aviakompaniya 16feb00; Kubanspetsavia was declared bankrupt 31aug06 |
| 54 3517 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3518 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3519 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3520 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3521 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3522 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3523 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3524 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3525 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3526 064 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3527 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3528 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3529 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3530 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3531 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3532 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3533 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3534 064 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3535 064 | "71" yellow | Mi-2 | Russian Air Force | Che | 26aug02 | in Soviet register in error as CCCP-15819, see c/n 530218116; sat derelict in MARZ ROSTO at Fedurnovo (Chornoye), seen aug02/aug12 |
| 51 3536 064 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3537 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3538 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3539 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3540 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3541 054 | LZ-MIA | Mi-2 | Heli Air | SOF | 25may92 | l/n SOF 11sep99 |
| 51 3542 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3543 054 | "04" yellow | Mi-2 | Soviet Air Force | mfd | 1974 | l/n Almaty-Baiserke 24sep99 |
| | UN-13336 | Mi-2 | Tyan-Shan | trf | 2003 | dbr 08dec03 on a flight in the Zhambyl region when got caught in a downdraught, lost height, collided with a high-voltage power-line and crashed near Akbulym, pilot killed and all 3 passengers injured |
| 53 3544 054 | CCCP-20182 | Mi-2 | AFL/Kazakhstan | rgd | 01aug74 | canx 04apr88 |
| 53 3545 054 | CCCP-20183 | Mi-2 | AFL/Kazakhstan | rgd | 01aug74 | canx 15aug88 |
| 53 3546 054 | CCCP-20184 | Mi-2 | AFL/Latvia | rgd | 16jul74 | f/n RSC aug93/aug99 stored; not canx from Soviet register; fate unknown |
| 53 3547 054 | CCCP-20185 | Mi-2 | AFL/Komi | rgd | 23jul74 | canx 1987 |
| 53 3548 054 | CCCP-20186 | Mi-2 | AFL/Tyumen | rgd | 16sep74 | not canx from Soviet register; fate unknown |
| 53 3549 054 | CCCP-20187 | Mi-2 | AFL/Tyumen | rgd | 25jul74 | canx 07mar91 |
| 53 3550 054 | CCCP-20188 | Mi-2 | AFL/Tyumen | rgd | 25jul74 | canx apr92 |
| 53 3601 054 | CCCP-20189 | Mi-2 | AFL/Central Region | rgd | 19aug74 | canx 31oct88; f/n Myachkovo 26sep91 but not since |
| 53 3602 054 | 3602 | Mi-2 | Polish Air Force | d/d | 04jul74 | wfu 06mar91 |
| | SP-FSR | Mi-2 | Orwex | rgd | 25apr91 | seen Poznan 24aug91; CofA expired 25sep93; canx 11feb02 as wfu; on allegro.pl auction web site aug08, in a scrapyard at Zlocieniec, in reasonable condition |
| 53 3603 054 | 3603 | Mi-2 | Polish Air Force | d/d | 04jul74 | wfu 25feb77 after crash 26sep76 |
| 54 3604 064 | 3604 | Mi-2 | Polish Air Force | d/d | 19jul74 | donated by the Polish Government apr95 |
| | "08" yellow | Mi-2 | Lithuanian AF | h/o | 18apr96 | c/n checked Pajuostis 24jun98; in grey/beige/green/light blue camo c/s with light blue underside; preserved in the Antanas Gustaitis Aviation Institute at Vilnius, seen 11sep13 |
| 54 3605 064 | 3605 | Mi-2 | Polish Air Force | d/d | 26jul74 | crashed on landing Michalin, near Deblin, 01sep75 |
| 53 3606 064 | 3606 | Mi-2 | Polish Air Force | d/d | 18jul74 | seen Deblin 26aug95; offered for sale on 'Project Boats' website |
| 54 3607 064 | 3607 | Mi-2 | Polish Air Force | d/d | 17jul74 | seen Radom-Sadków 31aug03; repainted in dark green/brown camo c/s; f/n as such Deblin 27aug11; l/n Radom 22aug15 |
| 56 3608 084 | 3608 | Mi-2RO | Polish Air Force | d/d | 18oct74 | crashed 11jan77; wfu 20sep77 |
| 56 3609 084 | 3609 | Mi-2 | Polish Air Force | d/d | 18oct74 | crashed 21apr97; report Pruszcz Gdanski 20apr98 must be in error |
| 56 3610 084 | 3610 | Mi-2 | Polish Air Force | d/d | 18oct74 | l/n operational Pruszcz Gdanski 31jun95; stored at Deblin, seen sep06; preserved at a fire station at Goldap (N54.299197 E22.298178), seen jun16 |
| 54 3611 064 | CCCP-20190 | Mi-2 | AFL/Komi | rgd | 23jul74 | canx 27jan88 |
| 54 3612 064 | CCCP-20191 | Mi-2 | AFL/Krasnoyarsk | rgd | 28aug74 | opb Yeniseiski OAO; dbr 07aug90 on a flight from Chemdalsk to Chulakan (Vanavara district of Evenkiya) when the pilot lost control on final approach while manoeuvring in order to evade a flock of birds so that the helicopter came down very hard, no casualties; canx but date unknown |
| 54 3613 064 | CCCP-20192 | Mi-2 | AFL/Far East | rgd | 04mar75 | |
| | RA-20192 | Mi-2 | Sakhal. AviaTrassy | trf | 25may93 | f/n UUS 07jul94, Aeroflot c/s and titles; canx 16mar95 |
| 54 3614 064 | CCCP-20193 | Mi-2 | AFL/Tyumen | rgd | 19aug74 | canx 19may94, see next line |
| | EW-20193 | Mi-2 | Aeroflot c/s, n/t | GME | 10oct95 | reported for Gomelavia; not in 1999 fleet list, fate unknown |
| 54 3615 064 | CCCP-20194 | Mi-2 | AFL/Belarus | rgd | 14aug74 | |
| | EW-20194 | Mi-2 | Aeroflot c/s, n/t | GME | 10oct95 | reported for Gomelavia; not in 1999 fleet list, fate unknown |
| 54 3616 064 | CCCP-20195 | Mi-2 | AFL/Central Region | rgd | 30oct74 | f/n Myachkovo 03jun92; l/n Myachkovo 18aug92 |
| | RA-20195 | Mi-2 | Aeroflot | Mya | 01sep93 | canx 27jul94 |
| 54 3617 064 | CCCP-20196 | Mi-2 | AFL/Central Region | rgd | 19aug74 | appeared in the 1979 Soviet film "Ekipazh" (The Crew); f/n Myachkovo 13apr92; l/n Myachkovo 18aug92 |
| | RA-20196 | Mi-2 | Aeroflot | Mya | 24may94 | canx 07jul94 |
| 54 3618 064 | CCCP-20197 | Mi-2 | AFL/Urals | rgd | 14aug74 | initially opb 122 LO of 2-i Permski OAO; trf to 348 LO of 2-i Permski OAO oct74 and to 10 LO of 2-i Permski OAO jul88; canx 30jan91 |
| 54 3619 064 | CCCP-20198 | Mi-2 | AFL/Urals | rgd | 19aug74 | trf 22feb94 to ??; canx 27nov95 |
| 54 3620 074 | 555 | Mi-2 | E.G. Grenztruppen | d/d | 30jul74 | opb HS-16 at Salzwedel (relocated to Nordhausen 14oct86); f/n Brandenburg-Briest 25may90; ferried to SXF 14sep90; was stored at SXF, seen sep91/jun92; was preserved in Flugausstellung L.+P. Junior at Hermeskeil, seen sep94/sep99; preserved in Luftfahrtmuseum Wernigerode, seen 2000/aug23 |
| | DDR-VGN | Mi-2 | East German Police | rgd | 24sep90 | was to be opb Zentrale Polizeifliegerstaffel at SXF, but not taken up |
| 56 3621 084 | 3621 | Mi-2 | Polish Air Force | d/d | 21oct74 | in green/ochre/grey/light blue camo c/s; l/n operational Nowe Miasto 26aug99; was preserved with Szpitalny Oddzial Ratunkowy in a small park at Katowice, seen jan14/jul15 |
| | no serial | Mi-2 | no titles | ph. | 19apr21 | in greenish grey c/s with light blue belly, no markings whatsoever; preserved in poor condition in Fort Wedrowiec at Wegierska Górka, seen apr21/sep24 |
| 56 3622 084 | 3622 | Mi-2 | Polish Air Force | d/d | 21oct74 | wfu 30jan90 |
| | SP-FSN | Mi-2 | Westa | rgd | 14jan91 | had various owners since; f/n Lódz 18aug92; l/n Lódz 22sep96; canx 11feb02 as wfu; was preserved at the transport company "Tompol" along road 48 at Tomaszów Mazowiecki, seen aug03/oct04; preserved in bare metal with "Café Spadochronowa" at ul. Narutowicza at Lódz (N51.771573 E19.468867), seen 2005/jan09 |
| 56 3623 084 | 3623 | Mi-2 | Polish Air Force | d/d | 21oct74 | wfu 30jan90 |
| | SP-FSF | Mi-2 | Westa | rgd | 30apr90 | seen Lodz 20aug90; canx 03dec92; was owned by W. Wieczorek of Zgierz and displayed with 'Blekitny Grom' titles in a playground in the western part of Lódz city, seen oct94 |
| | no reg | Mi-2 | no titles | ph. | 19feb15 | initially in a fantasy c/s of white, various shades of blue and yellow; was preserved at Deszczno, seen feb15/sep16; repainted in yellow c/s with diagonal blue/pink/blue stripes around fuselage and tailboom; preserved as such at Swarzewo (near Wladyslawów), seen aug20/jun21 |
| 54 3624 074 | 556 | Mi-2 | E.G. Grenztruppen | d/d | 30jul74 | opb HS-16 at Salzwedel (relocated to Nordhausen 14oct86); ferried to SXF 14sep90; preserved in Hubschraubermuseum Bückeburg, seen nov90/jun23 |
| | DDR-VGO | Mi-2 | East German Police | rgd | 24sep90 | was to be opb Zentrale Polizeifliegerstaffel at SXF, but not taken up |
| 54 3625 074 | 557 | Mi-2 | E.G. Grenztruppen | d/d | 30jul74 | opb HS-16 at Salzwedel (relocated to Nordhausen 14oct86); ferried to SXF 14sep90 |
| | DDR-VGP | Mi-2 | East German Police | rgd | 24sep90 | was to be opb Zentrale Polizeifliegerstaffel at SXF, but not taken up; stored at SXF, seen 19sep91, still as '557' |
| | D-HZPR | Mi-2 | Sachsen Police | rgd | nov92 | f/n SXF 21jun92 |
| | D-HZPR | Mi-2 | S. Hackenschmidt | trf | jul97 | stored Merseburg since jan98; canx aug98; Merseburg was location of Luftfahrt und Technik Museumpark; one source quotes 'Globe Aero' as owner in the U.S.; reported Lakeland Florida early 1999 and 04feb01, c/n checked ! |
| | YV-1087-C | Mi-2 | | TMB | jan02 | photo exists of this unofficial registration |
| | YV-1067CP | Mi-2 | Abad Air | no | reports | reported in a SAR action report on internet, see above; for sale on internet 2005, t/t 3,500 hours for $ 300,000; c/n from register and not c/n 563404044 |
| | YV1206 | Mi-2 | Abad Air | rgd | 22aug05 | f/n Charallave jun08, black/white c/s, no titles |
| 54 3626 064 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14328 | Mi-2 | AFL/Belarus | rgd | 10jul91 | |
| | RA-14328 | Mi-2 | not reported | BQT | 06jul95 | l/n BQT 25aug96; canx as to Belarus but date unknown |
| 54 3627 064 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3628 064 | not known | Mi-2 | Soviet Air Force | no | reports | |

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|---|---|---|---|---|---|---|
| 54 3629 064 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | LY-HAW | Mi-2 | Avia Baltika | VNO | 23aug96 | CofA expired 05aug95; l/n VNO 06jun98; canx 05aug98 |
| 54 3630 064 | not known | Mi-2 | Soviet Air Force | mfd | 30jun74 | |
| | RA-23616 | Mi-2 | Varian TOO | rgd | 27may93 | current on the Russian register feb98/sep01, see next line |
| | LY-HBY | Mi-2 | P. Sucylos imone | rgd | 22apr97 | P. Sucylos imone "Aerobatika"; CofA expired 22jun00; canx 05feb04 |
| | LY-HCT | Mi-2 | Lietuvos ir èved. | rgd | 21jun04 | Lietuvos ir èvedijos; in white/dark grey c/s, no titles; f/n Vassunda 15aug04; CofA expired 19sep09; stored at Vassunda, seen jun12/aug17; canx between 04apr15 and 04may15 |
| | no reg | Mi-2 | no titles | ph. | 26may23 | in white/dark grey c/s; preserved (with just one rotor blade) on top of a 40 foot container adjacent to a petrol station on highway 255 at Vassunda |
| 54 3631 064 | "25" red | Mi-2 | Soviet Air Force | no | reports | opb 5 uve 484 uvp SVVAUL at Syzran by 1986 |
| 54 3632 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3633 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3634 074 | "27" red | Mi-2 | Soviet Air Force | no | reports | opb 4 uve 484 uvp SVVAUL at Syzran by 1986 |
| 54 3635 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "29" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| 54 3636 074 | "20" yellow | Mi-2 | Ukraine Air Force | ph. | 31aug10 | in use as a ground instructional airframe by the "Ivan Kozhedub" Air Force University at Kharkiv-Sosnovy Bor (N49.962094 E36.186367), in light blue c/s with yellow trim |
| 54 3637 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3638 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "04" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| 54 3639 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3640 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3641 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3642 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3643 074 | not known | Mi-2 | Soviet Air Force | mfd | jul84 | probably DOSAAF, in fact |
| | RA-23681 | Mi-2 | Neftyeyugansk AE | rgd | 16nov92 | w/o 12oct96 on a pipeline patrol flight in the Yefremovskoye and Maiskoye oil fields when intended to land on the shore of a lake near Ugut (96 km south-east of Neftyeyugansk) at dusk in order to pick up some fishermen, lost height on final approach, impacted the surface of the lake some 150 metres short of the selected landing site and sank, the pilot was killed and the sole passenger (an aircraft mechanic) injured; canx 22oct96 |
| 54 3644 074 | "30" yellow | Mi-2 | Russian Air Force | Che | 26aug02 | derelict in MARZ ROSTO at Fedurnovo (Chornoye), seen aug02/aug11 |
| 54 3645 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3646 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 56 3647 094 | 3647 | Mi-2 | Polish Air Force | d/d | 30nov74 | wfu 08jan90 |
| | SP-FDE | Mi-2 | Dakomat | rgd | 15jun90 | canx 21dec92 as sold to Egypt |
| 56 3648 094 | 3648 | Mi-2 | Polish Air Force | d/d | 30nov74 | l/n Deblin-Irena 01sep07; was displayed in the Polish Air Force museum at Deblin (N51.56017 E21.86445), seen may12/apr14 |
| | N110PL | Mi-2 | University of Iowa | rgd | 11jul17 | owned by the State of Iowa; CofA issued 08aug17; in khaki/very dark olive drab camo c/s with light blue underside, carried the code "110" red; f/n Oshkosh 24jul19; l/n Oshkosh 27jul21; current on register 22feb22, with a CofR expiry date of 31jul23 |
| 56 3649 094 | 3649 | Mi-2 | Polish Air Force | d/d | 29nov74 | in camo c/s of 2 shades of olive drab and 2 shades of green with light blue underside; wfu 29sep90; preserved in Muzeum Uzbrojenia in Park Cytadela at Poznan (N52.42028 E16.93299), seen aug98/may24 |
| 56 3650 094 | 3650 | Mi-2 | Polish Air Force | d/d | 29nov74 | l/n Nowe Miasto 30aug98; stored in a yard at Wysokie Mazowieckie (N52.907819 E22.510524), seen mar11/aug11 |
| 51 3701 074 | "01" white | Mi-2 | Soviet Air Force | ROV | 13aug01 | dumped |
| 51 3702 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3703 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3704 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3705 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "15" red | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| 51 3706 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3707 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3708 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14326 | Mi-2 | AFL/Belarus | rgd | 25jun91 | |
| | EW-14326 | Mi-2 | | MHP | 08sep93 | |
| | RA-14326 | Mi-2 | unknown | BQT | 25aug96 | RA- correct ? as canx as to Belarus but date unknown |
| 51 3709 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3710 084 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3711 084 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3712 084 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14329 | Mi-2 | AFL/Belarus | rgd | 15aug91 | |
| | RA-14329 | Mi-2 | unknown | BQT | 25aug96 | RA- correct ? as canx as to Belarus but date unknown |
| 51 3713 084 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3714 084 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3715 084 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3716 084 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 3717 084 | CCCP-20199 | Mi-2 | AFL/Central Region | rgd | 24dec74 | f/n Myachkovo 26sep91; l/n Myachkovo 18aug92 |
| | RA-20199 | Mi-2 | Aeroflot | Mya | 01sep93 | canx 07jul94 |
| 53 3718 084 | CCCP-23950 | Mi-2 | AFL/Urals | rgd | 15oct74 | initially opb 348 LO of 2-i Permski OAO; trf to 10 LO of 2-i Permski OAO jul88 |
| | CCCP-23950 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | canx 27mar00 |
| 54 3719 094 | CCCP-23951 | Mi-2 | AFL/Latvia | mfd | 30sep74 | rgd 30nov74 |
| | YL-LHK | Mi-2 | Latavio | rgd | 10dec92 | canx 23may93; f/n RSC 28aug93 ! and c/n checked RSC jul94/sep97 ! |
| | LY-HBW | Mi-2 | Aeroklub MaPeikiai | rgd | 27nov96 | was involved in an accident 30aug98; CofA expired 02apr99; canx but date unknown |
| 51 3720 094 | 3720 | Mi-2D | Polish Air Force | d/d | 09jan75 | stored at Lodz, seen aug96/aug99 |
| | no serial | Mi-2D | Polish Air Force | ph. | sep00 | was preserved at a supermarket on route 27 at Puck (N54.71145 E18.39327), seen sep00/mar16, and later in Muzeum Techniki Wojskowej "Gryf" at Dabrówka (N54.550929 E18.171482), seen sep20/may23 |
| 51 3721 084 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3722 084 | "31" red | Mi-2 | Soviet Air Force | Pcs | 22sep97 | without rotors |
| | HA-BGC | Mi-2 | Hung Fl Ambulance | rgd | 07jun99 | owned and operated by Budapest Air Service Kft.; no titles; f/n Budaörs 23may99; l/n BUD 02nov00; not in fleet list nov01 but current on register jan04 although CofA expired 27jul01; sat wfu at Vác, seen may08/mar12; preserved in the zoo at Szigethelom, seen may20 |
| 51 3723 084 | "41" yellow | Mi-2T | Soviet Army Avn | no | reports | opb unknown obve at Székesfehérvár and by 488 ovp BU at Tököl from feb90 |
| | HA-BCH | Mi-2 | Hung Fl Ambulance | rgd | 28jan91 | donated to the Aerocaritas Air Rescue Foundation in 1990; CofA expired 28jan93, never renewed; not canx and still current by jan04; sat wfu at Tököl, seen jun95/aug11; preserved in fantasy colours in a garden, seen jul13 |
| 54 3724 084 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "77" yellow | Mi-2 | DOSAAF | Vom | 07may10 | |
| 54 3725 084 | not known | Mi-2 | Soviet Air Force | | | |
| | no code | Mi-2 | no titles | ph. | aug04 | preserved in Vytauto Aviacijos Muziejas at PanevePys-Istros (Lithuania); initially in white c/s with blue trim, seen as such aug04/aug06; repainted in white/light grey c/s with light blue trim, seen as such aug09/aug20 |
| 51 3726 084 | 3726 | Mi-2D | Polish Air Force | d/d | 09jan75 | seen LCJ 31aug98, stored; l/n Pruszcz Gdanski 28may08 |
| 51 3727 084 | 3727 | Mi-2D | Polish Air Force | d/d | 28dec74 | in olive drab c/s; stored at Inowroclaw-Latkowo, seen 04oct09; preserved in Akademia Obrony Narodowej at Warsaw, seen mar15/apr16; seen in the Museum of the September Campaign and Modlin Fortress on the territory of Modlin-Twierdza (opened in 2017) jul20/aug23 |
| 51 3728 084 | 3728 | Mi-2 | Polish Air Force | d/d | 28dec74 | seen LCJ aug96/aug99, stored |
| | no serial | Mi-2 | no titles | | photo | initially in green c/s with light blue underside, no markings; was preserved as such with Georg Albrecht Garten- und Landschaftsbau GmbH at 86926 Greifenberg/Beuern (Germany) from 2002, l/n jun07; repainted by artists of the "Team Sokol" in a truly exotic c/s for display at several art exhibitions; displayed at 6. Berliner Kunstsalon at Berlin 22/27sep09, at the "STROKE 01 urban art fair" at Munich 30/31oct09 and at the "Art Karlsruhe" exhibition at Karlsruhe 04/07mar10; was parked outside at Landsberger Strasse 66 at Stegen (N47.872531 E11.287053), seen mar11/oct17; displayed in Museum der Phantasie at Bernried am Starnberger See (N47.872518 E11.287012), seen mar19/nov22 |
| 51 3729 084 | 3729 | Mi-2 | Polish Air Force | d/d | 28dec74 | l/n operational WRO 05jun04; sat derelict at the Nadarzyce range, seen aug08/mar13 |
| 54 3730 084 | not known | Mi-2 | Soviet Air Force | mfd | 1974 | |
| | CCCP-23810 | Mi-2 | AFL/Tyumen | rgd | 25sep91 | opb Tobolski OAO |
| | RA-23810 | Mi-2 | Irtyshaviatrans | trf | 23sep94 | canx 01apr97 |
| 54 3731 084 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14327 | Mi-2 | AFL/Belarus | rgd | 25jun91 | f/n BQT 25aug96; canx as to Belarus but date unknown |
| 54 3732 094 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3733 094 | not known | Mi-2 | Soviet Air Force | mfd | 1974 | |
| | "9." yellow | Mi-2MSB | Ukraine Air Force | | | opb 203 NABr at Chuhuyiv; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| 54 3734 094 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3735 094 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3736 114 | not known | Mi-2 | Soviet Air Force | mfd | 1974 | we had the c/n as 543736094 |
| | "9." yellow | Mi-2MSB | Ukraine Air Force | | | opb 203 NABr at Chuhuyiv; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| 54 3737 094 | not known | Mi-2 | Soviet Air Force | mfd | 1974 | |
| | not known | Mi-2 | Ukraine Air Force | trf | 06dec91 | |
| | "01" blue | Mi-2MSB | Ukraine Air Force | | | converted by ViAZ at Vinnytsya in 2018; opb 456 BrTrA at Vinnytsya-Havryshivka; in 'digital' medium green/beige/brown camo c/s with light blue underside; damaged at Vinnytsya 06mar22 during a Russian missile strike |
| 54 3738 094 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3739 094 | not known | Mi-2 | Soviet Air Force | mfd | 1974 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | CCCP-23811 | Mi-2 | AFL/Tyumen | rgd | 25sep91 | opb Tobolski OAO |
| | CCCP-23811 | Mi-2 | Irtyshaviatrans | trf | 30sep94 | canx 29feb00 |
| 54 3740 094 | not known | Mi-2 | Soviet Air Force | mfd | 30sep74 | |
| | CCCP-23756 | Mi-2 | Yugavia | rgd | 12dec91 | |
| | RA-23756 | Mi-2 | Kubanaviausluga | trf | 22feb94 | |
| | RA-23756 | Mi-2 | Kubanspetsavia | trf | 10nov98 | leased to Donskaya transportnaya aviakompaniya 16feb00 |
| | RA-23756 | Mi-2 | I.V. Prosolov | rgd | 13apr00 | |
| 54 3741 094 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3742 094 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-23812 | Mi-2 | TyumenAviaTrans | rgd | 25sep91 | canx 30jun94 |
| 54 3743 094 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3744 094 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3745 094 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3746 094 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3747 104 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 3748 104 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3749 104 | not known | Mi-2 | DOSAAF | mfd | 31oct74 | |
| | "16" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| | "181" red | Mi-2MSB | Ukraine Army Avn | KHE | 2018 | converted by ViAZ at Vinnytsya 29may18, t/t 1,492 hours by then; opb 11 obrAA at Kherson-Chornobayivka; in dark olive drab/khaki camo c/s with light blue underside; l/n KHE 22sep21 |
| | "181" black | Mi-2MSB | Ukraine Army Avn | | photo | code not painted on, only on sheet of paper in a cabin window; in olive drab c/s with light blue underside and two white recognition stripes on the tailboom; was captured by Russian troops when they occupied Kherson-Chornobayivka 27feb22 and was transported to Russia |
| 51 3750 104 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3801 094 | 3801 | Mi-2 | Polish Air Force | d/d | 09jan75 | seen Pruszcz Gdanski 16nov10; seen in new camo c/s Pruszcz Gdanski 26aug11; l/n Pruszcz Gdanski 23mar15 |
| 51 3802 094 | 3802 | Mi-2D | Polish Air Force | d/d | 28dec74 | opb 49. BLot; repainted in W-3 "Sokol"-style camo c/s; f/n as such Pruszcz Gdanski 12mar02; l/n Pruszcz Gdanski 21may16 |
| 51 3803 094 | 3803 | Mi-2D | Polish Air Force | d/d | 09jan75 | opb 49. BLot; seen Pruszcz Gdanski 16nov10; f/n in new camo c/s Pruszcz Gdanski 26aug11; l/n Radom 26aug23, active |
| 51 3804 094 | 3804 | Mi-2 | Polish Air Force | d/d | 07jan75 | stored at LCJ, seen aug96/aug99; preserved in silver c/s at Wozniki near Radomsko (N51.14437 E19.35587), seen aug07/jan14 |
| 51 3805 094 | 3805 | Mi-2 | Polish Air Force | d/d | 07jan75 | seen BZG 21aug91 |
| 53 3806 094 | CCCP-23952 | Mi-2 | AFL/Privolzhsk | rgd | 19dec74 | canx 15may89 |
| 53 3807 094 | CCCP-23953 | Mi-2 | AFL/Yakutiya | mfd | sep74 | rgd 23jan75; opb Nyurbinski OAO; canx 1987; sat wfu at Nyurba, seen 02jul92; scrapped at Nyurba, some remains still extant 2018 |
| 53 3808 094 | CCCP-23954 | Mi-2 | AFL/Yakutiya | rgd | 04apr75 | opb Nyurbinski OAO; in orange c/s with blue cheatline and trim; severely damaged 04sep88 on a flight from Suntar in support of an expedition when tried to land at a swampy site near the river Bakalyr 52 km east of Suntar airport, but the nose gear sank into the soft ground, the main rotor collided with the ground and the helicopter rolled over onto its right side, all crew and passengers escaped unhurt; repaired; l/n Lensk 02jul92, operational |
| | RA-23954 | Mi-2 | Nyurba Avn Ent. | trf | 27may94 | canx 25dec94 (possibly never taken on charge) |
| 53 3809 094 | CCCP-23955 | Mi-2 | AFL/Yakutiya | mfd | 10sep74 | rgd 03mar75; opb 270 LO Nyurbinskogo OAO; involved in an incident at Nyurba 15nov77 when a ground technician was hit by the tail rotor and killed; damaged 19jul80 when came down hard and rolled over onto its right side; f/n Nyurba 02jul92 |
| | RA-23955 | Mi-2 | Nyurba Avn Ent. | trf | 27may94 | canx 25dec94 |
| 53 3810 104 | CCCP-23956 | Mi-2 | AFL/Yakutiya-Nyu | mfd | oct74 ? | rgd 04apr75; damaged 12jul80 in a forced landing in a forest clearing 140 km south-west of Chern..ovsk, the tailboom broke off; canx 1987; probably scrapped around 1988 |
| 53 3811 104 | CCCP-23957 | Mi-2 | AFL/Tyumen | rgd | 21jan75 | canx 10aug92 |
| 53 3812 104 | CCCP-23958 | Mi-2 | AFL/Urals | rgd | 17jan75 | initially opb 1 AE 348 LO of 2-i Permski OAO; trf to 10 LO of 2-i Permski OAO jul88 |
| | RA-23958 | Mi-2 | Aeroflot | PEE | jun93 | opb the 2nd Perm Aviation Enterprise |
| | RA-23958 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | canx 07apr95 |
| 53 3813 104 | CCCP-23959 | Mi-2 | AFL/Urals | rgd | 23jan75 | opb 348 LO of 2-i Permski OAO; damaged beyond repair 23jun76 on a check flight after the exchange of the right engine when this engine failed during the climb-out at a height of some 110-120 metres and the pilot switched off the left engine by mistake so that the helicopter made an auto-rotation landing, suffering substantial damage, no casualties; canx in 1976 |
| 53 3814 104 | CCCP-23960 | Mi-2 | AFL/Urals | rgd | 23jan75 | initially opb 348 LO of 2-i Permski OAO; trf to 10 LO of 2-i Permski OAO jul88; in standard 'blue' c/s |
| | RA-23960 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | canx 26sep95; sat wfu (with faded prefix so that 'CCCP-' became visible again) at Aramil-Uktus, seen jul03/2011 |
| 54 3815 104 | CCCP-23961 | Mi-2 | AFL/Privolzhsk | rgd | 19dec74 | canx 08aug88 |
| 54 3816 104 | CCCP-23962 | Mi-2 | AFL/East Siberia | mfd | 28oct74 | rgd 16dec74 |
| | RA-23962 | Mi-2 | Ulan-Ude Avn Ent. | trf | 13dec93 | still in full Aeroflot c/s including titles; l/n as such UUD 20apr97; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998; not in 2000 Bural fleet list; canx before aug10; fate unknown |
| 54 3817 104 | CCCP-23963 | Mi-2 | AFL/Kazakhstan | mfd | 31oct74 | rgd 19dec74; opb 328 LO Ust'-Kamenogorskogo OAO; w/o 08may78 on the leg from the Leninogorsk forestry station of a forest patrol flight from Ust'-Kamenogorsk when the left engine failed on final approach to a site 15 km north-east of Leninogorsk (at N50°25' E83°45 and a height of 1,250 metres), the helicopter collided with a steep mountain slope, came down hard, rolled over onto its right side and caught fire, 2 of the 5 passengers were killed and the other 3 as well as the pilot were injured; t/t 1,519 hours; canx 1978 |
| 54 3818 104 | CCCP-23964 | Mi-2 | AFL/Kazakhstan | rgd | 20jan75 | canx 03jun88 |
| 54 3819 104 | CCCP-23965 | Mi-2SKh | AFL/Yakutiya | rgd | 03mar75 | opb Zyryanskaya OAE (became 383 LO Zyryanskogo OAO sep77); initially in green c/s, carried additional 'Selkhozaviatsiya' (agricultural aviation) titles; later repainted in orange c/s with blue cheatline and trim; l/n Zyryanka 04jul92 |
| | RA-23965 | Mi-2SKh | Zyryanskaya OAE | trf | 18may94 | in orange c/s with blue cheatline and trim, probably no titles; canx 21feb98; the wreck sat at Zyryanka, seen mar19/sep19 |
| 56 3820 114 | 306 | Mi-2 | East German AF | d/d | 18dec74 | seen Brandenburg-Briest 25may90 |
| | 94+53 | Mi-2 | German Air Force | trf | 03oct90 | stored at Brandenburg-Briest |
| | D-HVAC | Mi-2 | Germ Minst of Int | | | received at permit 09apr92; stored at Tökol, seen 30jul92/09jun95 |
| | HA-BCL | Mi-2 | Forgószárny Kft. | rgd | 17dec96 | opb Dongó Kft.; stored without registration at Tököl, seen jul97/sep99; new CofR issued 03apr11 (again to Dongó Kft.); overhauled and repainted in black c/s with 'Fire & Rescue' titles plus a couple of internet addresses and logos; f/n as such Karlocsa 30may10; l/n as such Börgönd 09sep12; f/n with large 'Heliforce.hu' titles Dunakeszi 12jul13; l/n Baneasa 01sep24, active |
| 56 3821 114 | 307 | Mi-2 | E.G. Grenztruppen | d/d | 18dec74 | opb HS-16 at Salzwedel (relocated to Nordhausen 14oct86); ferried to SXF 14sep90; l/n SXF 02oct90 |
| | DDR-VGC | Mi-2 | East German Police | rgd | 24sep90 | was to be opb Zentrale Polizeifliegerstaffel at SXF, but not taken up; seen SXF oct90 with the registration painted on |
| | D-HZPH | Mi-2 | Brandenburg Police | rgd | dec92 | canx jul93; preserved at Dessau-Alten, seen aug94/jul95; preserved in Grenzmuseum "Schifflersgrund" between ^^-Allendorf and Asbach-Sickenberg, seen 1995/apr10 |
| | '386' | Mi-2 | East German AF | ph. | 21apr11 | in green/ochre camo c/s with light blue underside; preserved in these fake colours in Grenzmuseum "Schifflersgrund" between Bad Sooden-Allendorf and Asbach-Sickenberg (N51.28580 E9.993640), seen apr11/jul18; see c/n 552649122 |
| | 307 | Mi-2 | East German AF | ph. | 10may20 | in olive drab/dark green camo c/s with light blue underside; preserved in Grenzmuseum "Schifflersgrund" between Bad Sooden-Allendorf and Asbach-Sickenberg, seen may20/jun22 |
| 56 3822 114 | 308 | Mi-2 | East German AF | d/d | 18dec74 | |
| | 94+54 | Mi-2 | German Air Force | trf | 03oct90 | stored firstly Brandenburg-Briest then to Drewitz, l/n may94; reported Freiburg sep94 but nothing since |
| 56 3823 114 | 309 | Mi-2 | East German AF | d/d | 18dec74 | |
| | 94+55 | Mi-2 | German Air Force | trf | 03oct90 | stored without markings at Rothenburg, seen oct94/may97; seen in the German Air Force museum at Berlin-Gatow 20may98; seen in the Classic Aircraft Club Museum at Schweinfurt sep99; offered for sale on an German auction website apr06 |
| | no serial | Mi-2 | ADAC | ph. | jul08 | in yellow/black c/s with various logos; was preserved in these fake colours at Reichertshofen (N48.665293 E11.458310) from 06jul08, no longer visible on Google Earth jul10 |
| 56 3824 114 | 310 | Mi-2 | East German AF | d/d | 18dec74 | |
| | 94+56 | Mi-2 | German Air Force | trf | 03oct90 | stored Brandenburg-Briest, l/n may94, believe sold oct95 but uncertain where it went, the boom went to the one at Schaijk, Holland see c/n 562250032 ! |
| | RA-3314K | Mi-2 | privately owned | ph. | 26apr08 | in a camo c/s of two shades of olive drab with light grey belly; based at Werneuchen (Germany) by 2007; f/n Roitzschjora 01nov07; l/n operational Finow 24apr10; stored at Neuhardenberg, seen jul18/nov18 |
| 56 3825 114 | 312 (1) | Mi-2 | East German AF | d/d | 18dec74 | opb THG-34 at Brandenburg-Briest; w/o 18dec80 when made an emergency landing after firing S-5K/M rockets at the Klietz training range, caught fire and burnt out |
| 51 3826 104 | 3826 | Mi-2 | Polish Air Force | d/d | 10jan75 | stored at LCJ, seen 27aug95/22apr98; was preserved with "Auto Komis" at Zgierz (N51.880194 E19.389094), seen sep02/aug18, and later stored in a caravan park at Proboszczewice, seen oct22 |
| 51 3827 104 | 3827 | Mi-2 | Polish Air Force | d/d | 10jan75 | seen Lodz 17sep94, version 6 ? |
| 51 3828 104 | 3828 | Mi-2 | Polish Air Force | d/d | 28dec74 | seen LCJ 30mar96/31aug98, stored |
| 51 3829 104 | 3829 | Mi-2D | Polish Army | d/d | 28dec74 | opb 56. BLot; l/n Inowroclaw-Latkowo 16may15 |
| | 3829 | Mi-2D | Polish Navy | | | leased for the lack of Navy helicopters (probably in 2014 or 2015); probably opb 43. BLotM at Gdynia-Babie Doly |
| | 3829 | Mi-2D | Polish Army | | | opb 56. BLot; in olive drab c/s; f/n Inowroclaw-Latkowo 21may16; l/n over Warsaw 15aug23 |
| 51 3830 114 | OK-EIP | Mi-2 | Slov-Air | rgd | 20feb75 | |
| | OM-EIP | Mi-2 | Slov-Air | r/r | early94 | seen stored Bratislava 21may95/08jul97; canx 22jan99 |
| | no reg | Mi-2 | Rescue Sys Slov | | 07sep99 | was preserved north of Bratislava on the motorway 502 to Brno; repainted in light grey c/s without any markings whatsoever and preserved at Jasna airfield north-east of Dúbrava, seen aug22 |
| | 'B-2745' | Mi-2 | fake 'Policie' c/s | f/n | 21sep24 | at Jasna airfield (49.049013, 19.507682) preserved in great condition in these fake c/s with fake serial |
| 54 3831 114 | OK-EIR | Mi-2 | Slov-Air | rgd | 20feb75 | see c/n 526643050 |
| | OK-EIR | Mi-2 | Air Transp. Europe | lsd | jan92 | l/n Poprad-Tatry 25nov92 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | OM-EIR | Mi-2 | Air Transp. Europe | r/r | early94 | f/n BTS 16nov02; seen BTS 17jan03; damaged beyond repair 16jan04 on landing in snow at Donovaly (Slovakia) when hit a hill and rolled over onto its side; the hulk sat at Kiskunlacháza (Hungary), seen nov23 |
| 51 3832 104 | "22" red | Mi-2 | Soviet Air Force | | 10sep93 | preserved in Latvijas Aviacijas Tehnikas Muzejs at Riga-Skulte, seen sep93/sep22 |
| 51 3833 104 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3834 104 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3835 104 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3836 114 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3837 114 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3838 114 | "43" yellow | Mi-2 | Russian Air Force | Che | 26aug02 | seen in MARZ ROSTO at Fedurnovo (Chornoye) aug02/aug11, derelict |
| 51 3839 114 | not known | Mi-2 | Soviet Army Avn | mfd | 1974 | |
| | not known | Mi-2 | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-2MSB | Ukraine Army Avn | | | opb 11 obrAA at Kherson-Chornobayivka; modified for the use of night-vision goggles nov20; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| 51 3840 114 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3841 114 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3842 114 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3843 114 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3844 114 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3845 114 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3846 114 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3847 114 | "44" yellow | Mi-2 | Russian Air Force | Che | 26aug02 | seen in MARZ ROSTO at Fedurnovo (Chornoye) aug02/aug12, derelict |
| 51 3848 114 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3849 114 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3850 114 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3901 124 | SP-WXL | Mi-2 | Polish Air Rescue | rgd | 12feb75 | f/n Szczecin-Dabie 05may91; last overhaul completed 11jan02; converted to Mi-2plus 15dec03; l/n WRO 12jun10; wfu by 31mar11; offered for sale sep11 with t/t 6,289 hours, for $ 19,000; sold to Heliseco 27dec11 and ferried from Warsaw-Bemowo to Lublin-Radawiec 26jan12 |
| | SP-WXL | Mi-2plus | Heliseco | h/o | 24jan12 | wfu 31oct12; l/n Swidnik 13mar14; stored without registration at the Heliseco compound at Swidnik, seen nov14/mar21 |
| 51 3902 015 | SP-WXN | Mi-2 | Polish Air Rescue | rgd | 12feb75 | converted to a Mi-2plus; l/n Warsaw-Bemowo 22mar05; w/o 17mar06 on a night training flight when crashed at Lublin-Radawiec; canx 15sep06 |
| 53 3903 015 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 3904 015 | SP-WXM | Mi-2 | Polish Air Rescue | rgd | 08feb75 | last overhaul completed 21mar03; converted to a Mi-2plus 31mar03; in yellow c/s with diagonal blue/red/blue bands around fuselage and tailboom and a 'Ratownictwo Medyczne' logo; involved in an incident 05jul05 on a flight from the site of a traffic accident at Boguchwalowice to the hospital at Sosnowiec when the patient opened the door on final approach, jumped out of the helicopter at a height of some 10-15 metres and was killed; seen Swidnik 20mar10; wfu by 31mar11; offered for sale sep11 with t/t 5,445 hours, for $ 20,000; sold to Heliseco 27dec11 and ferried from Warsaw-Bemowo to Lublin-Radawiec 26jan12 |
| | SP-WXM | Mi-2plus | Heliseco | h/o | 18jan12 | wfu 31oct12; l/n Swidnik 13mar14; stored without registration at the Heliseco compound at Swidnik, seen nov14/mar21 |
| 53 3905 015 | SP-SWA | Mi-2 | Aeropol | rgd | 22jul75 | crashed 22jun77; canx 05sep77 |
| 51 3906 015 | SP-WXS | Mi-2 | Polish Air Rescue | rgd | 13feb75 | l/n active KRK 23apr98; canx 13jul04 as scrapped, CofA expired 05jul01; seen Warsaw-Bemowo aug09, wfu without rotors and tailboom; fuselage used as a ground trainer outside at Warsaw-Bemowo, seen as such jan11; seen off airport Miedzianka jul20/may23 |
| 51 3907 015 | SP-WXP | Mi-2 | Polish Air Rescue | rgd | 10feb75 | canx 10feb98; restored 02mar01; l/n Warsaw-Bemowo aug01; CofA expired sep01; canx 13jul04 as scrapped; offered for sale 2006; repainted in black/orange c/s with 'Radsport Sampl' titles in Cyrillic transcription (!), the internet address 'www.samplcc' and the numbers "193" white and "011" black; displayed as such on the roof of the Sampl store at St. Margarethen (N47.08728 E13.69286), seen may11 |
| 54 3908 124 | SP-SDC | Mi-2 | Delta | rgd | 15feb75 | |
| | SP-SDC | Mi-2 | Heliseco | trf | 27jan93 | owned by 'DELTA/Heliseco'; f/n Ocaña (Spain) dec95; CofA expired 02oct01; stored at Swidnik, seen oct07; canx 04mar08; new CofR issued 29jun09, again to Heliseco; stored at the Heliseco compound at Swidnik, seen aug13/mar21 |
| 51 3909 015 | SP-WXR | Mi-2 | Polish Air Rescue | rgd | 12feb75 | in white c/s with blue top and red cheatline, no titles; l/n operational Gdansk 01jul95; canx 10feb98; the hulk sat at Skowarcz, seen 20nov04/07jun05, then at Borsk, seen 05aug06/23sep06, and then again at Skowarcz, seen 11sep07; preserved near Borsk (N53.95109 E17.92421), seen sep06/may09; reportedly went back to Skowarcz by 2015 |
| 54 3910 015 | SP-SDD | Mi-2 | ZEUS/Heliseco | rgd | 15feb75 | seen Swidnik aug98/jul00, stored; canx 05dec00; sold for scrap oct00 |
| 51 3911 015 | SP-WXZ | Mi-2 | Polish Air Rescue | rgd | 10mar75 | l/n operational PRG 20nov97; canx 04mar02 as wfu; seen WRO 27mar05, wfu; offered for sale in 2006 |
| | no reg | Mi-2 | no titles | ph. | 28aug11 | in olive drab c/s with checkerboards, no serial or registration; preserved in these fake colours at Ogrodzieniec near Zawiercie (N50.46072 E19.49650), seen nov10/may23, with the fake colours faded over time, again showing its original registration by apr21; l/n may23; seen Redecz Krukowy/Kujawskie Muzeum Oreza, Nauki i Techniki 15may24 |
| 53 3912 124 | CCCP-23966 | Mi-2 | AFL/Central Region | rgd | 06feb75 | in orange c/s with blue cheatline and trim and additional 'GAI' titles; f/n Myachkovo 26sep91; l/n Myachkovo 18aug92 |
| | RA-23966 | Mi-2 | Aeroflot/GAI | Mya | 01sep93 | |
| | RA-23966 | Mi-2 | Myachkovo Air Serv | trf | 23aug94 | canx 06dec94; l/n Myachkovo 16aug99, titles not reported |
| 53 3913 124 | CCCP-23967 | Mi-2 | AFL/Belarus | rgd | 05mar75 | not canx from Soviet register; fate unknown |
| 53 3914 124 | CCCP-23968 | Mi-2 | AFL/East Siberia | rgd | 04apr75 | |
| | RA-23968 | Mi-2 | Aeroflot | rgd | 16jan95 | f/n UUD 20apr97, derelict; canx 22jul98 |
| 53 3915 124 | CCCP-23969 | Mi-2 | AFL/Urals | rgd | 01apr75 | opb 326 LO 2-go Sverdlovskogo OAO; canx 18oct88 |
| 53 3916 124 | CCCP-23970 | Mi-2 | AFL/Urals | rgd | 06mar75 | |
| | CCCP-23970 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | canx 01jun99 |
| 53 3917 124 | CCCP-23971 | Mi-2 | AFL/Latvia | rgd | 05mar75 | |
| | 'DDR-23971' | Mi-2 | East German Police | | photo | in basic 'blue' Aeroflot c/s with 'Volkspolizei' titles; appeared in these fake markings reportedly in a (Soviet ?) film shot in 1978 - or is the poor-quality still photo-shopped ? |
| | CCCP-23971 | Mi-2 | AFL/Latvia | | | |
| | YL-LHI | Mi-2 | Latavio | rgd | 11jan93 | canx 19apr93; allocated but probably ntu |
| | 155 | Mi-2 | Latvian Air Force | RSC | 28aug93 | call-sign 'Pukis' (Dragon); sat wfu at Lielvarde, seen aug99/jun10; preserved at the gate at Lielvarde ((N56.76836 E24.84212), seen sep13/jan20; see c/n 535437127 |
| 53 3918 124 | CCCP-23972 | Mi-2 | AFL/Far East | rgd | 02apr75 | canx 1980 |
| 53 3919 124 | CCCP-23973 | Mi-2 | AFL/Far East | rgd | 02apr75 | canx 1983 |
| 53 3920 124 | CCCP-23974 | Mi-2 | AFL/Far East | rgd | 02apr75 | trf 01sep94 to Nikolayevsk-na-Amure Airlines; canx 10oct96 |
| 53 3921 015 | CCCP-23975 | Mi-2 | AFL/Komi | rgd | 04mar75 | canx 13apr88 |
| 53 3922 015 | CCCP-23976 | Mi-2 | AFL/Komi | rgd | 10mar75 | canx 09jan88 |
| 53 3923 015 | CCCP-23977 | Mi-2 | AFL/East Siberia | rgd | 20mar75 | canx 18may90 |
| 53 3924 015 | CCCP-23978 | Mi-2 | AFL/East Siberia | rgd | 15apr75 | canx 13feb90 |
| 51 3925 015 | SP-WXT | Mi-2 | Polish Air Rescue | rgd | 13feb75 | seen KRK 01may03; converted to a Mi-2plus in 2003 |
| | SP-WXT | Mi-2plus | Polish Air Rescue | rgd | 24jun04 | already f/n Zakopane 06feb04; dbr 14mar05 on an ambulance flight from Sanok to a site on a road 1 km from Radoszyce (near Komancza) when lost height rapidly on final approach with tail wind due to pilot error, came down in a snow-covered field 100 metres from the road (at N49.305 E22.0528) and rolled over onto its right side, the tailboom broke off, 2 of the 3 crew members were injured (1 of them seriously); t/t 4,462.43 hours and 5,646 cycles; canx 15sep06 |
| 53 3926 015 | CCCP-23979 | Mi-2 | Aeroflot | | | |
| | RA-23979 | Mi-2 | Ulan-Ude Avn Ent. | trf | 20oct93 | rgd 25nov93; initially still in full Aeroflot c/s including titles; sat wfu at UUD, seen 20apr97; canx 22jul98 |
| 53 3927 015 | CCCP-23980 | Mi-2 | AFL/Ukraine | mfd | 1975 | page with details missing in Soviet register ! |
| 53 3928 015 | CCCP-23981 | Mi-2 | Aeroflot | | | page with details missing in Soviet register ! |
| 53 3929 015 | CCCP-23982 | Mi-2 | Aeroflot | | | page with details missing in Soviet register ! |
| 53 3930 015 | CCCP-23983 | Mi-2 | Aeroflot | | | page with details missing in Soviet register ! |
| 53 3931 015 | CCCP-23984 | Mi-2 | Aeroflot | | | page with details missing in Soviet register ! |
| 53 3932 015 | CCCP-23985 | Mi-2 | AFL/Kazakhstan | | | page with details missing in Soviet register; dbr 05oct80 when crashed near Karaganda due to pilot error, no casualties |
| 51 3933 015 | SP-WXO (1) | Mi-2 | Polish Air Rescue | rgd | 13feb75 | canx 20nov75 after crash near Katowice 28jul75; see c/n 5111301054 |
| 53 3934 015 | CCCP-23986 | Mi-2 | Aeroflot | | | page with details missing in Soviet register ! |
| | RA-23986 | Mi-2 | Samarskaya KASP | trf | 03aug93 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; canx 11may95 |
| 53 3935 015 | CCCP-23987 | Mi-2 | Aeroflot | rgd | 15apr75 | canx 15apr94 but reported crashed 24apr94; see next line ! |
| | EW-23987 | Mi-2 | Aeroflot c/s, n/t | GME | 10oct95 | reported for Gomelavia; not in 1999 fleet list, fate unknown |
| 53 3936 015 | CCCP-23988 | Mi-2 | Aeroflot | | | page with details missing in Soviet register ! |
| 53 3937 015 | CCCP-23989 | Mi-2 | Aeroflot | rgd | 04apr75 | opb Nyurbinski OAO; f/n Nyurba 02jul92 |
| | RA-23989 | Mi-2 | Nyurba Avn Ent. | trf | 27may94 | canx but date unknown |
| 53 3938 015 | CCCP-23990 | Mi-2 | AFL/Yakutiya | rgd | 28apr75 | opb Maganski OAO; badly damaged by internal fire at Amga 17aug88; l/n GYG 03jul92 |
| | RA-23990 | Mi-2 | Sakha Avia | trf | 20apr94 | canx 29mar95 |
| 53 3939 015 | CCCP-23991 | Mi-2 | Aeroflot | | | page with details missing in Soviet register |
| 53 3940 015 | CCCP-23992 | Mi-2 | Aeroflot | rgd | 04apr75 | opb Nyurbinski OAO |
| | RA-23992 | Mi-2 | Zyryanskaya OAE | trf | 18may94 | bought by and operated for a Yakutian businessman in the Kolyma area; wfu after the expiration of the time between overhauls or the life-time; canx before aug10; sat derelict at Srednekolymsk, seen aug18 |
| 53 3941 015 | CCCP-23993 | Mi-2 | Aeroflot | ph. | 01feb80 | page with details missing in Soviet register; seen next to the ice-breaker "Sibir" at Dikson 01feb80 |
| 53 3942 015 | CCCP-23994 | Mi-2 | AFL/Leningrad | | | page with details missing in Soviet register; opb Murmanski OAO; dbr 14sep77 on a positioning flight to Murmansk-Murmashi after work for an expedition when the tail rotor came off while the helicopter approached the airport at a height of 450 metres, the helicopter started to rotate, came down hard 3 km from the airport and rolled over onto its side, the pilot escaped unhurt |
| 53 3943 015 | CCCP-23995 | Mi-2 | AFL/North Kavkaz | | | page with details missing in Soviet register; opb 81 LO 2-i Krasnodarskogo OAO; dbr 13apr86 on a crop-spraying flight from Ust'-Buzuluk (Volgograd region) when came down hard due to pilot error and rolled over onto its side, the pilot escaped |

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|---|---|---|---|---|---|---|
| 53 3944 015 | CCCP-23996 | Mi-2 | Aeroflot | | | page with details missing in Soviet register |
| 54 3945 025 | CCCP-23997 | Mi-2 | AFL/East Siberia | mfd | 17feb75 | page with details missing in Soviet register; opb Kirenskoye AP of Baikalavia by 1991; w/o 22aug91 on the leg from site No. 29 (near the river Mukoka 104 km south-east of Yerbogachon) to Yerbogachon of a round flight from Yerbogachon in support of a geological expedition when the left engine suddenly failed (probably due to FOD) while the helicopter was hovering so that the helicopter lost height immediately, crashed 80 metres from the site where it had been hovering, came to rest on its right side and caught fire, the flight mechanic was thrown out of the helicopter and killed while the pilot and all 3 passengers escaped unhurt; t/t 6,733 hours and 12,400 cycles |
| 53 3946 015 | CCCP-23998 | Mi-2 | Aeroflot | | | page with details missing in Soviet register; dbr 11feb77 when the pilot got distracted from aviating and the helicopter crashed near Riga, no casualties |
| 53 3947 015 | CCCP-23999 | Mi-2 | Aeroflot | rgd | 19may75 | |
| | RA-23999 | Mi-2 | Aeroflot | VVO | 21sep93 | |
| | RA-23999 | Mi-2 | Vladivostok Avia | trf | 30mar94 | canx 20jul95 |
| 54 3948 025 | CCCP-20318 | Mi-2 | AFL/East Siberia | rgd | 23apr75 | |
| | RA-20318 | Mi-2 | Aeroflot | KRR | 15jul94 | canx 01sep94 |
| 54 3949 015 | CCCP-20319 | Mi-2 | AFL/East Siberia | rgd | 15apr75 | canx 1975 |
| 50 3950 ... | -- | Mi-2 | PZL Swidnik | | | static test airframe |
| 54 3951 035 | 3951 | Mi-2 | Polish Air Force | d/d | 26jun75 | seen LCJ apr98/aug99, stored |
| | no reg | Mi-2 | Spedition Dröder | ph. | mar05 | displayed on a pole at the Dröder logistics centre by the motorway A7 at Künzell near Fulda (N50.545423 E9.7319301), initially in dark blue c/s with 'Spedition Dröder' titles, l/n as such may10, repainted in dark blue c/s with orange trim and 'Dröder' titles, seen may16/oct23 |
| 54 4001 025 | SP-SDE | Mi-2 | ZEUS | rgd | 28mar75 | |
| | SP-TSA | Mi-2 | Aeropol | r/r | 28mar79 | seen Warsaw-Bemowo 12jul90; canx 11feb02 as wfu |
| | no reg | Mi-2 | | | feb08 | seen preserved at Shell gas station, Mucharz, unmarked |
| 52 4002 025 | SP-SDF | Mi-2 | PZL-Agro | rgd | 04mar75 | seen on a farm in Barka, Oman, for four months 1992; canx from register 04oct95, wfu; reported stored near Muscat 1994 |
| 52 4003 025 | SP-SDG | Mi-2 | ZEUS/Heliseco | rgd | 25mar75 | CofA expired 21nov92; seen Swidnik oct95/jul00, stored; canx 16jan97 as wfu; sold aug00 to private person in Siedlce |
| 52 4004 025 | SP-SDH | Mi-2 | ZEUS/Heliseco | rgd | 25mar75 | CofA expired 02aug00; sat wfu at Swidnik, seen sep07/oct07; canx 05mar08 |
| 52 4005 025 | SP-SDI | Mi-2 | ZEUS/Heliseco | rgd | 25mar75 | seen Swidnik sep98/jul00, stored; canx 17sep01 |
| 52 4006 025 | CCCP-20320 | Mi-2 | AFL/Latvia | rgd | 09apr75 | f/n RSC 28aug93, with c/n 5240006025 painted on in error; sold to the UK and arrived at Liverpool docks 27oct93; sat wfu at Hawarden (still as CCCP-20320), seen apr98/aug17 (probably mentioned jul21) |
| | YL-LHN | Mi-2 | MAK | rgd | 27oct93 | allocated but ntu; canx 19may94 |
| | 154 | Mi-2 | Latvian Air Force | | | allocated but ntu |
| 52 4007 025 | CCCP-20321 | Mi-2 | AFL/Central Region | rgd | 23apr75 | f/n Myachkovo 03jun92 |
| | RA-20321 | Mi-2 | Aeroflot | Mya | 01sep93 | canx 07jul94 |
| 52 4008 025 | CCCP-20322 | Mi-2 | AFL/Ukraine | rgd | 28mar75 | canx 16nov89 |
| 52 4009 025 | CCCP-20323 | Mi-2 | AFL/Far East | rgd | 19may75 | |
| | RA-20323 | Mi-2 | Vladivostok Avia | trf | 30mar94 | canx 16may96; f/n VVO 19apr97, derelict |
| 52 4010 025 | CCCP-20324 | Mi-2 | AFL/Far East | rgd | 19may75 | crashed on a training flight near Artema 25nov90; canx 05apr91 |
| 52 4011 025 | CCCP-20325 | Mi-2 | AFL/Ukraine | rgd | 28mar75 | canx 11may89 |
| 52 4012 025 | CCCP-20326 | Mi-2 | AFL/Far East | rgd | 19may75 | |
| | CCCP-20326 | Mi-2 | Vladivostok Avia | trf | 30mar94 | |
| | RA-20326 | Mi-2 | Aeroflot c/s, n/t | VVO | 19apr97 | seen derelict this date; was already canx 20jul95 |
| 52 4013 025 | CCCP-20327 | Mi-2 | AFL/Ukraine | rgd | 08apr75 | |
| | UR-20327 | Mi-2 | Air Ukraine | | | |
| | HA-BCV | Mi-2 | Fönix Air | rgd | 28sep93 | leased from Ukraine United; wfu 04apr96 and canx 05apr96; sat wfu at Uzhhorod, seen sep96/oct96 |
| 52 4014 025 | CCCP-20328 | Mi-2 | AFL/Ukraine | rgd | 08apr75 | canx 08nov91 |
| 52 4015 025 | CCCP-20329 | Mi-2 | AFL/North Kavkaz | rgd | 15may75 | canx 15nov89 |
| 52 4016 025 | CCCP-20330 | Mi-2 | AFL/Central Region | rgd | 15apr75 | canx 13sep89; tailboom used to repair c/n 529706036 (seen on that c/n in MARZ ROSTO at Fedurnovo (Chornoye) aug02/aug03? |
| 52 4017 025 | CCCP-20331 | Mi-2 | AFL/North Kavkaz | rgd | 07apr75 | canx 26jul89 |
| 52 4018 025 | CCCP-20332 | Mi-2 | AFL/North Kavkaz | rgd | 07apr75 | canx 14jun89 |
| 52 4019 035 | CCCP-20333 | Mi-2 | AFL/North Kavkaz | rgd | 15may75 | canx but date unknown |
| 52 4020 025 | CCCP-20334 | Mi-2 | AFL/Georgia | rgd | 14may75 | opb 230 LO Kutaisskogo OAO; dbr 14jul84 on final approach to the helipad at Barisakho when was caught by a strong downstream and collided with the ground, no casualties; canx 1985 |
| 52 4021 035 | CCCP-20335 | Mi-2 | AFL/Central Region | rgd | 30jun75 | f/n Myachkovo 13apr92; l/n Myachkovo 18aug92 |
| | RA-20335 | Mi-2 | Aeroflot | Mya | 01sep93 | trf 23aug94 to Myachkovo Air Service |
| | RA-20335 | Mi-2 | Myachkovo Air Serv | trf | 23aug94 | f/n Myachkovo 28aug95, all-white c/s, no titles; canx 12jan95; l/n Myachkovo 15apr97, stored |
| 52 4022 025 | CCCP-20336 | Mi-2 | AFL/Krasnoyarsk | rgd | 02jun75 | dbr 10sep75 when the oil pressure indication of one engine failed, the crew opted for an emergency landing near Dudinka, but the helicopter rolled over onto its side, no casualties; canx 1978 |
| 52 4023 035 | CCCP-20337 | Mi-2 | AFL/Krasnoyarsk | rgd | 02jun75 | in standard 'blue' c/s; trf 25nov93 to ??; canx 15may95; preserved at Abakan (N53.750595 E91.400594), seen aug15/aug23 |
| 52 4024 035 | CCCP-20338 | Mi-2 | AFL/Far East | rgd | 09jun75 | canx 1978 |
| 52 4025 035 | CCCP-20339 | Mi-2 | AFL/Far East | rgd | 30jul75 | f/n UUS 07jul94; canx but date unknown |
| 54 4026 035 | CCCP-20340 | Mi-2 | AFL/Kazakhstan | rgd | 10jun75 | canx 1975 |
| 54 4027 035 | CCCP-20341 | Mi-2 | AFL/Kazakhstan | rgd | 23apr75 | canx 1982 |
| 54 4028 035 | CCCP-20342 | Mi-2 | AFL/Kazakhstan | rgd | 10jun75 | f/n BXJ 23apr93 |
| 54 4029 035 | CCCP-20343 | Mi-2 | AFL/Privolzhsk | rgd | 20may75 | canx 15nov89 |
| 54 4030 035 | CCCP-20344 | Mi-2 | AFL/Yakutiya | rgd | 04jun75 | opb Maganski OAO; f/n GYG 03jul92 |
| | RA-20344 | Mi-2 | Sakha Avia | trf | 20apr94 | canx 29mar95; was preserved at a children's playground in the Gagarin district of Yakutsk from jun03, marked just '2034' and still in full Aeroflot c/s, seen 14aug03/01jul04 |
| | RA-20344 | Mi-2 | MChS Rossii | ph. | jul12 | in full c/s; preserved at the Ekologo-etnograficheski kompleks at Chochur-Muran (N62.04582 E129.63078) from jul12, l/n sep20 |
| 54 4031 035 | CCCP-20345 | Mi-2 | AFL/Far East | rgd | 18jul75 | canx 1981 |
| 54 4032 035 | CCCP-20346 | Mi-2 | AFL/Ukraine | rgd | 25apr75 | |
| | CCCP-20346 | Mi-2 | AFL/Kremenchug FS | trf | 09nov77 | canx but date unknown |
| 54 4033 035 | CCCP-20347 | Mi-2 | AFL/Central Region | mfd | 27mar75 | rgd 27may75; canx 16jan01 |
| 54 4034 035 | CCCP-20348 | Mi-2 | AFL/North Kavkaz | rgd | 15may75 | |
| | CCCP-20348 | Mi-2 | Kubanaviausluga | trf | 22feb94 | canx 07dec95 |
| 54 4035 035 | 4035 | Mi-2 | Polish Air Force | d/d | 23mar75 | l/n BZG 31aug90; crashed 23apr91; wfu 14jun91 after crash |
| 54 4036 035 | 4036 | Mi-2 | Polish Air Force | d/d | 28apr75 | donated by the Polish Government to Lithuania apr95 |
| | "05" yellow | Mi-2 | Lithuanian Police | h/o | 18apr96 | in green/ochre/light blue/grey camo c/s with light grey underside and 'Policija' titles; c/n checked Pajuostis 24jun98; preserved with 'Lithuanian Air Force' titles in Lietuvos Aviacijos Muziejas at Kaunas-Aleksotas (N54.878309 E23.890194), seen sep07/aug20 |
| 54 4037 035 | 4037 | Mi-2 | Polish Air Force | d/d | 22apr75 | l/n Nowe Miasto 08sep00 |
| 54 4038 035 | 4038 | Mi-2 | Polish Air Force | d/d | 24apr75 | seen LCJ 30aug96/06sep00, stored |
| 54 4039 035 | 4039 | Mi-2 | Polish Air Force | d/d | 24apr75 | crashed 12jun86 |
| 54 4040 035 | 4040 | Mi-2 | Polish Air Force | d/d | 24apr75 | seen Nowe-Miasto 30aug96 |
| 54 4041 035 | 4041 | Mi-2 | Polish Air Force | d/d | 20may75 | crashed 13jul82, involved in a fatal accident with 4714 |
| 54 4042 035 | 4042 | Mi-2 | Polish Air Force | d/d | 24apr75 | l/n Nowe Miasto 30aug98; photo in excellent condition in all-blue c/s and no markings at Narew in a private collection; l/n 09oct21 |
| 54 4043 035 | 4043 | Mi-2 | Polish Air Force | d/d | 24apr75 | stored at LCJ, seen apr98; preserved with WZL-1 at Lódz, seen may14 |
| | '2010' | Mi-2 | Polish Air Force | LCJ | 30jul16 | in dark green c/s; preserved with this fake serial with WZL-1 at Lódz (N51.718091 E19.406662), seen may11/mar22 |
| 54 4044 035 | SP-WXW | Mi-2 | Polish Air Rescue | rgd | 30may75 | crashed may76, details unknown; canx 19sep76 |
| 51 4045 035 | SP-WXU | Mi-2 | Polish Air Rescue | rgd | 05may75 | converted to a Mi-2plus; in full c/s; l/n flying LCJ 25apr09; CofA expired 15oct09; l/n complete Warsaw-Bemowo 01apr10; tailboom seen hanging on a hangar wall at Warsaw-Bemowo 21jan11, fuselage not seen; canx 13aug13 as wfu |
| | no reg | Mi-2plus | no titles | ph. | 14aug16 | c/n not confirmed; bought in 2014 and repainted in black c/s with yellow trim, no markings whatsoever; displayed on the roof of a "Yamaha" motor-bike shop at Baumfeldstrasse 1 in Poysdorf (Austria), seen aug16/aug23 |
| 52 4046 035 | CCCP-20349 | Mi-2 | AFL/North Kavkaz | rgd | 15may75 | canx 10apr89; seem wfu EIK 1992 |
| 52 4047 035 | CCCP-23571 | Mi-2 | AFL/North Kavkaz | rgd | 03jun75 | canx 10nov91 |
| 52 4048 035 | CCCP-23572 | Mi-2 | AFL/Central Region | rgd | 27may75 | c/n painted on as 526048035 in error; f/n Myachkovo 26sep91; used to disperse the ashes of famous Soviet writer Arkadi Strugatski 06dec91; l/n Myachkovo 18aug92 |
| | RA-23572 | Mi-2 | Aeroflot | Mya | 01sep93 | canx 07apr94; l/n Myachkovo 16aug99, titles not reported |
| 52 4049 035 | CCCP-23573 | Mi-2 | AFL/Central Region | rgd | 27may75 | dbr 15oct81 on a flight in the Kostroma region when both engines failed and the helicopter crash-landed near Soligalich, no casualties; canx 1982 |
| 52 4050 035 | CCCP-23574 | Mi-2 | AFL/North Kavkaz | rgd | 15may75 | canx 1987 |
| 52 4101 045 | CCCP-23575 | Mi-2 | AFL/Central Region | rgd | 11jun75 | canx 27sep89 |
| 52 4102 045 | CCCP-23576 | Mi-2 | AFL/Ukraine | rgd | 23jun75 | not canx from Soviet register; fate unknown |
| 52 4103 045 | CCCP-23577 | Mi-2 | AFL/Ukraine | rgd | 25jun75 | dbr 19aug76 on landing at a site in the Zakarpatye region when the pilot got distracted and the helicopter rolled over onto its side, no casualties |
| 52 4104 045 | CCCP-23578 | Mi-2 | AFL/Ukraine | mfd | 25apr75 | rgd 05jun75 |
| | 23578 | Mi-2 | Avialini. Ukrayiny | | | reportedly w/o 30sep93 on landing at Poltava when turned over, caught fire and burnt; see below |
| | RA-23578 | Mi-2 | Argo | rgd | 04jul94 | on all Russian registers with this c/n, see above; trf 24feb96; CofA expired 27apr98; canx 28mar22 |
| 52 4105 045 | CCCP-23579 | Mi-2 | AFL/Georgia | rgd | 27may75 | not canx from Soviet register; sat wfu at TBS, seen aug19 |
| 52 4106 045 | CCCP-23580 | Mi-2 | AFL/North Kavkaz | rgd | 17jun75 | canx 25may88 |
| 52 4107 045 | CCCP-23581 | Mi-2 | AFL/North Kavkaz | rgd | 17jun75 | canx 01jul88 |
| 52 4108 045 | CCCP-23582 | Mi-2 | AFL/Central Region | rgd | 11jun75 | in orange red c/s with blue cheatline and trim; f/n Myachkovo 26sep91; l/n Myachkovo 18aug92 |
| | RA-23582 | Mi-2 | Aeroflot | Mya | 01sep93 | |
| | RA-23582 | Mi-2 | Myachkovo Air Serv | trf | 23aug94 | canx 12jan95 |
| 52 4109 045 | CCCP-23583 | Mi-2 | AFL/Central Region | rgd | 11jun75 | canx 04dec83 |
| 52 4110 045 | CCCP-23584 | Mi-2 | AFL/Central Region | rgd | 11jun75 | canx 31oct88 |

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|---|---|---|---|---|---|---|
| 54 4111 045 | "48" red | Mi-2 | Soviet Air Force | no | reports | opb 4 uve 484 uvp SVVAUL at Syzran by 1986 |
| | "40" yellow | Mi-2 | Russian Air Force | Che | 26aug02 | seen in MARZ ROSTO at Fedurnovo (Chornoye) aug02/aug12, derelict |
| 53 4112 045 | CCCP-23585 | Mi-2 | AFL/North Kavkaz | rgd | 17jun75 | canx 18feb97 |
| 54 4113 045 | "43" yellow | Mi-2 | Soviet Air Force | no | reports | opb 2 uve 484 uvp SVVAUL at Syzran by 1986 |
| 54 4114 045 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4115 045 | "28" red | Mi-2 | Soviet Air Force | mfd | 1975 | or DOSAAF ? |
| | RA-23668 | Mi-2 | General Leasing | rgd | 25nov92 | canx 17feb95; seen RZE may95/sep98 in poor condition, no titles |
| | "28" red | | no titles | ph. | aug03 | preserved at Olchowa on the E40 (N5006928 E21.75852), seen aug03/may22; seen without visible markings Sedziszów Malopolski - Bauerówka 18may24 |
| 54 4116 045 | no code | Mi-2 | Soviet Air Force | Lyu | 24may94 | version reported as 1 ! |
| 54 4117 045 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4118 045 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4119 045 | "12" red | Mi-2 | Soviet Air Force | | | |
| | RA-23667 | Mi-2 | General Leasing | rgd | 25nov92 | canx 17feb95; seen RZE may95/sep98 in bad condition, no titles |
| 54 4120 045 | "50" yellow | Mi-2 | Soviet Air Force | | | |
| | RA-23669 | Mi-2 | General Leasing | rgd | 25nov92 | canx 17feb95; seen RZE may95/sep98 in bad condition, no titles |
| | no reg | Mi-2 | | | oct05 | preserved at Graboszyce, all markings faded out; offered for sale on internet jan07 |
| 54 4121 045 | "48" yellow | Mi-2 | Soviet Air Force | no | reports | opb 2 uve 484 uvp SVVAUL at Syzran by 1986 |
| 54 4122 045 | "36" red | Mi-2 | Soviet Air Force | | | |
| | RA-23666 | Mi-2 | General Leasing | rgd | 25nov92 | canx 17feb95; seen RZE may95/sep98 in bad condition, no titles; f/n preserved at a gas station at Szaflary on the Nowy Targ - Zakopane road aug02; repainted in yellow/black c/s without registration jun03; seen jun05 with various logos/adverts, broken windows and 'FOR SALE' sign; l/n as such sep07 but reportedly gone since |
| 54 4123 045 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4124 045 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4125 045 | "20" yellow | Mi-2 | Soviet Air Force | no | reports | opb 1 uve 484 uvp SVVAUL at Syzran until 1986 and later by another uve of 484 uvp |
| 54 4126 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4127 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4128 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4129 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4130 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4131 055 | "07" yellow | Mi-2 | Soviet Air Force | no | reports | or DOSAAF |
| | RA-23670 | Mi-2 | General Leasing | rgd | 25nov92 | no titles; canx 17feb95; seen RZE may95/sep98, wfu |
| | "07" yellow | Mi-2 | no titles | ph. | 10may05 | in green c/s with light grey underside, no markings apart from code, was preserved in the "Pepeland" amusement park at Dziekanów Nowy (N52.363607 E20.825928), l/n nov10 but gone by mar15 |
| 54 4132 055 | not known | Mi-2 | Soviet Air Force | mfd | 1975 | or DOSAAF |
| | RA-1775K | Mi-2 | FLA RF | | | Ramenskoye otdeleniye FLA RF; based at Myachkovo; included in a listing of FLA aircraft dated 13aug04 as SVS "Rama" based on a Mi-2 |
| 54 4133 055 | not known | Mi-2 | Soviet Air Force | mfd | 31may75 | |
| | CCCP-23757 | Mi-2 | Yugavia | rgd | 12dec91 | |
| | RA-23757 | Mi-2 | Kubanaviausluga | rgd | 25mar97 | still in full Aeroflot c/s including titles; l/n as such VOG 18sep94 |
| | RA-23757 | Mi-2 | Y.N. Revun | rgd | unknown | canx before aug10 |
| 54 4134 055 | not known | Mi-2 | Soviet Air Force | mfd | 01may75 | |
| | RA-23638 | Mi-2 | Uralaviaservis | rgd | 25jul94 | |
| 54 4135 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4136 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4137 055 | not known | Mi-2 | Soviet Air Force | mfd | 19jun75 | or DOSAAF |
| | CCCP-23758 | Mi-2 | Yugavia | rgd | 12dec91 | |
| | RA-23758 | Mi-2 | Kubanaviausluga | trf | 22feb94 | still in full Aeroflot c/s including titles; l/n as such VOG 18sep94 |
| | RA-23758 | Mi-2 | Kubanspetsavia | trf | 10nov98 | |
| | RA-23758 | Mi-2 | P.D. Opanasik | rgd | 06apr00 | canx 21jul04 |
| | RA-23758 | Mi-2 | GAI | ph. | 11apr12 | registration on the left side only; in orange c/s with blue cheatline and trim, with '030706 - 70 let GAI Prikubanskogo okruga' titles on the right side (no titles on the left side); preserved in these fake colours at a technical service station in the Prikubanski district of Krasnodar (N45.12645 E39.02240), f/n on Google Earth apr06, seen apr12/jan18 and without titles nov22 |
| 54 4139 055 | not known | Mi-2 | Soviet Air Force | mfd | 01jun75 | |
| | CCCP-23759 | Mi-2 | Yugavia | rgd | 12dec91 | |
| | RA-23759 | Mi-2 | Kubanaviausluga | trf | 22feb94 | |
| | RA-23759 | Mi-2 | Kubanspetsavia | trf | 10nov98 | |
| | RA-23759 | Mi-2 | KoMMEYa | rgd | 13apr00 | opb Donskaya transportnaya aviakompaniya; dbr 17apr00 on a positioning flight during illegal crop-spraying operations in the Slavyansk district of the Krasnodar region when collided with a high-voltage power-line on landing at a strip in a forest near Anastasiyevskaya and crashed, the flight mechanic was killed while the pilot escaped unhurt; still current on the Russian register aug10 |
| 54 4140 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-23760 | Mi-2 | Yugavia | rgd | 12dec91 | |
| | RA-23760 | Mi-2 | Kubanaviausluga | trf | 22feb94 | canx 19aug97 |
| | CCCP-23760 | Mi-2 | ICONA | Maq | 17mar10 | preserved in these fake colours in the Museo del Aire at Madrid-Cuatro Vientos (N40.366637 W3.8033290) from 13dec99, in greyish green c/s, with codes '34' in white and 'ICONA 89' in red plus hammer and sickle, seen jan05/oct24, c/n never checked !! |
| 54 4141 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4142 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4143 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4144 055 | not known | Mi-2 | Soviet Air Force | mfd | 01jun75 | |
| | "34" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke apr16/2018 derelict |
| 54 4145 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4146 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4147 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4148 055 | "08" | Mi-2 | DOSAAF | mfd | 12jul75 | f/n IEV jul76 |
| | "35" yellow | Mi-2 | DOSAAF | no | reports | |
| | "35" yellow | Mi-2 | TSO Ukrayiny | ph. | 28may96 | at Vovchansk; opb ASK "Sokol" Vovchansk; in dark green c/s with light blue underside, faded 'DOSAAF' titles still visible; sat wfu (with the tailboom of c/n 544826066) at Vovchansk, seen apr10/sep21 |
| 54 4149 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4150 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4201 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4202 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4203 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4204 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4205 065 | 209 | Mi-2 | Bulgarian AF | | aug94 | opb 44 VAP at Plovdiv-Krumovo; in olive drab c/s with light blue underside; stored at PDV, seen sep99/aug02; preserved in the Bulgarian Air Force Museum at Plovdiv-Krumovo (N42.067188 E24.841594), seen sep05/aug24 |
| 54 4206 065 | 210 | Mi-2 | Bulgarian AF | mfd | 30jun75 | c/n confirmed; opb 44 VAP at Plovdiv-Krumovo; seen stored at PDV sep99/aug02, in olive drab c/s; offered for sale with t/t 2,573 hours, for $ 18,000; seen SOF mar09/oct12, wfu |
| 51 4207 065 | SP-ZXA | Mi-2 | Polish Air Rescue | rgd | 18jul75 | f/n Lublin 05jul00; CofA expired 22may01; l/n Swidnik jun02; canx 13jul04 as scrapped, see next line |
| | SP-ZXA | Mi-2plus | Polish Air Rescue | rgd | 30may07 | converted 31may07; f/n Lublin-Radawiec 17jul07; l/n BZG 02jul10; made its last flight in ambulance service at Gliwice 21apr11; offered for sale sep11 with t/t 5,035 hours, for $ 54,000; sold to Heliseco 27dec11, in non-airworthy condition |
| | SP-ZXA | Mi-2plus | Heliseco | h/o | 18jan12 | f/n Warsaw-Bemowo 24sep13; CofA expired 18mar15; stored at the Heliseco compound at Swidnik, seen mar21; seen 29oct21 at Moracia (N49.634720 E18.075297), Czechia, off airport; l/n 07jul24 |
| 51 4208 065 | SP-ZXB | Mi-2 | Polish Air Rescue | rgd | 24sep75 | crashed 26nov79, details unknown; canx 01oct80 |
| 51 4209 055 | not known | Mi-2 | Soviet Air Force | mfd | 24jun75 | |
| | RA-23773 | Mi-2 | NPO "Biostim" | trf | 30mar94 | in medium green c/s with light grey underside, no titles; CofA expired 30sep02; severely damaged 22aug04 on an unauthorised test flight from the helipad at Kan-Okler (Krasnoyarsk region) when the left engine failed on approach to the helipad, the helicopter lost height and crashed on the banks of the river Kan, the pilot escaped unhurt; displayed on a children's playground at Ozero Semiradskoye on the road from KJA into town, seen aug07/jul20 |
| 51 4210 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-14314 | Mi-2 | Ulan-Ude Avn Ent. | trf | 20oct93 | |
| | RA-14314 | Mi-2 | Baikalavia | rgd | 06dec93 | initially still in full Aeroflot c/s including titles; l/n as such UUD 20apr97; canx 22jul98 |
| 51 4211 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4212 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4213 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4214 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-23763 | Mi-2 | Krasnoyarskavia | rgd | 06mar92 | to the Russian Federation; later opb Yeniseiski Meridian; in full Aeroflot c/s; l/n as such Krasnoyarsk-Cheremshanka 13jul93; without valid CofR and CofA by aug10, but still current on register by apr16 |
| 51 4215 065 | not known | Mi-2 | Soviet Air Force | mfd | 24jun75 | offered for sale dec00 with t/t 739 hours, for $ 85,000 |
| 51 4216 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4217 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4218 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4219 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4220 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4221 065 | not known | Mi-2 | Soviet Air Force | mfd | 01jul75 | |
| | RA-23656 | Mi-2 | TaimyrturAviatrans | rgd | 28jun93 | engines and rotors were over their time-between-overhauls by 2000; w/o 29nov01 on the leg from Norilsk-Valyok to Pelyatka of a flight from Norilsk-Valyok to Fakel with the MTOW exceeded by 337 kg when the right engine failed in flight due to icing, the crew tried to make an emergency landing but the helicopter lost height, crashed 18 km north-west of Dudinka airport (Krasnoyarsk region) and rolled over onto its |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | side, both pilots and 4 of the 5 passengers killed and the sole survivor seriously injured; t/t 1,274 hours; wreck and survivor found only 30nov01 |
| 51 4222 065 | not known | Mi-2 | Soviet Air Force | mfd | 26jun75 | |
| | CCCP-14315 | Mi-2 | Baikalavia | rgd | 08may91 | rgd 13dec93 to the Russian Federation |
| | RA-14315 | Mi-2 | Ulan-Ude Avn Ent. | trf | 28dec94 | still in full Aeroflot c/s including titles; sat wfu at UUD, seen 20apr97; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998; CofA expired 30apr99, but still current on register aug10 |
| 51 4223 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4224 065 | not known | Mi-2 | Soviet Air Force | mfd | 27jun75 | |
| | CCCP-14316 | Mi-2 | Baikalavia | rgd | 08may91 | |
| | RA-14316 | Mi-2 | Ulan-Ude Avn Ent. | trf | 20oct93 | rgd 06dec93 to the Russian Federation; probably still in full Aeroflot c/s including titles; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998; CofA expired 27jul00, but still current on register aug10 |
| 51 4225 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4226 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4227 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14317 | Mi-2 | Baikalavia | rgd | 08may91 | |
| | RA-14317 | Mi-2 | Ulan-Ude Avn Ent. | trf | 20oct93 | still in basic Soviet Air Force c/s with 'Aeroflot' titles: l/n as such UUD 20apr97; canx 22jul98 |
| 51 4229 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14318 | Mi-2 | Baikalavia | rgd | 08may91 | in dark green c/s with light blue underside and 'Aeroflot' titles |
| | RA-14318 | Mi-2 | Ulan-Ude Avn Ent. | trf | 20oct93 | still in dark green c/s with light blue underside and 'Aeroflot' titles; l/n as such UUD 20apr97; canx 22jul98; stored in faded colours at the UUAPO factory at Ulan-Ude-Vostochny, seen aug04 |
| 51 4230 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4231 065 | "28" yellow | Mi-2 | ROSTO | | | opb Smolenski ASK; h/o by MARZ ROSTO oct93 |
| | "28" yellow | Mi-2 | Russian Air Force | Sms | 21aug02 | |
| 51 4232 065 | not known | Mi-2 | Soviet Air Force | mfd | 01jun75 | |
| | RA-23657 | Mi-2 | Taimyrtur | rgd | 28jun93 | reported in incident report at Valyok 09jan01; lsd to Nord-Avia 21mar02/12mar03 |
| | RA-23657 | Mi-2 | Nordinves | VLE | nov08 | opb Nord-Avia; in orange c/s with light grey cheatline and trim, with 'ZAO "Nordinves"' titles; sat wfu at Norilsk-Alykel, seen apr15, and later at Omsk-Maryanovka, seen aug20/jun23 |
| 51 4233 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4234 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4235 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4236 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4237 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4238 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4239 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4240 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4241 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4242 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4243 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4244 075 | "23" red | Mi-2 | Soviet Air Force | Khm | 12may95 | |
| | RA-14324(2) | Mi-2 | Vostok | rgd | 23jan96 | CofA expired 08jul01; canx between 20jun16 and 29jul16; see c/n 548310083 |
| 51 4245 075 | "18" yellow | Mi-2 | Soviet Air Force | KLF | 17aug99 | l/n KLF aug01 now reported as "10" white ! |
| 51 4246 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4247 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4248 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4249 075 | "24" red | Mi-2 | Soviet Air Force | mfd | 25jul75 | f/n Khabarovsk-Maly 12may95 |
| | RA-23712 | Mi-2 | Vostok | rgd | 28feb96 | |
| | no reg | Mi-2 | privately owned | Nvs | 16oct16 | in black/bordeaux/silver c/s, no markings whatsoever; stored at Novorossiya, seen oct16 |
| 51 4250 075 | "11" yellow | Mi-2 | Soviet Air Force | KLF | 17aug99 | l/n KLF aug01 |
| 51 4301 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4302 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4303 075 | not known | Mi-2 | DOSAAF ? | mfd | 31jul75 | offered for sale dec00 with t/t 877 hours, for $ 85,000 |
| | RA-3009K | Mi-2 | privately owned | Tsu | 17sep11 | c/n checked; illegal registration; in bordeaux/silver c/s with beige trim, no titles; l/n active Novonezhino 24jan21 |
| 54 4304 085 | SP-ZXE | Mi-2 | Polish Air Rescue | rgd | 01oct75 | in full c/ with Red Crosses; converted to a Mi-2plus 17dec03; last overhaul completed 30jun08; l/n POZ 15may10; wfu by 31mar11; offered for sale sep11 with t/t 6,259 hours, for $ 70,000; sold to Heliseco 27dec11 and ferried from Warsaw-Bemowo to Lublin-Radawiec 26jan12 |
| | SP-ZXE | Mi-2plus | Heliseco | h/o | 18jan12 | rgd 16apr12; in yellow c/s with red/white/blue trim; f/n Brynek 23may14; CofA valid until 18mar15, but in register as 'CofA suspended'; l/n Koszalin-Zegrze Pomorskie 23may15; stored at the Heliseco compound at Swidnik, seen mar21; seen Chocznia 27aug23/23sep24; was reportedly to be sold to Ukraine |
| 54 4305 085 | SP-ZXF | Mi-2 | Polish Air Rescue | rgd | 29sep75 | sat wfu at Lublin, seen aug95/aug02; canx 10feb98; was reported for sale in 2006; preserved on the roof of a shed on the premises of the scrap dealer "Zlom Global Krzysztof Sikorski" (N50.260436 E19.138204) at Sosnowiec, f/n jun24 (c/n checked) |
| 51 4306 085 | SP-ZXG | Mi-2 | Polish Air Rescue | rgd | 26sep75 | CofA expired 04nov93; canx 10feb98; sat wfu at Zielona Góra-Przylep, seen jul96/may04; offered for sale in 2006; sat wfu at Buk (near Poznan), seen nov09; preserved at the "Megahitek" Children's Playroom at Kalisz (N51.739888 E18.069430) from oct10, l/n feb24 |
| 51 4307 095 | OK-FIN | Mi-2 | Slov-Air | rgd | 07oct75 | seen Chrudim 05aug91 |
| | OK-FIN | Mi-2 | Air Transp. Europe | lsd | mar92 | seen Poprad Tatry 25nov92 |
| | OM-FIN | Mi-2 | Air Transp. Europe | r/r | early94 | seen Kamenica 14sep96; current may08, but confirmed as scrapped; canx feb10 as wfu |
| 51 4308 095 | OK-FIO | Mi-2 | Slov-Air | rgd | 07oct75 | was leased to Delta System Air; seen stored BTS may95/jul97; canx 22jan99 |
| 51 4309 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4310 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 56 4311 095 | 4311 | Mi-2 | Polish Air Force | d/d | 22nov75 | l/n BZG 16sep97 |
| 56 4312 105 | 4312 | Mi-2 | Polish Air Force | d/d | 22nov75 | l/n Pruszcz Gdanski 20apr98; was wfu PruPruszcz Gdanski around 1995; transported to Babie Doly on 25apr98 for use by Osrodek Szkolenia Ratownictwa Morskiego (Maritime Rescue Training Centre) and photo two days later without serial and with 'Szkolny' painted twice each side; official w/o date was 30sep02 but not 100% sure whether that date refers to the school from military service as such |
| 56 4313 105 | 4313 | Mi-2 | Polish Air Force | d/d | 22nov75 | crashed 30mar76 |
| 56 4314 105 | 4314 | Mi-2 | Polish Air Force | d/d | 22nov75 | seen LCJ 22apr98/26aug99, stored |
| 56 4315 105 | 4315 | Mi-2 | Polish Air Force | d/d | 22nov75 | l/n Pruszcz Gdanski 28jun98; seen on a farm somewhere in the USA 07nov09, in a bad condition |
| | N4315P | Mi-2 | Robert Baden | rgd | 05dec13 | Robert Baden of Optimus Aircraft Service Inc. of Middletown, DE; had already been reserved 29apr13; current on register 22feb22 with a CofR expiry date of 31dec22 |
| 56 4316 105 | 4316 | Mi-2URP-G | Polish Air Force | d/d | 22nov75 | in olive drab/beige/grey camo c/s with light blue belly; preserved in Muzeum Lotnictwa Polskiego at Kraków from 18nov96, l/n aug24, in faded colours |
| 54 4317 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "08" white | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n MHP in late 1997, with Red Stars |
| 54 4318 075 | not known | Mi-2 | DOSAAF | no | reports | |
| | "19" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| 54 4319 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | UR-PBC | Mi-2 | no titles | ph. | 28oct09 | in blue/white c/s; preserved in the National Technical University at Kiev (N50.44856 E30.46163), seen oct09/sep21 |
| 54 4320 075 | RA-23682 | Mi-2 | Neftyeyugansk AE | rgd | 16nov92 | canx 29nov95 |
| 54 4321 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4322 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4323 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-23750 | Mi-2 | AFL/Kazakhstan | rgd | 15aug91 | not canx from Soviet register; fate unknown |
| 54 4324 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4325 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4326 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4327 075 | not known | Mi-2 | Soviet Air Force | mfd | 31jul75 | |
| | CCCP-23764 | Mi-2 | Krasnoyarskavia | rgd | 06mar92 | |
| | no reg | Mi-2 | no titles | ph. | mar20 | in orange c/s with blue cheatline and trim, no markings whatsoever; preserved at Krasnoyarsk-Kuznetsovo, seen mar20/aug23 |
| 54 4328 085 | not known | Mi-2 | DOSAAF | mfd | 1975 | probably opb Irkutski ASK |
| | RA-23628 | Mi-2 | Dobrolet | rgd | 27apr93 | not in 1998 fleet list, fate unknown |
| 54 4329 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 4330 085 | "35" white | Mi-2 | Soviet Air Force | mfd | 01aug75 | photo exists taken jul93, see next line |
| | RA-23619 | Mi-2 | Taimyrtur | trf | 05jul93 | |
| 53 4331 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 4332 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14313 | Mi-2 | Baikalavia | rgd | 10apr91 | canx 17oct94 |
| 53 4333 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 4334 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4335 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | UN-13334 | Mi-2 | Tyan-Shan | Alb | 24sep99 | in yellow/blue c/s, no titles; sat wfu at Baiserke, seen sep02/may08 |
| 54 4336 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4337 085 | not known | Mi-2 | Soviet Air Force | mfd | 1975 | |
| | UR-EXH | Mi-2MSB-1 | Motor Sich | rgd | 26feb18 | with modified nose and engine compartment; in black c/s with silver and metallic blue trim, no titles; f/n Zaporizhzhya-Shirokye 19aug18; new CofR issued 31aug18; canx between 06mar19 and 16apr19 |
| | UR-VBI | Mi-2MSB-1 | Motor Sich | rgd | 08aug19 | in black c/s with silver and metallic blue trim, with small titles and a logo; displayed during the "Dubai Airshow 2019" at DWC 17/21nov19; l/n as such Kharkiv-Korotych 18aug21; the type was later painted on as just '2MSB-1'; f/n as such OZH 22oct21; canx between 23feb22 and 17jun22; may have become the Mi-2MSB-1 which was handed over to the Ukrainian Main Reconnaissance Directorate (GUR) 19jan24 |
| 54 4338 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-23751 | Mi-2 | AFL/Kazakhstan | rgd | 15aug91 | not canx from Soviet register; fate unknown |

| | | | | | | |
|---|---|---|---|---|---|---|
| 54 4339 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4340 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4341 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4342 085 | not known | Mi-2 | Soviet Air Force | mfd | 01aug75 | |
| | RA-23620 | Mi-2 | Uralaviaservis | trf | 25jul94 | |
| 54 4343 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4344 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4345 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-23752 | Mi-2 | AFL/Kazakhstan | rgd | 15aug91 | not canx from Soviet register; fate unknown |
| 54 4346 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-23753 | Mi-2 | AFL/Kazakhstan | rgd | 15aug91 | not canx from Soviet register; fate unknown |
| 54 4347 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4348 085 | not known | Mi-2 | Soviet Air Force | no | reports | the operator may have been DOSAAF, in fact |
| | RA-23639(1) | Mi-2 | Uralaviaservis | rgd | 26jul94 | see c/n 546734070 |
| 54 4349 085 | "40" yellow | Mi-2 | Soviet Air Force | mfd | 01aug75 | probably DOSAAF |
| | RA-23699 | Mi-2 | Uralaviaservis | rgd | 26jul94 | never probably wore these titles; still carried code "40" yellow; seen in MARZ ROSTO at Fedurnovo (Chornoye) aug02/aug12, wfu |
| 54 4350 085 | "77" yellow | Mi-2 | Soviet Air Force | no | reports | opb 3 uve 484 uvp SVVAUL at Syzran by 1986 |
| | "26" yellow | Mi-2 | Russian Air Force | Che | 26aug02 | seen in MARZ ROSTO at Fedurnovo (Chornoye) aug02/aug12, derelict |
| 56 4401 105 | 4401 | Mi-2 | Polish Air Force | d/d | 07jan76 | in dark olive drab c/s; f/n Nowe Miasto 14sep97; sold to Robert Niezawitowski of Rzyszczewo and sat wfu at Heliport Rzyszczewo (Karwice); transported to Zegrze Pomorskie in 2010; sat wfu at Seczkowo, seen mar13 and in bare metal may16; sold to Michael Manousakis of Mendig (Germany) in 2017 |
| | no serial | Mi-2 | no titles | ph. | mar21 | was initially owned by Michael Manousakis; was preserved on the premises of G & L Bau R. Brachtendorf GmbH at August-Horch-Strasse 2-4 at Mayen-Kottenheim from 2021; initially in olive drab c/s, no markings whatsoever, l/n as such in early 2021; repainted in fake sand/brown/black camo camo c/s, no markings whatsoever, seen as such mar21/30nov23; removed dec23 and transported to Mendig, again owned by Michael Manousakis |
| 56 4402 105 | 4402 | Mi-2 | Polish Air Force | d/d | 29nov75 | stored at LCJ, seen aug98/aug99; reported for sale at Miedzyrzecz may09, in red/white/blue c/s without markings |
| | no serial | Mi-2 | no titles | ph. | 31aug15 | in red/white/blue c/s without markings; sat as an eye-catcher at Gorzów Wielkopolski (N52.669226 E15.326619), seen aug15, and at the roof of one of the buildngs used by a construction euipment dealer outside Deszczno (N52.668916 E15.326985), seen aug18/sep23 |
| 56 4403 115 | 4403 | Mi-2 | Polish Air Force | d/d | 29nov75 | seen LCJ 30aug96/29apr99, stored |
| 56 4404 115 | 4404 | Mi-2 | Polish Air Force | d/d | 29nov75 | l/n Inowroclaw-Latkowo 02apr96; wfu 17jun97 |
| | '32 Szkolny' | Mi-2 | Polish Air Force | | 25jul96 | used with this fake serial as a ground instructional airframe by the technical School at Olesnica, arrived 25jul96, l/n sep02; the Olesnica school closed in 2002 (some documents mention a requesting closure dated 13feb02), and the helicopter went to Deblin, but was never reported seen there |
| | 4404 | Mi-2 | Polish Air Force | ph. | 11may08 | in yellow/red/blue c/s with just the serial '4404'; preserved on a cart-circuit at Am Eschenberg 2, D-59955 Winterberg-Niedersfeld, seen may08 |
| | no serial | Mi-2 | no titles | ph. | 06sep08 | preserved on a cart-circuit at Am Eschenberg 2, D-59955 Winterberg-Niedersfeld (N51.24646 E08.528451), initially in red c/s with light blue trim, seen as such sep08/aug10; repainted in green/brown camo c/s, seen as such dec13/mar17 |
| 56 4405 105 | 4405 | Mi-2R | Polish Air Force | d/d | 29nov75 | l/n Inowroclaw-Latkowo 24may03 |
| 56 4406 115 | 4406 | Mi-2 | Polish Air Force | d/d | 29nov75 | l/n Pruszcz Gdanski 01sep99 |
| 51 4407 105 | SP-ZXD | Mi-2 | Polish Air Rescue | rgd | 08dec75 | canx 17jan83 after crash Malki 24jun82 |
| 51 4408 105 | SP-ZXC | Mi-2 | Polish Air Rescue | rgd | 08dec75 | f/n Szczecin-Dabie 05may91; l/n Katowice-Muchowice 20may04; converted to a Mi-2plus |
| | SP-ZXC | Mi-2plus | Polish Air Rescue | rgd | 24jun04 | l/n Zielona Góra-Przylep 02jan09; w/o 17feb09 on a flight to the site of a traffic accident on the A4 motorway in poor weather (dense fog with visibility limited to 10 metres and snowfall) when collided with trees and crashed near Jarostów 50 km west of Wroclaw and 20 km from the destination (at N51°04'27,26" E16°28'12,17"), the pilot and the paramedic died at the scene while a doctor on board survived with serious injuries although; the wreckage was not found for an hour due to the fog; t/t 5,414.06 hours and 8,670 cycles; canx 09apr09 |
| 54 4409 105 | SP-SOA | Mi-2 | KGHM | rgd | 12nov75 | canx 11feb02 as wfu |
| 56 4410 105 | 347 | Mi-2 | East German AF | d/d | 14nov75 | |
| | 347 | Mi-2 | East German Army | trf | 14nov84 | |
| | 94+71 | Mi-2 | German Air Force | trf | 03oct90 | seen Brandenburg-Briest oct93, stored; seen Rothenburg oct94/nov01, stored; owned by Aerotec; transferred to the Classic Aircraft Club Museum, further details unknown |
| | no serial | Mi-2 | | d/d | 29jun09 | in blue/white c/s without any markings; arrived at Schaijk-Swanenberg Heliport (Netherlands) 29jun09 for display at IJzerhandel Swanenburg (N51.736511 E5.6374056), l/n may19; seen may21 in Schaijk, Holland with 'Swanenberg IJzer Groep' titles; l/n jul23 |
| 56 4411 105 | 348 | Mi-2 | East German AF | d/d | 14nov75 | in dark green c/s with light blue underside; l/n SXF 02oct90 |
| | 94+57 | Mi-2 | German Air Force | trf | 03oct90 | stored at Brandenburg-Biest; was preserved in Historisch-Technisches Informationszentrum at Peenemünde from 29jun94; later preserved at Neuenkirchen (N53.596079 E13.370228), carried East German serial '348' on the left-hand side and German serial 94+57 on the right-hand side, seen sep10/jun14 |
| 56 4412 105 | 351 | Mi-2 | East German AF | d/d | 14nov75 | opb HAG-35 at Brandenburg-Briest; w/o 30aug84 when collided with Mi-2 '384' c/n 562634122 |
| 56 4413 105 | 352 | Mi-2 | East German AF | d/d | 14oct75 | |
| | 94+58 | Mi-2 | German Air Force | trf | 03oct90 | stored at Brandenburg-Briest; to 'Aerotec', Rothenburg 15oct93 |
| | S9-TAL | Mi-2 | Aerotec | Rot | 09sep94 | in camouflage c/s; seen Rothenburg 10oct94, stored without reg |
| | S9-TAL | Mi-2 | Aerotec | Rot | 20may95 | in white c/s; sat wfu at Rothenburg, seen may97/mar17 |
| 56 4414 105 | 358 | Mi-2F | East German AF | d/d | 14nov75 | opb HAG-35 at Brandenburg-Briest; w/o 26aug86 when crashed at Brandenburg-Briest |
| 51 4415 125 | 328 | Mi-2FM | East German AF | d/d | 27feb76 | converted to a photo version with a blister on the left side by Flugzeugwerft Dresden |
| | 328 | Mi-2FM | East German Army | trf | 14nov84 | opb HSFA-3 at Cottbus |
| | 94+80 | Mi-2FM | German Air Force | trf | 03oct90 | stored at Brandenburg-Briest, l/n oct92; to Aerotec Rothenburg 15oct93 and stored there unmarked, seen oct94/may97; was preserved in Urzeitpark Sebnitz from dec97 |
| | 'HE-IDI' | Mi-2FM | no titles | ph. | 02may10 | was preserved in dark green c/s with this fake registration on the premises of Stickerei Thomas Kleber at Neugersdorf (N50.980851 E14.614798) from 2003, seen may10/may14; preserved without any markings in Luftfahrttechnisches Museum Rechlin, seen oct15/oct18 |
| | 328 | Mi-2FM | East German Army | ph. | 13aug21 | in olive drab/brown camo c/s with light grey belly; preserved in Luftfahrttechnisches Museum Rechlin, seen aug21/sep23 |
| 51 4416 125 | 335 | Mi-2F | East German AF | d/d | 27feb76 | |
| | 335 | Mi-2F | East German Army | trf | 14nov84 | |
| | 94+70 | Mi-2F | German Air Force | trf | 03oct90 | seen unmarked at Rothenburg oct94/jun96, stored; sat on private ground at Darmstadt from dec96; repainted in orange c/s without any markings and put on a children's playground at Michelstadt (N49.69498 E09.005820), protruding from a wall, seen jan07/sep24 |
| 51 4417 095 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | UN-13331 | Mi-2 | not reported | Alb | 24sep99 | reported in JP-05 as opb Tyan-Shan |
| 51 4418 095 | "47" yellow | Mi-2 | Soviet Air Force | Wer | 1991 | and Mahlwinkel 19sep92; opb 41 ove; returned to Russia 24apr94 |
| 53 4419 085 | 4419 | Mi-2 | Polish MoI | d/d | 07nov75 | MSWiA; l/n Warsaw-Bemowo 28sep99 |
| | PL-02XG | Mi-2 | Pol. Border Guard | trf | 21dec00 | |
| | SN-02XG | Mi-2 | Pol. Border Guard | r/r | 2003 | |
| | SN-02XP | Mi-2 | Polish Police | Bem | 30sep11 | carried also code/call-sign 'B-003'; in light grey c/s with dark blue trim and 'Policja' titles; l/n Poznan 12jun15 |
| 51 4420 095 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4421 095 | not known | Mi-2 | Soviet Air Force | no | reports | probably DOSAAF |
| | not known | Mi-2 | not known | Alb | 04jun16 | c/n not confirmed, read off as '.....1095' only, but there is no other obvious candidate; dumped at Almaty-Baiserke, seen may16 |
| 51 4422 095 | not known | Mi-2 | Soviet Air Force | no | reports | probably DOSAAF |
| | UN-13337 | Mi-2 | Kazavialesookhrana | Alb | 24sep99 | flown across the Bering Straits nov00/dec00; l/n SFO-Hayward Air Terminal jan01, still with 'Kazavialesookhrana' titles, impounded |
| | RA-44483 | Mi-2 | T. Thys | rgd | 03jan01 | canx 23may05 |
| | N326PF | Mi-2 | T. Thys | rgd | 26aug05 | |
| | N326PF | Mi-2 | Victoria T. Barnes | rgd | 09jun11 | Barnes Victoria T. Trustee of Sunol, CA; offered for sale on Trade-a-Plane may13, but not sold; current on register 06may14 with a CofR expiry date of 30jun17 |
| | N326PF | Mi-2 | Eliot J. Gundry | | | sold to Eliot J. Gundry of Loretto, MN dec15, but did not have a CofA by jun16; canx 30may18 |
| 51 4423 095 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "25" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| 51 4424 095 | "44" | Mi-2 | Soviet Air Force | mfd | sep75 | f/n Rangsdorf 06aug81 |
| | "30" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| | UR-MSG | Mi-2 | Motor Sich | rgd | 10oct13 | initially in white/blue c/s with pink trim and 'Motor-Sich' titles; seen as such OZH 18mar14; repainted in green/khaki camo c/s with light blue underside, no titles; f/n as such Kharkiv-Korotych 02sep17; l/n 24mar20; canx between 23feb22 and 17jun22 |
| 51 4425 095 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4426 095 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4427 095 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4428 095 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4429 095 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "39" white | Mi-2 | Armenian AF | ph. | jun05 | at Arzni; in dark green/medium green camo c/s with light blue underside; left Rostvertol for Yerevan 30jan09; repainted in dark green c/s with light blue belly; stored at Arzni, seen may23 |
| 51 4430 095 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4431 105 | not known | Mi-2 | ex Soviet AF | Alb | 24sep99 | |
| 51 4432 095 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4433 095 | "31" | Mi-2 | Soviet Air Force | Ran | 07apr81 | |
| | "02" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | seen Zaporizhzhya-Shyroke 09jul07; l/n wfu Zaporizhzhya-Shyroke apr16/may18 |
| 51 4434 105 | not known | Mi-2 | Soviet Air Force | no | reports | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 55 4435 115 | 4435 | Mi-2RL | Polish Air Force | f/f | nov75 | SAR version; d/d 07jan76; crashed West of Kraków 11jun96 |
| 55 4436 115 | 4436 | Mi-2 | Polish Air Force | d/d | 27jan76 | l/n BZG 31aug98; dbr 12may06 at Bydgoszcz when main rotor hit the ground, helicopter rolled over and caught fire |
| 55 4437 115 | 4437 | Mi-2RL | Polish Air Force | d/d | 27jan76 | in dark green c/s; f/n Lodz 23may91; l/n KRK 16mar16 |
| 54 4438 105 | not known | Mi-2 | DOSAAF | mfd | 1975 | |
| | "24" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | converted by Motor Sich to, see next line |
| | UR-EXR | Mi-2MSB | Motor Sich | rgd | 24may16 | with AI-450M-B engines; new CofRs issued 08aug16, 06dec16, 23may17, 16jul18 and 30jan19; in olive drab/khaki camo c/s with light blue underside, with titles; f/n Hradec Králové 02sep16; displayed at the "AERO 2017" show at FDH 05/08apr17 and at the "Dubai Airshow 2017" 12/16nov17; l/n Zaporizhzhya-Shirokye 18aug18; canx 10feb21 |
| 54 4439 105 | "57" red | Mi-2 | Soviet Air Force | | | |
| | RA-23671 | Mi-2 | General Leasing | rgd | 25nov92 | canx 17feb95; seen RZE may95/sep98 in bad condition, no titles |
| 54 4440 105 | "05" yellow | Mi-2 | Soviet Air Force | Wer | 01may91 | opb 41 ove; returned to Russia 24apr93 |
| 54 4441 105 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4442 105 | "16" red | Mi-2 | Soviet Air Force | Has | 01feb92 | opb 298 ove; l/n Werneuchen 19feb93, returned to Russia 24apr93 |
| 54 4443 105 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4444 105 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4445 105 | not known | Mi-2 | Soviet Air Force | Ran | 20may81 | |
| 54 4446 105 | "60" red | Mi-2 | Soviet Air Force | mfd | 1975 | carried the code "60" red on the engine compartment and the code "22" yellow on the tailboom; in olive drab c/s with light grey underside; used as a ground instructional airframe by the Kuibyshev Aviation Institute (later Samara Aerospace University), seen apr93/nov10 |
| | "11" yellow | Mi-2 | Soviet Air Force | Sam | 19may18 | in medium green c/s with light grey underside, old code "22" still visible under paint; used as a ground instructional airframe by the Samara State Aerospace University, seen may18/oct24 |
| 54 4447 105 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4448 105 | "20" red | Mi-2 | Soviet Air Force | Wer | 15aug92 | opb 298 ove; l/n Werneuchen 19feb93; returned to Russia 24apr93 |
| | N116GC | Mi-2 | Gesoco Industries | rgd | 22dec95 | received an experimental/exhibition CofA 04apr96 |
| | N116GC | Mi-2 | Yak Amerika Corp | rgd | 26feb97 | |
| | N116GC | Mi-2 | B.J. Coe | rgd | 12aug97 | f/n DED 27jan99; l/n DED 05feb01 |
| | N116GC | Mi-2 | T. Kaplunovsky | sold | 2003 ? | not registered; seen Hollister 28may04 |
| | N116GC | Mi-2 | Yuli Kaplunovsky | rgd | 15jun05 | Yuli E. Kaplunovsky of Sunnyvale, CA (and later of Sterling Heights, MI); offered for sale apr06/mar09 with t/t 2,404 hours, but was not sold; current on register nov24 with a CofR expiry date of 31jan28; l/n Pontiac Oakland 21oct24 |
| 54 4449 105 | not known | Mi-2 | Soviet Air Force | Ran | 18apr81 | |
| | "14" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | l/n Zaporizhzhya-Shyroke 22may18 wfu |
| 54 4450 105 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-23754 | Mi-2 | AFL/Kazakhstan | rgd | 15aug91 | not canx from Soviet register; fate unknown |
| 54 4451 115 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4452 115 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4453 115 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4502 115 | not known | Mi-2 | Soviet Air Force | | | |
| | no code | Mi-2 | Azerbaijani AF | ph. | 24jun18 | in dark olive drab/khaki camo c/s, no markings apart from roundel, white 127 chalked on a cockpit window; preserved in the Military History Museum (Azerbaycan Herb Tarixi Muzeyi) at Baku (N40.388783 E49.818164), seen jun18 |
| 54 4504 115 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "27" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| 54 4505 115 | "50" | Mi-2 | Soviet Air Force | Ran | apr82 | |
| 54 4506 115 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 55 4507 115 | 4507 | Mi-2 | Polish Air Force | d/d | 13jan76 | l/n KRK 05feb16 |
| 55 4508 125 | 4508 | Mi-2RL | Polish Air Force | d/d | 13jan76 | seen Minsk Mazowiecki 29may04; seen off airport near Lódz 17feb17 |
| 55 4509 125 | 4509 | Mi-2 | Polish Air Force | d/d | 27jan76 | later opb 1. elt at Minsk Mazowiecki; l/n operational Minsk Mazowiecki 01sep03; preserved at ul. Sierpnia at Lódz (N51.76326 E19.43072), seen mar09/may15 |
| 55 4510 125 | 4510 | Mi-2RL | Polish Air Force | d/d | 16jan76 | l/n Swidwin 06oct16, active |
| 55 4511 125 | 4511 | Mi-2 | Polish Air Force | d/d | 27jan76 | l/n operational KRK 01jul07; sat at the Nadarzyce range, seen in reasonable condition jul09 and derelict mar13/sep15 |
| 55 4512 125 | 4512 | Mi-2RM | Polish Air Force | d/d | 27jan76 | converted to a Mi-2RL; in four-tone camo c/s; l/n operational KRK 19may04; was preserved at ul. Stadionowa at Myslowice (N50.22691 E19.14597) from 10jun08, but moved some 2.2 km to the WNW (to N50.232174 E19.115834) around 2010, l/n sep21, in faded colours, there was a banner with it with the URL for the city museum website: www.muzeummyslowic.pl; preserved in the museum at Zabrze, seen sep24 |
| 55 4513 125 | 4513 | Mi-2 | Polish Air Force | d/d | 27jan76 | l/n Minsk Mazowiecki 30sep13, active |
| 55 4514 125 | 4514 | Mi-2 | Polish Air Force | d/d | 14jan76 | in four-tone camo c/s; l/n operational KRK 01jul07; was preserved in the radar exposition of Muzeum Karkonoskie at Myslakowice-Lomnica (N50.858899 E15.775466), seen may09/22jun16; was to be moved to Muzeum Historii i Militariów at ul. Sudeckiej 83 in Jelenia Góra jul16, l/n there jun24 |
| 55 4515 125 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4516 115 | LZ-MIB | Mi-2 | Balkan 2.colours | | | |
| | LZ-MIB | Mi-2 | Balkan 3.colours | BOJ | 25sep87 | |
| | LZ-MIB | Mi-2 | Balkan 3.colours | | photo | Water Pollution Control |
| | LZ-MIB | Mi-2 | Police | | photo | |
| | LZ-MIB | Mi-2 | Heli Air, n/t | SOF | 25may92 | l/n SOF 11sep99 |
| 51 4517 115 | OK-FIQ | Mi-2 | Slov-Air | rgd | 07dec75 | crashed 29jun83; canx 15nov83 |
| 51 4518 115 | OK-FIS | Mi-2 | Slov-Air | rgd | 07dec75 | l/n Jihlava 19jun92 |
| | OM-FIS | Mi-2 | Delta System Air | r/r | early94 | leased from Slov-Air; canx 22jan99 |
| 54 4519 115 | SP-SPA | Mi-2 | Aeropol | rgd | 19jan76 | canx 03jan94 as wfu |
| | no reg | Mi-2 | no titles | ph. | 05jun01 | c/n checked; in blue c/s without any markings whatsoever; was preserved beside route 2 at Alan Telecommunications at Mory, (N52.21561 E2085364), seen jun01/aug05; preserved at Kamionna k. Lochowa (N52.521357 E21.771776) from 2010, seen may11/sep18 |
| 51 4520 115 | SP-SPE | Mi-2 | Aeropol | rgd | 19jan76 | canx 24oct96 as wfu; l/n LCJ 22apr98, stored |
| | SP-FHM | Mi-2 | Elko sp. z o.o. | rgd | 22jul98 | l/n LCJ jul00; CofA expired 21aug00; canx 04mar08 |
| 53 4521 125 | SP-SCE | Mi-2 | Comunicat Inst | rgd | 27jan77 | canx 11dec92; preserved with Lotnicze Zaklady Naukowe (LZN) at Wroclaw-Psie Pole (N51.145334 E17.123066), seen as such jul94/feb00; repainted with full 'Lotnicze Zaklady Naukowe' titles and small black registration, seen as such jun04/feb13; seen with titles and registration painted out may15/jul22 |
| 51 4522 115 | 4522 | Mi-2 | Polish MoI | d/d | 14jan76 | opb 103. pl NJW MSW at Warsaw-Bemowo (disbanded 31dec00); in green/brown camo c/s with a white/blue ring around the tailboom; f/n Warsaw-Bemowo 28sep9; l/n Warsaw-Bemowo 06may00 |
| | PL-03XG | Mi-2 | Pol. Border Guard | trf | 21dec00 | |
| | SN-03XG | Mi-2 | Pol. Border Guard | r/r | 03dec02 | in white c/s with a yellow/red/yellow belt around the fuselage; f/n Lublin-Radawiec jun04; l/n Radom 28aug05 |
| 53 4523 125 | B-2523 | Mi-2 | Czech MoI (LO MV) | d/d | 16jan76 | redesignated LS FMV in 1979 |
| | 4523 | Mi-2 | Czechoslovak AF | trf | 01sep85 | |
| | 4523 | Mi-2 | Slovak Air Force | trf | 01jan93 | l/n POV 10jun10; preserved in Letecká fakulta TUKE (Faculty of Aeronautics) at Kosice, seen aug17 |
| 54 4524 115 | B-2524 | Mi-2 | Czech MoI (LO MV) | d/d | 29jan76 | redesignated LS FMV in 1979 |
| | 4524 | Mi-2 | Czechoslovak AF | trf | 01may88 | |
| | 4524 | Mi-2 | Slovak Air Force | trf | 01jan93 | seen at an unknown location sep96 |
| 54 4525 115 | B-2525 | Mi-2 | Czech MoI (LO MV) | d/d | 16jan76 | redesignated LS FMV in 1979 |
| | 4525 | Mi-2 | Czechoslovak AF | trf | 11mar81 | dbr 12mar84 on a single-engine training flight when the pilot switched the working engine off in error and the helicopter crash-landed at Piestany |
| 53 4526 115 | B-2526 | Mi-2 | Czech MoI (LO MV) | d/d | 29jan76 | redesignated LS FMV in 1979 |
| | 4526 | Mi-2 | Czechoslovak AF | trf | 01sep85 | |
| | 4526 | Mi-2 | Czech Air Force | trf | 01jan93 | in light green/brown/medium green camo c/s with light blue underside; f/n Kbely 11sep93; l/n operational Hradec Králové 02sep00; was stored in a yard in a suburb of Písek, seen oct04/sep05; preserved at Pacov (N49.46540 E14.99756), seen aug09/apr21 |
| 51 4527 125 | SP-ZXI | Mi-2 | Polish Air Rescue | rgd | 05feb76 | w/o 28dec85 when crashed at Buraków; canx 22may86 |
| 54 4528 125 | SP-SDR | Mi-2 | ZEUS/Heliseco | rgd | 23feb76 | CofA expiry 21nov93; seen Swidnik, sep96/jul00 stored; canx 16jan97 as wfu; sold oct00 to 'Wistal' scrap company |
| 54 4529 125 | SP-SDS | Mi-2 | ZEUS/Heliseco | rgd | 25feb76 | stored at Swidnik, l/n sep96; canx 04mar02 as wfu |
| | no reg | Mi-2 | no titles | ph. | 31jul04 | in orange/white c/s, no markings; preserved with the hotel "Trzy Deby" at Janów (N51.157195 E23.399524), seen jul04/aug17 |
| 54 4530 125 | SP-SDT | Mi-2 | ZEUS/Heliseco | rgd | 25feb76 | CofA expiry 14apr94; canx 16jan97 as wfu Swidnik; seen Port Harcourt in Nigeria jan98, derelict |
| 52 4531 125 | SP-SDO | Mi-2 | ZEUS | rgd | 23feb76 | seen Swidnik sep96/jul00, stored; canx 16jan97 as wfu; sat derelict on the territory of the Border Guard Unit at Nowy Sacz (N49.58884 E20.66412), seen apr07 |
| 52 4532 125 | SP-SDP | Mi-2 | ZEUS/Heliseco | rgd | 23feb76 | canx 10nov77 after accident, details unknown |
| 54 4533 125 | SP-SET (1) | Mi-2 | Inst. Lotnictwa | rgd | 20feb76 | canx 04mar80; see c/n 5210019116 |
| | SP-TSD | Mi-2 | Aeropol | rgd | 04mar80 | seen Warsaw-Bemowo 12jul90; canx 17dec96 as wfu Warsaw-Bemowo |
| 54 4534 125 | SP-SWB | Mi-2 | Aeropol | rgd | 29mar76 | l/n Torun 04jun95, airworthy; canx 11feb02 as wfu; supported the Sahara rally in 2004 although it has never been restored after cancellation; final Polish owner given as White Eagle Aviation S.A. |
| | I-SKNA | Mi-2 | Jet A-1 Internatl. | res | | registration never officially allocated but applied (possibly on one side only); based on Sardinia 02nov02/31mar07, in blue/yellow c/s; 1,000 hour inspection/maintenance completed 27jul05; seen Villa San Pietro sep06; sold to A.K. Wilkinson by Jet A-1 International 09may07 |
| | N2537S | Mi-2 | Adam K. Wilkinson | rgd | 17may07 | Adam K. Wilkinson of Santaquin, UT; canx 27aug10 |
| 54 4535 125 | SP-SER | Mi-2 | Inst. Lotnictwa | rgd | 20jan76 | f/f WAW 14jun91; l/n WAW 04jun04 |
| | SP-SER | Mi-2 | KGHM | rgd | 05jan06 | in white c/s with blue trim, no titles; canx 23dec10; sat wfu at Lubin-Obora, seen jul14/aug15; ; preserved at Muzeum Ratownictwa, Tomaszowice, Poland (N50.135165 E19.843503), seen feb23/oct23 |
| 54 4536 125 | SP-SWF | Mi-2 | Aeropol | rgd | 11may76 | canx 19apr94 after crash Wielke Iniska 27jan93 |
| 53 4537 125 | SP-SEN | Mi-2 | Inst. Lotnictwa | rgd | 20jan76 | CofA expired 15sep92; seen WAW sep98/oct06, stored in hangar of Instytut Lotnictwa/PZL-Okecie; canx jun07 |
| | SP-IBX | Mi-2 | no titles | Bem | 22apr07 | nearing end of overhaul, new CofA issued 19jun07; l/n Bemowo 02sep07 |

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|---|---|---|---|---|---|---|
| | SP-IBX | Mi-2 | IBEX-UL Sp.z.o.o | rgd | 25jun07 | in blue c/s with red/white trim, no titles; carried white code '0-A13' (meaning ?); l/n active LCJ 28jan12; stored at Bemowo, seen sep13/jul22 |
| 54 4538 125 | SP-SWG | Mi-2 | Aeropol | rgd | 06may76 | f/n flying over Wyton, UK 22aug78; seen BZG 21aug91; canx 17dec96 as wfu; l/n Warsaw-Bemowo mar97, wfu |
| | 'CCCP-20402' | Mi-2 | Aeroflot | ph. | jul07 | c/n checked on cockpit seats and SP-SWG still visible under the paint; preserved in these fake markings (with additional 'Morskoi Flot' titles) at Cämmerswalde (N50.70288 E13.49754), seen jul07/jan23; see c/n 549850076 |
| 51 4539 125 | SP-ZXH | Mi-2 | Polish Air Rescue | rgd | 05feb76 | in full c/s with Red Crosses; CofA expired 17nov00; canx 13jul04; offered for sale in 2006; was preserved in the Piet Smedts Collection at Baarlo (Netherlands), seen may17 and left jan19; preserved on the playground of the restaurant "De Witte Stein" at HJ Reuver on the Dutch/German border, seen mar19/may24 |
| 51 4540 125 | SP-SDU | Mi-2 | ZEUS/Heliseco | rgd | 13apr76 | crashed during fire-fighting operations Casa Rabonela, Malaga, 25sep93; canx 25nov93 |
| 53 4541 125 | B-2541 | Mi-2 | Czech MoI (LO MV) | d/d | 16jan76 | redesignated LS FMV in 1979 |
| | 'OK-LYR' | Mi-2 | not known | | | appeared in these fake markings in the Czechoslovakian film "Za trnkovým kerem" shot in 1980 |
| | 4541 | Mi-2 | Czechoslovak AF | trf | 11mar81 | |
| | 4541 | Mi-2 | Czech Air Force | trf | 01jan93 | still on strength by 1998; stored in a yard in a suburb of Písek (the location is on the way from Písek to Ceské Budejovice, about 2 km from Písek), seen oct04/apr18 |
| | 4541 | Mi-2 | no titles | ph. | 21aug22 | in yellow c/s with black top of fuselage, no markings apart from the serial; preserved in Letecké muzeum Hrdlorezy (N48.872232 E14.878952), seen aug22/sep24 |
| 53 4542 125 | B-2542 | Mi-2 | Czech MoI (LO MV) | d/d | 16jan76 | redesignated LS FMV in 1979 and LS SNB in 1988; soc 01oct89 |
| | OK-FIU | Mi-2 | Slov-Air | rgd | 25jan90 | canx 04jan99; was preserved in the Air Park at Zruc, seen aug98/jul99; moved to the Piet Smedts Collection at Baarlo (Netherlands), seen dec00/sep03; set up at the paintball range at Scheidingsweg 9 at Venhorst (N51.626 E5.697) in 2006, l/n apr23, in faded colours and derelict condition |
| 54 4543 016 | 4543 | Mi-2TSz | Polish Air Force | d/d | 01feb76 | opb 49. BLot; in dark green c/s; f/n Deblin-Irena aug03; l/n Pruszcz Gdanski 21may16; l/n operational 2020 |
| 54 4544 016 | 4544 | Mi-2 | Polish Air Force | d/d | 01feb76 | l/n airworthy WRO mar01 |
| 54 4545 016 | 4545 | Mi-2 | Polish Air Force | d/d | 01feb76 | seen POZ 09oct04; severely damaged 24jan06 when crashed shortly after take-off from Wroclaw-Strachowice; repaired; in green/brown camo c/s; f/n flying again 10oct07; l/n Minsk Mazowiecki 10sep16 |
| 54 4546 016 | 4546 | Mi-2 | Polish Air Force | d/d | 19feb76 | l/n LCJ 30aug96 |
| | '1997' | Mi-2 | Polish Air Force | | | preserved with this fake serial (with the tailboom of 4720) at Zielona Góra-Babimost (N52.167199 E15.837331), seen aug08/sep23 |
| 54 4547 016 | 4547 | Mi-2 | Polish Air Force | d/d | 19feb76 | used as a ground instructional airframe in a hangar at Deblin, seen jun09/oct10; preserved at Fort Marian at Malechowo (N54.298564 E16.502479) from at least aug20; l/n 19may24 |
| 54 4548 016 | 4548 | Mi-2 | Polish Air Force | d/d | 13feb76 | l/n Nowe Miasto 26aug99 |
| 54 4549 016 | 4549 | Mi-2 | Polish Air Force | d/d | 19feb76 | seen LCJ 17sep94/31aug98, stored |
| 54 4550 016 | 4550 | Mi-2 | Polish Air Force | d/d | 19feb76 | seen Nowe-Miasto 18aug91; reported stored Zielona Góra-Babimost aug98 |
| 54 4601 016 | 4601 | Mi-2 | Polish Air Force | d/d | 10mar76 | wfu 05mar91 after an accident at an unknown date; was used by the technical School at Zamosc-Mokre; was preserved in an unusual camo c/s and insignia in the Arsenal Museum at Zamosc-Mokre (N50.715740 E23.244627), seen nov01/aug17; moved to The Arsenal Museum of Fortifications and Weaponry at Zamosc in 2020 |
| 54 4602 016 | 4602 | Mi-2 | Polish Air Force | d/d | 19feb76 | l/n operational Lodz 21feb95; sat wfu at Zielona Góra-Babimost, seen aug97/may03 |
| | no serial | Mi-2 | Irrland | ph. | 26aug07 | preserved in the Irrland fun park at Kevelaer-Twisteden (N51.556805 E6.209845); initially in blue/bright green with 'IRRLAND' titles and the inscription 'In Partnerschaft mit NGW', seen as such sep09/sep13; repainted in yellow c/s with very dark blue trim, 'IRRLAND' titles and the 'serial' IRR-2013, seen as such may18/aug22 |
| 54 4603 016 | 4603 | Mi-2 | Polish Air Force | d/d | 20feb76 | f/n Nowe Miasto 16sep94; l/n airworthy Deblin 09may05; stored at Radom, seen aug05; preserved in dark green/dark brown camo c/s in Centralna Szkola Panstwowej Strazy Pozarnej at Czestochowa (N50.789204 E19.0980006), seen jul09/sep24 |
| 54 4604 016 | 4604 | Mi-2 | Polish Air Force | d/d | 20feb76 | repainted in black/light blue/khaki camo c/s with medium blue underside; l/n operational Deblin-Irena 01sep07; preserved at Lask-Buczek, seen apr09/may12; did it become '1975' ? |
| 54 4605 016 | 4605 | Mi-2TSz | Polish Air Force | d/d | 20feb76 | in camo c/s; seen Nowe-Miasto 18aug91; preserved in Museum Regionalne w Debicy at ul. Kosciuski 32 at Debica (N50.058404 E21.409417), seen feb08/may24 |
| 54 4606 016 | 4606 | Mi-2 | Polish Air Force | d/d | 20feb76 | l/n Radom-Sadków 24aug13 |
| 54 4607 016 | CCCP-23586 | Mi-2 | AFL/Central Region | rgd | 04may76 | |
| | CCCP-23586 | Mi-2 | Ryazanaviatrans | trf | 31dec93 | canx 02oct94 |
| 54 4608 016 | CCCP-23587 | Mi-2 | AFL/North Kavkaz | rgd | 11mar76 | |
| | CCCP-23587 | Mi-2 | AFL/Kremenchug FS | trf | 11jun80 | |
| | UR-23587 | Mi-2 | Merydian | no | reports | based at Poltava; canx 01oct08 |
| 54 4609 016 | CCCP-23588 | Mi-2 | AFL/North Kavkaz | rgd | 11mar76 | f/n in Dagestan aug88; canx 22apr88 |
| 54 4610 016 | CCCP-23589 | Mi-2 | AFL/Kazakhstan | rgd | 10mar76 | canx 1979 |
| 54 4611 016 | CCCP-23590 | Mi-2 | AFL/Yakutiya | rgd | 24apr76 | opb Maganski OAO; f/n GYG 03jul92 |
| | RA-23590 | Mi-2 | Sakha Avia | trf | 20apr94 | canx 25mar96; sold to a private person jul08; displayed on the second floor of the "Merkuri" shopping mall at 24/1 Pionerskaya street, Yakutsk, f/n 26aug08; repainted in orange/blue Aeroflot c/s, f/n as such 15sep08 |
| 54 4612 016 | CCCP-23591 | Mi-2 | AFL/Privolzhsk | rgd | 02mar76 | canx 14sep89 |
| 54 4613 016 | CCCP-23592 | Mi-2 | AFL/Urals | rgd | 21may76 | opb 349 LO Kirovskogo OAO; slightly damaged 24oct77 near Kirov airport, details unknown; damaged 06apr78 on a training flight from Kirov when the crew simulated an engine failure but did not act in accordance with the regulations so that the helicopter came down hard, the tail rotor was destroyed and the helicopter rolled over onto its right side, both pilots escaped unhurt; repaired |
| | CCCP-23592 | Mi-2 | Kirov Avn Enterpr. | trf | 18apr94 | canx 08jul98 |
| 54 4614 016 | CCCP-23593 | Mi-2 | AFL/Urals | rgd | 27may76 | |
| | CCCP-23593 | Mi-2 | Kirov Avn Enterpr. | trf | 18apr94 | canx 23aug96 |
| 54 4615 016 | CCCP-23594 | Mi-2 | AFL/East Siberia | rgd | 09apr76 | |
| | CCCP-23594 | Mi-2 | Nizhneudinsk AE | trf | 28mar94 | canx 09apr96 |
| 54 4616 016 | CCCP-23595 | Mi-2 | AFL/Ukraine | rgd | 11mar76 | |
| | UR-23595 | Mi-2 | not reported | IEV | 22sep94 | |
| 54 4617 016 | CCCP-23596 | Mi-2 | AFL/Ukraine | rgd | 11mar76 | not canx from Soviet register; fate unknown |
| 54 4618 016 | CCCP-23597 | Mi-2 | AFL/Ukraine | mfd | 19feb76 | rgd 15mar76; opb 252 LO Zavodskogo OAO; w/o 29nov85 on a training flight from Simferopol-Zavodskoye when the tailboom broke off due to fatigue shortly after take-off so that the helicopter went out of control, crashed 120 metres from the lift-off point, came to rest on its right side and caught fire, both pilots killed (one of them died in hospital 05jan86); t/t 5,341 hours and 15,264 cycles; canx 12jun86 |
| 54 4619 016 | CCCP-23598 | Mi-2 | AFL/Ukraine | rgd | 30mar76 | |
| | CCCP-23598 | Mi-2 | AFL/Kremenchug FS | trf | 03nov76 | dbr 22mar85 on a training flight from Kremenchug when one engine failed and the crew switched off the other engine by mistake so that the helicopter crash-landed, no casualties; canx 1985; the hulk with faded registration sat at Kremenchug, l/n jul11 |
| 54 4620 026 | CCCP-23599 | Mi-2 | AFL/Ukraine | rgd | 30mar76 | not canx from Soviet register; l/n UDJ 08sep96 |
| 54 4621 026 | CCCP-20550 | Mi-2 | AFL/Ukraine-TNL | rgd | 10sep76 | training version; damaged mar82 when turned over at Priluki (Chernigov region); repaired; canx 20sep90 |
| 53 4622 026 | CCCP-20551 | Mi-2 | AFL/Kazakhstan | rgd | 06apr76 | canx 20sep90 |
| 53 4623 026 | CCCP-20552 | Mi-2 | AFL/Kazakhstan | rgd | 06apr76 | canx 11may90 |
| 53 4624 026 | CCCP-20553 | Mi-2 | AFL/Kazakhstan | rgd | 06apr76 | not canx from Soviet register; fate unknown |
| 53 4625 026 | CCCP-20554 | Mi-2 | AFL/Kazakhstan | rgd | 06apr76 | canx 09oct91 |
| 53 4626 026 | CCCP-20555 | Mi-2 | AFL/Yakutiya-Nyu | rgd | 01mar77 | f/n Nyurba 02jul92 |
| | RA-20555 | Mi-2 | Nyurba Avn Ent. | trf | 27may94 | canx 20nov96 |
| | CCCP-20555 | Mi-2 | Aeroflot | Nyu | 13jun12 | in orange c/s with blue cheatline and trim, with titles; preserved at Nyurba (N63.29686 E118.35556), seen jun12/mar22 |
| 53 4627 026 | CCCP-20556 | Mi-2 | AFL/Privolzhsk | rgd | 13jul76 | canx 08aug88 |
| 53 4628 026 | CCCP-20557 | Mi-2 | AFL/Privolzhsk | rgd | 18may76 | canx 04jul88 |
| 53 4629 026 | CCCP-20558 | Mi-2 | AFL/Privolzhsk | rgd | 06sep76 | dbr 28nov85 on a flight in the Volga district of the Kuibyshev region when entered vortex-ring mode on landing and came down hard, suffering substantial damage, no casualties; canx 1987 |
| 53 4630 026 | CCCP-20559 | Mi-2 | AFL/Urals | mfd | 28feb76 | rgd 23apr76; opb 326 LO 2-go Sverdlovskogo OAO; w/o 29mar89 on the leg from Kolesnikovo to Lebyazhye of a pipeline patrol flight from Kurgan when entered an area of fog and low clouds, lost speed and height while flying a turn (due to pilot error) and came down hard in a forest 3 km south-east of Vargashi (N55°19' E65°51'), the pilot was killed while the aircraft mechanic and both passengers escaped unhurt; t/t 6,533 hours; canx 18sep89 |
| 53 4631 026 | CCCP-20560 | Mi-2 | AFL/Urals | rgd | 02apr76 | trf 22feb94 to ??; canx 20feb96 |
| 53 4632 026 | CCCP-20561 | Mi-2 | AFL/Urals | mfd | 29feb76 | |
| | CCCP-20561 | Mi-2 | 2nd Sverdlovsk AE | trf | 22feb94 | |
| 53 4633 026 | CCCP-20562 | Mi-2 | AFL/Urals | rgd | 23apr76 | opb 326 LO 2-go Sverdlovskogo OAO; damaged 28oct77 on landing at a site at Mattul when the tail rotor hit a tree |
| | RA-20562 | Mi-2 | 2nd Sverdlovsk AE | trf | 22feb94 | canx 20feb96 |
| 53 4634 026 | CCCP-20563 | Mi-2 | AFL/Urals | rgd | 27may76 | trf 22feb94 to ??; canx 20feb96 |
| 53 4635 026 | CCCP-20564 | Mi-2 | AFL/Urals | rgd | 21jun76 | |
| | CCCP-20564 | Mi-2 | Kirov Avn Enterpr. | trf | 18apr94 | canx 27mar95 |
| 53 4636 026 | CCCP-20565 | Mi-2 | AFL/Far East | rgd | 03may76 | |
| | CCCP-20565 | Mi-2 | Vladivostok Avia | trf | 30mar94 | |
| | RA-20565 | Mi-2 | Aeroflot c/s, n/t | VVO | 19apr97 | canx 06may97 |
| 53 4637 026 | CCCP-20566 | Mi-2 | AFL/Latvia | rgd | 31mar76 | |
| | YL-LHJ | Mi-2 | Latavio | rgd | 11jan93 | f/n RIX 04jul94 |
| | YL-LHJ | Mi-2 | Akoti | rgd | 07nov94 | photo in 1995, in white c/s, l/n RIX 22mar06; canx before jan23 |
| 53 4638 026 | CCCP-20567 | Mi-2 | AFL/East Siberia | rgd | 27apr76 | canx 15oct94 |
| 53 4639 026 | CCCP-20568 | Mi-2 | AFL/East Siberia | rgd | 27apr76 | canx 15sep86 |
| 54 4640 036 | SP-SWC | Mi-2 | Aeropol | rgd | 20apr76 | crashed Koscia 10nov78, canx 14apr81 |
| 54 4641 036 | SP-SWD | Mi-2 | Aeropol | rgd | 20apr76 | crashed Korbielowo Region 25feb89, canx 05jan90 |
| 54 4642 036 | SP-SWE | Mi-2 | Aeropol | rgd | 20apr76 | crashed Stara Dobrowa 26may82, canx 03nov82 |
| 52 4643 026 | CCCP-20569 | Mi-2 | AFL/Central Region | rgd | 04may76 | f/n Myachkovo 26sep91; c/n 542643026 painted in error; l/n Myachkovo 18aug92 |

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|---|---|---|---|---|---|---|
| | RA-20569 | Mi-2 | Aeroflot | Mya | 01sep93 | canx 07jul94 |
| 52 4644 026 | CCCP-20570 | Mi-2 | AFL/Central Region | rgd | 04may76 | opb Myachkovski OAO |
| | DDR-SJV | Mi-2 | Interflug/AF | rgd | 30mar90 | leased from Myachkovski OAO; f/n Gross Kreuz 08apr90; canx 30sep90 |
| | CCCP-20570 | Mi-2 | AFL/Central Region | Mya | 03jun92 | opb Myachkovski OAO; l/n Myachkovo 18aug92 |
| | RA-20570 | Mi-2 | Aeroflot | Mya | 01sep93 | canx 07jul94; l/n Myachkovo 16aug99, titles not reported; not on Russian register by aug10 |
| | CCCP-20570 | Mi-2 | not reported | LNX | 19may13 | (reported by Tony Knight) |
| 52 4645 026 | CCCP-20571 | Mi-2 | AFL/Central Region | rgd | 01jun76 | dbr 14sep76 during a crop-spraying flight near Dmitrov when flew too low close to a spray-irrigation system so that the engines gulped at lot of water and flamed out and the helicopter made a crash-landing, no casualties |
| 52 4646 036 | CCCP-20572 | Mi-2 | AFL/Central Region | rgd | 04may76 | |
| | DDR-SJW | Mi-2 | Interflug/AF | rgd | 30mar90 | f/n Gross Kreuz 18may90; canx 30sep90 |
| | CCCP-20572 | Mi-2 | Aeroflot | Mya | 26sep91 | canx 27dec90; l/n Myachkovo 18aug92 |
| 52 4647 036 | CCCP-20573 | Mi-2 | AFL/Central Region | rgd | 21may76 | canx 30nov88 |
| 52 4648 026 | CCCP-20574 | Mi-2 | AFL/North Kavkaz | mfd | 22mar76 | rgd 21apr76; opb 81 LO 2-go Krasnodarskogo OAO; w/o 12mar79 on a pipeline patrol flight from Volgograd-Gumrak in support of "Volgogradtransgaz" when probably collided with a large bird, crashed at an agricultural airstrip 9 km south of Ust'-Khoperskaya (N49°29' E42°25'), caught fire and burnt out, pilot and both passengers killed; t/t 2,365 hours and 4,790 cycles; canx 27jul79 |
| 52 4649 036 | CCCP-20575 | Mi-2 | AFL/North Kavkaz | rgd | 21apr76 | canx 22apr88 |
| 52 4650 036 | CCCP-20576 | Mi-2 | AFL/North Kavkaz | rgd | 03may76 | canx 08aug80 |
| 52 4701 036 | CCCP-20577 | Mi-2 | AFL/North Kavkaz | rgd | 18jun76 | canx 01jul88 |
| 52 4702 036 | CCCP-20578 | Mi-2 | AFL/North Kavkaz | rgd | 03may76 | canx 10apr90 |
| 52 4703 036 | CCCP-20579 | Mi-2 | AFL/Ukraine | rgd | 27apr76 | canx 19aug91 |
| 52 4704 036 | CCCP-20580 | Mi-2 | AFL/Ukraine | rgd | 27apr76 | canx 10oct90 |
| 52 4705 036 | CCCP-20581 | Mi-2 | AFL/Ukraine | rgd | 27apr76 | |
| | UR-20581 | Mi-2 | Aeroflot c/s, n/t | SIP | 15sep96 | |
| 52 4706 036 | CCCP-20582 | Mi-2 | AFL/Ukraine | rgd | 03may76 | |
| | UR-20582 | Mi-2 | no titles | UDJ | 08sep96 | in basic Aeroflot c/s, also carried the prefix 'CCCP-'; stored by sep96 |
| 52 4707 036 | CCCP-20583 | Mi-2 | AFL/Ukraine | rgd | 03may76 | not canx from Soviet register but became UR- |
| | HA-BCQ | Mi-2 | Reparautó Kft. | rgd | 16aug93 | in ambulance c/s with 'For Life' titles; wfu 09jul97 (when the CofA expired); canx 09oct98; reportedly returned to Ukraine |
| 53 4708 036 | 4708 | Mi-2P | Polish Air Force | d/d | 10apr76 | l/n oprational Inowroclaw-Latkowo 16jul13 |
| | 4708 | Mi-2URP(G) | Polish Army | | | opb 56. Blot; in olive drab c/s; l/n Inowroclaw 20may23, active |
| 53 4709 036 | 4709 | Mi-2 | Polish Air Force | d/d | 14apr76 | f/n early89; photo, airworthy WRO 1997; seen at the military sales agency (AMW) in Wroclaw jun02; seen OFF Airport - Rolantowice 30jul19 |
| 53 4710 036 | 4710 | Mi-2 | Polish Air Force | d/d | 14apr76 | wfu dec95; used as a ground instructional airframe at Bydgoszcz, seen aug96/may11; preserved in Muzeum Sil Powietrznych at Deblin (N51.56039 E21.86419), seen aug11/sep24 |
| 53 4711 036 | 4711 | Mi-2P | Polish Air Force | d/d | 16apr76 | f/n early 1990; l/n Krosno 03may08 in standard camo c/s |
| | 4711 | Mi-2P | Polish Navy | Dlw | 21oct09 | in dark blue/grey c/s with light blue underside, 'Polish Navy' titles in English on the left-hand side (and probably in Polish on the right-hand side); l/n operational Siemirowice 19oct10; preserved in Muzeum Sil Powietrznych at Deblin, seen jun15/aug23 |
| 53 4712 036 | 4712 | Mi-2 | Polish Air Force | d/d | 22apr76 | seen airworthy Radom sep00; stored at Deblin-Irena, seen jun20 |
| 53 4713 036 | 4713 | Mi-2P | Polish Air Force | d/d | 15apr76 | opb 41. BLSz; l/n Radom 26aug23 |
| 54 4714 036 | 4714 | Mi-2 | Polish Air Force | d/d | 28aug76 | crashed 13jul82, involved in a fatal accident with 4041 |
| 51 4715 046 | SP-ZXK | Mi-2 | Polish Air Rescue | rgd | 27may76 | canx 19may79 after crash 16feb79 |
| 51 4716 046 | SP-ZXL | Mi-2 | Polish Air Rescue | rgd | 27may76 | canx 10feb98; stored at BZG, seen apr98/may03; reported for sale in 2006 |
| | 'SP-ZXW' | Mi-2 | Musikbunker Berlin | ph. | 24may13 | in basic Polish Air Rescue c/s, no titles; preserved in these fake markings at Berlin-Buckow (N52.430547 E13.435640), seen may13/dec20; see c/n 515447018 |
| 51 4717 036 | 4717 | Mi-2 | Polish Air Force | d/d | 10apr76 | l/n operational 29jun01; sat at the Nadarzyce range, seen in reasonable condition jul09/oct09 and derelict mar13 |
| 51 4718 036 | 4718 | Mi-2 | Polish Air Force | d/d | 10apr76 | wfu 25aug93 |
| 51 4719 036 | 4719 | Mi-2 | Polish Air Force | d/d | 10apr76 | crashed 30oct86 |
| 51 4720 036 | 4720 | Mi-2 | Polish Air Force | d/d | 10apr76 | l/n operational LCJ 30aug96; sat wfut at Zielona Góra-Babimost, seen aug97/aug98; displayed (with the tailboom of another Mi-2) in fantasy camo c/s without markings at a restaurant at ul. Jacka at Jasien, on the E40 4 km west of Brzesko (N49.97386 E20.54241), seen jun03/jul22 |
| 54 4721 036 | LZ-5021 | Mi-2 | Balkan Agri Div | d/d | 1976 | fate unknown |
| 54 4722 036 | LZ-5022 | Mi-2 | Balkan Agri Div | d/d | 1976 | seen Cairo-Embaba 25mar98, titles not reported |
| | LZ-5022 | Mi-2 | Puldin Air | | | canx 30jan07 |
| 54 4723 046 | LZ-5023 | Mi-2 | Balkan Agri Div | d/d | may76 | |
| | LZ-5023 | Mi-2 | Air Slide | | 1993 | seen Cairo-Embaba 09mar97 in derelict condition |
| 53 4724 046 | CCCP-20584 | Mi-2 | AFL/East Siberia | rgd | 08sep76 | |
| | RA-20584 | Mi-2 | Ulan-Ude Avn Ent. | trf | 22oct93 | rgd 16jan95; still in full Aeroflot c/s including titles; sat wfu at UUD, seen 20apr97; canx 22jul98 |
| 53 4725 046 | CCCP-20585 | Mi-2 | AFL/East Siberia | rgd | 08jun76 | |
| | RA-20585 | Mi-2 | Ulan-Ude Avn Ent. | trf | 22oct93 | rgd 25nov93; still in full Aeroflot c/s including titles; sat wfu at UUD, seen 20apr97; canx 07apr98 |
| 53 4726 046 | CCCP-20586 | Mi-2 | AFL/East Siberia | rgd | 08jun76 | canx 1987 |
| 53 4727 046 | CCCP-20587 | Mi-2 | AFL/East Siberia | rgd | 04jun76 | damaged on auto-rotation landing at Nizhneudinsk 13nov90; canx 09apr91 |
| 53 4728 046 | CCCP-20588 | Mi-2 | AFL/East Siberia | rgd | 04jun76 | turned over on landing Tulun 22mar91; canx 15may91 |
| 53 4729 046 | CCCP-20589 | Mi-2 | AFL/East Siberia | rgd | 04jun76 | |
| | CCCP-20589 | Mi-2 | Nizhneudinsk AE | trf | 28mar94 | canx 09apr96 |
| 53 4730 046 | CCCP-20590 | Mi-2 | AFL/East Siberia | rgd | 18jun76 | canx 09apr96 |
| 53 4731 046 | CCCP-20591 | Mi-2 | AFL/Leningrad | rgd | 29jun76 | |
| | CCCP-20591 | Mi-2 | Murmansk Avia | trf | 22nov94 | canx 29apr96 |
| 53 4732 046 | CCCP-20592 | Mi-2 | AFL/Urals | rgd | 04jun76 | initially opb 349 LO Kirovskogo OAO; slightly damaged 24oct78 on a moose-counting flight from Pinyuk to Kirov when flew too low and collided with trees so that both rotors sustained damage; trf to 12 LO Kirovskogo OAO jul88; canx 07aug90 |
| 53 4733 046 | CCCP-20593 | Mi-2 | AFL/Ukraine | toc | 20apr76 | rgd 04jun76; canx 18jul88 |
| 53 4734 046 | CCCP-20594 | Mi-2 | AFL/Ukraine | rgd | 04jun76 | opb 98 LO Chernovitskogo OAO; dbr 19dec78 on a pipeline patrol flight in the Chernovtsy region when landed at an unprepared snow-covered site in mountainous terrain, started to rotate anti-clockwise on touch-down as there was ice under the snow, the left main gear got stuck in soft ground, the tailboom touched the ground and the helicopter rolled over onto its right side, the pilot escaped; struck off charge 26jun79 |
| 53 4735 046 | CCCP-20595 | Mi-2 | AFL/Ukraine | rgd | 18jun76 | in standard 'blue' c/s; seen Yalta 1978; canx 1981 |
| 53 4736 046 | CCCP-20596 | Mi-2 | AFL/North Kavkaz | rgd | 18jun76 | seen Myachkovo 18aug92; displayed in orange c/s with blue cheatline and trim and additional 'GAI' titles at an unknown location (but the identity is not confirmed); seen preserved in Krasnoday city 2017 |
| 53 4737 046 | CCCP-20597 | Mi-2 | AFL/North Kavkaz | rgd | 18jun76 | canx 29jun90 |
| 52 4738 046 | SP-SBA (1) | Mi-2 | OSPL Rzeszów | mfd | apr76 | rgd 15may76; canx 28mar79; see c/n 529541125 |
| | SP-TSC | Mi-2 | Aeropol | rgd | 28mar79 | canx 18nov96 as sold; was displayed in the Harley Davidson & Indian American Museum at Raalte (near Zwolle, Netherlands) from 1997, l/n aug01; was bought by an American who wanted to use the helicopter for a club in the Utrecht region (but the plans fell through); bought by "Tea-for-2"/"Prima Plek caravanstalling" at Buurmalsen (Netherlands) may08, but already seen stored there apr08; bought by Ardoer Vakantiepark 't Akkertien sep12 and repainted in yellow c/s with black trim and small 'akkertien.nl' titles; in use as a hotel room at Noordwal 3, 8325 PP Vollenhove (N52.67624 E5.942293) from mar14 and l/n there 18jul24 |
| 52 4739 046 | SP-SBB | Mi-2 | ZEUS | rgd | 02jun76 | canx 10sep87 after crash Biestrykowice 11jun87 |
| 52 4740 046 | SP-SBC | Mi-2 | ZEUS | rgd | 09jun76 | seen stored at Swidnik 28sep98; converted to a Mi-2plus in early 2003; in blue/grey c/s with red/white trim and stylised 'Mi-2' title; l/n Swidnik 25aug13; CofA expired 05aug14 |
| 52 4741 046 | CCCP-20601 | Mi-2 | AFL/North Kavkaz | rgd | 19jul76 | canx 25dec90 |
| 52 4742 046 | CCCP-20602 | Mi-2 | AFL/North Kavkaz | rgd | 02jul76 | |
| | CCCP-20602 | Mi-2 | Kubanaviausluga | trf | 22feb94 | canx 07dec95 |
| 52 4743 056 | CCCP-20603 | Mi-2 | AFL/North Kavkaz | rgd | 08jul76 | not canx from Soviet register; fate unknown |
| 52 4744 046 | CCCP-20604 | Mi-2 | AFL/North Kavkaz | rgd | 02jul76 | substantially damaged on landing Psebaj 27jun90; canx 25dec90 |
| 52 4745 046 | CCCP-20605 | Mi-2 | AFL/North Kavkaz | rgd | 19jul76 | canx 01aug88 |
| 52 4746 046 | CCCP-20606 | Mi-2 | AFL/Ukraine | rgd | 07jul76 | not canx from Soviet register; fate unknown |
| 52 4747 056 | CCCP-20607 | Mi-2 | AFL/Ukraine | rgd | 07jul76 | canx 24oct88 |
| 52 4748 056 | CCCP-20608 | Mi-2 | AFL/Ukraine | mfd | 24may76 | rgd 15jul76; in standard blue c/s |
| | RA-20608 | Mi-2 | 2nd Kazan Avn Ent. | trf | 27mar95 | still in full Aeroflot c/s including titles; f/n KZN 04sep96; seen wfu at Kazan-Two 15aug01/25jun02, without rotors |
| | UR-20608 | Mi-2 | Universal-avia | no | reports | based at Khmelnytsky; canx 13aug08 |
| 52 4749 056 | CCCP-20609 | Mi-2 | AFL/Ukraine | rgd | 26jul76 | not canx from Soviet register; fate unknown |
| 52 4750 056 | CCCP-20610 | Mi-2 | AFL/Ukraine-TNL | rgd | 13aug76 | canx 24oct88 |
| 52 4801 056 | CCCP-20598 | Mi-2 | AFL/North Kavkaz | rgd | 08jul76 | in standard 'blue' c/s; not canx from Soviet register; sat wfu at Severskaya (Krasnodar region), seen aug19 |
| 52 4802 056 | CCCP-20599 | Mi-2 | AFL/North Kavkaz | rgd | 08jul76 | canx 06sep89 |
| 52 4803 056 | CCCP-20600 | Mi-2 | AFL/North Kavkaz | rgd | 16jul76 | canx 28dec89 |
| 52 4804 056 | CCCP-20611 | Mi-2 | AFL/Ukraine-TNL | rgd | 13aug76 | canx 23aug89 |
| 52 4805 056 | CCCP-20612 | Mi-2 | AFL/Ukraine | rgd | 19jul76 | not canx from Soviet register; fate unknown |
| 54 4806 056 | "01" yellow | Mi-2 | DOSAAF | mfd | 01may76 | in dark green c/s with light grey underside, with titles; the hulk (without tailboom) sat at Kurgan-Logovushka, seen 2013/jul19 |
| | RA-14280 | Mi-2 | Aeroklub RF | rgd | 28may93 | not taken up, see above |
| 51 4807 066 | OK-GIT | Mi-2 | Slov-Air | rgd | 10aug76 | hit a hill in clouds and crashed at Welka Luben, Poland, 26aug85; canx 31dec85 |
| 51 4808 076 | OK-GIU | Mi-2 | Slov-Air | rgd | 10aug76 | |
| | OK-GIU | Mi-2 | Air Transp. Europe | Prs | 25nov92 | |
| | OM-GIU | Mi-2 | Air Transp. Europe | | 1993 | canx 28jan98, confirmed as scrapped |
| 54 4809 056 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4810 056 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4811 056 | "04" yellow | Mi-2 | ROSTO/DOSAAF | | 14jun09 | derelict at Perm-Froly; l/n 01oct10 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 54 4812 056 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4813 056 | not known | Mi-2 | DOSAAF | | | reported as stored at Byelevtsy 09apr19 as RF-14408, but in green c/s while RF-14408 was in dark blue/white c/s |
| 54 4814 056 | no code | Mi-2 | ROSTO Saratov | Rtd | 20aug01 | |
| | "07" yellow | Mi-2 | ROSTO Saratov | Rtd | 04jul06 | wfu, without rotors, in dark green c/s with light blue underside; l/n Saratov-Dubki 08may10 |
| 54 4815 056 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4816 056 | "09" yellow | Mi-2 | Russian Air Force | Che | 26aug02 | seen in MARZ ROSTO at Fedurnovo (Chornoye) 20apr06; seen there again 23jul07, no code; l/n there 04aug08, derelict |
| 52 4817 056 | CCCP-20613 | Mi-2 | AFL/Ukraine | rgd | 21jul76 | canx 20apr90 |
| 52 4818 056 | CCCP-20614 | Mi-2 | AFL/Ukraine | rgd | 21jul76 | crashed on take-off Kumavo 06jun91, overloaded by 731 kg; canx 25jul91 |
| 52 4819 056 | CCCP-20615 | Mi-2 | AFL/Ukraine | rgd | 21jul76 | canx 20jan91 |
| 54 4820 056 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4821 056 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-14298 | Mi-2 | | rgd | 18oct93 | canx but date unknown |
| 54 4822 056 | "12" yellow | Mi-2 | Russian Air Force | Che | 26aug02 | in MARZ ROSTO at Fedurnovo (Chornoye), l/n 25aug03 |
| 54 4823 066 | "14" yellow | Mi-2 | DOSAAF | Eng | jan09 | opb Saratovski UATs im. Gagarina; in dark green c/s with light blue underside; derelict in the open at 356 ARZ at Engels with zero hours left |
| 54 4824 066 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4825 066 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4826 066 | not known | Mi-2 | DOSAAF | | | |
| | RA-23774 | Mi-2 | ROSTO | rgd | 22apr94 | ex DOSAAF; canx but date unknow; the tailboom was fitted to c/n 544148055 which ended up at Vovchansk, see that c/n |
| 54 4827 066 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4828 066 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4829 066 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4830 066 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4831 066 | "22" yellow | Mi-2U | DOSAAF | Eng | jan09 | opb Saratovski UATs im. Gagarina; in dark green c/s with light blue underside; was used by 356 ARZ at Engels as an instructional airframe for the preparation of Mi-2 overhaul in 2002; seen derelict outside jan09 |
| | "80" red | Mi-2U | Soviet Air Force | Eng | 06dec09 | in dark green c/s with light grey underside; preserved in these fake colours as a gate-guard in 356 ARZ at Engels (N51.479135 E46.170662), seen dec09/sep11 |
| 54 4832 066 | "23" yellow | Mi-2 | DOSAAF | no | reports | in dark green c/s with light blue underside, with titles |
| | CCCP-23814 | Mi-2 | Sibavia | rgd | 21jul92 | no reports, see next line !; canx but date unknown |
| | 23814 | Mi-2 | DOSAAF | ph. | may06 | c/n not checked; still in full DOSAAF c/s and still carried code "23" yellow; preserved at Tyungur on the road to Belukha (N50.155919 E86.297078), seen may06/mar08 |
| 54 4833 066 | "24" yellow | Mi-2 | Russian Air Force | Tno | 09may94 | seen in MARZ ROSTO at Fedurnovo (Chornoye) aug02/aug11, derelict |
| 54 4834 066 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4835 066 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4836 066 | "27" yellow | Mi-2 | DOSAAF | mfd | jun76 | based at Logovushka; in olive drab c/s with light grey underside, with titles; preserved in the aviation museum at Kurgan (N55.461137 E65.410681), seen in its original c/s aug03/may13; repainted in dark blue c/s with black engine and gear box cowling, light blue underside and a Russian flag around the tailboom, seen as such 2014/jun22 |
| 54 4837 066 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4838 066 | "29" yellow | Mi-2 | Russian Air Force | Che | 26aug02 | |
| 54 4839 066 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4840 066 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4841 066 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4842 066 | "02" yellow | Mi-2 | Soviet Air Force | Che | 26aug02 | seen in MARZ ROSTO at Fedurnovo (Chornoye) aug02/aug12, derelict |
| 54 4843 066 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4844 076 | "21" yellow | Mi-2 | DOSAAF | mfd | 1980 | seen Kolomna-Korobcheyevo 24aug01 (reported there 21aug04 as "10" yellow, but see below) |
| | RA-3198K | Mi-2 | Valeri Kostomarov | rgd | 28apr04 | Valeri V. Kostomarov; based at Igumnova (Moscow region); included in a listing of FLA aircraft dated 13aug04 as "Taifun"; initially still in basic DOSAAF c/s including the code "21" yellow; seen as such Kolomna-Korobcheyevo 21aug04; sold in 2007; later based at Vikhrevo; repainted in dark blue/light blue c/s, no titles; f/n as such Vikhrevo 28jun09; offered for sale by 'Oleg' 03nov13, with t/t 3,499 hours; seen Vikhrevo 08may16; stored at Vikhrevo, seen sep23 |
| 54 4845 076 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4846 076 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4847 076 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4848 086 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4849 076 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23697 | Mi-2 | | rgd | 28oct92 | canx but date unknown |
| | no reg | Mi-2 | Aeroflot c/s, n/t | Dbr | 09mar02 | appeared to be operational |
| 54 4850 076 | "05" yellow | Mi-2 | DOSAAF | ph. | may06 | in green c/s without markings (code faded); used in derelict condition as a 'target' at a paintball range on ROSTO premises in Moscow-Kuzminki, ul. Zarechye, vl. 3 (N55.687611 E37.769481), seen may06/aug19 |
| 54 4901 076 | "05" yellow | Mi-2 | ROSTO | Dbr | 09may02 | in dark green c/s with light blue underside; hulk sat at Podolsk-Dubrovitsy, l/n feb14 |
| 54 4902 076 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14331 | Mi-2 | AFL/Central Region | rgd | 12may92 | canx 14apr97 as CofA expired 30mar94 |
| 54 4903 076 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4904 076 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | FLARF01092 | Mi-2 | Fed of Light Avn | Mya | 28mar02 | titles ?; c/n not checked |
| | 01092 | Mi-2 | | RZN | 28aug03 | c/n checked |
| 54 4905 076 | "05" yellow | Mi-2 | Russian Air Force | Krb | 24aug01 | l/n Korobcheyevo 25aug03; seen Korobcheyevo 21aug04/18aug05, derelict |
| 54 4906 076 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-23698 | Mi-2 | | rgd | 28oct92 | see next line ! |
| | "04" yellow | Mi-2 | Soviet Air Force | Che | 26aug02 | so never became civil ?; seen in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03/03jul05 unmarked |
| | RA-15639(2) | Mi-2 | dark green c/s | Che | 22aug05 | derelict in MARZ ROSTO at Fedurnovo (Chornoye), l/n sep10, no code; see c/ns 529213045 and 5410110017 |
| 54 4907 076 | not known | Mi-2 | DOSAAF | no | reports | |
| | RA-09 | Mi-2 | ROSTO | ZIA | 24aug95 | also carried code "491" white; opb 2 MGAK; in blue c/s with white and red trim, with 'Aviakompaniya R...' (second word unreadable on the photo) titles and a 2 MGAK logo; l/n 20aug97 |
| | "05" yellow | Mi-2 | ROSTO | ph. | 29jun09 | sat wfu at Dubrovitsy, seen jun09 |
| 54 4908 076 | "10" yellow | Mi-2 | DOSAAF | Krb | 24aug01 | sat derelict at Kolomna-Korobcheyevo, seen aug12 |
| 54 4909 076 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4910 076 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 4911 076 | SP-ZXM | Mi-2 | Polish Air Rescue | rgd | 08sep76 | canx 02nov85 after accident, further details unknown |
| 52 4912 086 | SP-SNA | Mi-2 | PGR | rgd | 17feb77 | based at Strzelin |
| | SP-FSS | Mi-2 | | r/r | 27nov92 | canx 11feb02 as wfu; probably preserved in industrial estate, Rehren, Germany; aircraft without rotors, 'FSS' on boom seen 08jan05; l/n road-running on A30 between Osnabruck and Schuttorf 24aug07, destination as yet unknown |
| 54 4913 086 | "30" yellow | Mi-2 | Russian Air Force | Che | 26aug02 | derelict in MARZ ROSTO at Fedurnovo (Chornoye), l/n aug03 |
| 54 4914 086 | "31" yellow | Mi-2 | Soviet Air Force | Tno | 10jul94 | |
| | RA-31 | Mi-2 | Aviakompaniya Riak | ZIA | 24aug95 | |
| 54 4915 086 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4916 086 | "14" yellow | Mi-2 | Russian Air Force | Che | 26aug02 | derelict in MARZ ROSTO at Fedurnovo (Chornoye), l/n aug08 |
| 54 4917 086 | not known | Mi-2 | DOSAAF ? | no | reports | |
| | no reg | Mi-2 | privately owned | Nvs | 30jan12 | c/n checked; in olive drab/light brown camo c/s, no markings whatsoever |
| | RA-2558K | Mi-2 | privately owned | Nvs | 16jul12 | illegal registration; in olive drab/light brown camo c/s, no titles |
| | no reg | Mi-2 | privately owned | Nvs | 04mar14 | in olive drab/light brown camo c/s, no markings whatsoever; stored at Novorossiya, seen oct16 |
| 54 4918 086 | not known | Mi-2 | DOSAAF | no | reports | |
| | UR-14278(1) | Mi-2 | TSO Ukrayiny | rgd | 27apr93 | canx 13aug08; see c/n 546617040 |
| 54 4919 086 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4920 086 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4921 086 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4922 086 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4923 086 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4924 086 | "01" yellow | Mi-2 | DOSAAF | mfd | 20nov76 | |
| | "01" yellow | Mi-2 | TSO Ukrayiny | ph. | 28may96 | at Vovchansk; opb ASK "Sokol" Vovchansk; in dark green c/s with light blue underside; sat wfu at Vovchansk, seen apr10/sep21 |
| 54 4925 096 | not known | Mi-2 | DOSAAF | mfd | 28dec76 | |
| | CCCP-23816 | Mi-2 | Avialini. Ukrayiny | rgd | 15oct91 | ntu, see below |
| | "01" | Mi-2 | TSO Ukrayiny | Zas | may96 | tie-up correct ?, see below; l/n Zaporizhzhya-Shyroke sep96; seen without code Zaporizhzhya-Shyroke aug97/jun99 |
| | "02" yellow | Mi-2 | TSO Ukrayiny | Zas | 22may18 | in olive drab c/s with light grey underside; sat wfu at Zaporizhzhya-Shyroke, seen may18 |
| 54 4926 086 | not known | Mi-2 | DOSAAF | mfd | 21jan77 | |
| | "03" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | |
| | UR-BBZ | Mi-2 | ZTsLP | Zas | 14sep96 | Zaporizky tsentr lyotnoi pidgotivky at Shyroke; still carried the code "03" yellow; l/n as such Zaporizhzhya-Shyroke 09jul07; canx 13aug08; sat wfu (as just "03" yellow) at Zaporizhzhya-Shyroke, seen apr16/jul18 |
| 54 4927 096 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4928 096 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4929 096 | not known | Mi-2 | Soviet Air Force | mfd | 20nov76 | |
| | "06" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke wfu apr16/may18 |
| 54 4930 096 | not known | Mi-2 | Soviet Air Force | mfd | 19nov76 | |
| | "07" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | l/n Zaporizhzhya-Shyroke 2018 derelict |
| 54 4931 096 | not known | Mi-2 | Soviet Air Force | mfd | 20nov76 | |
| | "08" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke wfu apr16/may18 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 54 4932 096 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "09" yellow | Mi-2 | TSO Ukrayiny | Zas | sep96 | l/n Zaporizhzhya-Shyroke 26aug97 |
| 54 4933 096 | not known | Mi-2 | Soviet Air Force | mfd | 19nov76 | |
| | "10" | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke 11apr16 |
| 54 4934 096 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4935 096 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4936 096 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23602 | Mi-2 | Aeroklub Vyazniki | rgd | 19may93 | |
| 54 4937 096 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4938 096 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4939 096 | "40" yellow | Mi-2 | Russian Air Force | Pso | 14aug01 | |
| 54 4940 096 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4941 096 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4942 096 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4943 106 | "21" yellow | Mi-2 | Russian Air Force | Sms | 21aug02 | |
| 54 4944 106 | not known | Mi-2 | Soviet Air Force | mfd | 30oct76 | f/n Rangsdorf 22jan81 |
| | CCCP-23761 | Mi-2 | Yugavia | rgd | 12dec91 | |
| | RA-23761 | Mi-2 | Kubanaviausluga | trf | 22feb94 | |
| | RA-23761 | Mi-2 | Kubanspetsavia | trf | 10nov98 | leased to Donskaya transportnaya aviakompaniya 16feb00; CofA expired 19feb02; CofR returned 10may06 at the end of the lease; Kubanspetsavia was declared bankrupt 31aug06 |
| 54 4945 106 | "33" yellow | Mi-2 | Soviet Air Force | Wer | 1991 | opb 41 ove; returned to Russia 24apr93 |
| 54 4946 106 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 4947 106 | "18" | Mi-2 | Soviet Air Force | Ran | 21dec82 | |
| | CCCP-23762 | Mi-2 | Yugavia | rgd | 12dec91 | |
| | RA-23762 | Mi-2 | Kubanaviausluga | trf | 22feb94 | canx 19aug97 |
| 54 4948 106 | not known | Mi-2 | Soviet Air Force | Ran | 22sep81 | |
| 54 4949 106 | not known | Mi-2 | Soviet Air Force | Ran | 27jan81 | |
| | UR-VBH | Mi-2 | Motor Sich | rgd | 17may19 | in red/blue c/s; f/n OZH 27may19; l/n IEV 21dec21; canx between 23feb22 and 17jun22 |
| 54 4950 106 | "12" | Mi-2 | Soviet Air Force | Ran | 31may82 | |
| 4951 | -- | Mi-2 | | | | static test airframe |
| 54 5001 106 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5002 106 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5003 106 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5004 106 | "14" red | Mi-2 | Soviet Air Force | no | reports | opb 5 uve 484 uvp SVVAUL at Syzran by 1986 |
| | "19" white | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n Minsk-Borovaya in late 1997 |
| 54 5005 106 | "51" red | Mi-2 | Soviet Air Force | ph. | 27mar08 | preserved in the Central Museum of the Armed Forces in Moscow; initially in faded olive drab c/s, seen as such mar08/apr11; repainted in grey c/s, seen as such feb13/mar13 |
| | "51" yellow | Mi-2 | Soviet Air Force | ph. | 14jun14 | in olive drab c/s with light blue underside; preserved in the Central Museum of the Armed Forces in Moscow (N55.784307 E37.617839), seen jun14/aug19 |
| 54 5006 106 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5007 116 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5008 106 | "80" yellow | Mi-2 | Soviet Air Force | | | |
| | RA-23672 | Mi-2 | General Leasing | rgd | 25nov92 | canx 17feb95; seen RZE may95/sep98 in poor condition, no titles |
| 54 5009 116 | "55" yellow | Mi-2 | Soviet Air Force | no | reports | opb 2 uve 484 uvp SVVAUL at Syzran by 1986 |
| 54 5010 116 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5011 116 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5012 116 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 5013 106 | SP-SHA | Mi-2 | C.S.R.G | rgd | 11nov76 | canx 30apr85 |
| | SP-SXE | Mi-2 | Polish Air Rescue | rgd | 30apr85 | seen Katowice 26jun99 with 'Turavia' titles; crashed 20sep99 at Katowice; canx 04mar02 |
| 52 5014 116 | SP-SLA | Mi-2 | ZEUS | rgd | 13dec76 | canx 11feb77 |
| | YI-AIB | Mi-2 | Dept of Agricult. | rgd | 11dec77 | registration date correct ?; seen destroyed in Baghdad city in 2003 |
| 52 5015 116 | SP-SLB | Mi-2 | ZEUS | rgd | 13dec76 | canx 11feb77 |
| | YI-AIC | Mi-2 | Dept of Agricult. | rgd | 11dec77 | registration date correct ? |
| 52 5016 116 | SP-SLC | Mi-2 | ZEUS | rgd | 13dec76 | canx 11feb77 |
| | YI-AID | Mi-2 | Dept of Agricult. | rgd | 11dec77 | registration date correct ? |
| 52 5017 116 | SP-SLD | Mi-2 | ZEUS | rgd | 13dec76 | canx 11feb77 |
| | YI-AIE | Mi-2 | Dept of Agricult. | rgd | 11dec77 | registration date correct ? |
| 52 5018 116 | SP-SLE | Mi-2 | ZEUS | rgd | 13dec76 | canx 11feb77 |
| | YI-AIF | Mi-2 | Dept of Agricult. | rgd | 11dec77 | registration date correct ? |
| 53 5019 116 | SP-GWH | Mi-2 | Urzad Woj | rgd | 29dec76 | |
| | SP-GWH | Mi-2 | AK Czestochowa | rgd | 19jan81 | crashed 12apr02 at Kuznica, seen CZW may02/may04, hangared with severe damage, rotor blades broken off at the hub and rear of tail-boom missing; canx 23oct02 |
| 51 5020 116 | SP-ZXP | Mi-2 | Polish Air Rescue | rgd | 06jan77 | in blue/white c/s with orange cheatline and 'Lotnicze Pogotowie Ratunkowe' titles; sat wfu at BZG, seen mar96/dec03; canx 04mar02 as wfu; offered for sale in 2006; was displayed in the PALIS (Promotion of Glorious Historical Collections) Foundation at Athens, with the last three letters of registration painted out and the additional inscription 'Wawrzaszek', seen jul10; moved to a storage site near Kalivia (E37.865293 E23.826596), seen jan19 |
| 51 5021 126 | 211 | Mi-2 | Bulgarian AF | mfd | 30may77 | c/n checked; opb 44 VAP at Plovdiv-Krumovo; seen stored at PDV sep99/aug02; sold to Florida Speciality Vehicles Inc. 30apr04; t/t 1,236 hours |
| | N211PZ | Mi-2 | Mi-2 # 211 LLC | rgd | 20nov06 | Mi-2 # 211 LLC of Irving, TX; in dull brown c/s with large code "211" white above the cabin; seen Lancaster, TX 31oct09, active; seen with Red Stars in the Cold War museum at Lancaster 15may10, airworthy |
| | N211PZ | Mi-2 | University of Iowa | rgd | 26mar12 | owned by the State of Iowa; in fantasy camo c/s with the large code "211" red above the cabin; f/n as such Oshkosh 25jul12; seen with a digital cockpit Oshkosh 24jul15; new CofA issued 08aug17; l/n active Oshkosh 24jul19; current on register 22feb22 with a CofR expiry date of 31mar24 |
| 53 5022 116 | CCCP-20616 | Mi-2 | AFL/West Siberia | rgd | 18mar77 | |
| | CCCP-20616 | Mi-2 | AFL/Kazakhstan | trf | 09aug88 | in orange c/s with blue cheatline and trim; damaged 24may91 while taxiing at Aktobe when rolled over onto its side; f/n AKX 25apr93, stored |
| 51 5023 116 | CCCP-20617 | Mi-2 | Aeroflot | | | registration and c/n not in Soviet register !; crashed before delivery ? |
| 53 5024 116 | CCCP-20618 | Mi-2 | AFL/East Siberia | rgd | 23mar77 | canx 1979 |
| 53 5025 126 | CCCP-20619 | Mi-2 | AFL/Latvia | rgd | 11apr77 | f/n RSC 28aug93; l/n RSC 10sep93; sold to the UK and arrived at Liverpool docks 27oct93; sat wfu (in reddish-brown c/s, at first still as CCCP-20619, later without registration) at Hawarden, seen apr98/aug17 (probably mentioned jul21) |
| | YL-LHO (1) | Mi-2 | MAK | rgd | 27oct93 | allocated but ntu; canx 18may91; see c/n 5311119020 |
| | 153 | Mi-2 | Latvian Air Force | | | allocated but ntu |
| 53 5026 126 | CCCP-20620 | Mi-2 | AFL/East Siberia | rgd | 13apr77 | in orange c/s with blue cheatline and trim |
| | RA-20620 | Mi-2 | Nizhneudinsk AE | trf | 28mar94 | in orange c/s with blue cheatline and trim; w/o 19aug95 on a forest patrol flight in the Tulun district of the Irkutsk region when took off from a site at a height of 1,480 metres on the shore of lake Bezymyannoye on the upper reaches of the river Kirei (near Byelaya Zima), lost height while accelerating over the water surface and crashed into the lake, 1 of the 3 passengers drowned while the other 2 and both crew escaped unhurt; canx 09apr96; the wreck was recovered from the lake and was extant on its shore by jun14 |
| 53 5027 126 | CCCP-20621 | Mi-2 | AFL/East Siberia | rgd | 13apr77 | turned over on landing Nudinsk 26dec90; canx 09apr91 |
| 53 5028 126 | CCCP-20622 | Mi-2 | AFL/East Siberia | rgd | 13apr77 | was reported for Shakhty Air; canx 09apr96 |
| 53 5029 126 | CCCP-20623 | Mi-2 | AFL/Urals | rgd | 14mar77 | opb Kirovski OAO |
| | RA-20623 | Mi-2 | Kirov Avn Enterpr. | trf | 18apr94 | already canx 17mar94 |
| 53 5030 126 | CCCP-20624 | Mi-2 | AFL/Urals | rgd | 14mar77 | opb Kirovski OAO; damaged 15jul91 on landing at Rozhki (Malmyzh district of the Kirov region) when rolled over onto its side due to pilot error; repaired |
| | RA-20624 | Mi-2 | Kirov Avn Enterpr. | trf | 1994 | dbr 27jan94 on a pipeline patrol flight from Malmyzh to Rozhki when encountered difficult weather conditions (low clouds) on landing, collided with a high-voltage power-line and crashed, the pilot was killed; canx 25jul94 |
| 53 5031 126 | CCCP-20625 | Mi-2 | AFL/West Siberia | rgd | 29mar77 | |
| | CCCP-20625 | Mi-2 | Kolpashevo Avn Ent | trf | 26jan94 | canx 23apr96 |
| 51 5032 126 | SP-ZXO | Mi-2 | Polish Air Rescue | rgd | 06jan77 | seen KRK 26jun02; crashed at Knurów near Gliwice 03jun03; canx 11dec03; see c/n 5111301054 |
| 53 5033 126 | CCCP-20626 | Mi-2 | AFL/Ukraine-IFO | mfd | 28jan77 | rgd 07apr77; opb 417 LO Ivano-Frankovskogo OAO; w/o 19apr84 on a transport flight for geologists when the right engine failed (due to fatigue fissures in a welding seam) on approach to a landing site near Rozhnyatov (Ivano-Frankovsk region), the helicopter lost height, collided with a high-voltage power-line and crashed, pilot and 4 of the 6 passengers killed and both survivors injured; t/t 3,560 hours 26 minutes and 5,958 cycles; canx 10jul84 |
| 53 5033 126 | CCCP-20626 | Mi-2 | AFL/Ukraine-IFO | mfd | 28jan77 | rgd 07apr77; opb 417 lo; w/o 19apr84 on a transport flight for geologists when crashed on approach to a landing site near Rozhnyatov (Ivano-Frankovsk region) after the right engine had failed (due to fatigue fissures in a welding seam), pilot and 4 of the 6 passengers killed; t/t 3,560 hours 26 minutes and 5,958 cycles; canx 10jul84 |
| 53 5034 126 | CCCP-20627 | Mi-2 | AFL/Ukraine | rgd | 07apr77 | photo exists with additional 'GAI' titles; not canx from Soviet register; fate unknown |
| 53 5035 126 | CCCP-20628 | Mi-2 | AFL/Privolzhsk | rgd | 25may77 | canx 07jun90 |
| 53 5036 126 | CCCP-20629 | Mi-2 | AFL/Privolzhsk | rgd | 25may77 | canx 1987 |
| 53 5037 126 | CCCP-14344 | Mi-2 | AFL/Privolzhsk | rgd | 30may77 | canx 21apr92 |
| 51 5038 126 | SP-ZXN | Mi-2 | Polish Air Rescue | rgd | 29jan77 | canx 04mar02 as wfu; reported for sale 2006 |
| | SP-ZXN | Mi-2 | Szkola Aspirantow | rgd | mar09 | owner is Szkola Aspirantow Panstwowej Strazy Pozarnej in Kraków |
| 51 5039 017 | SP-SHO | Mi-2 | Urzad Morski | rgd | 17feb77 | f/n GDN 01jul95; damaged 11jun96 when had an accident at Gdansk; repaired; f/n airworthy again GDN 04oct03; repainted in blue/white c/s; f/n as such GDN 15mar11; l/n operational Gdynia 25jun14; canx 12mar15 as 'scrapped' |
| | UR-OBC | Mi-2 | V.S. Ostapenko | rgd | 18jul16 | V.S. Ostapenko of Pervomaisk; current on register 10mar23 |
| 51 5040 017 | SP-ZXR | Mi-2 | Polish Air Rescue | rgd | 10feb77 | sat wfu at Zielona Góra-Przylep, seen oct95/may04; canx 04mar02 as wfu; offered for sale 2006; lifted into a container at Zielona Góra-Przylep 19apr09 and transported to Buk; seen without rotor at Buk |

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|---|---|---|---|---|---|---|
| | | | | | | 04jul09; arrived by truck at Allstedt (Germany) 05aug09; preserved in the collection of Jürgen Jeder at Allstedt, seen 20aug09 with just the tail rotor fitted, still in faded ambulance c/s including titles |
| 53 5041 126 | SP-SWH | Mi-2 | Aeropol | rgd | 22mar77 | canx 11feb02 as wfu |
| 53 5042 126 | SP-SWI | Mi-2 | Aeropol | rgd | 22mar77 | crashed Raciborz 21may80; canx 24jul80 |
| 54 5043 126 | CCCP-14345 | Mi-2 | AFL/Central Region | rgd | 20jul77 | |
| | RA-14345 | Mi-2 | Lipetsk Avn Ent. | trf | 19oct93 | canx 18mar97 |
| 54 5044 017 | CCCP-14346 | Mi-2 | AFL/Central Region | rgd | 22mar77 | |
| | CCCP-14346 | Mi-2 | AFL/Kremenchug FS | trf | 08may80 | not canx from Soviet register; fate unknown |
| 54 5045 017 | CCCP-14347 | Mi-2 | AFL/Yakutiya | mfd | 31jan77 | rgd 01jun77; opb Maganski OAO; severely damaged 05oct86; canx 29dec89 as a repair would not be economically viable; t/t 4,726 hours; scrapped |
| 54 5046 017 | CCCP-14348 | Mi-2 | AFL/East Siberia | rgd | 13apr77 | |
| | RA-14348 | Mi-2 | Nizhneudinsk AE | trf | 23aug94 | canx 09apr96 |
| 54 5047 017 | CCCP-14349 | Mi-2 | AFL/West Siberia | rgd | 18mar77 | canx 15dec93 |
| 54 5048 017 | CCCP-14350 | Mi-2 | AFL/West Siberia | rgd | 31mar77 | trf 31mar94 to ??; canx 20dec95 |
| 54 5049 017 | CCCP-14351 | Mi-2 | AFL/Ukraine | rgd | 07apr77 | later UR-14351 |
| | UR-14351 | Mi-2 | Avialini. Ukrayiny | rgd | 14may93 | opb Universal-avia at Ivano-Frankivsk; canx 12may95 |
| | HA-BFA | Mi-2 | Jet Stream Air | rgd | 29apr94 | leased from Universal-avia Ivano-Frankivsk; in blue/white c/s, titles not reported; seen Budakeszi-Farkashegy 23oct94/20oct96; returned 1997; CofA expired 14may97 but current on register jan04; l/n IFO 30jun99; sat wfu at Ivano-Frankivsk, seen aug08/nov19 |
| 54 5050 017 | CCCP-14352 | Mi-2 | AFL/Ukraine-TNL | rgd | 05apr77 | training version; not canx from Soviet register; fate unknown |
| 52 5101 017 | CCCP-14353 | Mi-2 | AFL/Central Region | rgd | 17may77 | canx 10feb82 |
| 52 5102 017 | CCCP-14354 | Mi-2 | AFL/Central Region | mfd | 21feb77 | rgd 17may77; opb Kostromskoi OAO |
| | RA-14354 | Mi-2 | Kostroma Avn Ent. | trf | 17may94 | in orange c/s with blue cheatline and trim; canx 16jan01; preserved on a pole near Kostroma airport (N57.807574 E41.012452), f/n in summer 2004; seen without markings sep12/jul13; repainted in silver/dark blue c/s with red and light blue trim, with 'Kostromskoye Aviapredpriyatiye' titles and registration, seen as such mar21/aug23 |
| 52 5103 017 | CCCP-14355 | Mi-2 | AFL/Central Region | rgd | 20jul77 | |
| | RA-14355 | Mi-2 | Lipetsk Avn Ent. | trf | 19mar93 | canx 18mar97 |
| 52 5104 017 | CCCP-14356 | Mi-2 | AFL/Central Region | mfd | 21feb77 | rgd 08apr77; opb 9 LO Ivanovskogo OAO; w/o 18jan90 on a technical check flight from Ivanovo when the pilot probably suffered a heart attack 28 minutes into the flight and lost control so that the helicopter went out of control, entered a dive, crashed 20 metres from the HQ of Ivanovski OAO and caught fire, both crew (a pilot and an aircraft mechanic) killed; t/t 5,375 hours 28 minutes and 18,030 ? (given in the accident report as 1,803) cycles; canx 09sep90 |
| 52 5105 017 | CCCP-14357 | Mi-2 | AFL/West Siberia | mfd | 21feb77 | rgd 18mar77 |
| | CCCP-14357 | Mi-2 | AFL/Kazakhstan | trf | 30jun88 | opb 10 LO Ust'-Kamenogorskogo OAO; w/o 20dec88 on the leg from KS-14 to Khromtau of a flight from KS-14 to Aktyubinsk in support of Krasnooktyabrskoye LPU with 8 passengers on board and the MTOW exceeded by 439 kg when encountered below-minima weather conditions (fog) near Khromtau, the pilot decided to land on a helipad near a gas pipeline 6 km south of Khromtau, but lost spatial orientation during final approach so that the helicopter came down very hard and was destroyed, 2 of the 8 passengers killed, 4 passengers and the pilot seriously injured and 2 passengers slightly injured; t/t 6,620 hours and 12,266 cycles; canx 30jan89 |
| 52 5106 017 | CCCP-14358 | Mi-2 | AFL/West Sib.-BAX | mfd | 28feb77 | rgd 13apr77; opb 118 LO Barnaulskogo OAO; w/o 30jun79 on a crop-spraying flight for the kolkhoz (collective farm) "Krasnaya Gvardiya" in the Zmeinogorsk district of the Altai region when the VR-2 main gear box failed at low height, the main rotor lost momentum and the helicopter crashed into the slope of a hill near Bespalovski, pilot killed; t/t 1,392 hours and 3,397 cycles; struck off charge probably 24oct79 |
| 52 5107 017 | CCCP-14359 | Mi-2 | AFL/West Siberia | rgd | 13apr77 | |
| | CCCP-14359 | Mi-2 | Kolpashevo Avn Ent | trf | 26jan94 | canx 15mar96 |
| 52 5108 017 | CCCP-14360 | Mi-2 | AFL/Ukraine | rgd | 07apr77 | |
| | UR-14360 | Mi-2 | Avialini. Ukrayiny | no | reports | opb Universal-avia at Ivano-Frankivsk |
| | HA-BFU | Mi-2 | Long Star 2000 Kft | rgd | 01nov95 | leased from Universal-avia Ivano-Frankivsk; wfu 15nov97 (when the CofA expired); in basic 'blue' Aeroflot c/s, titles not reported; f/n IFO 30jun99; current on register feb04, but the CofA was never renewed; l/n IFO aug08, derelict |
| 52 5109 027 | CCCP-14361 | Mi-2 | AFL/Ukraine | mfd | 21feb77 | rgd 11apr77; opb 252 LO of Zavodskoi OAO; w/o 11apr79 on the leg from Suprunovka to Balyasnoye of a flight from Poltava to Oposhnya in poor weather (in support of the Poltava Gas Field Directorate) when the tail rotor probably suffered from a bird-strike so that the helicopter went out of control, lost height, crashed on the outskirts of Trirogovo 13.5 km from Poltava airport (N49°41' E34°20') and caught fire, pilot killed; t/t 1,108 hours; canx 1979 |
| 52 5110 027 | CCCP-14362 | Mi-2 | AFL/Ukraine | rgd | 11apr77 | |
| | UR-14362 | Mi-2 | not noted | UDJ | 08sep96 | l/n UDJ 30jun99 but reported as CCCP-, UR- faded ? |
| 52 5111 027 | CCCP-14363 | Mi-2 | AFL/Ukraine | rgd | 11apr77 | canx 23dec91 |
| 52 5112 027 | CCCP-14364 | Mi-2 | AFL/North Kavkaz | rgd | 13apr77 | canx from the Russian register but date unknown |
| 52 5113 027 | CCCP-14365 | Mi-2 | AFL/North Kavkaz | rgd | 13apr77 | canx 06sep89 |
| 52 5114 027 | CCCP-14366 | Mi-2 | AFL/North Kavkaz | rgd | 13apr77 | canx 03dec90 |
| 52 5115 027 | CCCP-14367 | Mi-2 | AFL/GosNII GA | rgd | 23jun77 | |
| | CCCP-14367 | Mi-2 | AFL/West Siberia | trf | 07aug78 | |
| | CCCP-14367 | Mi-2 | Kolpashevo Avn Ent | trf | 26jan94 | canx 23apr96 |
| | UR-14367 | Mi-2 | not noted | UDJ | 08sep96 | |
| 54 5116 027 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5117 027 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5118 027 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "18" yellow | Mi-2 | DOSAAF | Vom | 07may10 | stored; still present feb15 |
| 54 5119 027 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5120 037 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5121 037 | "07" yellow | Mi-2 | Soviet Air Force | BQS | 20apr97 | |
| 54 5122 037 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5123 037 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5124 037 | "03" yellow | Mi-2 | Russian Air Force | Che | 26aug02 | |
| 54 5125 037 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5126 037 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5127 037 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5128 037 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5129 037 | "19" yellow | Mi-2 | Soviet Air Force | BQS | 20apr97 | |
| 54 5130 037 | not known | Mi-2 | Soviet Air Force | mfd | 08apr77 | |
| | "11" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke wfu apr16/may18 |
| 54 5131 047 | not known | Mi-2 | Soviet Air Force | mfd | 23apr77 | |
| | "12" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke jul18 |
| 54 5132 047 | not known | Mi-2 | Soviet Air Force | mfd | 26apr77 | |
| | "14" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke 11apr16 |
| 54 5133 047 | not known | Mi-2 | Soviet Air Force | mfd | 23apr77 | |
| | "15" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke wfu apr16/may18 |
| 54 5134 047 | not known | Mi-2 | Soviet Air Force | mfd | 28apr77 | |
| | "16" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke wfu apr16/may18 |
| 54 5135 047 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5136 047 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5137 047 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5138 047 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23650 | Mi-2 | Tatarst. Aeroclub | rgd | 17feb93 | Tsentralny Aeroklub Respubliki Tatarstan; canx 25feb00 |
| 54 5139 047 | CCCP-14368 | Mi-2 | AFL/Ukraine | rgd | 20jun77 | not canx from Soviet register; fate unknown |
| 54 5140 037 | CCCP-14369 | Mi-2 | AFL/Privolzhsk | rgd | 30may77 | canx 24oct88 |
| 52 5141 027 | SP-SBE | Mi-2 | ZEUS/Heliseco | rgd | 04apr77 | seen Grudziadz-Lisie Katy 27apr96 |
| | SP-FDM | Mi-2 | Turavia | r/r | 20feb97 | photo Katowice-Muchowiec jun99, no rotors, 'Turavia' titles; canx 11feb02 as wfu; l/n 15aug07 |
| 52 5142 027 | SP-SBF | Mi-2 | ZEUS | rgd | 04apr77 | crashed Swidnik 07dec79; canx 29jan80 |
| 52 5143 027 | SP-SBG | Mi-2 | ZEUS/Heliseco | rgd | 25mar77 | seen stored at Swidnik oct95/sep96; canx 16jan97 as wfu; was preserved at Helico heliport (north of Antwerp) from 31dec99 and seen there with the fake registration RJ-DAW jul00/may03; moved to the heliport at Sint-Truiden by apr03; sat on a trailer at caravan-dealer Oostappen at Asten-Heusen (Netherlands), seen 15feb04/jan08; moved to the Kranenvenweg at Ommel mar08, still marked 'RJ-DAW'; moved to a used-car dealer at Hogeweg 38 at Lierop (Netherlands), seen 06nov09/25apr10; painted in yellow c/s with large 'Lierop' and 'b.verstappen.com' titles, seen 20jun10/12jun12, but gone by 13jun12; moved to Stroe, seen there with 'Heli Handler' titles 14sep13; moved to the BOCAS Brandweer Opleidingscentrum (Fire Brigades Training Centre) Amsterdam-Amstelland at Sloterweg 527, 1171 VG Badhoevedorp, Schiphol (N52.32038 E4.7494242), still in yellow c/s with logos, a small black SP-SBG on the main rotor pylon and black 'DUTCH HELI DAY 2015' on the tail-boom, seen as such mar14/oct21 |
| 52 5144 027 | SP-SBH | Mi-2 | ZEUS/Heliseco | rgd | 04apr77 | stored at Swidnik, seen oct95/sep96; canx 16jan97 as wfu; sold to a private person at Lublin mar99; preserved in camo c/s with red 'VIP' titles at Dzwirzyno (N54.57652 E15.399121) from at least may06, l/n sep21 |
| 52 5145 027 | SP-SNK | Mi-2 | PGR | rgd | 18apr77 | |
| | SP-FHI | Mi-2 | ZIPiS/Alsi | r/r | 19jul92 | seen Poznan 25jun95; canx 23aug96; seen Lódz 31aug98; stored with a dealer at Buk, seen aug14 |
| 52 5146 037 | SP-SBK | Mi-2 | ZEUS | rgd | 04apr77 | canx 07aug78, probably after accident |
| 52 5147 037 | SP-SBL | Mi-2 | ZEUS | rgd | 13apr77 | seen Swidnik 05jul00 on overhaul; in Heliseco fleet list early 2000; CofA expired 16sep00; stored at Swidnik, seen oct07; canx 04mar08; stored at the Heliseco compound at Swidnik, seen nov14/mar21 |
| 52 5148 037 | SP-SBM | Mi-2 | ZEUS | rgd | 23apr77 | crashed Bilbies (Egypt) 19aug78; canx 27nov78 |
| 52 5149 037 | SP-SBN | Mi-2 | ZEUS | rgd | 23apr77 | canx 29may85 |
| | SU-BHY | Mi-2 | Aviation Int Co | rgd | early85 | canx 26sep85 |
| | SP-SBN | Mi-2 | ZEUS/Heliseco | rgd | 10mar86 | in Heliseco fleet list early 2000; converted to a Mi-2plus; f/n as such Lublin 22aug03; in blue/white/red c/s; l/n operational Torun 27jun11; stored at the Heliseco compound at Swidnik, seen aug13/mar21 |

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|---|---|---|---|---|---|---|
| 52 5150 047 | SP-SBO | Mi-2 | WSK Swidnik | rgd | 13may77 | f/n LBG 11jun77; canx 21jan78 |
| | N51946 | Mi-2 | Melex USA | rgd | 22mar78 | Melex USA Inc. of Raleigh, NC; canx 03mar81 |
| | SP-SBO | Mi-2 | WSK Swidnik/Helis. | rgd | 25feb81 | seen Swidnik sep96/26oct07, stored; canx 16jan97 as wfu |
| 52 5201 047 | SP-SBI | Mi-2 | ZEUS/Heliseco | rgd | 19may77 | canx 16jan97 as wfu Swidnik; sold mar98 to private person in Zofiowka, fate unknown |
| 54 5202 047 | "01" yellow | Mi-2 | Soviet Air Force | KLF | 17aug99 | l/n KLF aug01 |
| 54 5203 047 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23603 | Mi-2 | Aeroklub Vyazniki | rgd | 19may93 | |
| 54 5204 047 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5205 047 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5206 047 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "43" yellow | Mi-2 | DOSAAF | Vom | 07may10 | |
| | no code | Mi-2 | Transneft' | ph. | 20aug13 | in silver c/s with light blue cheatline; preserved on the premises of the "Trassneft'" petrol station and the café "Ponchiki i Blinchiki" at km 58 of the Simferopol Chaussee (N55.253317 E37.530077); l/n without titles 20aug13; f/n with titles 26aug15, l/n aug24 |
| 54 5207 057 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23651 | Mi-2 | Tatarst. Aeroclub | rgd | 17feb93 | Tsentralny Aeroklub Respubliki Tatarstan; canx 25feb00 |
| 54 5208 057 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5209 057 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5210 057 | "34" yellow | Mi-2 | DOSAAF | Ivy | 19aug03 | in olive drab c/s with light grey underside, and unknown badge on the cockpit door and a Russian flag plus the inscription 'Rossiya' on the tailboom; stored at Ivanovo-Yasyunikha, seen jun12/dec24 |
| 54 5211 057 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23604 | Mi-2 | Aeroklub Vyazniki | rgd | 19may93 | |
| 54 5212 057 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23605 | Mi-2 | Aeroklub Vyazniki | rgd | 19may93 | canx but date unknown |
| 54 5213 057 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "09" yellow | Mi-2 | DOSAAF | Vom | 07may10 | stored, still present feb15 |
| 54 5214 057 | not known | Mi-2 | Soviet Air Force | mfd | 28may77 | |
| | "18" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke apr16/2018 derelict |
| 54 5215 057 | not known | Mi-2 | Soviet Air Force | mfd | 27may77 | |
| | "19" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke wfu apr16/may18 |
| 54 5217 057 | "72" yellow | Mi-2 | Russian Air Force | Che | 25aug03 | derelict |
| | "10" yellow | Mi-2 | DOSAAF | Vom | 07may10 | stored |
| 54 5218 057 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23631 | Mi-2 | | rgd | 29apr94 | |
| 54 5219 057 | "72" yellow | Mi-2 | Russian Air Force | Che | 26aug02 | seen in MARZ ROSTO at Fedurnovo (Chornoye) aug02/aug12, derelict |
| 54 5220 057 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5221 057 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 5222 057 | SP-SNB | Mi-2 | D.K.H.Z. | rgd | 08jul77 | crashed Niedzwiedz 19nov80; canx 29dec81 |
| 52 5223 057 | SP-SEB | Mi-2 | ZEUS | rgd | 29jun77 | canx 10nov77 fate unknown |
| 52 5224 057 | SP-SEC | Mi-2 | ZEUS | rgd | 08jun77 | crashed Abobak 07jun78; canx 27nov78 |
| 52 5225 067 | SP-SED | Mi-2 | ZEUS | rgd | 27jun77 | crashed Zapowa 03apr85; canx 18jun85 |
| 52 5226 067 | SP-SEE | Mi-2 | ZEUS | rgd | 15jul77 | involved in accident 13jun79, details unknown; canx 26oct79 |
| 52 5227 067 | SP-SEF | Mi-2 | ZEUS | rgd | 15jul77 | l/n Szczecin-Dabie 05may91; in Heliseco fleet list by early 2000; canx 28oct02 as sold to the Italian company 'Jet-1A International S.P.A' aug02; seen CAG 12sep02 in white/light blue c/s with red titles |
| | no reg | Mi-2 | Medevac | RKT | 2007 | c/n plate in cockpit checked 02oct08; believed to be owned by Phoenix Aviation which went out of business (they had planned to import 20 Mi-2s into the region); in white c/s with red trim, 'Medevac' titles and logos; arrived by road at RKT, seen there in bad condition apr09/nov21 |
| 52 5228 067 | CCCP-14370 | Mi-2 | AFL/Central Region | rgd | 16aug77 | f/n SXF 10jul90; canx 18apr91 as to Poland |
| | SP-FHA | Mi-2 | EXIN | rgd | 19aug91 | w/o 26jul92 when crashed near Budy Lancuckie; canx 25feb93 |
| 52 5229 067 | CCCP-14371 | Mi-2 | AFL/Centr.Reg.-LPK | rgd | 11aug77 | opb Lipetski OAO; dbr 21feb90 on an ambulance flight when the crew lost orientation in below-minima weather conditions (poor visibility) and descended too low, after hopping over a high-voltage power-line near Khvorostyanka (Dobrinka district of the Lipetsk region) the helicopter plunged and crashed, no casualties; canx 20jan91 |
| 52 5230 067 | CCCP-14372 | Mi-2 | AFL/Central Region | rgd | 15aug77 | |
| | RA-14372 | Mi-2 | Aeroflot | rgd | 09nov93 | f/n IWA jul98; was reported damaged on landing Gorodische 04jun91; canx 07jul98 but remains seen as CCCP-14372 IWA 04aug01 and 30mar02; gone by aug04 and probably scrapped |
| 52 5231 067 | CCCP-14373 | Mi-2 | AFL/West Siberia | rgd | 15aug77 | |
| | RA-14373 | Mi-2 | Aeroflot | OMS | 1994 | canx 22nov95 |
| 52 5232 067 | CCCP-14374 | Mi-2 | AFL/West Siberia | rgd | 15aug77 | canx 31jan94 |
| 52 5233 067 | CCCP-14375 | Mi-2 | AFL/West Siberia | rgd | 15aug77 | canx from the Russian register but date unknown |
| | RA-14375 | Mi-2 | Krechet | ph. | may03 | at PPK-Ichlichia heliport; not on the register by mar03 |
| 52 5234 067 | CCCP-14376 | Mi-2 | AFL/West Sib.-BAX | mfd | 29jun77 | rgd 15aug77; opb 13 LO Barnaulskogo OAO; w/o 17may90 on the leg from a landing site near Tyagun (Zarinsk district of the Altai region) of a gravimetric survey flight from Novokuznetsk in support of the Altai geophysical expedition when collided with a 200 kV power-line immediately after take-off and crashed, 1 of the 2 crew killed and the other one as well as all 3 passengers injured; t/t 6,659 hours and 12,975 cycles; canx 28jun90 |
| 52 5235 067 | CCCP-14377 | Mi-2 | AFL/West Siberia | UKK | 22apr93 | |
| | CCCP-14377 | Mi-2 | AFL/Kazakhstan | trf | 20mar89 | |
| | UN-14377 | Mi-2 | Aeroflot | UKK | 25may94 | still carrying 'Aeroflot' titles this date |
| 52 5236 067 | CCCP-14378 | Mi-2 | AFL/West Siberia | rgd | 16aug77 | |
| | CCCP-14378 | Mi-2 | Aerokuznetsk | trf | 31mar94 | canx 11jul97; in dec99 fleet list as scrapped |
| 52 5237 067 | CCCP-14379 | Mi-2 | AFL/West Siberia | rgd | 19aug77 | canx 27jul79 |
| 52 5238 067 | CCCP-14380 | Mi-2 | AFL/West Siberia | rgd | 29aug77 | |
| | CCCP-14380 | Mi-2 | Kolpashevo Avn Ent | trf | 26jan94 | canx 20apr96 |
| 52 5239 067 | CCCP-14381 | Mi-2 | AFL/Ukraine | rgd | 18aug77 | |
| | UR-14381 | Mi-2 | Bukovyna | no | reports | based at Chernivtsi; canx 13aug08 |
| 52 5240 077 | CCCP-14382 | Mi-2 | AFL/Ukraine | rgd | 20sep77 | |
| | UR-14382 | Mi-2 | Aeroflot | SIP | 15sep96 | |
| 52 5241 077 | CCCP-14383 | Mi-2 | AFL/Ukraine | rgd | 20sep77 | |
| | UR-14383 | Mi-2 | Aeroflot c/s, n/t | SIP | 15sep96 | |
| 51 5242 077 | 5242 | Mi-2D | Polish Air Force | d/d | 26oct77 | seen Tomaszów Mazowiecki 24jan10; damaged 17feb10 when experienced a problem during take-off for a test flight from Bydgoszcz when came down hard, the left main gear collapsed and the helicopter rolled over onto its left side, both crew members and the sole passenger escaped unhurt |
| | '6947' | Mi-2D | Polish Air Force | | | in green/brown camo c/s; preserved (with the tailboom of c/n 566947120 which is in different colours) at the Bydgoszcz University of Technology and Life Sciences, seen aug13/mar21 |
| 51 5243 077 | 5243 | Mi-2D | Polish Army | d/d | 22oct77 | opb 56. BLot; l/n Inowroclaw 20may23, active |
| 51 5244 077 | 5244 | Mi-2 | Polish Air Force | d/d | 10oct77 | opb 49. BLot; l/n Mieroslawiec 27nov18 |
| 51 5245 077 | 5245 | Mi-2 | Polish Air Force | d/d | 10oct77 | l/n QYD 20apr98 |
| | 5245 | Mi-2 | Polish Navy | QYD | 07aug08 | opb 43. BlotM; in grey c/s with titles in English on the left side and in Polish on the right side; l/n Bydgoszcz 17dec21 |
| 51 5246 077 | 5246 | Mi-2 | Polish Air Force | d/d | 01oct77 | destroyed in fatal accident 23dec81; wfu 21jan82 |
| 51 5247 077 | 5247 | Mi-2 | Polish Army | d/d | 01oct77 | opb 56. BLot; was stored at Inowroclaw-Latkowo, seen may12/may15; preserved in Muzeum Obrony Przeciwlotniczej Wojska Polskiego at Koszalin (N54.190407 E16.211355), seen may16/may18 |
| 52 5248 077 | CCCP-14384 | Mi-2 | AFL/Ukraine | rgd | 30aug77 | f/n may80 at Gross Kreuz, East Germany; not canx from Soviet register; fate unknown |
| 51 5249 077 | 212 | Mi-2 | Bulgarian AF | mfd | 19sep77 | c/n checked 27sep97, painted on as '55249077'; opb 44 VAP at Plovdiv-Krumovo; seen PDV sep01/aug02, stored; sold to Florida Speciality Vehicles Inc. 30apr04; t/t 1,249 hours; arrived at Lancaster Municipal, TX feb05 and stored there |
| | N212PZ | Mi-2 | Mi-2 # 212 LLC | rgd | 02oct06 | Mi-2 # 212 LLC of Irving, TX; seen in the Cold War Museum at Lancaster, TX may10/aug13, being restored to airworthiness |
| | N212PZ | Mi-2 | Red Star Aero Serv | rgd | 08dec23 | Red Star Aero Services LLC of Mobile, AL |
| 51 5250 087 | 213 | Mi-2 | Bulgarian AF | mfd | 16sep77 | opb 44 VAP at Plovdiv-Krumovo; f/n PDV 12feb97; stored at PDV, seen sep99/aug02; sold to Florida Speciality Vehicles Inc. 30apr04; t/t 1,177 hours |
| | N213PZ | Mi-2 | Mi-2 # 213 LLC | rgd | 02oct06 | Mi-2 # 213 LLC of Irving, TX; seen in the Cold War Museum at Lancaster, TX 15may10, being restored to airworthiness; current on register 22feb22 with a CofR expiry date of 31jul24 |
| 51 5301 087 | SP-ZXT | Mi-2 | Polish Air Rescue | rgd | 06oct77 | canx 10feb98, restored 25oct01; f/n WRO 29apr03; converted to a Mi-2plus 06dec03; in yellow c/s with red and blue trim; initially carried 'Lotnicze Pogotowie Ratunkowe' titles; f/n as such POZ 14jul04; l/n with titles Bialystok-Krywlany 25apr07; last overhaul completed 31mar08; f/n without titles Lublin-Radawiec 10may08; l/n operational LCJ 20aug10; wfu by 31mar11; offered for sale sep11 with t/t 5,379 hours, for $ 50,000; stored at Warsaw-Bemowo, seen nov11; sold to Heliseco 27dec11 and ferried from Warsaw-Bemowo to Lublin-Radawiec 27jan12 |
| | SP-ZXT | Mi-2plus | Heliseco | h/o | 26jan12 | rgd 16apr12; in yellow c/s with red and blue trim, no titles; f/n Bukowno 11may12; l/n operational Opole 03aug12; CofA expired 12apr13; seen Swidnik 13mar14; stored (reportedly without registration) at the Heliseco compound at Swidnik, seen nov14/mar21; seen (with registration) Chocznia nov22/sep24; was reportedly to be sold to Ukraine |
| 53 5302 087 | SP-SAA | Mi-2 | Aeropol | rgd | 25apr78 | |
| | SP-FSZ | Mi-2 | White Eagle Gen | r/r | 25apr96 | canx 16jan97; crashed Olsztyn 27aug96; registration later a Mi-8 |
| 51 5303 087 | 214 | Mi-2 | Bulgarian AF | mfd | 16sep77 | opb 44 VAP at Plovdiv-Krumovo; stored at PDV, seen sep99/aug02; sold to Florida Speciality Vehicles Inc. 30apr04; t/t 1,206 hours |
| | N214PZ | Mi-2 | Mi-2 # 214 LLC | rgd | 02oct06 | Mi-2 # 214 LLC of Irving, TX; seen in the Cold War Museum at Lancaster, TX may10/aug13, being restored to airworthiness; current on register 22feb22 with a CofR expiry date of 31jul24 |
| 52 5304 077 | CCCP-14385 | Mi-2 | AFL/Ukraine-TNL | rgd | 09sep77 | w/o apr80 when crashed in the south of the Ternopol region (close to the border with the Poltava region) after the fixation mount of the tailboom had failed in-flight; canx 1980 |
| 52 5305 077 | CCCP-14386 | Mi-2 | AFL/North Kavkaz | rgd | 30aug77 | |
| | CCCP-14386 | Mi-2 | Elbrus-Avia | trf | 30mar94 | canx 20nov96 |
| 52 5306 077 | CCCP-14387 | Mi-2 | AFL/North Kavkaz | rgd | 30aug77 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | CCCP-14387 | Mi-2 | Elbrus-Avia | trf | 30mar94 | canx 20nov96 |
| 52 5307 077 | CCCP-14388 | Mi-2 | AFL/North Kavkaz | rgd | 06oct77 | |
| | CCCP-14388 | Mi-2 | Elbrus-Avia | trf | 30mar94 | canx 20nov96 |
| 52 5308 077 | CCCP-14389 | Mi-2 | AFL/North Kavkaz | rgd | 01dec77 | |
| | CCCP-14389 | Mi-2 | Elbrus-Avia | trf | 30mar94 | canx 01sep98 |
| 54 5309 087 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5310 087 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5311 087 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5312 087 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5313 087 | "45" yellow | Mi-2 | Soviet Air Force | ph. | 25aug09 | in dark green c/s with light grey underside; preserved in the AvtoVAZ technical museum at Togliatti (N53.552378 E49.248722), seen aug09/aug24 |
| 54 5314 087 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5315 087 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5316 087 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5317 087 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5318 087 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5319 087 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5320 087 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5321 087 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5322 087 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5323 097 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5324 097 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5325 097 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5326 097 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5327 097 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5328 097 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-15733(2) | Mi-2 | Sokol | trf | 30jun94 | see c/n 542513072; f/n in MARZ ROSTO at Fedurnovo (Chornoye) 03jul05; mentioned in technical inspection document 29nov07 |
| 54 5329 097 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5330 097 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5331 097 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5332 097 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5333 097 | "19" blue | Mi-2 | Russian Air Force | Che | 26aug02 | derelict in MARZ ROSTO at Fedurnovo (Chornoye); l/n aug11 |
| 54 5334 097 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5335 097 | not known | Mi-2 | Soviet Air Force | mfd | 1977 | of DOSAAF ? |
| | RA-14330 | Mi-2 | Amur | trf | 06sep93 | leased from Lipetsk Air; canx but date unknown |
| | RA-3014K | Mi-2 | privately owned | Nvs | 08jun16 | in yellow/black c/s with red trim, no titles; l/n Novorossiya 16oct16 |
| | RA-3819K | Mi-2 | privately owned | Nvs | oct21 | in yellow/black c/s with red trim, no titles; l/n Novorossiya 17sep22 |
| 54 5336 097 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 56 5337 117 | 5337 | Mi-2 | Polish Air Force | d/d | 24nov77 | l/n Inowroclaw-Latkowo 01sep96 |
| 56 5338 117 | 5338 | Mi-2 | Polish Air Force | d/d | 28jan78 | seen Nowe Miasto 26aug99; l/n operational Deblin-Irena 16apr15; stored at Deblin-Irena, seen aug18 |
| 56 5339 117 | 5339 | Mi-2 | Polish Air Force | d/d | 24nov77 | l/n LCJ 22apr98, stored |
| 56 5340 117 | 5340 | Mi-2 | Polish Air Force | d/d | 24nov77 | in camo c/s; sat wfu at LCJ, seen 30aug96/22apr98, and later at Deblin, seen 29aug09; preserved in the paintball area of the Malutkie Resort between Radomsko and Dobryszyce (N51.112592 E19.422985), seen sep12/sep24 |
| 56 5341 117 | 5341 | Mi-2R | Polish Air Force | d/d | 24nov77 | opb 56. Blot; in grey/green/black camo c/s; sat wfu at Inowroclaw-Latkowo (close to a parcours in the trees near the main car parking area), seen oct09/dec19 |
| 56 5342 117 | 5342 | Mi-2 | Polish Air Force | d/d | 24nov77 | seen Inowroclaw-Latkowo 12jun91; reported preserved Lesnica Wielka mar96/jun01 |
| 56 5343 127 | 5343 | Mi-2 | Polish Air Force | d/d | 28jan78 | opb 1 OSL at Deblin; in medium green/yellow/pale green camo c/s with light blue underside; l/n Tomaszów Mazowiecki 21oct08; dbr 29oct08 on a training flight when a bearing in the left engine failed and the auto-rotation landing near Luszawa (Lubartowo district) was so hard that the tailboom broke off and the helicopter came to rest on its right side, both crew members were injured (one of them seriously); the cabin is preserved with the technical school "Zespól Szkól Mechanicznych nr 1" at Bydgoszcz (N53.124371 E17.987553), seen sep17/aug21 |
| 56 5344 127 | 5344 | Mi-2R | Polish Air Force | d/d | 28jan78 | opb 41. BLSz; f/n BZG feb04; l/n Plock 12aug23 |
| 56 5345 127 | 5345 | Mi-2 | Polish Air Force | d/d | 28jan78 | seen LCJ 30aug96/31aug98, stored |
| 56 5346 127 | 5346 | Mi-2 | Polish Air Force | d/d | 28jan78 | |
| | 5346 | Mi-2R | Polish Army | | | opb 56. BLot; in brown/green camo c/s; f/n Inowroclaw-Latkowo 16may15; l/n Nowy Targ 06jul19 |
| 56 5347 127 | 5347 | Mi-2 | Polish Air Force | d/d | 28jan78 | wfu after an accident on 10aug88, seemed minor but was withdrawn |
| 56 5348 127 | 5348 | Mi-2 | Polish Air Force | d/d | 28jan78 | l/n Deblin 09jun09 |
| | 5348 | Mi-2 | Polish Navy | Gdy | 19jul13 | l/n Bydgoszcz 17dec21 |
| 56 5349 127 | 5349 | Mi-2R | Polish Air Force | d/d | 28jan78 | sat wfu at Pruszcz Gdanski, seen 01sep99; was preserved at a BP petrol station at Przesocin, seen aug08/apr11, but no longer there by aug14 |
| | no serial | Mi-2R | no titles | ph. | jun21 | in olive drab c/s without any markings whatsoever; preserved in the "Planeta Zalesie" entertainment and education park (N52.03004 E21.04597) south of Piaseczno, seen jun21 |
| 56 5350 127 | 5350 | Mi-2RS | Polish Air Force | d/d | 17oct78 | opb 49. BLot; l/n Pruszcz Gdanski 18jul13, still in old camo c/s; seen preserved Inowroclaw-Latkowo feb21/may23 no rotors or engines |
| 53 5401 107 | SP-SKM | Mi-2 | Nafto Gaz | rgd | 21dec77 | |
| | SP-SKM | Mi-2 | Aeropol | trf | 02mar84 | CofA expired 26dec90; canx 17dec96 as wfu Warsaw-Bemowo |
| | SP-FSX | Mi-2 | White Eagle | rgd | 07nov97 | was already reported seen 14oct96 |
| | SP-FSX | Mi-2 | EMAR | Bem | 06may03 | in good condition; l/n Warsaw-Bemowo 11nov03; still on the register mid-apr05 though CofA expired 07apr00; seen Warsaw-Bemowo 22mar05/23may05, old registration SP-SKM showing through paint; never registered to EMAR |
| | SP-SKE | Mi-2 | F.ART | r/r | 09nov05 | photo taken at Warsaw-Bemowo 02nov05; canx 15nov05 as sold |
| | YV2148 | Mi-2 | Raúl Daza Ramírez | Car | 01dec07 | l/n Charallave jun08, all-black c/s; offered for sale on the internet in 2009 with t/t 2,404 hours |
| 54 5402 097 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5403 097 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5404 097 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5405 097 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5406 107 | "74" yellow | Mi-2 | Russian Air Force | Che | 26aug02 | derelict in MARZ ROSTO at Fedurnovo (Chornoye); l/n aug11 |
| 54 5407 107 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5408 107 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5409 107 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5410 107 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5411 107 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5412 107 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5413 107 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5414 107 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5415 107 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5416 107 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5417 107 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5418 107 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5419 107 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5420 107 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5421 117 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5422 117 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5423 117 | not known | Mi-2 | Soviet Air Force | mfd | 1977 | or DOSAAF |
| | RA-15762(2) | Mi-2 | not known | rgd | 26mar14 | canx 20apr21 as sold abroad; see c/n 542627102 |
| 54 5424 117 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5425 117 | "132" blue | Mi-2 | Russian Air Force | UFA | apr17 | in dark green c/s with light blue underside; used as a ground instructional airframe by the Ufa State Aviation Technical University (UGATU), seen apr17/dec18 |
| 54 5426 117 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5427 117 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-15738(2) | Mi-2 | Sokol (Krasnodar) | rgd | 29may02 | see c/n 542515072; mentioned in technical inspection document 23apr07 |
| 54 5428 117 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5429 117 | "71" yellow | Mi-2 | Soviet Air Force | | | |
| | RA-23673 | Mi-2 | General Leasing | rgd | 25nov92 | canx 17feb95; seen RZE may95/sep98 in poor condition, no titles |
| 54 5430 117 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 5431 127 | R-10 | Mi-2 | Hungarian Police | toc | jan78 | in blue/white c/s with 'Rendörség' titles and military 'roundels'; on a photo in a hangar at BUD in 1984; damaged beyond repair 02apr87 at Nyiregyhaza; was preserved in Repüléstörténeti Múzeum (Aircraft Museum) at Szolnok, seen aug91/aug96, but since gone, fate unknown |
| 53 5432 117 | B-2832 | Mi-2 | Czech MoI (LO MV) | d/d | 23nov78 | late d/d, Air Force first ?; redesignated LS FMV in 1979 and LS SNB in 1988 |
| | 5432 | Mi-2 | Czechoslovak AF | trf | 27mar90 | |
| | 5432 | Mi-2 | Czech Air Force | trf | 01jan93 | seen BRQ aug98/sep03, stored; left to Russia inside an Il-76 for rebuild to a Mi-2A |
| | OK-GAA | Mi-2 | LPS | res | aug03 | temporary marks, never officially registered; seen in MARZ ROSTO at Fedurnovo (Chornoye) jul05/sep10 |
| 53 5433 127 | B-2833 | Mi-2 | Czech MoI (LO MV) | d/d | 23nov78 | late d/d, Air Force first ?; redesignated LS FMV in 1979; w/o 05jun85 when hit a power-line near Kroclov (near Ceské Budejovice) and crashed, all 4 occupants killed |
| 53 5434 127 | B-2834 | Mi-2 | Czech MoI (LO MV) | d/d | 23nov78 | late d/d, Air Force first ?; redesignated LS FMV in 1979 and LS SNB in 1988 |
| | 5434 | Mi-2 | Czechoslovak AF | trf | 27mar90 | |
| | 5434 | Mi-2 | Slovak Air Force | trf | 01jan93 | was preserved at Trencín, seen jul98/apr05; was preserved at PZY (N48.60817 E17.82946) from 2006, seen sep06/jun06; preserved in Vojenská Expozícia at Stará Lubovna (N49.316282 E20.697128), seen jun24 |
| 52 5435 127 | SP-SEK | Mi-2 | ZEUS | rgd | 08feb78 | seen on a farm in Barka, Oman, for four months 1992; canx from register 04oct95 (CofA expired 23apr92), wfu and reported stored near Muscat in 1994 |
| 52 5436 127 | SP-SEL | Mi-2 | ZEUS | rgd | 08feb78 | crashed Damno 21jul86; canx 22aug86 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 53 5437 127 | SP-SAE | Mi-2 | Aeropol | rgd | 22mar78 | canx 18nov96; preserved in Parco Tematico dell' Aviazione at Cerbaiola, near San Marino, since mar97 |
| | '155' | Mi-2 | Latvian Air Force | ph. | 19jul98 | preserved in these fake markings at Cerbaiola (N43.994722 E12.510978), seen jul98/dec15; see c/n 533917124 |
| 53 5438 018 | R-11 | Mi-2 | Hungarian Police | toc | feb78 | w/o 13aug82 when crashed at Sopron (pilot: László Ponyiczky) |
| 53 5439 018 | R-12 | Mi-2 | Hungarian Police | toc | feb78 | in blue/white c/s with 'Rendörség' titles and military 'roundels'; on a photo in a hangar at BUD in 1984; w/o 14may86 when crashed at a sports field at Pécs-Pogany |
| 51 5440 018 | OK-HIW | Mi-2 | Slov-Air | rgd | 02mar78 | |
| | OK-HIW | Mi-2 | Alfa Helicopters | BTS | 05sep92 | seen this date without titles, leased from Slov-Air; l/n Jihlava-Heliport may94 |
| | OM-HIW | Mi-2 | Alfa Helicopters | r/r | early94 | leased from Slov-Air; canx 22jan99 |
| 51 5441 018 | SP-SWK | Mi-2 | Aeropol | rgd | 08mar78 | canx 17dec96 as wfu; was preserved with a car dealer near the McDonald's restaurant at Bad Oeyenhausen (Germany), l/n jun00 |
| | no reg | Mi-2 | no titles | ph. | 01jan13 | in very faded blue/silver c/s; preserved at Abbenrode (N51.93220 E10.62645), seen jan13/dec19, in poor condition |
| 51 5442 018 | OK-HIV | Mi-2 | Slov-Air | rgd | 02mar78 | hit electrical wires and crashed Zahradnice 21mar83; canx 14jan98 ! same date as c/n 527224071 |
| 52 5443 127 | SP-SEG | Mi-2 | ZEUS | rgd | 08feb78 | crashed Hermanowice, Czechoslovakia, 25may84; canx 08nov84 |
| 52 5444 127 | SP-SEH | Mi-2 | ZEUS | rgd | 24feb78 | crashed 06sep78, no further details; canx 22jun79 |
| 52 5445 127 | SP-SEI | Mi-2 | ZEUS | rgd | 24feb78 | crashed Biazejewka 20jul82; canx 14sep82 |
| 52 5446 127 | YI-AIH | Mi-2 | Dept of Agricult. | | | |
| 51 5447 018 | SP-ZXW | Mi-2 | Polish Air Rescue | rgd | 21feb78 | canx 24feb99; reported for sale in 2006; sat wfu at SZZ, seen jul99/apr09, in ever deteriorating condition; see c/n 514716046 |
| 52 5448 127 | YI-AII | Mi-2 | Dept of Agricult. | | | |
| 52 5449 127 | YI-AIJ | Mi-2 | Dept of Agricult. | | | |
| 53 5450 018 | SP-SAR (1) | Mi-2 | PRM | rgd | 20feb78 | crashed at owner's base Gliwice 22jan79; canx 23mar79; see c/n 512617092 |
| 54 5501 018 | "63" yellow | Mi-2 | Soviet Air Force | mfd | 31jan78 | in dark green c/s with light blue underside; last overhaul completed 30sep93 |
| | RA-14321(1) | Mi-2 | Kudymkar Avn Ent. | rgd | 21nov95 | to the Russian Federation; carried RA-14321 as well as RA-14323 plus the code "63" yellow; in green c/s, no titles; CofA expired 29sep97, but still current on register by aug10; t/t 2,288 hours; sat wfu in MARZ ROSTO at Fedurnovo (Chornoye) from 24mar97, l/n jul19; see c/n 548210063 |
| 54 5502 018 | not known | Mi-2 | Russian Air Force | no | reports | sold as scrap metal 29nov12 |
| 54 5503 018 | "80" yellow | Mi-2 | Russian Air Force | Che | 26aug02 | |
| | RA-15739(2) | Mi-2 | Sokol (Krasnodar) | rgd | 27jan03 | see c/n 542516072; mentioned in technical inspection document 11oct07 |
| 54 5504 018 | not known | Mi-2 | Soviet Air Force | mfd | 31jan78 | |
| | RA-14322(2) | Mi-2 | Kudymkar Avn Ent. | rgd | 21nov95 | see c/n 548241073 |
| | RA-14322(2) | Mi-2 | not reported | Aru | 05jul03 | and 24aug03 dumped |
| 54 5505 018 | not known | Mi-2 | Soviet Air Force | mfd | 31jan78 | |
| | RA-14323(2) | Mi-2 | Kudymkar Avn Ent. | rgd | 21nov95 | see c/n 548246073; f/n in MARZ ROSTO at Fedurnovo (Chornoye) 08sep08, stored |
| 54 5506 018 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5507 018 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5508 018 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5509 018 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5510 018 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5511 028 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5512 018 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5513 018 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5514 028 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5515 028 | "28" blue | Mi-2 | Soviet Air Force | KLF | 17aug99 | l/n KLF aug01 |
| 52 5516 028 | SP-SEM | Mi-2 | ZEUS | rgd | 21apr78 | crash 27aug80, no further details; canx 14may81 |
| 52 5517 028 | SP-SEO | Mi-2 | ZEUS/Heliseco | rgd | 18mar78 | in dark blue/yellow c/s; f/n Swidnik 28apr92; canx 27apr00, but obviously restored as seen on overhaul at Swidnik 05jul00; l/n Swidnik 01sep07 |
| 52 5518 028 | SP-SEP | Mi-2 | ZEUS/Heliseco | rgd | 18mar78 | was stored at Swidnik, seen oct95/jul00; in red/white/blue c/s with a Bambi logo on the fuel tank; f/n as such Wloclawek-Kruszyn 21may05; l/n Plock-Bemowo 16sep13; stored at the Heliseco compound at Swidnik, seen mar21 |
| 52 5519 028 | SP-SES (1) | Mi-2 | ZEUS | rgd | 18mar78 | crashed 06jun79, details unknown; canx 26oct79; see c/n 5210018116 |
| 52 5520 028 | SP-SEU | Mi-2 | ZEUS/Heliseco | rgd | 18mar78 | sat wfu at Swidnik, seen oct95/sep96; canx 16jan97 as wfu; sold nov98 and preserved at a restaurant at Boguchwala (just south of Rzeszów), seen as such feb00/aug00 now appears for sale on 'allegro.pl' auction web-site nov05, photo still shows it located at the restaurant |
| | no reg | Mi-2 | no titles | | | was preserved without markings at a restaurant at Boguchwala, seen as such jul04/oct04; offered for sale on the www.allegro.pl auction web-site nov05 (on a photo still at the restaurant); preserved in a private collection at Wlodawa (N51.558924 E23.521588), seen feb08/aug18 |
| 52 5521 028 | SP-SAN | Mi-2 | ZEUS/Heliseco | rgd | 21apr78 | seen Swidnik oct95/sep96, wfu; canx 16jan97 as wfu; sold to Z.E.W "Solina" apr99 |
| | SP-SAN | Mi-2 | ZEW | ph. | aug02 | in white c/s with blue and grey trim, no titles but with logo; seen preserved in these fake colours at the Solina dam-site in south-eastern Poland (N49.396551 E22.454361); l/n aug23 |
| 52 5522 028 | SP-SAO | Mi-2 | ZEUS/Heliseco | rgd | 15apr78 | in yellow/blue c/s; f/n Katowice 06aug94; opb Turavia with small 'Turavia' titles in 1994/95; canx 04mar02 as wfu |
| | no reg | Mi-2 | no titles | | | preserved without markings over a pond at Melgiew (N51.23088 E22.77736), seen feb08/jul22 |
| 52 5523 038 | SP-SAP | Mi-2 | ZEUS/Heliseco | rgd | 21apr78 | |
| | '8P-8AP' | Mi-2 | no titles | ph. | oct80 | appeared in these fake markings in the James Bond film "For Your Eyes Only" which was shot at the Meteora Monastery of Agia Triada near Kalambaka (Greece) 16/25oct80; returned to Poland 29oct80 |
| | SP-SAP | Mi-2 | ZEUS/Heliseco | Swd | aug98 | stored at Swidnik, seen aug98/jul00; canx 17oct00; sold to Centralna Szkola Panstwowej Strazy Pozarnej at Czestochowa-Rudniki nov00 and preserved there (N50.78910 E19.09915) since, l/n sep07 |
| 54 5524 028 | CCCP-14390 | Mi-2 | AFL/Latvia | rgd | 30mar78 | |
| | YL-LHA | Mi-2 | Latavio | rgd | 14oct92 | canx 29jun93; f/n RSC 28aug93; seen Riga-Rumbula 29aug99 without registration; canx before jan23 |
| 54 5525 028 | CCCP-14391 | Mi-2 | AFL/West Siberia | rgd | 11apr78 | opb Kolpashevski OAO; dbr 22jan84 on an unauthorised flight with an intoxicated pilot at the controls when rolled over onto its right side in a snow-covered field near Kolpashevo, no casualties; canx 1984 |
| 54 5526 028 | CCCP-14392 | Mi-2 | AFL/Ukraine | rgd | 30mar78 | dbr 17aug85 on landing at a site in the Odessa region when rolled over onto its side due to pilot error, no casualties; canx 26mar86 |
| 54 5527 028 | CCCP-14393 | Mi-2 | AFL/Tyumen | rgd | 24may78 | canx 1979 |
| 54 5528 028 | CCCP-14394 | Mi-2 | AFL/West Siberia | rgd | 11apr78 | |
| | CCCP-14394 | Mi-2 | Kolpashevo Avn Ent | trf | 26jan94 | canx 20apr96 |
| 54 5529 028 | CCCP-14395 | Mi-2 | AFL/Tyumen | mfd | 27feb78 | rgd 24may78; opb 293 LO Tobolskogo OAO |
| | RA-14395 | Mi-2 | Irtyshaviatrans | trf | 30sep94 | new CofR issued 25may01; CofA expired 03jul02 and CofR returned 14dec05; sold to UTair; canx between 22mar18 and 25apr18 |
| 54 5530 028 | CCCP-14396 | Mi-2 | AFL/Belarus | rgd | 21apr78 | |
| | EW-14396 | Mi-2 | Aeroflot c/s, n/t | GME | 10oct95 | reported for Gomelavia; not in 1999 fleet list, fate unknown |
| 54 5531 028 | CCCP-14397 | Mi-2 | AFL/Tyumen | mfd | 28feb78 | rgd 29jun78; opb Neftyeyuganski OAO |
| | RA-14397 | Mi-2 | Neftyeyugansk AE | trf | 30jun94 | last overhaul completed 30jan95; t/t 5,192 hours by may01 (the latest date for which a t/t is known) |
| | RA-14397 | Mi-2 | Don-Aero-Service | rgd | 07jun01 | in a c/s similar to the 'blue' Aeroflot one; seen ROV 13aug01, titles not reported; CofA expired 26apr03 and CofR returned 14jul05, but current on register aug10/jan22; on a photo at Shchedry 19may12 the registration is not visible |
| | RA-14397 | Mi-2 | Sergei Gridasov | | | bought by Sergei M. Gridasov of Proletarsk from a private owner 01aug13; never had a CofA; in dark olive drab c/s with two white stripes on the lower fuselage, no markings whatsoever; f/n as such in 2019; w/o 06jul20 on an unauthorised check flight from Kirsalovo (Proletarsk district of the Rostov region) during crop-spraying operations when the worn-out free-wheel clutches caused a shut-down of both engines at a height of some 30 metres so that the helicopter lost height rapidly, crash-landed on the banks of the river Manych 1 km north-west of Kirsalovo (at N46°51'04.6" E 41°32'37.9") and partially submerged, the pilot (Sergei Gridasov) was seriously injured while the sole passenger (an aircraft mechanic) drowned; the t/t could not be established |
| 54 5532 028 | CCCP-14398 | Mi-2 | AFL/Tyumen-NFG | mfd | feb78 | rgd 29jun78; opb TyumenAviaTrans by sep92; dbr 26sep92 on take-off from Urengoi when lost height during initial climb due to pilot error, came down in swampy terrain, collided with a tree and rolled over onto its side, 1 of the 3 passengers killed while the other 2 and the pilot were injured; canx 02jun93 |
| 54 5533 038 | CCCP-14399 | Mi-2 | AFL/Tyumen-NFG | mfd | mar78 | rgd 03may78 |
| | RA-14399 | Mi-2 | Neftyeyugansk AE | trf | 30jun94 | canx 04dec97; fate unknown, see c/n 548309083 |
| 52 5534 058 | CCCP-20638 | Mi-2 | AFL/Ukraine | rgd | 30jun78 | not canx from Soviet register; fate unknown; out of sequence |
| 54 5535 048 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14308 | Mi-2 | AFL/Ukraine | rgd | 10apr91 | canx as to Ukraine but date unknown |
| 54 5536 048 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 5537 038 | CCCP-23550 | Mi-2 | AFL/Yakutiya | mfd | 24mar78 | rgd 29jun78; opb Maganski OAO; dbr 12sep89 when crashed into woodland 60 km south-west of Ust'-Maya, en route Ust'-Mil; canx 03jul90 |
| 53 5538 038 | CCCP-23551 | Mi-2 | AFL/Yakutiya | rgd | 29jun78 | f/n Nyurba 02jul92 |
| | CCCP-23551 | Mi-2 | Nyurba Avn Ent. | trf | 27may94 | |
| | RA-23551 | Mi-2 | Aeroflot | Khm | 12may95 | canx but date unknown |
| 53 5539 038 | CCCP-23552 | Mi-2 | AFL/Far East | rgd | 17may78 | canx 1986 |
| 53 5540 038 | CCCP-23553 | Mi-2 | AFL/Far East | rgd | 19jun78 | |
| | RA-23553 | Mi-2 | SAT | trf | 26may93 | canx 16mar95 |
| 53 5541 038 | CCCP-23554 | Mi-2 | AFL/Far East | rgd | 19jun78 | opb 2 AE 359 LO Yuzhno-Sakhalinskogo OAO; dbr 10jun89 on a flight from Aleksandrovsk-Sakhalinski to Vladimirovka with the max. weight exceeded by 245 kg when approached in gusty winds, descended too steeply, came down hard and rolled over onto its side; canx 1982 |
| 53 5542 038 | CCCP-23555 | Mi-2 | AFL/Tyumen | mfd | mar78 | rgd 29jun78 |
| | RA-23555 | Mi-2 | Tyumen Airlines | trf | 30jun94 | opb Neftyeyuganski OAO; dbr 30nov94 on a flight from Nizhnevartovsk to Neftyeyugansk when the crew lost spatial orientation in white-out conditions, the helicopter collided with the ground near Pokur (58 km from Neftyeyugansk) and rolled over onto its left side, the tailboom broke off, both pilots injured; canx 22mar95 |
| 53 5543 038 | CCCP-23556 | Mi-2 | AFL/Tyumen | rgd | 29jun78 | |
| | RA-23556 | Mi-2 | Neftyeyugansk AE | trf | 30jun94 | canx 15mar97 |
| 53 5544 038 | CCCP-23557 | Mi-2 | AFL/Tyumen | rgd | 29jun78 | |
| | RA-23557 | Mi-2 | Neftyeyugansk AE | trf | unknown | canx 18may98 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 53 5545 038 | CCCP-23558 | Mi-2 | AFL/Komi | rgd | 15may78 | not canx from Soviet register; fate unknown |
| 53 5546 038 | CCCP-23559 | Mi-2 | AFL/Komi | rgd | 15may78 | canx 1978 |
| 53 5547 038 | CCCP-23560 | Mi-2 | AFL/Tyumen | rgd | 24may78 | |
| | RA-23560 | Mi-2 | TyumenAviaTrans | rgd | 09jun94 | canx 14nov95 |
| 53 5548 038 | CCCP-23561 | Mi-2 | Aeroflot | rgd | 11jul78 | rolled over on landing and burnt, Kamennye Peski 23jun90; canx 10sep90 |
| 53 5549 038 | CCCP-23562 | Mi-2 | AFL/Tyumen | rgd | 13jun78 | opb 293 LO Tobolskogo OAO |
| | RA-23562 | Mi-2 | Irtyshaviatrans | trf | 30sep94 | canx 28feb00 |
| 53 5550 038 | CCCP-23563 | Mi-2 | AFL/Tyumen-NFG | mfd | 30mar78 | rgd 29jun78; first reported at Ust'-Yugan settlement 15jul87 in an incident report; dbr during forced a landing at Khanty-Mansisk 22jan90; canx 08aug90 |
| 53 5601 038 | CCCP-23564 | Mi-2 | AFL/Tyumen | rgd | 29jun78 | |
| | CCCP-23564 | Mi-2 | Neftyeyugansk AE | trf | 30jun94 | canx 15mar97 |
| 52 5602 038 | CCCP-23565 | Mi-2 | AFL/Central Region | mfd | 31mar78 | rgd 12jun78; f/n Myachkovo 26sep91; l/n Myachkovo 18aug92 |
| | RA-23565 | Mi-2 | Aeroflot | Mya | 01sep93 | |
| | RA-23565 | Mi-2 | Myachkovo Air Serv | trf | 23aug94 | to Taimyrtur Aviatrans |
| | RA-23565 | Mi-2 | Taimyrtur Aviatr. | rgd | 03jun99 | l/n Myachkovo aug01/aug03, wfu in hangar without titles |
| 52 5603 038 | CCCP-23566 | Mi-2 | AFL/Central Region | rgd | 12jun78 | f/n Myachkovo 26sep91; seen Trencín 05sep92; see next line |
| | OK-IIN | Mi-2 | Bel-Air | rgd | 15oct92 | canx 20apr93 |
| | RA-23566 | Mi-2 | Aeroflot | Mya | 01sep93 | |
| | RA-23566 | Mi-2 | Myachkovo Air Serv | trf | 23aug94 | canx 25may95; l/n Myachkovo 16aug99, titles not reported |
| 52 5604 038 | CCCP-23567 | Mi-2 | AFL/Central Region | mfd | 15apr78 | rgd 12jun78; f/n Myachkovo 13apr92; l/n Myachkovo 18aug92 |
| | CCCP-23567 | Mi-2 | Myachkovo Air Serv | trf | 01apr94 | canx 04nov03 |
| 52 5605 038 | CCCP-23568 | Mi-2 | AFL/Ukraine | rgd | 05jun78 | canx 28dec90; report f/n OMS 12jun94 doubtful ! |
| 52 5606 038 | CCCP-23569 | Mi-2 | AFL/North Kavkaz | rgd | 30may78 | |
| | RA-23569 | Mi-2 | Omski LTK GA | trf | 30mar95 | in orange c/s with blue cheatline and trim, no titles; canx 28sep95; used as ground instructional airframe by the Omsk Technical Aviation College (OLTK), seen dec14/jan20 and by sep20 titles and registration painted out; l/n 13may22 |
| 52 5607 038 | CCCP-23570 | Mi-2 | AFL/North Kavkaz | rgd | 05jun78 | |
| | RA-23570 | Mi-2 | Aerokuznetsk | trf | 31mar94 | canx 28may98; in dec99 fleet list as scrapped |
| | RA-23570 | Mi-2 | Aerokuzbass | | | in basic 'blue' Aeroflot c/s with own titles; was preserved on a pole at Novokuznetsk-Spichenkovo (N53.805004 E86.863365), seen seen jan13/may22; seen on the apron at NOZ (with the windows painted white) oct22/jun23 |
| 52 5608 048 | CCCP-20630 | Mi-2 | AFL/North Kavkaz | mfd | 26apr78 | rgd 18may78 |
| | RA-20630 | Mi-2 | Aeroflot | AKX | 25apr93 | |
| | RA-20630 | Mi-2 | Elbrus-Avia | trf | 30mar94 | offered for sale in non-airworthy condition may11, was at Nalchik at the time; sat wfu (in faded colours) at Omsk-Maryanovka, seen jun14/may22 |
| 52 5609 048 | CCCP-20631 | Mi-2 | AFL/Central Region | rgd | 30jun78 | |
| | CCCP-20631 | Mi-2 | AFL/Urals | trf | 20apr89 | |
| | RA-20631 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | canx 20jan99 |
| 52 5610 048 | CCCP-20632 | Mi-2 | AFL/Central Region | rgd | 05jun78 | |
| | RA-20632 | Mi-2 | Aeroflot | IWA | 07sep95 | trf 26jan94 to ??; l/n IWA jul98; canx 07jul98; seen IWA 04aug01 and 30mar02, titles not reported; gone by aug04 |
| | no reg | Mi-2 | MFYuA | ph. | 15dec17 | in dark blue c/s with 'Technopark Naukograd MFYuA' titles on a white stripe and an 'MFYuA' logo; preserved in 'Tekhnopark Naukograd MFYuA' (children's technical park "Science City" of the Moscow Financial and Judicial University) at ul. Vvedenskogo (N55.648753 E37.549105), seen dec17/may23 |
| 52 5611 048 | CCCP-20633 | Mi-2 | AFL/Central Region | rgd | 30jun78 | f/n Myachkovo 03jun92; l/n Myachkovo 18aug92 |
| | RA-20633 | Mi-2 | Aeroflot | Mya | 01sep93 | |
| | RA-20633 | Mi-2 | Myachkovo Air Serv | trf | 23aug94 | canx 25may95; l/n Myachkovo 15apr97, stored |
| 52 5612 048 | SP-SAS | Mi-2 | Inst. Lotnictwa | rgd | 23may78 | |
| | SP-SAS | Mi-2 | ZEUS/Heliseco | rgd | 22sep81 | in blue/white/red c/s; stored at Swidnik, seen 05jul00/aug11; CofA expired 17feb04; canx 05mar08 |
| | no reg | Mi-2 | not reported | ph. | 27jun20 | preserved at Zamosc, seen jun20 |
| 52 5613 048 | CCCP-20634 | Mi-2 | AFL/Georgia | rgd | 07jun78 | canx 1987 |
| 52 5614 048 | CCCP-20635 | Mi-2 | AFL/Georgia | rgd | 07jun78 | in standard 'blue' c/s; l/n TBS 16may96; not canx from Soviet register, fate unknown |
| 52 5615 048 | CCCP-20636 | Mi-2 | AFL/North Kavkaz | mfd | 28apr78 | rgd 18may78; initially opb 351 LO of Nalchikski OAO; trf to 1 LO of Nalchikski OAO jul88 |
| | RA-20636 | Mi-2 | Elbrus-Avia | trf | 20jul95 | rgd 02aug95 to the Russian Federation; in orange c/s with blue cheatline and trim, still with 'Aeroflot' titles; stored at Aramil-Uktus, seen jul03/aug09; current on register aug10/mar22, but without valid CofR and CofA; offered for sale in non-airworthy condition may11 |
| 52 5616 048 | CCCP-20637 | Mi-2 | AFL/Central Region | rgd | 30jun78 | canx 07jul98; seen IWA 04aug01/30mar02; l/n Ivanovo-Yasyunikha 17aug05/29oct05, no titles, derelict, no rotors |
| 54 5617 048 | "33" yellow | Mi-2 | Russian Air Force | Che | 26aug02 | derelict in MARZ ROSTO at Fedurnovo (Chornoye); l/n sep10 |
| 54 5618 048 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5619 048 | not known | Mi-2 | DOSAAF | no | reports | |
| | UR-BDV | Mi-2 | TSO Ukrayiny | ph. | 24apr10 | opb ASK "Sokol" Vovchansk; in faded dark green c/s with light blue underside, but standard blue Aeroflot c/s becoming visible below that; reported in Air-Britain and JP-97/05; canx 13aug08; sat wfu at Vovchansk, seen apr10/sep21 |
| 54 5620 048 | not known | Mi-2 | Soviet Air Force | mfd | 1978 | |
| | UR-VBG | Mi-2MSB | Motor Sich | rgd | 17jul18 | in register as a Mi-2 sans suffixe, but has got a changed engine cowling and air intake; in pink/blue c/s with white trim, with titles; f/n OZH 27may19; l/n as such OZH 10aug19; seen with the inscription 'Novaya Politika' OZH 17aug20; canx between 23feb22 and 17jun22 |
| 54 5621 048 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5622 048 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5623 048 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5624 048 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14319 | Mi-2 | AFL/Ukraine | rgd | 15may91 | f/n PLV 27jun92 |
| | UR-14319 | Mi-2 | Avialini. Ukrayiny | PLV | 12sep96 | |
| 54 5625 048 | not known | Mi-2 | Soviet Air Force | | | crashed 19jun81 Moscow region |
| 54 5626 058 | not known | Mi-2 | Soviet Air Force | mfd | 12may78 | |
| | "20" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke wfu apr16/may18 |
| 54 5627 058 | not known | Mi-2 | Soviet Air Force | mfd | 23may78 | |
| | "21" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke wfu apr16/may18 |
| 54 5628 058 | not known | Mi-2 | Soviet Air Force | mfd | 23may78 | |
| | "22" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke 11apr16 |
| 54 5629 058 | not known | Mi-2 | Soviet Air Force | mfd | 27may78 | |
| | "23" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke wfu apr16/may18 |
| 54 5630 058 | "24" yellow | Mi-2 | DOSAAF | mfd | 27may78 | |
| | "24" yellow | Mi-2 | TSO Ukrayiny | ph. | 28may96 | at Vovchansk; opb ASK "Sokol" Vovchansk; in dark green c/s with light blue underside, faded 'DOSAAF' titles still visible; sat wfu at Vovchansk, seen apr10/sep21 |
| 54 5631 058 | "02" ? | Mi-2 | DOSAAF | no | reports | |
| | "02" white | Mi-2 | Belarus Air Force | ph. | 17oct09 | in dark green c/s with light grey underside; preserved in the Military Academy of Belarus at Minsk (N53.957411 E27.732535), seen oct09; c/n reported on airliners.net |
| 54 5632 058 | "03" ? | Mi-2 | DOSAAF | no | reports | |
| 54 5633 058 | "04" ? | Mi-2 | DOSAAF | no | reports | |
| 54 5634 058 | "05" yellow | Mi-2 | DOSAAF | mfd | may78 | opb Vitebski aeroklub |
| | "07" white | Mi-2 | BelOSTO | | | sat wfu at Vitebsk from 1998 |
| | "05" white | Mi-2 | BelOSTO | ph. | 07jun10 | in olive drab c/s with light grey underside and Red Stars, no titles; preserved in Park Pobeditelei (Victory Park) at Vitebsk (N55.185369 E30.201805) from jun10, seen 07jun10/mar22 |
| 54 5635 058 | "06" ? | Mi-2 | DOSAAF | no | reports | |
| | not known | Mi-2 | BelOSTO | | | f/n Minsk-Borovaya sep97 |
| | "06" yellow | Mi-2 | BelOSTO | Msb | 20may05 | stored without rotors |
| | "06" red | Mi-2 | Belarus Air Force | ph. | 30mar08 | in dark green c/s with light blue underside; preserved in the "Liniya Stalina" (Stalin Line) museum at Zaslavl, seen mar08/jul14 |
| | "06" white | Mi-2 | Belarus Air Force | ph. | 21jul15 | in olive drab c/s with light grey underside; preserved in the "Liniya Stalina" (Stalin Line) museum at Zaslavl (N54.057372 E27.291991), seen jul15/apr23 |
| 54 5636 058 | "07" yellow | Mi-2 | DOSAAF | Kmm | 31may01 | based at St. Petersburg-Kummolovo; in dark green c/s with light blue underside; c/n checked Kummolovo 13aug12, code not reported, looked operational |
| 54 5637 058 | "08" ? | Mi-2 | DOSAAF | no | reports | |
| | "08" yellow | Mi-2 | Bel ASST | Tno | sep94 | a Belarussian (military?) operator |
| 54 5638 058 | "09" ? | Mi-2 | DOSAAF | no | reports | |
| 54 5639 058 | "10" ? | Mi-2 | DOSAAF | | | |
| | not known | Mi-2 | DOSAAF Belarusi ? | | | bought by Motor Sich from Orshanski ARZ 11may18 |
| 54 5640 058 | "11" ? | Mi-2 | DOSAAF | no | reports | |
| 52 5641 058 | SP-SLF | Mi-2 | ZEUS | rgd | 19jun78 | crashed Nowje Rawzuki 08jun82; canx 14sep82 |
| 52 5642 058 | SP-SLG | Mi-2 | ZEUS/Heliseco | rgd | 09jun78 | seen Swidnik oct95/sep96 stored; canx 16jan97 as wfu; seen preserved 20km north of Lublin near Garbow on the road to Radom apr00/may02 |
| 53 5643 068 | SP-ZXZ | Mi-2 | Polish Air Rescue | rgd | 15nov78 | converted to Mi-2plus 04sep03; last overhaul completed 26oct06; in yellow/blue/red c/s; l/n Warsaw-Bemowo 21jan11; wfu by 31mar11; offered for sale sep11 with t/t 6,285 hours, for $ 40,000; sold to Heliseco 27dec11 and ferried from Warsaw-Bemowo to Lublin-Radawiec 27jan12 |
| | SP-ZXZ | Mi-2plus | Heliseco | h/o | 26jan12 | in yellow/blue/red c/s; f/n Wloclawek 04jul12; CofA expired 09jun14; stored at the Heliseco compound at Swidnik, seen mar21 |
| 52 5644 068 | SP-SLH | Mi-2 | ZEUS | rgd | 15jul78 | canx 26feb85 |
| | SU-BHX | Mi-2 | Aviation Int Co | rgd | early85 | canx 25sep85 |
| | SP-SLH | Mi-2 | ZEUS/Heliseco | rgd | 30jan86 | l/n Swidnik oct95/sep96 stored; canx 16jan97 as wfu; sold feb99 to PPH Arstol, where/fate ?? |
| 52 5645 068 | SP-SLI | Mi-2 | ZEUS/Heliseco | rgd | 15jul78 | seen Swidnik 12oct95; in Heliseco fleet list early 2000; CofA expired 04oct00; l/n Swidnik 01sep07/26oct07, stored; canx 04mar08 |
| 52 5646 068 | SP-SLK | Mi-2 | ZEUS/Heliseco | rgd | 15jul78 | l/n Swidnik sep96 stored; canx 16jan97 as wfu |
| 54 5647 058 | "12" ? | Mi-2 | Soviet Air Force | no | reports | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | not known | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n Minsk-Borovaya may95; l/n Minsk-Borovaya sep97 |
| 54 5648 058 | "13" ? | Mi-2 | DOSAAF | | | c/n also given as 545648068 |
| | "13" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | on a photo stored; bought by Motor Sich from Orshanski ARZ 02apr18 |
| 54 5649 068 | not known | Mi-2 | Soviet Air Force | | | |
| | not known | Mi-2 | Belarus Air Force? | | | bought by Motor Sich from Orshanski ARZ 11may18 |
| 54 5650 068 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5701 068 | not known | Mi-2 | Soviet Air Force | | | |
| | not known | Mi-2 | Belarus Air Force? | | | bought by Motor Sich from Orshanski ARZ 27apr18 |
| 54 5702 068 | not known | Mi-2 | Belarus Air Force? | | | bought by Motor Sich from Orshanski ARZ 01jun18 |
| 54 5702 068 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5703 068 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | not known | Mi-2 | Russian Air Force | Rtd | 20aug01 | c/n reported as 545703078 ! |
| 54 5704 068 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5705 068 | not known | Mi-2 | Soviet Air Force | | | |
| | not known | Mi-2 | Russian Air Force | | | bought by Motor Sich from Orshanski ARZ 01jun18 |
| 52 5706 068 | CCCP-20639 | Mi-2 | AFL/Central Region | rgd | 20sep78 | |
| | RA-20639 | Mi-2 | Aeroflot | no | reports | |
| | RA-20639 | Mi-2 | Elbrus-Avia | trf | 20jul95 | canx 07jul98; seen derelict in MARZ ROSTO at Fedurnovo (Chornoye) aug02, in red/blue/red c/s, no titles reported l/n aug11, Aeroflot titles, probably bleeding through |
| 52 5707 068 | CCCP-20640 | Mi-2 | AFL/Ukraine | rgd | 02aug78 | |
| | UR-20640 | Mi-2 | not reported | IFO | 30jun99 | |
| 52 5708 068 | CCCP-20641 | Mi-2 | AFL/Ukraine | rgd | 04aug78 | |
| | UR-20641 | Mi-2 | not reported | IFO | 30jun99 | in basic 'blue' Aeroflot c/s; opb Universal-avia at Ivano-Frankivsk; seen derelict at IFO aug08/jul12 |
| 52 5709 068 | CCCP-20642 | Mi-2 | AFL/Ukraine | rgd | 15aug78 | |
| | UR-20642 | Mi-2 | Aeroflot | SIP | 15sep96 | |
| 52 5710 068 | CCCP-20643 | Mi-2 | AFL/Ukraine | rgd | 15aug78 | |
| | UR-20643 | Mi-2 | Aeroflot c/s, n/t | SIP | 15sep96 | |
| 52 5711 068 | CCCP-20644 | Mi-2 | AFL/Ukraine | rgd | 15aug78 | |
| | UR-20644 | Mi-2 | Aeroflot c/s, n/t | SIP | 15sep96 | |
| 52 5712 068 | CCCP-20645 | Mi-2 | AFL/Ukraine | rgd | 15aug78 | not canx from Soviet register; fate unknown |
| 54 5713 068 | "26 ? | Mi-2 | DOSAAF | | | |
| | "26" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | in dark green c/s with light grey underside; stored at Magilev-Novo Pashkovo, seen oct95; bought by Motor Sich from Orshanski ARZ 02apr18 |
| 54 5714 068 | "27" ? | Mi-2 | DOSAAF | | | |
| | "27" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n Magilev-Novo Pashkovo 06oct95; bought by Motor Sich from Orshanski ARZ 27apr18 |
| 54 5715 068 | "28" ? | Mi-2 | DOSAAF | | | |
| | not known | Mi-2 | Russian Air Force | | | bought by Motor Sich from Orshanski ARZ 27apr18 |
| 54 5716 068 | "29" ? | Mi-2 | DOSAAF | | | |
| | not known | Mi-2 | Belarus Air Force | trf | 15jun92 | |
| | "24" red | Mi-2 | Belarus Air Force | ph. | jul19 | in fake olive drab c/s with light blue underside; preserved in Muzei voyennoi slavy (Museum of Military Glory) at ul. Pushkina at Gomel (N52.42952 E31.01381), f/n jul07 (code not reported then), seen with red code jul19/aug21 and with the code faded to orange aug21/oct21 |
| 54 5717 078 | "30" ? | Mi-2 | DOSAAF | | | |
| | "30" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n Minsk-Borovaya sep97 |
| 54 5718 088 | "15" yellow | Mi-2 | Russian Air Force | | | |
| | RA-00568 | Mi-2 | | Log | 06jul03 | l/n Loginovo 09jul08, still carrying "15" yellow |
| 54 5719 078 | "31" ? | Mi-2U | DOSAAF | mfd | 1978 | |
| | "31" yellow | Mi-2U | DOSAAF | Msb | may95 | opb Minski aeroklub; l/n Minsk-Borovaya sep97 |
| | "31" blue | Mi-2U | DOSAAF | Msb | 20may05 | in dark green c/s with light blue underside, with Red Stars and titles; preserved in the "Marat Kazei" pioneers' camp at Oktyabrsk from 2007, l/n jul11 |
| | "31" white | Mi-2U | DOSAAF | ph. | 29jun19 | preserved on the premises of the MITSO International University at Zhdanovichi (N53.963958 E27.420644), seen sep17/feb24 |
| 54 5720 078 | "32" ? | Mi-2 | DOSAAF | mfd | 31jul78 | |
| | "32" yellow | Mi-2 | BelOSTO | w/o | 25may92 | opb Vitebski aeroklub; used call-sign CCCP-32000 25may92; w/o 25may92 when the free turbine of the right engine suffered an uncontained failure, causing a fire, the crew made an emergency landing in a field near Krasnopolye (Mogilyov region), but the fire could not be extinguished and the helicopter burnt out, no casualties; t/t 2,339 hours 26 minutes and 11,136 cycles |
| 54 5721 078 | "33" ? | Mi-2 | Soviet Air Force | | | |
| | not known | Mi-2 | Russian Air Force | | | bought by Motor Sich from Orshanski ARZ 16mar18 |
| 54 5722 078 | "34" yellow | Mi-2 | DOSAAF | Kmm | 31may01 | based at St. Petersburg-Kummolovo; in olive drab c/s with light grey underside; stored by may01; c/n checked Kummolovo 13aug12, without rotors and tail by then; stored without any markings at Drakino, seen aug24 |
| 54 5723 078 | "35" ? | Mi-2 | Soviet Air Force | | | |
| | "35" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n Magilev-Novo Pashkovo 06oct95; bought by Motor Sich from Orshanski ARZ 02apr18 |
| 54 5724 078 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5725 078 | "18" yellow | Mi-2 | ROSTO Saratov | Rtd | 26may07 | wfu, without rotors; in dark green c/s with light blue underside; l/n 26may09 |
| 54 5726 078 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5727 078 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5728 078 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5729 078 | "18" yellow | Mi-2 | DOSAAF | Rtd | 04jul06 | seen Rtishchevo 08may10 next to restaurant near fuel station at entrance to city, stored |
| 54 5730 078 | "34" yellow | Mi-2 | DOSAAF | Rtd | 04jul06 | wfu; l/n 08may10 |
| 54 5731 078 | "31" yellow | Mi-2 | Saratov Avn Plant | Rtd | 04jul06 | wfu, without rotors; in multi-coloured c/s with 'YAK-42' titles; l/n Saratov-Dubki 26may07 |
| | no code | Mi-2 | red/white c/s | ph. | 08may10 | preserved at a fuel station next to ring road round east side of Saratov (N51.578431 E45.764346), seen may10/aug15 |
| 54 5732 078 | "27" white ? | Mi-2 | DOSAAF | no | reports | code very faded on photo 01oct12 (see below) |
| | RF-00535 | Mi-2 | ROSTO | Stu | 01oct02 | c/n checked; also carried codes "12" yellow and "27" white ? (very faded); in green c/s with light blue underside, carried 'ROSTO' titles over faded 'DOSAAF' titles; l/n Stupino oct12, wfu |
| 54 5733 078 | "31" white | Mi-2 | DOSAAF | Nzt | 2014 | opb Nizhnetagilski aeroklub at Byngi; in dark green c/s with light grey underside, with titles; the code was initially probably yellow; sat wfu at Byngi, seen 2014/sep21 |
| 54 5734 078 | "28" white ? | Mi-2 | DOSAAF | no | reports | code faded on photo 01oct12 (see below) |
| | RF-00566 | Mi-2 | ROSTO | Stu | 01oct02 | c/n checked Stupino 21aug03; also carried codes "21" yellow and "28" white ? (faded); in green c/s with light blue underside, carried 'ROSTO' titles over faded 'DOSAAF' titles; l/n Stupino oct12 |
| 54 5735 078 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5736 088 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5737 088 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5738 088 | "03" yellow | Mi-2 | DOSAAF | no | reports | |
| | RA-23625 | Mi-2 | not known | rgd | 27mar93 | never taken up, see below |
| | "03" yellow | Mi-2 | DOSAAF | GYG | 14jun08 | sat derelict at GYG (N62.118476 E129.566681), l/n sep18 |
| 54 5739 088 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5740 088 | "19" yellow | Mi-2 | Soviet Air Force | TBW | 17aug01 | |
| 52 5741 088 | CCCP-20646 | Mi-2 | AFL/Ukraine | rgd | 05oct78 | later UR-20646 |
| | HA-BCZ | Mi-2 | AC Esztergom | rgd | 28sep93 | leased from Ukraine United Airlines; seen Esztergom 05jun95; wfu 04apr96 and canx 05apr96; sat wfu at Uzhhorod (Ukraine), still as HA-BCZ, seen 08sep96/01oct96 |
| 52 5742 088 | CCCP-20647 | Mi-2 | AFL/Ukraine | rgd | 05oct78 | f/n SXF apr80 |
| | UR-20647 | Mi-2 | no titles | LWO | 1994 | l/n LWO 07sep96, titles not reported |
| 52 5743 088 | CCCP-20648 | Mi-2 | AFL/Ukraine | rgd | 05oct78 | not canx from Soviet register; fate unknown |
| 53 5744 098 | SP-SPR | Mi-2 | Polska Akadem.Nauk | rgd | 10oct78 | Polska Akademia Nauk (Polish Academy of Sciences); took part in an Antarctic expedition in 1979, being based at the ice station im. Antoniego Boleslawa Dobrowolskiego in the Eastern Antarctic; l/n Swidnik 28apr92 |
| | SP-SPR | Mi-2 | ZEUS | trf | 18jun85 | |
| | SP-SPR | Mi-2 | Heliseco | trf | 12jan93 | f/n Swidnik 12oct95; CofA expired 27mar04; canx 04mar08; stored at Swidnik, seen aug99/mar14, and later at the Heliseco compound at Swidnik, seen nov14/mar21 |
| | SP-SPR | Mi-2 | Polska Akadem.Nauk | ph. | 20mar23 | repainted in its original colours (orange c/s with 'Polska Akademia Nauk' titles); named 'Jan' after polar aviator Jan Nagórski; preserved in Muzeum Badan Polarnych (Polar Research Museum) at Pulawy (N51.4127 E21.9555) from 20mar23, l/n oct23 |
| 53 5745 098 | SP-SPS | Mi-2 | Polska Akadem.Nauk | rgd | 10oct78 | canx 05feb97 |
| | SP-SPS | Mi-2 | ZEUS | trf | 11jul85 | seen CCS may92; the canx date 05feb97 is only a 'paper date' |
| | YV-798C | Mi-2 | | no | reports | |
| | YV-793CP | Mi-2 | Com. Aeropolka | no | reports | |
| | YV-893C | Mi-2 | Helicaribe | CCS | 06feb95 | Helicópteros del Caribe; l/n CCS 30nov07 |
| 53 5746 098 | SP-SPT | Mi-2 | Polska Akadem.Nauk | rgd | 10oct78 | |
| | SP-SPT | Mi-2 | ZEUS | trf | 05nov81 | |
| | SP-SPT | Mi-2 | Heliseco | trf | 12jan93 | CofA expired 28oct93; stored at Swidnik, seen sep96/jul00; canx 16jan97 as wfu; preserved at Onsild (N56.567068 E9.740419), seen oct15/apr16 |
| 53 5747 098 | SP-SPU | Mi-2 | Polska Akadem.Nauk | rgd | 18oct78 | Polish Academy of Sciences |
| | SP-SPU | Mi-2 | WSK Rzeszów | trf | 18aug81 | name change later to 'TEST-WSK' |
| | SP-SPU | Mi-2 | F-Art | trf | 30apr01 | CofA expired 03may03; stored at Warsaw-Bemowo, seen 06may03/jan09 (without titles from at least apr04); canx 04mar08 |
| | UR-MMC | Mi-2 | Meridian | rgd | 27apr15 | in metallic blue c/s with dark blue top, no titles; f/n Bila Tserkva apr15 |
| | UR-MMC | Mi-2 | Meridian Avia Agro | rgd | 22jan20 | new CofR issued 29dec20; in metallic blue c/s with dark blue top, no titles; seen Bila Tserkva 31oct21; current on register 10mar23 |
| 51 5748 108 | 5748 | Mi-2D | Polish Air Force | d/d | 26jan79 | l/n Deblin-Irena 04jul17; stored at Deblin-Irena, seen aug18 |
| 52 5749 098 | CCCP-15292 | Mi-2 | AFL/Central Region | rgd | 08jan79 | registration out of sequence; f/n Myachkovo 26sep91; canx 29jul92 as to Czechia; l/n Trencín 02sep92 |
| | OK-IIQ | Mi-2 | Bel-Air | rgd | 16oct92 | canx 20apr93 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | RA-15292 | Mi-2 | Myachkovo Air Serv | trf | 23aug94 | f/n Myachkovo 28aug95, in basic orange Aeroflot c/s without titles; seen Myachkovo 15apr97/13aug06, 'Aeroflot' titles bleeding through, wfu |
| 52 5750 098 | CCCP-15293 | Mi-2 | AFL/Central Region | rgd | 08jan79 | reported for Tver Airlines; canx but date unknown |
| | RA-15293 | Mi-2 | no titles | Che | 23jul07 | seen in MARZ ROSTO at Fedurnovo (Chornoye), derelict; l/n aug12, |
| 52 5801 088 | CCCP-20649 | Mi-2 | AFL/Far East-Khm | rgd | 04nov78 | opb 249 LO 2-go Khabarovskogo OAO; dbr 05jan82 on the leg from Lidoga to the river Manoma of a forest patrol flight from Troitskoye with the MTOW exceeded by 130 kg when the right engine flamed out (due to the fuel filters being clogged by ice crystals) while the helicopter was flying over a forest 61 km east of Troitskoye, the helicopter made a forced landing on a forest track, the rotor blades touched trees and the helicopter came to rest on its right side, the pilot and 2 of the 5 passengers were injured; canx 1982 |
| 52 5802 088 | CCCP-15200 | Mi-2 | AFL/Far East | rgd | 26oct78 | crashed into hill after engine failure near Kukan 29sep90; canx 29dec90 |
| 52 5803 088 | CCCP-15201 | Mi-2 | AFL/Latvia | mfd | 31aug78 | rgd 02oct78 |
| | YL-LHB | Mi-2 | Latavio | rgd | 22oct92 | canx 29jun93; f/n RSC 28aug93; l/n RSC 04jul94 |
| | YL-LHT | Mi-2 | Latgales Avio | rgd | 01apr96 | in dark blue/light blue/light grey c/s with '4x4' titles; f/n Riga-Rumbula 22sep97; l/n Riga-Rumbula apr00; canx 31aug00 as to Lithuania |
| | LY-HBI | Mi-2 | Lietuvos ir èved. | rgd | 07dec00 | Lietuvos ir èvedijos; equipped with additional skids; in blue c/s with grey trim, no titles; CofA expired 20sep09; l/n LLA 30sep11; canx between 04apr15 and 04may15 |
| 52 5804 088 | CCCP-15202 | Mi-2 | AFL/North Kavkaz | rgd | 01nov78 | |
| | RA-15202 | Mi-2 | Elbrus-Avia | trf | 30mar94 | canx 25aug98 |
| 52 5805 088 | CCCP-15203 | Mi-2 | AFL/North Kavkaz | rgd | 31jan79 | canx 21dec95 |
| 52 5806 088 | CCCP-15204 | Mi-2 | AFL/North Kavkaz | rgd | 01nov78 | was involved in an accident 05aug92; canx but date unknown |
| 52 5807 088 | CCCP-15205 | Mi-2 | AFL/North Kavkaz | rgd | 31jan79 | |
| | RA-15205 | Mi-2 | Donskaya Tr.Aviak. | trf | 29aug95 | Donskaya transportnaya aviakompaniya; canx 26apr99 |
| 52 5808 088 | CCCP-15206 | Mi-2 | AFL/North Kavkaz | rgd | 01nov78 | |
| | RA-15206 | Mi-2 | Elbrus-Avia | trf | 30mar94 | canx 20nov96 |
| 52 5809 088 | CCCP-15207 | Mi-2 | AFL/Central Region | rgd | 11oct78 | |
| | DDR-SJY | Mi-2 | Interflug/AF | rgd | 15mar89 | in orange c/s with blue cheatline and trim with 'Aeroflot' titles, registration and East German flag taped on; canx 20sep89 |
| | CCCP-15207 | Mi-2 | AFL/Central Region | Mya | 03jun92 | |
| | RA-15207 | Mi-2 | Aeroflot | Mya | 01sep93 | |
| | RA-15207 | Mi-2 | Myachkovo Air Serv | trf | 23aug94 | canx 25may95 |
| 52 5810 098 | CCCP-15208 | Mi-2 | AFL/Central Region | mfd | 21sep78 | rgd 22nov78; l/n Myachkovo 13apr92 |
| | CCCP-15208 | Mi-2 | Myachkovo Air Serv | trf | 23aug94 | canx 04nov03 |
| 52 5811 098 | YI-AIR | Mi-2 | Dept of Agricult. | no | reports | |
| 52 5812 098 | YI-AIS | Mi-2 | Dept of Agricult. | | nov02 | wfu, seen during UN inspection, location unknown |
| 53 5813 098 | CCCP-15209 | Mi-2 | AFL/Urals | rgd | 09nov78 | trf 22feb94 to ??; canx 20feb96 |
| 53 5814 098 | CCCP-15210 | Mi-2 | AFL/Urals | rgd | 14nov78 | trf 22feb94 to ??; canx 20feb96 |
| 53 5815 098 | CCCP-15211 | Mi-2 | AFL/Urals | mfd | 30sep78 | rgd 21nov78 |
| | CCCP-15211 | Mi-2 | Kirov Avn Enterpr. | trf | 18apr94 | |
| 53 5816 098 | CCCP-15212 | Mi-2 | AFL/Urals | rgd | 14nov78 | canx 1979 |
| 53 5817 098 | CCCP-15213 | Mi-2 | AFL/Tyumen-NFG | rgd | 05feb79 | |
| | RA-15213 | Mi-2 | Neftyeyugansk AE | trf | 30jun94 | canx 04dec97 |
| 53 5818 098 | CCCP-15214 | Mi-2 | AFL/Tyumen-NJC | mfd | 28sep78 | rgd 05feb79; opb 382 LO Neftyeyuganskogo OAO; w/o 02mar79 on a flight from Salym to Neftyeyugansk in support of "Yugansk neftyespetsstroi" when both engines flamed out on approach to Neftyeyugansk (due to a design fault of the fuel system), the pilot attempted an auto-rotation landing, but the helicopter crashed into a swampy forest 6 km south of Mamontovo (at N60°43' E72°45'), 1 of the 2 passengers killed and the other one as well as the pilot injured; t/t 11 hours; canx 1979 |
| 53 5819 098 | CCCP-15288 | Mi-2 | AFL/Privolzhsk | rgd | 05dec78 | f/n RTW 18sep94 |
| | CCCP-15288 | Mi-2 | Saravia | trf | 28dec94 | canx 23feb96 |
| 53 5820 098 | CCCP-15289 | Mi-2 | AFL/Privolzhsk | rgd | 05dec78 | f/n RTW 18sep94 |
| | CCCP-15289 | Mi-2 | Saravia | trf | 28dec94 | canx 28jun96 |
| 53 5821 098 | CCCP-15290 | Mi-2 | AFL/Privolzhsk | rgd | 05dec78 | f/n RTW 18sep94 |
| | CCCP-15290 | Mi-2 | Saravia | trf | 28dec94 | canx 28jun96 |
| 53 5822 098 | CCCP-15291 | Mi-2 | AFL/Privolzhsk | rgd | 05dec78 | |
| | RA-15291 | Mi-2 | Aeroflot | rgd | 14mar94 | f/n RTW 18sep94 |
| | RA-15291 | Mi-2 | Saravia | trf | 28dec94 | canx 24may96 |
| 56 5823 128 | 5823 | Mi-2R | Polish Air Force | d/d | 19jan79 | |
| | 5823 | Mi-2RL | Polish Army | | | opb 49. BLot; in red/white SAR c/s; f/n Pruszcz Gdanski 21may16; l/n Inowroclaw-Latkowo 20may17 |
| 56 5824 128 | 5824 | Mi-2R | Polish Air Force | d/d | 19jan79 | wfu 20dec89 |
| | no serial | Mi-2R | Polish Air Force | ph. | apr91 | used as an eyecatcher at Essen-Mühlheim, seen apr91/jun96 |
| | no reg | Mi-2R | Air Albatros | ph. | 09jun05 | in red c/s with white trim, titles and some advertising text; was preserved at Essen-Mühlheim, seen late 1996/nov07; preserved with Berendbootje B.V. at Pioniersweg 53 at Dronten (N52.53916 E5.71966), seen feb16/mar17; seen Gent (Belgium 12mar17) with 'US cars & classics' titles, the fake code "06" red and the fake registration RF-1208 on the tailboom; still there 30apr17 now with fake registration 'M-1208'; seen Motori Lorenzo, Zwijnaarde, Belgium, 05may21 |
| 56 5825 128 | 5825 | Mi-2R | Polish Air Force | d/d | 26jan79 | l/n LCJ 22apr98/31aug98, stored |
| 56 5826 128 | 5826 | Mi-2 | Polish Air Force | d/d | 26jan79 | seen preserved Lodz Museum aug98/may04; sat wfu (in bare metal) at Seczkowo (N54.34724 E16.54123), seen jul07/may16 |
| 56 5827 128 | 5827 | Mi-2 | Polish Air Force | d/d | 02mar79 | in multi-town camo c/s with light grey underside; l/n operational Inowroclaw-Latkowo 30aug99; preserved in Muzeum Polskiej Techniki Wojskowej at Fort IX in Warsaw-Sadyba (N52.18197 E21.06659), seen sep00/sep24 |
| 51 5828 108 | 5828 | Mi-2D | Polish Air Force | d/d | 06dec78 | repainted in grey c/s; f/n as such Swidnik 23aug13; l/n Darlowo 02may15 |
| 51 5829 108 | 5829 | Mi-2 | Polish Air Force | d/d | 25nov78 | l/n Nowe Miasto 08sep00 |
| 51 5830 108 | 5830 | Mi-2 | Polish Air Force | d/d | 25nov78 | l/n BZG 22jun10 |
| | 5830 | Mi-2 | Polish Navy | Dlw | 18may12 | l/n Darlowo 06may15 |
| 51 5831 108 | 5831 | Mi-2 | Polish Air Force | d/d | 19jan79 | l/n Deblin-Irena 10apr14; stored at Deblin-Irena, seen jun21 |
| 51 5832 108 | SP-ZXU | Mi-2 | Polish Air Rescue | rgd | 21dec78 | in full c/ with Red Crosses; l/n KRK 14mar00; converted to a Mi-2plus (seen under conversion Swidnik may03); l/n operational BZG 11oct08; was to be wfu by 31mar11; stored without rotor at Bemowo, seen 20nov11; canx 13aug13 as wfu; ; preserved at Muzeum Ratownictwa, Tomaszowice, Poland (N50.135165 E19.843503), seen 2020/sep24 |
| 54 5833 108 | not known | Mi-2 | Russian Air Force | Che | 26aug02 | no tailboom |
| | "09" white | Mi-2 | Russian Air Force | Che | 25aug03 | |
| 54 5834 108 | "03" white | Mi-2 | Soviet Air Force | Vya | 18may99 | l/n Vyazma-Dvoyevka 15aug01 |
| 54 5835 108 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5836 108 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 5837 108 | SP-SLM | Mi-2 | ZEUS/Heliseco | rgd | 06feb79 | initially in light blue/dark blue c/s with red trim; l/n as such Swidnik 26oct07; repainted in yellow c/s with red and blue trim, no f/n as such GRO 11jan09; seen La Iglesuela 04jul09 with spray gear; was stored at the Heliseco compound at Swidnik, seen nov14/mar21; received a 'Heliseco' logo on the engine cowling; seen as such Chocznia nov22/sep24, looked operational |
| 54 5838 108 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 5839 118 | SP-SAT | Mi-2 | ZEUS | rgd | 06feb79 | seen Brno-Cernovice 19jun92; canx 08jan93 after an accident in Slovakia |
| | SP-SAT | Mi-2 | Heliseco | rgd | 29jan93 | CofA expired 26jul93; canx 16jan97; sat wfu at Swidnik, seen oct95/jan10 |
| | '1998' | Mi-2 | Inst. Lotnictwa | WAW | oct15 | c/n not confirmed; in white/red c/s, no titles; preserved in these fake colours with Instytut Lotnictwa at Okecie, seen oct16/aug23 |
| 54 5840 108 | not known | Mi-2 | Soviet Air Force | Mry | 29aug09 | without markings |
| 54 5841 108 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5842 108 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | not known | Mi-2 | ROSTO Oberon-klub | no | reports | opb Kurtamyshski ATSK; mentioned in document dated 03apr07 |
| 54 5843 108 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5844 108 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5845 108 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5846 108 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5847 108 | not known | Mi-2U | Soviet Air Force | mf d | 1978 | |
| | no code | Mi-2U | no titles | ph. | 30may24 | c/n checked on the plate; in fantasy olive drab/sand/light blue camo c/s with light blue undersides, no markings whatsoever; preserved in the museum "Dom Samolyota" at Kaluzhskaya ulitsa 22 at Borovsk (N55.20494 E36.48148), seen may24/sep24 |
| 54 5848 118 | "17" yellow | Mi-2 | DOSAAF | Sms | 04sep95 | |
| | RF-00855 | Mi-2 | DOSAAF | Sms | 21aug02 | opb Smolenski ASK; in olive drab c/s with light grey underside and Russian flag on engine cowling, with titles; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen sep10/2018; c/n checked as 545849118 several times |
| 54 5849 118 | not known | Mi-2 | Soviet Air Force | no | reports | see c/n 545848118 |
| 54 5850 118 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5901 118 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5902 118 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5903 118 | RF-00522(1) | Mi-2 | ROSTO | ph. | aug99 | at Nördingen in red/blue/white c/s (original dark green c/s showing through); seen at Fedurnovo (Chornoye) 03jul05 with additional 'Yukos' titles; see c/n 10913 |
| 54 5904 118 | "25" white | Mi-2 | Soviet Air Force | Vya | 18may99 | l/n Vyazma-Dvoyevka 15aug01 |
| 54 5905 118 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 5906 118 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 5907 118 | CCCP-15294 | Mi-2 | AFL/Central Region | mfd | 13nov78 | rgd 25jan79; supposedly supplied to Soviet Air Force as c/n 545907118 ! |
| | DDR-SJX (1) | Mi-2 | Interflug/AF | rgd | 01apr88 | canx 15oct88; see c/n 527131051 |
| | RA-15294 | Mi-2 | Tver Avn Enterpr. | trf | 16mar94 | |
| 52 5908 118 | CCCP-15295 | Mi-2 | AFL/Central Region | rgd | 25jan79 | f/n Myachkovo 26sep91 |
| | RA-15295 | Mi-2 | Aeroflot | Mya | 01sep93 | |
| | RA-15295 | Mi-2 | Myachkovo Air Serv | trf | 25may94 | canx 25may95; sat wfu in a hangar at Myachkovo, seen 14aug01 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | no reg | Mi-2 | no titles | ph. | mar13 | identified by the call-plate '15295' on the instrument panel; in orange c/s with broad white cheatline; preserved in the restaurant "Ekspeditsiya. Severnaya kukhnya" at Pevcheski pereulok 6 in Moscow, seen mar13/nov19 |
| 52 5909 118 | CCCP-15296 | Mi-2 | AFL/Central Region | rgd | 22mar79 | f/n Myachkovo 13apr92; l/n ZIA 16aug92 |
| | RA-15296 | Mi-2 | Aeroflot | Mya | 01sep93 | l/n Myachkovo 23sep94 |
| | RA-15296 | Mi-2 | Myachkovo Air Serv | trf | 23aug94 | canx 25may95 |
| 52 5910 118 | CCCP-15297 | Mi-2 | AFL/North Kavkaz | rgd | 31jan79 | canx 01aug88 |
| 52 5911 118 | CCCP-15298 | Mi-2 | AFL/North Kavkaz | rgd | 31jan79 | |
| | RA-15298 | Mi-2 | Elbrus-Avia | trf | 30mar94 | canx 14sep98 |
| 52 5912 118 | CCCP-15299 | Mi-2 | AFL/North Kavkaz | rgd | 31jan79 | |
| | RA-15299 | Mi-2 | Elbrus-Avia | trf | 30mar94 | canx 22nov96 |
| 52 5913 118 | CCCP-23510 | Mi-2 | AFL/Ukraine-TNL | rgd | 08jan79 | not canx from Soviet register; fate unknown |
| 52 5914 118 | CCCP-23511 | Mi-2 | AFL/Ukraine-TNL | rgd | 08jan79 | |
| | UR-23511 | Mi-2 | Aeroflot c/s, n/t | TNL | 20sep96 | l/n TNL 11jul07 |
| 52 5915 118 | CCCP-23512 | Mi-2 | AFL/Ukraine | rgd | 05feb79 | on Ukrainian register as c/n 525915128 |
| | UR-23512 | Mi-2 | Avialini. Ukrayiny | IEV | 29aug93 | in basic Aeroflot c/s, no titles |
| | UR-23512 | Mi-2 | Universal-avia | no | reports | based at IFO; canx 13aug08 |
| 52 5916 118 | CCCP-23513 | Mi-2 | AFL/Ukraine | rgd | 05feb79 | |
| | UR-23513 | Mi-2 | Aeroflot | | | |
| | HA-BFK | Mi-2 | Szer Bon Kft. | rgd | 13mar95 | leased from Minstrans, opb Szer-Bon Muszaki és Kereskedelmi Rt.; f/n Budaörs 06jun95; l/n IFO 30jun99, titles not readable; CofA expired 13sep97, but still on the register by jan04; sat wfu in the Auto Pijaca trucking company yard at Bubanj Potok (N44.72284 E20.54291), seen aug08/jun13 |
| 52 5917 118 | CCCP-23514 | Mi-2 | AFL/Ukraine | rgd | 31jan79 | |
| | UR-23514 | Mi-2 | Aeroflot c/s, n/t | IEV | 29aug93 | |
| | UR-23514 | Mi-2 | Avialini. Ukrayiny | ODS | 03aug02 | |
| 52 5918 118 | CCCP-23515 | Mi-2 | AFL/Ukraine | mfd | 30nov78 | rgd 08jan79; initially opb 252 LO Zavodskogo OAO; trf to 19 LO Zavodskogo OAO jul88; dbr 14feb91 on a flight from Krasnoperekopsk in support of the Crimea Hydrogeological Expedition (collecting water samples from Zapadny Sivash lagoon) when the pilot probably lost spatial orientation (or even consciousness) shortly after take-off from a dam near Bezymyanny Island in Zapadny Sivash (20 km north-east of Krasnoperekopsk), the helicopter crashed in shallow water some 800 metres from the dam and came to rest on its right side, 1 of the 2 passengers was killed and the other one as well as the pilot were injured; t/t 7,463 hours and 42,086 cycles; canx 01jun91 |
| 52 5919 118 | CCCP-23516 | Mi-2 | AFL/Ukraine | rgd | 02jan79 | f/n UDJ 08sep96; l/n UDJ 30jun99 |
| 52 5920 118 | CCCP-23517 | Mi-2 | AFL/Ukraine | rgd | 02jan79 | l/n IEV 08sep93 |
| | UR-23517 | Mi-2 | Universal-avia | UDJ | 08sep96 | based at UDJ; l/n UDJ 30jun99, old prefix bleeding through; canx 13aug08 |
| 52 5921 118 | CCCP-23518 | Mi-2 | AFL/Krasnoyarsk | rgd | 22feb79 | |
| | RA-23518 | Mi-2 | Abakan Avia | trf | 25nov93 | dbr 15jul95 on the leg from Ust'-Tareya to the "Palatka" helipad in support of a farm when went out of control on final approach to the helipad at a height of some 30 metres, the main rotor cut off the tailboom and the helicopter crashed into the river Tareya and came to rest at a depth of 5 metres, both pilots and the sole passenger escaped unhurt and were picked up by a boat; the wreck was recovered from the river 12aug95; canx 18jul96 |
| 52 5922 128 | CCCP-23519 | Mi-2 | AFL/Krasnoyarsk | mfd | 29dec78 | also given as 21dec78; rgd 22feb79 |
| | RA-23519 | Mi-2 | Khakasiya | trf | 25nov93 | offered for sale 05jan11 with t/t 6,866 hours |
| 52 5923 128 | CCCP-23520 | Mi-2 | AFL/Kyrgyzstan | rgd | 19feb79 | not canx from Soviet register |
| | EX-23520 | Mi-2 | Kyrgyzstan Al | | | reported in JP-05 |
| 52 5924 128 | CCCP-23521 | Mi-2 | AFL/Kyrgyzstan | rgd | 19feb79 | not canx from Soviet register; fate unknown |
| 52 5925 128 | SP-SDW | Mi-2 | ZEUS | rgd | 07feb79 | crashed Renakowice 15jul85; canx 20aug85 |
| 52 5926 128 | SP-SDY | Mi-2 | ZEUS/Heliseco | rgd | 06feb79 | seen Swidnik oct95/aug01, stored; canx 16jan97 as wfu; sold jun02 to private person from Jaroslaw; possibly the unmarked one preserved at Krasne on road E40 Rzeszów-Lancut (N50.040021 E22.078241) l/n 28may05 |
| 52 5927 128 | SP-SDZ | Mi-2 | ZEUS/Heliseco | rgd | 06feb79 | seen Swidnik oct95/aug98, wfu; canx 16jan97 as wfu; sold to Z.E.W "Solina" mar99 |
| | 'SP-SOL' | Mi-2 | ZEW | ph. | aug02 | in white c/s with blue and grey trim, no titles but with logo; preserved in these fake colours at the Solina dam-site in south-eastern Poland (N49.396551 E22.454361), seen aug02/aug23 |
| 52 5928 128 | LZ-5024 | Mi-2 | Balkan Agri Div | | | fate unknown |
| 52 5929 128 | LZ-5025 | Mi-2 | Balkan Agri Div | | | fate unknown |
| 52 5930 128 | SP-SBP | Mi-2 | ZEUS | rgd | 07feb79 | canx 04oct91 |
| | YV-807CP | Mi-2 | Inversiones | Car | 31jan95 | crashed 26apr93, repaired; l/n Charallave 22sep01 and 01apr03 |
| 52 5931 019 | SP-SBR | Mi-2 | ZEUS/Heliseco | rgd | 07feb79 | seen Swidnik oct95/jul00, stored; canx 16jan97 as wfu; sold jun01 to Flugzeuge Hubschrauber Airplane Import Export of Neubruck, Germany; fate ? |
| 52 5932 128 | SP-SBS | Mi-2 | ZEUS/Heliseco | rgd | 07feb79 | l/n Swidnik jul00, stored; sold oct00 to 'Wistal' scrap company; canx 05dec00 |
| 52 5933 019 | SP-SBU | Mi-2 | ZEUS/Heliseco | rgd | 08feb79 | canx 26feb96 |
| | SP-FHK | Mi-2 | JM Tronic | rgd | 26feb96 | l/n Warsaw-Bemowo 25apr98 |
| | SP-FHK | Mi-2 | W. Kapitan | rgd | 11may01 | W. Kapitan of Warsaw; CofA expired 11apr07; l/n Warsaw-Bemowo jun07, wfu without rotors; canx 22feb11 |
| 52 5934 128 | SP-SBW | Mi-2 | ZEUS | rgd | 08feb79 | crashed Swidnik 31oct80; canx 15apr81 |
| 52 5935 128 | SP-SBY | Mi-2 | ZEUS/Heliseco | rgd | 08feb79 | canx 22jul91, exported to Greece; reportedly seen without markings BJY jul98, but see dates below ! |
| | LZ-MHS | Mi-2 | | SOF | 24sep95 | l/n Sofia 18jan96 |
| 52 5936 128 | SP-SBZ | Mi-2 | ZEUS/Heliseco | rgd | 08feb79 | seen Swidnik 05jul00 on overhaul; canx 07mar02 as wfu; l/n Swidnik 01sep07 |
| 52 5937 128 | SP-SBX | Mi-2 | ZEUS | rgd | 09feb79 | crashed 28jul79; canx 26nov79 |
| 52 5938 019 | SP-SBT | Mi-2 | ZEUS | rgd | 20feb79 | crashed in Egypt 09jul81; canx 23mar82 |
| 52 5939 019 | SP-SBD | Mi-2 | ZEUS/Heliseco | rgd | 01mar79 | seen Swidnik oct95/jul00, stored; canx 16jan97 as wfu; sold to Flugzeuge Hubschrauber Airplane Import Export of Neubruck, Germany jun01; fate ? |
| 53 5940 019 | 5940 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 5941 019 | 5941 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 5942 019 | 5942 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 5943 019 | 5943 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 5944 019 | 5944 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 5945 019 | 5 | Mi-2 | Libyan Air Force | | photo | taken before delivery |
| | 5945 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 5946 019 | 5946 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 5947 019 | 5947 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 5948 019 | 5948 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 5949 019 | 5949 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 5950 019 | B-2950 | Mi-2 | Czech MoI (LS FMV) | d/d | 25aug79 | late d/d, Air Force first ?; redesignated LS SNB in 1988, Státní letecký útvar SLÚ in 1990 and Letecká sluPba Federálního policejního sboru (LS FPS) in 1991 |
| | B-2950 | Mi-2 | Slovakian Police | trf | 01jan93 | in olive drab c/s with light blue underside; was stored at BTS, seen sep08/mar14; transported on a flat-bed trailer from Bratislava to Dubnica nad Vahom 04sep14; preserved in Letecké múzeum Slávnica of Aeroklub Dubnica since, seen sep16/aug24 |
| 51 6001 039 | 6001 | Mi-2CH | Polish Air Force | d/d | 12may79 | l/n LCJ 30aug96; sat derelict at Zielona Góra-Babimost, seen aug97 |
| | no code | Mi-2CH | no titles | ph. | oct97 | in yellow c/s with red external tanks, no markings whatsoever; was preserved at a garage/car dealer at Nowa Sol, seen oct97/2001, later outside the "Tranzyt Bar" at Trzebiszewo, seen may03, and later on a pylon at Sosnowiec (N50.298183 E19.117494), f/n aug04, l/n on Google Earth oct20 and gone by jul23 |
| 51 6002 039 | 6002 | Mi-2 | Polish Air Force | d/d | 12may79 | was a so-called 'Ikar' (chemical liaison) version - probably only two were produced; l/n Inowroclaw-Latkowo 01sep96; sold to Thomas Cuyler of Puerto Rico 20may00, left Ino Inowroclaw-Latkowo oct02 in a container to Puerto Rico; seen at San José jan03 or feb03, awaiting flight test |
| | N617JC | Mi-2 | Thomas Cuyler | rgd | 22jun04 | Thomas Cuyler of Puerto Rico; f/n ABO 01dec06; l/n 23feb07 |
| | N617JC | Mi-2 | Best in the Carib. | rgd | 28feb07 | Best in the Caribbean of Fort Lauderdale, FL |
| | N617JC | Mi-2 | Aerotrain Corp. | rgd | 15jul08 | Aerotrain Corp. of Flint, MI; no CofA was ever issued; canx 07apr09; sat wfu at Arecibo (Puerto Rico), reported jan23 |
| | no reg | Mi-2 | US Coast Guard | ph. | may23 | c/n not confirmed, may also be c/n 51 9241 065; preserved in these fake colours in the Arecibo Lighthouse & Historical Park at the Los Morrillos Lighthouse (Puerto Rico), marked as 'HH-52A' and named 'San Juan', in poor condition by may23 |
| 51 6003 039 | 6003 | Mi-2Ch | Polish Army | d/d | 12may79 | opb 49. BLot (redesignated 49. psb); repainted in green/brown camo c/s; f/n as such c/s Pruszcz Gdanski 31may06; l/n Katowice 13aug19 |
| 51 6004 039 | 6004 | Mi-2Ch | Polish Army | d/d | 12may79 | opb 49. BLot; seen Pruszcz Gdanski 04oct09; seen in new camo c/s Pruszcz Gdanski 26aug11; l/n active 21may16 location unknown |
| 51 6005 039 | 6005 | Mi-2Ch | Polish Army | d/d | 11may79 | opb 49. BLot; seen in new camo c/s Pruszcz Gdanski 29jun13; l/n Inowroclaw-Latkowo 10nov17 |
| 51 6006 039 | 6006 | Mi-2 | Polish Army | d/d | 11may79 | opb 49. BLot; seen Pruszcz Gdanski 04oct09; seen in new camo c/s Pruszcz Gdanski 26aug11; l/n Katowice 13aug19 |
| 52 6007 039 | LZ-5026 | Mi-2 | Balkan Agri Div | | | |
| | 503 | Mi-2 | Bulgarian Police | BOJ | 16jun88 | initially in red/white c/s; repainted in blue/white c/s, f/n as such SOF 04sep07; sat wfu at SOF, seen may10/oct14; transported to the Museum of Combat Glory at Yambol jun23/aug24, in all-white c/s with 'Police' titles now |
| 52 6008 039 | LZ-5027 | Mi-2 | Balkan Agri Div | no | reports | opb Plovdiv detachment (otryad); seen Miladinovo 01aug88 |
| | LZ-5027 | Mi-2 | Puldin Air | Voy | 18feb06 | canx 30jan07; sat wfu at Plovdiv-Voysil, seen feb06/mar08; scrapped before sep16 |
| 53 6009 019 | B-2909 | Mi-2 | Czech MoI (LS FMV) | d/d | 10mar79 | redesignated LS SNB in 1988, Státní letecký útvar SLÚ in 1990 and Letecká sluPba Federálního policejního sboru (LS FPS) in 1991 |
| | B-2909 | Mi-2 | Slovakian Police | trf | 01jan93 | in dark green c/s with light blue underside; sat wfu at BTS, seen may10/jul20, serial not read when seen sep24 |
| 53 6010 019 | B-2910 | Mi-2 | Czech MoI (LS FMV) | d/d | 10mar79 | redesignated LS SNB in 1988, Státní letecký útvar SLÚ in 1990 and Letecká sluPba Federálního policejního sboru (LS FPS) in 1991; canx 23nov93 as wfu; moved to the Air Park at Zruc, l/n sep00; was preserved in the Piet Smedts Collection at Baarlo (Netherlands), seen may02/jul06, and later mounted on the roof of "Alweco Tuinprojecten" at Kessel, seen oct06/mar08, but no longer visible on Google Earth by 2013; preserved in olive drab/grey camo c/s in the "Man.cave" at 's-Gravenzande (at Marktplein 40 or rather at N51.970802 E4.200483 ?), seen apr21 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 53 6011 029 | B-2911 | Mi-2 | Czech MoI (LS FMV) | d/d | 15aug79 | late d/d, Air Force first ?; redesignated LS SNB in 1988, Státní letecký útvar SLÚ in 1990 and Letecká sluPba Federálního policejního sboru (LS FPS) in 1991 |
| | B-2911 | Mi-2 | Czech Police | trf | 01jan93 | seen preserved in the police museum at Prague (N50.068861 E14.427661), dec96/apr24 |
| 53 6012 029 | B-2912 | Mi-2 | Czech MoI (LS FMV) | mfd | 1979 | not taken on charge as being considered surplus |
| | OK-JIX | Mi-2 | Slov-Air | rgd | 13jun79 | l/n Chrudím 05aug91 |
| | OK-JIX | Mi-2 | Delta System Air | | | leased from Slov-Air; canx 1993 |
| | OM-JIX | Mi-2 | Delta System Air | r/r | early94 | leased from Slov-Air; canx 30jun94 |
| | OK-JIX | Mi-2 | Delta System Air | rgd | 30jun94 | in yellow c/s with green trim and several logos; f/n Hradec Králové 31aug02; l/n Hradec Králové 12may17 |
| 53 6013 029 | B-2913 | Mi-2 | Czech MoI (LS FMV) | | | not taken on charge as being considered surplus |
| | OK-JIY | Mi-2 | Slov-Air | rgd | 13jun79 | seen BRQ 08aug91 |
| | OM-JIY | Mi-2 | Slov-Air | r/r | early94 | f/n BTS 21may95; photo 1996, stored; canx 20jan05 |
| 52 6014 029 | LZ-5028 | Mi-2 | Balkan Agri Div | | | |
| | LZ-5028 | Mi-2 | Puldin Air | | | canx 30jan07; sat wfu (without titles) at Gorna Oryahovitsa, reported as Air Concorde |
| 52 6015 029 | LZ-5029 | Mi-2 | Balkan Agri Div | | | |
| | LZ-MIC | Mi-2 | Euromedical | | 31jul91 | at Marathon, Greece |
| | LZ-MIC | Mi-2 | Heli Air | SOF | 26jun93 | l/n SOF 24sep95 |
| | LZ-MIC | Mi-2 | Air Concorde | rgd | 19aug04 | in white c/s with green and red stripes, small titles only; l/n Krainitsi 28apr08; was the last Mi-2 flying in Bulgaria; w/o 07jul08 on a crop-spraying flight from Krainitsi (Kyustendil district) when both engines stopped (may have run out fuel) and the helicopter came down in a field 300 metres from the airfield, pilot severely injured; wreck l/n at Gorna Oryakhovitsa 17sep09 |
| 52 6016 029 | LZ-5030 | Mi-2 | Balkan Agri Div | Cae | 25mar98 | titles not reported; fate unknown |
| 52 6017 029 | LZ-5031 | Mi-2 | Balkan Agri Div | Cae | 25mar98 | titles not reported |
| | LZ-5031 | Mi-2 | Puldin Air | | | canx 30jan07 |
| 52 6018 029 | LZ-5032 | Mi-2 | Balkan Agri Div | | | |
| | LZ-5032 | Mi-2 | Puldin Air | | | canx 30jan07 |
| 52 6019 029 | LZ-5033 | Mi-2 | Balkan Agri Div | | | |
| | LZ-5033 | Mi-2 | Puldin Air | Voy | 18feb06 | canx 30jan07; sat wfu at Plovdiv-Voysil, seen feb06/mar08; scrapped before sep16 |
| 52 6020 029 | LZ-5034 | Mi-2 | Balkan Agri Div | | | |
| | LZ-MID | Mi-2 | Heli Air | SOF | 25may92 | l/n SOF 11sep99 |
| 52 6021 029 | LZ-5035 | Mi-2 | Balkan Agri Div | | | fate unknown |
| 52 6022 029 | LZ-5036 | Mi-2 | Balkan Agri Div | Voy | 31jul06 | opb Plovdiv detachment (otryad); seen Dositeevo/Kharmanli 01jul88; stored by jul06 |
| | LZ-5036 | Mi-2 | Puldin Air | | | in yellow c/s with red or brown trim, canx 30jan07; sat wfu (without titles) at Plovdiv-Voysil (N42.218526 E24.635603), seen mar08/may18 |
| 54 6023 029 | "42" yellow | Mi-2 | DOSAAF | mfd | 1979 | |
| | CCCP-14335 | Mi-2 | AFL/Ukraine | rgd | 10apr91 | ever taken up ?; in olive drab c/s with light grey underside; canx as to Ukraine but date unknown; stored at Kiev-Chaika, seen may02/jun02 (still with the prefix 'CCCP-' and the code painted over but still visible) |
| | UR-14335 | Mi-2 | TSO Ukrayiny | Krh | nov09 | in olive drab c/s with light blue cheatline; sat wfu at Kharkiv-Korotych, seen nov09/sep12 |
| 54 6024 029 | CCCP-23533 | Mi-2 | AFL/Kremenchug FS | rgd | 12apr79 | not canx from Soviet register; fate unknown |
| 54 6025 029 | CCCP-23532 | Mi-2 | AFL/Kremenchug FS | rgd | 12apr79 | |
| | UR-23532 | Mi-2 | Kremenchug Fl.Sch. | trf | 1993 | was stored at Kirovograd by 2011; repainted in grey/green camo c/s |
| 54 6026 029 | CCCP-23534 | Mi-2 | AFL/Kremenchug FS | rgd | 12apr79 | not canx from Soviet register; c/n reported in fake Ukrainian Air Force c/s at Kirovograd 07dec11 |
| 54 6027 029 | CCCP-23535 | Mi-2 | AFL/Kremenchug FS | rgd | 12apr79 | not canx from Soviet register |
| | UR-23535 | Mi-2 | AFL/Kremenchug FS | | photo | in basic 'blue' Aeroflot c/s, no titles; used as a ground instructional airframe by the Kremenchug Flying College of the National Aviation University (KLK NAU) at Kremenchug (N49.067104 E33.40035), seen aug06/apr12 |
| 54 6028 029 | CCCP-23536 | Mi-2 | AFL/Kremenchug FS | rgd | 24apr79 | |
| | CCCP-23536 | Mi-2 | Bryansk Avn Ent. | trf | 31dec93 | not in 1998 fleet list, fate unknown |
| 54 6029 029 | CCCP-23537 | Mi-2 | AFL/Kremenchug FS | rgd | 24apr79 | not canx from Soviet register; fate unknown |
| 54 6030 029 | CCCP-23538 | Mi-2 | AFL/Kremenchug FS | rgd | 12apr79 | not canx from Soviet register; fate unknown |
| 54 6031 029 | CCCP-23539 | Mi-2 | AFL/Kremenchug FS | rgd | 12apr79 | |
| | UR-23539 | Mi-2 | Avialini. Ukrayiny | DOK | 1993 | |
| 54 6032 029 | CCCP-23540 | Mi-2 | AFL/Kremenchug FS | rgd | 24apr79 | not canx from Soviet register; fate unknown |
| 54 6033 039 | CCCP-23541 | Mi-2 | AFL/Kremenchug FS | rgd | 24apr79 | not canx from Soviet register; fate unknown |
| 54 6034 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6035 039 | not known | Mi-2 | Soviet Air Force | mfd | 23mar79 | |
| | FLARF01768 | Mi-2 | Vikhr Aeroklub | Tno | 21aug01 | in silver/black c/s, no titles; l/n Borki 26aug03 |
| 54 6036 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6037 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14311 | Mi-2 | AFL/Ukraine | rgd | 10apr91 | canx as to Ukraine but date unknown |
| | UR-14311 | Mi-2 | not noted | PLV | 12sep96 | |
| 54 6038 039 | not known | Mi-2 | Soviet Air Force | no | reports | in dark green c/s with light blue underside |
| | CCCP-14301 | Mi-2 | AFL/Ukraine | rgd | 12mar91 | seen Zolochiv jan92 still in full Soviet Air Force colours including Red Stars, with registration but without titles; canx as to Ukraine but date unknown |
| | UR-14301 | Mi-2 | Ternopol Avn Ent. | rgd | unknown | operator not confirmed |
| | HA-BFJ | Mi-2 | Heli-Air | rgd | 24mar95 | canx 23jan96 |
| | UR-14301 | Mi-2 | Ternopol Avn Ent. | rgd | unknown | operator not confirmed |
| | HA-BFX | Mi-2 | Heli-Air | rgd | 13may96 | leased from Ternopol Aviation Enterprise (Ternopoli Allami Legivallalat in Hungarian); seen camouflaged Budaörs jul96/sep96; canx 17feb97; l/n TNL 29jun99 |
| 54 6039 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6040 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6041 039 | "21" yellow | Mi-2 | DOSAAF | no | reports | |
| | CCCP-14305 | Mi-2 | AFL/Ukraine | mfd | 30mar79 | rgd 12mar91; ever taken up ?, see below |
| | UR-14305 | Mi-2 | GCI | Kci | 29aug93 | still wearing code "21" yellow |
| | UR-14305 | Mi-2 | Dniproaviaservis | CEJ | 02jul97 | based at DNK; no titles; still wearing code "21" yellow; l/n CEJ 02may99, titles not reported; canx 01oct08 |
| | UR-14305 | Mi-2 | Avia-Stil | rgd | 14jul10 | new CofR issued 19jun12; current on register 10mar23 |
| 54 6042 039 | "45" yellow | Mi-2 | Soviet Air Force | | | could also have been "46" yellow |
| | CCCP-14302 | Mi-2 | AFL/Ukraine | rgd | 12mar91 | canx as to Ukraine but date unknown |
| | HA-BFI | Mi-2 | Jetstream Air Kft. | rgd | 07feb95 | leased from Air Ukraine; no titles; f/n Esztergom 05jun95; canx 28may97; l/n BUD 28apr99 |
| | UR-14302 | Mi-2 | | ret | early97 | reported for Air Service; l/n TNL 29jun99 |
| 54 6043 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "44" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| 54 6044 039 | not known | Mi-2 | DOSAAF | no | reports | |
| | CCCP-14337 | Mi-2 | AFL/Ukraine | rgd | 25feb91 | canx as to Ukraine but date unknown |
| | UR-14337 | Mi-2 | Universal-avia | UMY | 21may98 | based at Sumy; canx 13aug08 |
| 51 6045 049 | 6045 | Mi-2 | Polish Air Force | d/d | 25may79 | l/n OZH jun98 |
| 51 6046 049 | 6046 | Mi-2 | Polish Air Force | d/d | 25may79 | l/n in its initial c/s Deblin-Irena 01sep07; repainted in special red/white c/s to commemorate the 50th anniversary of the first flight of the Mi-2, f/n as such Deblin 17oct11; l/n Radom 26aug23 |
| 51 6047 049 | 6047 | Mi-2 | Polish Air Force | d/d | 25may79 | crashed 25sep80 |
| 51 6048 049 | 6048 | Mi-2Ch | Polish Air Force | d/d | 25may79 | in multi-tone camo c/s; l/n operational Wroclaw 1998; preserved in Muzeum Lotnictwa Polskiego at Kraków from 14dec05, seen oct09/aug24 |
| 51 6049 049 | 6049 | Mi-2 | Polish Air Force | d/d | 25may79 | opb 49. BLot; l/n Pruszcz Gdanski 18jul13, still in old camo c/s |
| 51 6050 049 | 6050 | Mi-2 | Polish Air Force | d/d | 25may79 | l/n Pruszcz Gdanski 01sep99 |
| 54 6101 039 | "39" white | Mi-2 | Soviet Air Force | | | |
| | RA-23674 | Mi-2 | General Leasing | rgd | 25nov92 | seen RZE may95/sep98 in poor condition, no titles; canx 17feb95 |
| | "39" white | Mi-2 | no titles | ph. | 10may05 | was preserved in the "Pepeland" amusement park at Dziekanów Nowy (N52.36345 E20.82592), l/n may05 but gone by mar15 |
| 54 6102 039 | not known | Mi-2 | Soviet Air Force | mfd | 31mar79 | |
| | RA-15732(2) | Mi-2 | Gazpromavia | rgd | 27oct00 | based at Perm; in light blue/ dark blue//black c/s with small titles on the cockpit door; f/n in MARZ ROSTO at Fedurnovo (Chornoye) 26aug02; l/n PEE 18aug07; w/o 16apr08 on a pipeline patrol flight from Beryozovka to Leshchovka (Lysva district of the Perm region) when collided with a high-voltage power-line and crashed in a wooded area near Vereino (16 km from Kalino), both pilots and 1 of the 2 passengers were killed and the other passenger was injured; see c/n 542507072 |
| 54 6103 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14303 | Mi-2 | AFL/Ukraine | rgd | 12mar91 | f/n TNL 20sep96 in ex-Soviet Air Force c/s, no titles; l/n TNL 29jun99; canx but date unknown |
| 52 6104 039 | CCCP-23542 | Mi-2 | AFL/Belarus | rgd | 17may79 | not canx from Soviet register |
| | EW-23542 | Mi-2 | Bellesavia | | | reported in JP-05 |
| 52 6105 039 | CCCP-23543 | Mi-2 | AFL/Belarus | rgd | 17may79 | not canx from Soviet register |
| | EW-23543 | Mi-2 | Bellesavia | | | reported in JP-05 |
| 52 6106 039 | CCCP-23544 | Mi-2 | AFL/Central Region | mfd | 31mar79 | rgd 16jul79; f/n Myachkovo 26sep91; l/n Myachkovo 18aug92 |
| | CCCP-23544 | Mi-2 | Myachkovo Air Serv | trf | 23aug94 | canx 04nov03 |
| 52 6107 049 | CCCP-23545 | Mi-2 | AFL/Central Region | mfd | mar79 | rgd 16jul79; opb Myachkovski OAO; f/n Myachkovo 26sep91 |
| | RA-23545 | Mi-2 | Aeroflot | Mya | 01sep93 | |
| | RA-23545 | Mi-2 | Myachkovo Air Serv | trf | 23aug94 | still in full Aeroflot c/s including titles; l/n as such Myachkovo 23sep94; canx before aug10 |
| | 2151K | Mi-2 | privately owned | Vor | 04jul20 | illegal registration; in dark green c/s, no titles; sat derelict at Kaluga-Oreshkovo, seen jul20 |
| 52 6108 049 | CCCP-23546 | Mi-2 | AFL/Central Region | rgd | 16jul79 | |
| | RA-23546 | Mi-2 | Aeroflot | BZK | 12jul94 | in orange c/s with blue cheatline and trim; canx 27may96; used as a ground instructional airframe by the Civil Aviation Technical College at Rylsk, seen 1999/mar08 |
| | RA-23546 | Mi-2 | Rylski ATK | ph. | apr11 | in light blue c/s with broad white cheatline, with titles; used as a ground instructional airframe by the Civil Aviation Technical College at Rylsk (N51.57360 E34.68636), seen apr11 |
| 54 6109 049 | not known | Mi-2 | DOSAAF | mfd | 24apr79 | |
| | FLARF01720 | Mi-2 | Fed of Light Avn | Mya | 24aug00 | in black c/s with yellow flash, no titles; registration painted on as 'RA-01720 FLARF' when seen Moscow-Tushino 14aug01; seen Moscow-Tushino 30mar02 without registration on the left-hand side |
| | FLARF01720 | Mi-2 | Aeroklub "Vikhr" | DME | 14aug02 | Otdeleniye FLA RF Aeroklub "Vikhr"; based at Dubrovitsy; registration painted on as '01720 FLA RF'; l/n DME 18aug02; damaged beyond repair 15jun03 on a pleasure flight from Borki when the main rotor slowed down while the helicopter was flying over the river Volga near Kletino (Kimry district of the Tver |

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|---|---|---|---|---|---|---|
| | | | | | | region) and the helicopter crashed into the river 50 metres off the banks and sank, 1 of the 2 passengers was killed while the other one and the pilot managed to escape |
| | RA-1720K | Mi-2 | Aeroklub "Vikhr" | no | reports | included in a listing of FLA aircraft dated 13aug04 (see the dates above) |
| 54 6110 049 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14339 | Mi-2 | AFL/Ukraine | rgd | 25feb91 | canx as to Ukraine but date unknown |
| 54 6111 049 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14340 | Mi-2 | AFL/Ukraine | rgd | 25feb91 | canx as to Ukraine but date unknown |
| | UR-14340 | Mi-2 | Universal-avia | UMY | 21may98 | |
| | RF-38360 | Mi-2 | | Mry | 29aug09 | titles not reported; l/n Omsk-Maryanovka 14jun14 all green c/s in good condition but no registration painted on |
| 54 6112 049 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6113 049 | "42" yellow | Mi-2 | DOSAAF | no | reports | |
| | UR-BDT | Mi-2 | TSO Ukrayiny | ph. | 24apr10 | opb ASK "Sokol" Vovchansk; in faded dark green c/s with light blue underside, but standard blue Aeroflot c/s becoming visible below that; reported in Air-Britain and JP-97/05; canx 13aug08; sat wfu at Vovchansk, seen apr10/sep21 |
| 54 6114 049 | not known | Mi-2 | DOSAAF | no | reports | |
| | CCCP-14306 | Mi-2 | AFL/Ukraine | rgd | 12mar91 | |
| | UR-14306 | Mi-2 | Universal-avia | no | reports | based at Chernigiv; canx 13aug08 |
| 54 6115 049 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14342 | Mi-2 | AFL/Ukraine | rgd | 20jan91 | canx as to Ukraine but date unknown |
| | UR-14342 | Mi-2 | | PLV | 02jan08 | l/n PLV 19sep10 with a faded prefix |
| 54 6116 049 | not known | Mi-2 | Soviet Air Force | mfd | 29apr79 | |
| | RA-15713(2) | Mi-2 | Orenburg Airlines | | | damaged beyond repair 12feb00 when force-landed at Sorochinsk, no casualties; canx 10apr02; see c/n 522317032 |
| 54 6117 049 | not known | Mi-2 | Soviet Air Force | mfd | 1979 | |
| | UR-VBF | Mi-2 | Motor Sich | rgd | 07jun18 | sold to Motor Sich Middle East FZE of Sharjah (UAE) together with AI-450M-B engines jul18, for modernisation into a Mi-2MSB; canx 10feb21 |
| 54 6118 049 | not known | Mi-2 | Soviet Air Force | mfd | 29apr79 | probably DOSAAF, in fact |
| | RA-15729(2) | Mi-2 | Yuniavia | trf | 25apr95 | arrived for overhaul at MARZ ROSTO from Tekhnologii 21 vek 31mar99; overhaul completed 24feb00; not on register by aug10; see c/n 542504072 |
| | RF-00506 | Mi-2 | Weltall-avia | OMS | 10may16 | leased to Vostok-Avia probably 19mar13; included in an offer of services by Vostok-Avia to Krasnoyarskaya baza aviatsionny okhrany lesov 06feb14; in black/blue c/s with airbrush art, no titles; f/n as such OMS 10may16; see c/n 526330109 |
| 53 6119 059 | R-13 | Mi-2 | Hungarian Police | toc | jun79 | named 'Kék Villám' (Blue Lightning); l/n active Vecsés 07may16; sold to Czechia may16; see c/n 5110029116 |
| 53 6120 059 | R-14 | Mi-2 | Hungarian Police | toc | jun79 | named 'Kék Botond' (Blue Botond); l/n active Györ 29jul16; wfu 01feb17 |
| | SP-PML | Mi-2 | Helipl Sp.z o.o. | rgd | 13mar18 | opb Nadlesnictwo Polczyn; in dark blue c/s with white trim and 'Lasy Panstwowe' (State Forests) titles; f/n Kolacz 29jun18; seen without titles Opole-Polska Nowa Wies 19aug19; l/n Opole-Polska Nowa Wies 08aug20 |
| 53 6121 059 | 6121 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6122 059 | 6122 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6123 059 | 6123 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6124 069 | 6124 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6125 069 | 6125 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6126 069 | 6126 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6127 069 | 6127 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6128 069 | 6128 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6129 069 | 6129 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6130 069 | 6130 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 54 6131 049 | not known | Mi-2 | Soviet Air Force | | | |
| | CCCP-14343 | Mi-2 | AFL/Ukraine | rgd | 20jan91 | |
| | 14343 | Mi-2 | not noted | PLV | 12sep96 | sat wfu (without titles and with faded registration) at PLV, seen sep10/sep12 (only identified from the c/n on the tailboom by sep12); seen 05apr15 being worked on |
| | "81" yellow | Mi-2 | no titles | Plw | 26apr17 | in grey c/s; preserved in these fake colours at Poltava, seen apr17 |
| | no reg | Mi-2 | no titles | Plw | 09jun18 | in olive drab/beige camo c/s with light blue underside, no markings whatsoever; preserved in the Ukrainian Air Force museum at Poltava, seen jun18/jul19 |
| | "02" white | Mi-2 | Ukraine Air Force | Plw | 25sep21 | preserved as a gate guard at Poltava, seen sep21 |
| 54 6132 049 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6133 049 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14304 | Mi-2 | AFL/Ukraine | rgd | 12mar91 | |
| | UR-14304 | Mi-2 | Universal-avia | TNL | 20sep96 | l/n TNL 29jun99, titles not reported |
| 54 6134 049 | not known | Mi-2 | DOSAAF | no | reports | |
| | CCCP-14338 | Mi-2 | AFL/Ukraine | rgd | 25feb91 | |
| | UR-14338 | Mi-2 | Avialini. Ukrayiny | UMY | 21may98 | opb Universal-avia Sumy; l/n PLV 20may08, wfu with faded paint |
| | UR-14338 | Mi-2 | Universal-avia | no | reports | based at Sumy; canx 13aug08 |
| 54 6135 049 | not known | Mi-2 | DOSAAF | mfd | 30apr79 | |
| | CCCP-14307 | Mi-2 | AFL/Ukraine | rgd | 12mar91 | canx as to Ukraine but date unknown |
| | UR-14307 | Mi-2 | Soyuzaeroelit | Odg | 09may09 | opb Aeroklub Odesa; in dark blue c/s with logo on the rear fuselage; l/n HRK 08sep09; flown illegally out of Odesa-Liman 06apr10 |
| | UR-CAEO | Mi-2 | Soyuzaeroelit | rgd | 30aug10 | to O.M. Meshcheryakov; based at Odesa; in dark blue c/s with logo on the rear fuselage; f/n Odesa-Chaika 02apr11; canx 23jul13; w/o in the early hours of 11nov15 on an illegal migrant trafficking flight from western Ukraine to eastern Slovakia when encountered thick fog while flying very low (in order to avoid being detected by the Slovakian air defence) and crashed on the banks of the river Uh 2 km from Stretávka (Michalovce district), both crew (pilot: Igor Muzyka, the head of Soyuzaeroelit) and all 6 passengers (illegal immigrants from Afghanistan) killed |
| 52 6136 049 | CCCP-23547 | Mi-2 | AFL/Central Region | rgd | 16jul79 | dbr on forced landing Kursk 10aug91 |
| 52 6137 049 | CCCP-23548 | Mi-2 | AFL/Central Region | rgd | 11aug79 | canx 05apr82 |
| 52 6138 059 | CCCP-23549 | Mi-2 | AFL/Central Region | mfd | 26may79 | rgd 31mar80 |
| | CCCP-23549 | Mi-2 | Lipetsk Avn Ent. | trf | 19oct93 | leased to Yug Avia 18dec03/31dec04 |
| | RA-23549 | Mi-2 | Barkol | Che | 22aug05 | in white/blue c/s with yellow/red/black cheatline; seen in MARZ DOSAAF at Fedurnovo (Chornoye) 22aug05 with the tailboom of c/n 518747074 attached; not on register aug10/apr16; sat wfu in MARZ DOSAAF, seen aug05/aug19 (photoproof as RA-23549, but c/n 529213045 and RA-23324 given on a document seen jul17/jul19 attached to the helicopter) |
| 52 6139 059 | CCCP-23450 | Mi-2 | AFL/Central Region | mfd | 26may79 | also given as 31may79; rgd 27jun79 |
| | RA-23450 | Mi-2 | Smolensk Avn Ent. | trf | 24feb95 | no titles; seen Smolensk-Severny 21aug02 |
| | RA-23450 | Mi-2 | Smolenskaerotrans | rgd | 10apr03 | f/n in MARZ ROSTO at Fedurnovo (Chornoye) 23jul07 in freshly painted orange/blue/orange c/s; new CofR issued 28aug08; l/n Smolensk-Yuzhny 30jul12; new CofR issued 26may16 |
| | RA-23450 | Mi-2 | not known | rgd | 23mar20 | new CofR issued 31jul20; in white/dark blue c/s, no titles; f/n Markovka (Irkutsk region) 04oct20; l/n in the Irkutsk region 30mar21; new CofR issued 10apr23 |
| 52 6140 059 | CCCP-23451 | Mi-2 | AFL/Central Region | rgd | 27jun79 | |
| | RA-23451 | Mi-2 | | rgd | 09nov93 | canx 07jul98 |
| 52 6141 059 | CCCP-23452 | Mi-2 | AFL/Far East | mfd | 25may79 | rgd 30jul79 |
| | RA-23452 | Mi-2 | Vladivostok Avia | trf | 30mar94 | still in full Aeroflot c/s including titles; l/n VVO 19apr97, derelict; canx 30aug04 |
| 52 6142 059 | CCCP-23453 | Mi-2 | AFL/Far East | mfd | 16jun79 | rgd 17sep79 |
| | RA-23453 | Mi-2 | Vladivostok Avia | trf | 30mar94 | still in full Aeroflot c/s including titles; l/n VVO 19apr97; canx 30aug04 |
| 52 6143 059 | CCCP-23454 | Mi-2 | AFL/North Kavkaz | mfd | 16jun79 | rgd 10aug79; trf 29aug95 to Donskaya transportnaya aviakompaniya; canx but date unknown |
| 52 6144 059 | CCCP-23455 | Mi-2 | AFL/North Kavkaz | mfd | 12jun79 | rgd 10aug79; trf 29aug95 to Donskaya transportnaya aviakompaniya; canx but date unknown |
| 52 6145 059 | CCCP-23456 | Mi-2 | AFL/North Kavkaz | rgd | 10aug79 | |
| | CCCP-23456 | Mi-2 | Shakhty Avn Ent. | trf | 06jun95 | canx 21dec95 |
| 53 6146 059 | CCCP-23457 | Mi-2 | AFL/Leningrad | rgd | 16jul79 | canx 25jul91 |
| 53 6147 059 | CCCP-23458 | Mi-2 | AFL/Leningrad | rgd | 16jul79 | f/n Umba 01nov80 |
| | RA-23458 | Mi-2 | Murmansk Avia | trf | 22nov94 | canx 06sep99 |
| 53 6148 059 | CCCP-23459 | Mi-2 | AFL/Leningrad | rgd | 16jul79 | |
| | CCCP-23459 | Mi-2 | Murmansk Avia | trf | 22nov94 | canx 03sep96 |
| 53 6149 059 | CCCP-23460 | Mi-2 | AFL/Komi | mfd | 12jun79 | rgd 20jul79 |
| | CCCP-23460 | Mi-2 | Komiavia | trf | 25apr95 | canx but date unknown |
| 53 6150 059 | CCCP-23461 | Mi-2 | AFL/Komi | rgd | 10jul79 | trf 22feb94 to ??; canx 18nov94 |
| 53 6201 069 | CCCP-23462 | Mi-2 | AFL/West Siberia | rgd | 20sep79 | f/n Novosibirsk-Severny 01jul92 |
| | RA-23462 | Mi-2 | Aeroflot | Ovn | 21apr93 | |
| | RA-23462 | Mi-2 | Novosibirski AO | trf | 11mar94 | w/o 11may94 on an ambulance flight from Parabel (Tomsk region) at night when banked steeply shortly after take-off, lost height, crashed 700 metres from the lift-off point, caught fire and burnt out, both pilots and the sole passenger (a surgeon) were killed, the cause of the accident could not be established |
| 53 6202 069 | CCCP-23463 | Mi-2 | AFL/Tyumen | rgd | 09aug79 | operated by Tyumenaviatrans by 1992; damaged 24dec92 on a flight in the Tyumen region when started to vibrate and bank to the left 20 minutes into the flight, made an emergency landing 40 km north of Ishim airport, entered vortex-ring mode, came down hard and rolled over onto its right side, no casualties; canx but date unknown |
| 53 6203 069 | CCCP-23464 | Mi-2 | AFL/East Siberia | rgd | 14aug79 | trf 28mar94 to Nizhneudinsk Air Enterprise; canx 09apr96 |
| 53 6204 069 | CCCP-23465 | Mi-2 | AFL/East Sib.-UUD | mfd | 28jun79 | rgd 31aug79; opb 183 LO Ulan-Udenskogo OAO; w/o 04sep82 on the leg from a site on the river Oglyur (Chara district of the Chita region) to a site on the river Konda of a round flight from Muya in support of the Namarkit geological expedition (with the MTOW exceeded by 150 kg) when was not able to climb out of the gorge of the river Oglyur, lost height while flying a 180 degree turn, collided with tree tops and crashed at a height of 990 metres (at N55°56' E117°13'), 1 of the 2 passengers killed and the other one as well as the pilot seriously injured; t/t 1,691 hours; canx 1982 |
| 53 6205 069 | CCCP-23466 | Mi-2 | AFL/East Siberia | rgd | 14aug79 | canx 09apr96 |
| 53 6206 069 | CCCP-23467 | Mi-2 | AFL/Yakutiya | mfd | 22jun79 | rgd 10apr80; last overhaul completed 06apr92 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | RA-23467 | Mi-2 | Sakha Avia | trf | 20apr94 | t/t 5,105 hours and 7,967 cycles by 01jan00; wfu 2004 |
| | 'RA-27820' | Mi-2 | Polyarnyye Avial. | ph. | jan08 | in orange c/s with blue cheatline and trim; preserved in these fake markings in the aerospace museum of the school at Dyupsyun (Ust'-Aldansk district of Yakutiya, N63.025261 E130.72419) from aug07, l/n aug09 |
| 53 6207 069 | CCCP-23468 | Mi-2 | AFL/Yakutiya | mfd | 30jun79 | rgd 19nov79; canx but date unknown |
| 52 6208 069 | CCCP-23469 | Mi-2 | AFL/Moldova | mfd | 30jun79 | rgd 13aug79; opb 281 LO Beltskogo OAO |
| | ER-23469 | Mi-2 | Moldaeroservice | rgd | 25mar94 | sat wfu at Balti-Central, seen feb06/feb15; canx between 11mar16 and 30sep16 |
| 52 6209 069 | CCCP-23470 | Mi-2 | AFL/Moldova | mfd | 25jul79 | rgd 31aug79; opb 281 LO Beltskogo OAO |
| | ER-23470 | Mi-2 | Moldaeroservice | rgd | 14apr94 | f/n Balti-Central 23feb06; operated in Iraq apr06/may06; l/n ADA 02dec06, no titles; canx between 19apr13 and 12dec13 |
| 52 6210 069 | CCCP-23471 | Mi-2 | AFL/Moldova | mfd | 30jun79 | rgd 13aug79; opb 281 LO Beltskogo OAO |
| | ER-23471 | Mi-2 | Moldaeroservice | rgd | 23mar94 | sat wfu at Balti-Central, seen feb06/feb15; canx between 12may15 and 31dec15 |
| 52 6211 069 | not known | Mi-2 | North Korean AF | mfd | 1979 | c/n known as delivered to North Korea, but serial unknown |
| 54 6212 069 | not known | Mi-2 | North Korean AF | mfd | 1979 | c/n known as delivered to North Korea, but serial unknown |
| 54 6213 069 | not known | Mi-2 | North Korean AF | mfd | 1979 | c/n known as delivered to North Korea, but serial unknown |
| 54 6214 069 | not known | Mi-2 | DOSAAF | no | reports | |
| | CCCP-14312 | Mi-2 | AFL/Ukraine | rgd | 03apr91 | |
| | UR-14312 | Mi-2 | Avialini. Ukrayiny | UMY | 21may98 | opb Universal-avia, Sumy |
| | UR-14312 | Mi-2 | Universal-avia | no | reports | based at Sumy; canx 13aug08 |
| 54 6215 069 | not known | Mi-2 | DOSAAF | no | reports | |
| | CCCP-14341 | Mi-2 | AFL/Ukraine | rgd | 25feb91 | |
| | UR-14341 | Mi-2 | Avialini. Ukrayiny | UMY | 21may98 | opb Universal-avia, Sumy |
| | UR-14341 | Mi-2 | Universal-avia | no | reports | based at Sumy; canx 13aug08 |
| 54 6216 069 | not known | Mi-2 | Soviet Air Force | mfd | jun78 | |
| | RA-15731(2) | Mi-2 | Gazpromavia | rgd | 27oct00 | in blue c/s with dark blue and black trim, no titles; stored at UCT, seen jun13; see c/n 542506072; seen preserved UCT 20nov20 |
| 54 6217 069 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-15737(2) | Mi-2 | Atlas | rgd | 12jul01 | see c/n 542512072; photo derelict 07nov11 at an unknown location |
| 54 6218 079 | not known | Mi-2 | Soviet Air Force | mfd | 20jul79 | |
| | RA-15725(2) | Mi-2 | Yuniavia | rgd | 27apr00 | new CofR issued that date; leased to Yeniseiski Meridian; see c/n 522329032 |
| | RA-15725(2) | Mi-2 | Katekavia | rgd | 18feb04 | to Grani PKF; new CofR issued 07jul04; in basic 'blue' Aeroflot c/s with own titles; CofA expired 01jul05, but still current on register by aug10; sat wfu at Krasnoyarsk-Solnechny (N56.10661 E92.93535), seen jun14/aug23 |
| 54 6219 079 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14336 | Mi-2 | AFL/Ukraine | rgd | 10apr91 | canx as to Ukraine but date unknown |
| | UR-14336 | Mi-2 | Ukrainian MVS | PLV | sep07 | opb Ukrainian Ministry of Internal Affairs at Poltava-Suprunivka; seen PLV 19sep10 with 'DAI' titles; l/n PLV 23sep12 |
| 54 6220 079 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6221 079 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-14320 | Mi-2 | AFL/Ukraine | rgd | 15may91 | canx as to Ukraine, but date unknown; c/n seen without markings at PLV 19sep10 |
| 54 6222 079 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6223 079 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6224 079 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6225 079 | not known | Mi-2 | DOSAAF | no | reports | |
| | UR-BDU | Mi-2 | TSOU Vovchansk | no | reports | opb ASK 'Sokol' Vovchansk; reported in Air-Britain and JP-97/05; canx 01oct08; c/n given in canx order as 546227079, probably in error; l/n Vovchansk 24apr10, undergoing maintenance |
| 54 6226 079 | not known | Mi-2 | Soviet Air Force | mfd | 28jul79 | |
| | RA-15724(2) | Mi-2 | Kirov Avn Enterpr. | trf | 21jan94 | leased to the Kirov Aviation Enterprise 26sep00; wfu 20jan03; see c/n 532328032 |
| | "52" red | Mi-2 | Strat.Rocket Force | ph. | 11jul21 | c/n checked; in dark olive drab c/s with light grey underside and Red Stars; preserved in these fake colours in Tsentr veteranov RVSN 52 rd (the museum of the 52nd rocket division) at Zvyozdny (N57.7335207 E56.3136208), seen jul21 |
| 54 6227 079 | not known | Mi-2 | Soviet Air Force | mfd | 28jul79 | |
| | RA-15714(2) | Mi-2 | | rgd | 23sep98 | see c/n 522318032 |
| | RA-15714(2) | Mi-2 | Orenburg Airlines | | 26apr07 | mentioned in technical inspection document; in operator's certificate 12nov08; see derelict REN 19nov20 |
| 54 6228 079 | not known | Mi-2 | DOSAAF | no | reports | |
| | UR-BAZ | Mi-2 | TSO Ukrayiny | UMY | 21may98 | still carried Red Stars; canx before mar12 |
| 54 6229 079 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6230 079 | not known | Mi-2 | Soviet Air Force | mfd | jul79 ? | possibly DOSAAF |
| | "21" yellow | Mi-2 | Ukraine Air Force | Lum | 06sep09 | carried code "34" yellow on the nose; in olive drab c/s with light grey underside and a yellow circle instead of a full Ukrainian roundel; preserved in the museum of the Lugansk repair plant at Lugansk-Ostraya Mogila, seen aug12/oct14 |
| 53 6231 079 | CCCP-23472 | Mi-2 | AFL/Yakutiya | mfd | 31jul79 | rgd 10mar80; last overhaul completed 19jul91; f/n GYG 03jul92 |
| | RA-23472 | Mi-2 | Sakha Avia | trf | 20apr94 | t/t 4,728 hours and 6,681 cycles by 01jan00; wfu 2004 |
| | no reg | Mi-2 | no titles | ph. | 16aug08 | in brown/cream/green camo c/s; was preserved at the "Vertolyot" (helicopter) entertainment club at ul. Lermontova 37 at Yakutsk (N62.03837 E129.72662) from aug08, but the club was bankrupt by apr12 |
| 53 6232 079 | CCCP-23473 | Mi-2 | AFL/Tyumen | rgd | 19nov79 | trf 30jun94 to Neftyeyugansk Air; canx 15mar97 |
| 53 6233 079 | CCCP-23474 | Mi-2 | AFL/Tyumen | rgd | 19nov79 | trf 30jun95 to Neftyeyugansk Air; canx 08jan98 |
| 52 6234 079 | CCCP-23475 | Mi-2 | AFL/Krasnoyarsk | mfd | 02aug79 | rgd 08oct79 |
| | RA-23475 | Mi-2 | Aeroflot | ABA | 13jul93 | |
| | RA-23475 | Mi-2 | Khakasiya | trf | 25nov93 | seen LPK 18aug99, titles not reported; offered for sale 05jan11 with t/t 6,629 hours |
| | RA-23475 | Mi-2 | Helix | PEE | 06jun11 | |
| 52 6235 079 | CCCP-23476 | Mi-2 | AFL/Kyrgyzstan-OSS | rgd | 24sep79 | opb Oshski OAO; w/o 18feb85 on the leg from a helipad of a pipeline near Bestamak of a pipeline patrol flight from Aktyubinsk when encountered below-minima weather conditions (low clouds and snowfall) and crashed in the Alga district 56 km south of Aktyubinsk airport, the pilot and the sole passenger (an aircraft mechanic) were killed, the cause of the accident could not be established (probably the pilot had made a mistake while flying a turn at low speed); wreck found 19feb85; canx 27aug85 |
| 52 6236 079 | CCCP-23477 | Mi-2 | AFL/Kyrgyzstan | rgd | 24sep79 | not canx from Soviet register |
| | EX-23477 | Mi-2 | Kyrgyzstan Al | | | reported in JP-05 |
| 52 6237 089 | CCCP-23478 | Mi-2 | AFL/West Siberia | rgd | 19nov79 | f/n Novosibirsk-Severny 01jul92; trf 11mar94 to Nikolayevsk-na-Amure Airlines; canx 17jan95 |
| 52 6238 089 | CCCP-23479 | Mi-2 | AFL/West Siberia | rgd | 19nov79 | trf to AFL/Kazakhstan 21jun88; canx 15aug88 |
| 52 6239 089 | CCCP-23480 | Mi-2 | AFL/Central Region | rgd | 21nov79 | dbr 24jul82 on a flight in the Komi Autonomous Republic when an engine failed and the helicopter crash-landed near Inta, no casualties; canx 1983 |
| 52 6240 089 | CCCP-23481 | Mi-2 | AFL/Central Region | mfd | 24aug79 | rgd 21nov79; f/n Myachkovo 13apr92; l/n Myachkovo 18aug92 |
| | RA-23481 | Mi-2 | Aeroflot | Mya | 01sep93 | l/n Myachkovo 15apr97 stored; trf 23aug94 to Myachkovo Air Service |
| | RA-23481 | Mi-2 | Barkol | rgd | 08jan98 | f/n BKA 29jun03; l/n Samara-Smyshlyayevka 08jul04 |
| 52 6241 089 | CCCP-23482 | Mi-2 | AFL/Central Region | mfd | 25aug79 | rgd 21nov79; f/n Myachkovo 03jun92 |
| | RA-23482 | Mi-2 | Aeroflot | Mya | 01sep93 | trf 23aug94 to Myachkovo Air Service; l/n Myachkovo aug01/aug03 wfu in hangar without titles; canx but date unknown |
| 52 6242 089 | CCCP-23483 | Mi-2 | AFL/Ukraine-TNL | rgd | 19sep79 | |
| | UR-23483 | Mi-2 | Universal-avia | TNL | 20sep96 | l/n TNL 29jun99, titles not reported |
| 52 6243 089 | CCCP-23484 | Mi-2 | AFL/Central Region | rgd | 24oct79 | trf 19oct93 to Lipetsk Air; crashed near B%ryozovka, 05jul96; canx 26apr00 |
| 52 6244 089 | CCCP-23485 | Mi-2 | AFL/Central Region | mfd | 29aug79 | rgd 24oct79; opb Lipetski OAO |
| | RA-23485 | Mi-2 | Lipetsk Avn Ent. | trf | 19oct93 | rgd 07may96 to the Russian Federation; new CofR issued 23may17; canx 20apr21 as sold abroad |
| 52 6245 089 | CCCP-23486 | Mi-2 | AFL/Central Region | mfd | 27aug79 | rgd 05oct79; f/n Myachkovo 26sep91; l/n Myachkovo 18aug92 |
| | RA-23486 | Mi-2 | Aeroflot | Mya | 01sep93 | trf 23aug94 to Myachkovo Air Service; canx 04nov03; seen wfu AKX 12mar13 |
| 52 6246 089 | CCCP-23487 | Mi-2 | AFL/Central Region | mfd | 29aug79 | rgd 05oct79 |
| | RA-23487 | Mi-2 | Smolensk Avn Ent. | trf | 30mar93 | seen wfu Smolensk-Severny aug99/aug02 still with Aeroflot titles |
| 52 6247 089 | CCCP-23488 | Mi-2 | AFL/Far East | rgd | 11nov79 | canx 28mar88 |
| 52 6248 089 | CCCP-23489 | Mi-2 | AFL/Far East | mfd | 29aug79 | rgd 02nov79; opb 249 LO 2-go Khabarovskogo OAO; w/o 06jan82 on the leg from Amursk to Khabarovsk of an ambulance flight from Komsomolsk-na-Amure to Khabarovsk when both engines flamed out (due to the fuel filters being clogged by ice crystals) 1 hour 10 minutes into the flight, the pilot attempted an auto-rotation landing on a site of limited size in snow-covered hilly terrain 10 km north-east of lake Dabanda (at N48°58' E135°40'), but the helicopter collided with trees, came down very hard and rolled over onto its right side, suffering substantial damage, 2 of the 3 passengers (among them the patient) killed and the 3rd one as well as the pilot injured; t/t 1,096 hours; canx 1982 |
| 52 6249 089 | CCCP-23490 | Mi-2 | AFL/Far East | rgd | 06dec79 | trf 26may93 to Sakhalin Avia; canx 16mar96 |
| 52 6250 089 | CCCP-23491 | Mi-2 | AFL/Ukraine | rgd | 25sep79 | not canx from Soviet register; fate unknown |
| 51 6301 099 | HA-BCA | Mi-2 | Hung Fl Ambulance | rgd | 22jan80 | owned by OMSz and operated by Budapest Air Service; in white c/s with black trim and Red Crosses, with full titles; last flight 24sep99 (from Budapest to the National Ambulance Service Headquarters in the city); canx 14apr00; preserved at the National Ambulance Service Headquarters in Budapest (N47.523364 E19.078819), l/n oct22 |
| 51 6302 099 | HA-BCB | Mi-2 | Hung Fl Ambulance | rgd | 22jan80 | owned by OMSz and operated by Budapest Air Service; last flight 14aug94; t/t 2,814 hours and 7,732 cycles; canx 14apr00; towed to the Aeropark Budapest at Ferihegy (N47.423582 E19.262452) 28apr99; repainted in its original white c/s with black trim, Red Crosses and 'Országos Mentöszolgálat' titles, seen as such 18jun18/jun24 |
| 54 6303 089 | not known | Mi-2 | DOSAAF | no | reports | |
| | UR-AAH | Mi-2 | TSO Ukrayiny | Krh | 15jul93 | |
| | UR-BAH | Mi-2 | TSO Ukrayiny | Krh | 12sep96 | opb Aeroklub im. V.S. Grizodubovoi at Kharkiv-Korotych; seen UMY 21may98; l/n Kharkiv-Korotych 21jun99 |
| 54 6304 089 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6305 089 | "03" yellow | Mi-2 | Soviet Air Force | Odg | 19sep96 | l/n Odesa-Gidroport may02/sep10, wfu |
| 54 6306 099 | "27" yellow | Mi-2 | Soviet Air Force | no | reports | |
| | UR-BAU | Mi-2 | TSO Ukrayiny | UMY | 21may98 | still carried code "27" yellow and Red Stars; canx before mar12 |
| | "27" yellow | Mi-2 | Ukraine Air Force | ph. | 20jul05 | was used as a ground instructional airframe by the "Ivan Kozhedub" Air Force University at Kharkiv-Sosnovy Bor; preserved in a small museum at Kharkiv-Korotych (N49.969367 E36.013311), seen nov08/sep12 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | "02" white | Mi-2 | Ukraine Air Force | ph. | 22sep21 | preserved with this fake serial at Kharkiv-Korotych, seen sep21 |
| 54 6307 089 | "04" yellow | Mi-2 | ROSTO | Log | 09jul08 | |
| 54 6308 099 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 6309 089 | CCCP-23492 | Mi-2 | AFL/Ukraine | rgd | 18oct79 | |
| | UR-23492 | Mi-2 | Aeroflot | | | |
| | HA-BCW | Mi-2 | Quick Air Trans | rgd | 13mar95 | leased from Minstrans; was erroneously painted as HA-BCV for a short time and photographed as such !; canx 02feb96 |
| | UR-23492 | Mi-2 | Aeroflot | IFO | 30jun99 | wfu; in white/blue c/s; sat wfu without visible registration in the Auto Pijaca trucking company yard at Bubanj Potok (N44.72284 E20.54291), c/n on the tail checked, seen aug08/sep12 |
| 52 6310 099 | CCCP-23493 | Mi-2 | AFL/Krasnoyarsk | rgd | 03dec79 | opb Abakanski OAO; dbr 05jul84 on a crop-spraying flight near Aban when the pilot got distracted from aviating while flying at a height of 5 metres, the helicopter collided with the ground, rolled over onto its right side, caught fire and burnt out, pilot slightly injured; canx 1984 |
| 52 6311 099 | CCCP-23494 | Mi-2 | AFL/Krasnoyarsk | mfd | 24sep79 | rgd 03dec79 |
| | RA-23494 | Mi-2 | Aeroflot | ABA | 13jul93 | |
| | RA-23494 | Mi-2 | Khakasiya | trf | 25nov93 | offered for sale 05jan11 with t/t 5,906 hours |
| 52 6312 099 | CCCP-23495 | Mi-2 | AFL/Krasnoyarsk | mfd | 24sep79 | rgd 03dec79; opb Abakanski OAO; w/o 06jul88 on the leg from the southern slope of a 1,443 metres high mountain near Torganok of a forest patrol flight from Kuragino in support of the Krasnoyarsk base when the left engine failed (due to a manufacturing defect of the EMK-KPD valve) at a height of some 40 metres shortly after take-off, the helicopter lost height rapidly and crashed on the slope (N54°38'58" E93°04'20"), pilot killed; t/t 3,362 hours and 6,462 cycles; wreck found 07jul88; canx 20feb89 |
| 52 6313 099 | CCCP-23496 | Mi-2 | AFL/Krasnoyarsk | mfd | 24sep79 | also given as 26sep79; rgd 03dec79 |
| | RA-23496 | Mi-2 | Aeroflot | ABA | 13jul93 | |
| | RA-23496 | Mi-2 | Khakasiya | trf | 25nov93 | in basic 'blue' Aeroflot c/s with own titles; offered for sale 05jan11 with t/t 5,022 hours, but could not be sold; the hulk without tailboom sat at Tver-Zmeyovo, seen apr17 and the tailboom was seen in MARZ DOSAAF at Fedurnovo (Chornoye) 24jul19 |
| 52 6314 099 | CCCP-23497 | Mi-2 | AFL/Kyrgyzstan | rgd | 23jan80 | carried additional 'GAI' titles; f/n FRU 09may95 |
| | EX-23497 | Mi-2 | no titles | FRU | 17aug99 | seen on the dump at FRU nov02/apr06, fading green c/s painted over orange c/s with blue cheatline and trim; current in fleet list of Kyrgyzstan Airlines may05 |
| 52 6315 099 | CCCP-23498 | Mi-2 | AFL/Far East | mfd | 04oct79 | rgd 17jan80; first reported Herpuchi 10jul87 in incident report; trf 01sep94 to Nikolayevsk-na-Amure Airlines; canx 17jan96 |
| 52 6316 109 | YI-ALF | Mi-2 | Dept of Agricult. | | | |
| 52 6317 109 | YI-ALG | Mi-2 | Dept of Agricult. | | | |
| 52 6318 109 | YI-ALH | Mi-2 | Dept of Agricult. | | | |
| 54 6319 099 | "09" yellow | Mi-2 | Soviet Air Force | Odg | 19sep96 | l/n Odesa-Gidroport may02/sep10 wfu |
| 54 6320 099 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6321 099 | "25" yellow | Mi-2 | DOSAAF | mfd | 1979 | |
| | UR-23646 | Mi-2 | TSO Ukrayiny | rgd | 27apr93 | stored at Kiev-Chaika, seen 28aug97/12jun99; canx 08nov02 |
| | 23646 | Mi-2 | TSO Ukrayiny | Kci | 01jun02 | still carried code "25" yellow; in olive drab c/s with light grey underside and faded Red Stars; stored at Kiev-Chaika, seen may02/aug08 |
| | UR-23646 | Mi-2 | Koktebel | no | reports | Tsentr planernogo sportu "Koktebel", Feodosiya; canx 13aug08 |
| 54 6322 099 | not known | Mi-2 | DOSAAF | mfd | 1979 | |
| | UR-BAY | Mi-2 | TSO Ukrayiny | UMY | 21may98 | still carried Red Stars; canx before mar12 |
| 54 6323 099 | "07" yellow | Mi-2 | Ukraine Air Force | ph. | 30jul11 | c/n checked; preserved in the Air Force Museum at Vinnytsya (Ukraine) |
| 54 6324 099 | "29" yellow | Mi-2 | DOSAAF | mfd | 1979 | |
| | UR-BSQ | Mi-2 | TSO Ukrayiny | Odg | 19sep96 | in olive drab c/s with light grey underside, no titles; still carried the code "29" yellow; stored at Odesa-Gidroport, seen may02/sep10 |
| 54 6325 099 | "08" yellow ? | Mi-2 | DOSAAF | mfd | 1979 | |
| | UR-AAM | Mi-2 | TSO Ukrayiny | Krh | 15jul93 | |
| | UR-BAM | Mi-2 | TSO Ukrayiny | Krh | 12sep96 | opb Aeroklub im. V.S. Grizodubovoi at Kharkiv-Korotych; seen Kharkiv-Korotych 21jun99; sat in poor condition at Kharkiv-Korotych, former code "08" yellow becoming visible again through faded paint, seen sep09/sep12; new CofR issued 17feb16; repainted in olive drab c/s, no titles; f/n as such in Vinnytsky aviatsiny zavod 26feb16; canx between 07aug21 and 21aug21 |
| 54 6326 099 | not known | Mi-2 | DOSAAF | mfd | 09oct79 | |
| | not known | Mi-2 | not reported | Che | 25aug03 | |
| | UR-BYO (1) | Mi-2 | TSOU Kharkiv | Krh | 28aug07 | opb Aeroklub im. V.S. Grizodubovoi at Kharkiv-Korotych; in dark blue c/s with white trim and light grey underside; l/n active Kharkiv-Korotych 15mar08, with spraying equipment; canx 01oct08; see c/n 5210137037 |
| | UR-BYO (1) | Mi-2 | Kharkivsky aerokl. | rgd | 03dec08 | stored at Kharkiv-Korotych, '4309' readable under the faded registration, l/n sep12; new CofR issued 03dec18; current on register 10mar23 |
| 54 6327 099 | not known | Mi-2 | DOSAAF | mfd | 19oct79 | |
| | UR-FIL | Mi-2 | TSOU Kharkiv | rgd | 21may07 | in blue/white c/s with grey belly and 'TSOU' titles; f/n Kharkiv-Korotych 28aug07; l/n as such Kharkiv-Korotych 08sep09; seen with additional 'Avialisookhorona' titles Kharkiv-Korotych 24apr10 |
| | UR-FIL | Mi-2 | AS | rgd | 05apr12 | l/n Kharkiv-Korotych 23sep12 |
| | UR-FIL | Mi-2 | AviaagroDnipro | rgd | 26nov14 | AviaagroDnipro of Yuvileine; canx 03dec18 |
| 54 6328 099 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6329 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 6330 109 | CCCP-23499 | Mi-2 | AFL/West Siberia | mfd | 31oct79 | rgd 04jan80; l/n Novosibirsk-Severny 01jul92 |
| | RA-23499 | Mi-2 | Novosibirsk AE | trf | 11mar94 | canx 23oct03; seen without registration Novosibirsk-Severny 30aug07 |
| | RF-23499 | Mi-2 | not known | ph. | 23aug08 | photo of the cockpit only, no other details visible |
| | RA-1434G | Mi-2 | Zenit | rgd | 29mar11 | the c/n was entered into the register as 546118049, but was probably fake as a plate with '6330' on was found on the tailboom 05feb14 while engines, gear boxes, main rotor blades and other assemblies had different con numbers than those given in the technical passport; in register as "Krechet" YeEVS 03.0916; rebuilt by IP "Logvinski A.M." at Omsk-Maryanovka, rebuild date 01aug09; bought by Mikhail Petrov, the director of Zenit, 31jul09; in red/white/black c/s, no titles; f/n Omsk-Maryanovka 18aug13; did not have a CofA by mar14; w/o 05feb14 on a test flight after repair from a private estate at Tevriz (N57°29'05" E72°25'26") when the tail boom collided with the roof of a banya shortly after lift-off (due to pilot error), the helicopter fell back to the ground, came to rest on its right side, caught fire and burnt out, the pilot escaped unhurt; official t/t 3,736 hours (but was probably fake) |
| 52 6331 109 | CCCP-23500 | Mi-2 | AFL/North Kavkaz | rgd | 19dec79 | |
| | RA-23500 | Mi-2 | Aeroflot | KRR | 1993 | |
| | RA-23500 | Mi-2 | Kubanaviausluga | trf | 22feb94 | canx 10jun94 |
| 52 6332 109 | CCCP-23501 | Mi-2 | AFL/Georgia | rgd | 11feb80 | |
| | 4L-23501 | Mi-2 | AISI | Cae | 25mar98 | titles not reported |
| 54 6333 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6334 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6335 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6336 109 | "32" yellow | Mi-2 | Soviet Air Force | Odg | 19sep96 | l/n Odesa-Gidroport 21aug97 |
| 54 6337 109 | "30" yellow | Mi-2 | DOSAAF | no | reports | |
| | UR-BAT | Mi-2 | TSO Ukrayiny | Kon | 25jun99 | still carried code "30" yellow; canx before mar12 |
| 54 6338 109 | "34" yellow | Mi-2 | DOSAAF | no | reports | |
| | UR-BBC | Mi-2 | TSO Ukrayiny | UMY | 21may98 | still carried code "34" yellow and Red Stars; canx before mar12 |
| 54 6339 109 | "09" yellow | Mi-2 | DOSAAF | no | reports | |
| | UR-BYP | Mi-2 | TSO Ukrayiny | Krh | 28aug07 | opb Aeroklub im. V.S. Grizodubovoi at Kharkiv-Korotych; in dark grey/white/red/white c/s with 'TSOU' titles; canx 13aug08; stored at Kharkiv-Korotych, seen sep09/sep21 |
| 54 6340 109 | "22" yellow | Mi-2 | Soviet Air Force | Jrw | 11jun98 | l/n Yaroslavl-Karachikha 25may99 |
| 54 6341 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6342 109 | "06" yellow | Mi-2 | ROSTO | Yss | 1993 | l/n Yessentuki 18aug08, stored |
| 54 6343 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6344 109 | "08" yellow | Mi-2 | Russian Air Force | Yal | 28aug09 | |
| 54 6345 109 | "09" yellow | Mi-2 | ROSTO | | early95 | at Kalachoyovo |
| | RF-01235 | Mi-2 | ROSTO | Yal | 05apr06 | opb Tyumenski ASK; in dark green c/s with light blue underside, still carried code "09" yellow; l/n Yalutorovsk 28aug09; not on DOSAAF register 20jan10 |
| 54 6346 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23771 | Mi-2 | Sokol | trf | 27jan91 | canx 10sep99 |
| 54 6347 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 6348 119 | SP-SAB | Mi-2 | ZEUS | rgd | 22feb80 | canx 26feb85 |
| | SU-BHW | Mi-2 | Aviation Int Co | rgd | 1985 | canx 25sep85 |
| | SP-SAB | Mi-2 | ZEUS/Heliseco | rgd | 12jun86 | l/n Swidnik aug99/jul00 stored; canx 05dec00; sold oct00 to 'Wistal' scrap company |
| 53 6349 119 | SP-SAC | Mi-2 | ZEUS | rgd | 22feb80 | crashed in Nigeria 10jun82; canx 14sep82 |
| 53 6350 119 | SP-SAD | Mi-2 | ZEUS | rgd | jan80 | crashed at Nacmierz 05jul89; canx 05oct89 |
| 5. 6351 ... | -- | Mi-2 | WSK Swidnik | | | static test airframe |
| 50 6352 ... | -- | Mi-2 | WSK Swidnik | | | static test airframe |
| 56 6401 129 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 56 6402 129 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 56 6403 119 | "54" yellow | Mi-2 | Soviet Air Force | Svr | 07aug96 | ex "26" |
| 56 6404 119 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6405 119 | "03" yellow | Mi-2 | DOSAAF | no | reports | |
| | CCCP-23817 | Mi-2 | Avialini. Ukrayiny | rgd | 15oct91 | opb Universal-avia Zaporizhzhya |
| | 23817 | Mi-2 | Universal-avia | OZH | 07may97 | no titles, former code "03" yellow still visible; based at Zaporizhzhya; l/n OZH 06may98 |
| | UR-23817 | Mi-2 | Universal-avia | no | reports | based at Zaporizhzhya; canx 13aug08 |
| 56 6406 119 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6407 119 | "15" yellow | Mi-2 | DOSAAF | mfd | 28nov79 | |
| | CCCP-23818 | Mi-2 | Avialini. Ukrayiny | rgd | 15oct91 | |
| | 23818 | Mi-2 | not reported | OZH | 07may97 | former code "15" yellow still visible |

| | | | | | | |
|---|---|---|---|---|---|---|
| | UR-23818 | Mi-2 | Kharkivsky aerokl. | rgd | 24jan08 | to Polit servis of Dnipropetrovsk; in dark green c/s, no titles; f/n HRK 08sep09; captured by Novorossiya forces (in non-airworthy condition) and seen at a repair base of the Cossack troops aug14; canx between 04aug17 and 10aug17 |
| 56 6408 119 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6409 119 | not known | Mi-2 | DOSAAF | mfd | nov79 | |
| | RA-23772 | Mi-2 | Sokol | trf | 27jan94 | in white/light blue c/s with thin orange/black/orange cheatline, with logo; canx 10sep99; preserved as a gate guard at Novotitarovski-Sokol (N45.26133 E38.99913), seen may10/dec21 |
| 54 6410 119 | not known | Mi-2 | DOSAAF | ph. | 30oct14 | opb Vyaznikovski UATs; in faded dark green c/s with light blue underside, traces of orange, white and blue colour visible under the paint; bought by POO ASK Albatros Aero and towed from Vyazniki airfield 30oct14; will probably be displayed |
| 54 6411 119 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6412 119 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 6413 119 | CCCP-15287 | Mi-2 | AFL/Kyrgyzstan | rgd | 23jan80 | dbr 16may84 on take-off near Uzgen (Osh region) when crashed due to pilot error, no casualties; canx 02feb88 |
| 54 6414 119 | not known | Mi-2 | Soviet Air Force | no | reports | hulk only seen Murmansk-Murmashi 08aug20 |
| 52 6415 119 | CCCP-23502 | Mi-2 | AFL/Privolzhsk | rgd | 10apr80 | |
| | RA-23502 | Mi-2 | Samarskaya KASP | trf | 03aug93 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; canx 12sep95 |
| 52 6416 119 | CCCP-23503 | Mi-2 | AFL/West Siberia | rgd | 23jan80 | dbr 14jul85 on take-off from a site near Maly Chik (Ordynskoye district of the Novosibirsk region) when crashed due to pilot error, no casualties; canx 14feb86 |
| 52 6417 119 | CCCP-23504 | Mi-2 | AFL/North Kavkaz | rgd | 23jan80 | |
| | RA-23504 | Mi-2 | Kubanaviausluga | trf | 22feb94 | canx 07dec95 |
| 52 6418 119 | CCCP-23505 | Mi-2 | AFL/North Kavkaz | rgd | 23jan80 | |
| | RA-23505 | Mi-2 | Kubanaviausluga | trf | 22feb94 | canx 07dec95 |
| 52 6419 129 | CCCP-23506 | Mi-2 | AFL/North Kavkaz | rgd | 12feb80 | |
| | RA-23506 | Mi-2 | Kubanaviausluga | trf | 22feb94 | canx 19aug97 |
| 52 6420 129 | CCCP-23507 | Mi-2 | AFL/Ukraine | rgd | 18feb80 | |
| | UR-23507 | Mi-2 | not reported | SIP | 23jun01 | |
| 52 6421 119 | CCCP-20650 | Mi-2 | AFL/Ukraine | rgd | 17jan80 | |
| 52 6422 119 | CCCP-20651 | Mi-2 | AFL/Ukraine | rgd | 18feb80 | canx 1986 |
| 52 6423 119 | CCCP-20652 | Mi-2 | AFL/Ukraine | rgd | 06mar80 | f/n Gross Kreuz (East Germany) may80 |
| | UR-20652 | Mi-2 | Universal-avia | UDJ | 08sep96 | based at UDJ; canx 13aug08 |
| 54 6424 119 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6425 129 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-23819 | Mi-2 | Avialini. Ukrayiny | rgd | 15oct91 | |
| | UR-23819 | Mi-2 | Avialini. Ukrayiny | OZH | 18jul96 | seen Zaporizhzhya-Shiroke 06may98, titles not reported |
| | UR-23819 | Mi-2 | Polit servis | HRK | 08sep09 | based at Dnipropetrovsk; no registration and no titles carried; canx 03feb10 |
| 54 6426 119 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6427 119 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 56 6428 129 | 6428 | Mi-2 | Polish Air Force | d/d | 26jan80 | |
| | 6428 | Mi-2 | Polish Navy | | | leased for the lack of Navy helicopters (probably in 2014 or 2015); probably opb 43. BLotM at Gdynia-Babie Doly; l/n Gdynia-Babie Doly 14nov14 |
| 56 6429 129 | 6429 | Mi-2R | Polish Army | d/d | 22jan80 | opb 49. BLot; l/n Wiecko Morskie 18apr18 |
| 56 6430 129 | 6430 | Mi-2 | Polish Air Force | d/d | 22jan80 | l/n Inowroclaw-Latkowo 04oct09 |
| | 6430 | Mi-2 | Polish Army | Pru | 23mar15 | |
| 56 6431 129 | 6431 | Mi-2 | Polish Air Force | d/d | 22jan80 | l/n Inowroclaw-Latkowo 30aug99; burnt out in crash-landing 06oct99 |
| 56 6432 129 | 6432 | Mi-2R | Polish Army | d/d | 22jan80 | opb 49. BLot; l/n Pruszcz-Gdanski 21may16 |
| 56 6433 129 | 6433 | Mi-2 | Polish Air Force | d/d | 05mar80 | crashed 07feb86 |
| 54 6434 129 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23683 | Mi-2 | Novgorod Avn Ent. | NVR | 09sep94 | reported for Delta-K; still in full Aeroflot c/s; w/o 19may97 on a training flight from Novgorod when crash-landed due to pilot error, rolled over onto its right side and caught fire, both pilots escaped unhurt; canx 10jul97 |
| 54 6435 129 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6436 129 | not known | Mi-2 | Soviet Air Force | mfd | 21dec79 | |
| | "25" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke wfu apr16/may18 |
| 54 6437 129 | not known | Mi-2 | Soviet Air Force | mfd | 21dec79 | |
| | "26" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke wfu apr16/may18 |
| 54 6438 129 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 6439 129 | YI-ALI | Mi-2 | Dept of Agricult. | | | |
| 52 6440 129 | YI-ALJ | Mi-2 | Dept of Agricult. | ph. | 04sep11 | dumped at Khan Bani Sad AB (Iraq), seen sep11 |
| 52 6441 129 | YI-ALK | Mi-2 | Dept of Agricult. | ph. | 04sep11 | dumped at Khan Bani Sad AB (Iraq), seen sep11 |
| 52 6442 010 | CCCP-20653 | Mi-2 | AFL/Ukraine | rgd | 06mar80 | became UR-20653 but no sightings as such |
| | HA-BFZ | Mi-2 | Ivano-Frankovsk | rgd | 19apr96 | opb Helitom; f/n BUD 17feb97, no titles; CofA expired 26apr97 but still current jan04; sat wfu at Ivano-Frankovsk, seen sep11 |
| 52 6443 010 | CCCP-20654 | Mi-2 | AFL/Ukraine | rgd | 06mar80 | |
| | UR-20654 | Mi-2 | Universal-avia | no | reports | based at IFO; canx 13aug08; Ivano-Frankivsk 02oct19 wrecked with CCCP- bleeding through, Ukraine registration completely worn out |
| 52 6444 010 | CCCP-20655 | Mi-2 | AFL/Ukraine | rgd | 06mar80 | |
| | OK-KIM | Mi-2 | Air Transp. Europe | rgd | 15mar94 | seen at Olomouc-Heliport LZS II jun95; canx 29jan97 |
| | UR-20655 | Mi-2 | Universal-avia | IFO | 30jun99 | based at IFO; canx 13aug08 |
| 54 6445 010 | LZ-5037 | Mi-2 | Balkan Agri Div | d/d | feb80 | opb Pleven division; seen Dolni Lukovit 01aug88 |
| | LZ-5037 | Mi-2 | Bulair Service | PVN | jun92 | photo, airworthy |
| | LZ-5037 | Mi-2 | Pleven Air | | | canx 30jan07 |
| 54 6446 010 | LZ-5038 | Mi-2 | Balkan Agri Div | d/d | feb80 | opb Plovdiv-Division; seen Malo Konare 09jul88; stored at Plovdiv-Voysil, seen 31jul06 |
| | LZ-5038 | Mi-2 | Puldin Air | | | canx 30jan07; sat wfu (with titles) at Plovdiv-Voysil, seen mar08; scrapped before sep16 |
| 54 6447 010 | LZ-5039 | Mi-2 | Balkan Agri Div | d/d | feb80 | l/n Voysil 31jul06, stored |
| | LZ-5039 | Mi-2 | Puldin Air | | | canx 30jan07; sat wfu (without titles) at Plovdiv-Voysil (N42.217823 E24.636849), seen mar08/may18 |
| 54 6448 010 | LZ-5040 | Mi-2 | Balkan Agri Div | d/d | feb80 | seen Cairo-Embaba 25mar98, titles not reported |
| | LZ-5040 | Mi-2 | Puldin Air | | | canx 30jan07 |
| 54 6449 010 | LZ-5041 | Mi-2 | Balkan Agri Div | d/d | feb80 | seen Cairo-Embaba 25mar98, titles not reported |
| | LZ-5041 | Mi-2 | Puldin Air | | | canx 30jan07 |
| 54 6450 010 | LZ-5042 | Mi-2 | Balkan Agri Div | d/d | feb80 | |
| | LZ-5042 | Mi-2 | Bulair Service | PVN | jun92 | photo, airworthy |
| | LZ-5042 | Mi-2 | Air Slide | | | canx 30jan07 |
| 54 6501 010 | LZ-5043 | Mi-2 | Balkan Agri Div | d/d | feb80 | seen Cairo-Embaba 25mar98, titles not reported |
| 54 6502 010 | LZ-5044 | Mi-2 | Balkan Agri Div | d/d | feb80 | |
| | LZ-5044 | Mi-2 | Bulair Service | PVN | jun92 | photo, airworthy; seen Cairo-Embaba mar97/mar98, titles not not reported |
| | LZ-5044 | Mi-2 | Pleven Air | | photo | in basic red/green/white Bulair c/s with 'Plevenair' titles in Cyrillic (at least on the left-hand side); canx 30jan07; sat wfu at Cairo-Embaba, without rotors but with full spray booms and containers, dates unknown |
| 54 6503 010 | LZ-5045 | Mi-2 | Balkan Agri Div | d/d | feb80 | |
| | LZ-5045 | Mi-2 | Pleven Air | | 1992 | |
| | LZ-5045 | Mi-2 | Bulair Service | trf | unknown | seen Cairo-Embaba mar97/mar98, titles not reported |
| | LZ-5045 | Mi-2 | Pleven Air | | | canx 30jan07 |
| 52 6504 010 | SP-SFA | Mi-2 | ZEUS | rgd | 25mar80 | canx 19nov81 after crash 11jun81 |
| 52 6505 010 | SP-SFB | Mi-2 | ZEUS | rgd | 25mar80 | canx 14sep88 after crash Dobroszyce 05may88 |
| 52 6506 010 | SP-SFC (1) | Mi-2 | ZEUS/Heliseco | rgd | 25mar80 | sat wfu at Swidnik, seen sep96/aug01; canx 11mar02 as wfu; see c/n 5210441099 |
| 52 6507 010 | SP-SFD | Mi-2 | WUA/Heliseco | rgd | 14mar80 | in standard blue with red and white trim; f/n Swidnik sep96; in register as 'CofA suspended' by 2014; l/n active Opolo 18jul15; stored at the Heliseco compound at Swidnik, seen mar21 |
| 52 6508 010 | SP-SFE | Mi-2 | WUA/Heliseco | rgd | 14mar80 | l/n Swidnik sep96/aug01 stored; canx 16jan97 as wfu; preserved in Centralna Szkola Panstwowej Strazy Pozarnej at Czestochowa-Rudniki (N50.78910 E19.09915), seen 11sep07 |
| 52 6509 010 | SP-SWL | Mi-2 | Aeropol | rgd | 11mar80 | canx 20dec88 after crash Chehlo 25mar80 |
| 52 6510 010 | SP-SWM | Mi-2 | Aeropol | rgd | 11mar80 | photo Warsaw-Bemowo 12jul90, in grey/dark blue c/s with titles; CofA expired 27mar95; canx 03nov00 |
| | SP-SWM | Mi-2 | F-Art | rgd | 15nov00 | f/n Warsaw-Bemowo aug01; operated from Pula heliport (Sardinia), freshly painted, in summer 2002; photo Cagliari 12sep02, in all-white c/s with small 'Jet A-1' titles; no change of ownership to Jet A-1 International mentioned in register as of oct03, but could be a lease; canx 14jul05 as sold to Italy; no Italian allocation known; based in Sardinia 14jul05, see next two lines; 1,000 hour inspection/maintenance completed 27jul05 |
| | UR-ALE | Mi-2 | L.I. Salyga | | 13sep06 | at Villa San Pietro, Sardinia; in blue/yellow c/s; based at Ivano-Frankivsk according to register; canx 01oct08, see previous and next line |
| | SP-SWM | Mi-2 | Jet A-1 Internatl. | | | was still based in Sardinia 31mar07; sold to A.K. Wilkinson 09may07; seen Spanish Fork/Springville, Utah 10oct07; was probably not officially restored after the cancellation in 2005, as per SP-SWB c/n 544534125 which operated for the same company |
| | N2538E | Mi-2 | Adam K. Wilkinson | rgd | 17may07 | Adam K. Wilkinson of Santaquin, UT; advertised for sale, repainted in 2007, according to sales advert; canx 27aug10 |
| 54 6511 010 | not known | Mi-2 | DOSAAF | mfd | 1980 | |
| | not known | Mi-2 | ROSTO | Ygr | 12sep09 | in olive drab c/s with light grey underside; sat wfu (covered by a tarpaulin) at Yegoryevsk-Shuvoye, seen sep09 |
| 54 6512 010 | "38" yellow | Mi-2 | Soviet Air Force | Tno | 05jul94 | seen derelict Yegoryevsk-Shuvoye 12sep09 |
| 54 6513 020 | not known | Mi-2 | DOSAAF | no | reports | |
| | RF-00115 | Mi-2 | DOSAAF | rgd | 23dec09 | opb Lipetski AK at Gryazi-2; registration also used on an Aero L-39 |
| 54 6514 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6515 020 | not known | Mi-2 | DOSAAF | no | reports | |
| | RF-00120 | Mi-2 | DOSAAF | rgd | 23dec09 | opb Lipetski AK at Gryazi-2; registration also used on a Yak-52 |
| 54 6516 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6517 020 | not known | Mi-2 | Soviet Air Force | no | reports | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 54 6518 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6519 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | no code | Mi-2 | no markings | BKA | 19aug02 | l/n BKA 18aug03 |
| 54 6520 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6521 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6522 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6523 020 | "38" yellow | Mi-2 | Russian Air Force | Krb | 24aug01 | l/n Korobcheyevo may11/aug12 derelict |
| 54 6524 020 | not known | Mi-2 | ROSTO | Che | 26aug02 | |
| | RF-14401 | Mi-2 | ROSTO | no | reports | entered into Rosimushchestvo (State Property Agency) records 09jul09 |
| | RF-14401 | Mi-2 | DOSAAF | rgd | 16dec09 | opb Rostovski AK at Azov |
| 54 6525 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6526 020 | no code | Mi-2 | Soviet Air Force | Tno | 19aug92 | |
| | "40" yellow | Mi-2 | Russian Air Force | Tno | 09may94 | |
| | "19" yellow | Mi-2 | Russian Air Force | Tno | 29aug95 | l/n Borki 26aug03, wfu |
| 54 6527 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6528 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6529 020 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6530 020 | not known | Mi-2 | DOSAAF | mfd | 1980 | |
| | RA-23609 | Mi-2 | ROSTO | rgd | 19may93 | opb Volgodonskoi ASK at Romanovskaya; canx 07dec99 |
| | RF-00578 | Mi-2 | ROSTO | no | reports | opb Volgodonskoi ASK at Romanovskaya; mentioned in a document 09jul09 |
| | RF-00578 | Mi-2 | DOSAAF | rgd | 16dec09 | opb Volgodonskoi ASK at Romanovskaya; in green c/s with light grey underside; sat wfu at Romanovskaya, seen may14/sep18 |
| 51 6531 030 | SP-ZXY | Mi-2 | Polish Air Rescue | rgd | 13jun80 | converted to a Mi-2plus; in yellow c/s with red and blue trim; f/n Katowice-Muchowiec 05aug06; l/n active Gliwice 29jul10; CofA expired 15jun11; canx 13aug13 as wfu; preserved at Warsaw-Bemowo (N52.272872 E20.909775), seen aug14/sep20 |
| 52 6532 050 | CCCP-20683 | Mi-2 | AFL/North Kavkaz | mfd | 31may80 | rgd 25jun80 |
| | RA-20683 | Mi-2 | Kubanaviausluga | trf | 22feb94 | new CofR issued 31oct95 |
| | RA-20683 | Mi-2 | Kubanspetsavia | trf | 10nov98 | Kubanspetsavia was declared bankrupt 31aug06; current on register aug10, but without valid CofR and CofA; the hulk was dumped somewhere in the Krasnodar region, seen 27jun19 |
| 52 6533 020 | CCCP-20656 | Mi-2 | AFL/Ukraine | rgd | 17apr80 | |
| | UR-20656 | Mi-2 | Avialini. Ukrayiny | no | reports | opb Universal-avia at Ivano-Frankivsk; canx 13aug08 |
| | HA-BCX | Mi-2 | Quick Air Trans | rgd | 02may94 | leased from Universal-avia Ivano-Frankivsk; in basic 'blue' Aeroflot c/s, still with 'Avialini. Ukrayiny' titles; seen as such Budaörs 07sep/24oct94; canx 08jan96; sat derelict at IFO, seen aug08; seen Ivano-Frankivsk 02oct19 wrecked with CCCP- bleeding through, Hungarian registration completely worn out |
| 52 6534 020 | CCCP-20657 | Mi-2 | AFL/Ukraine | rgd | 17apr80 | |
| | UR-20657 | Mi-2 | | Bua | sep95 | |
| | HA-BFT | Mi-2 | Long Star 2000 Kft | rgd | 03oct95 | leased from Ivano-Frankovsk Aviation Enterprise; in cream/orange/red c/s, no titles; CofA expired 04oct97, but still on the register by jan04; photo airworthy 24aug96; sat wfu in the Auto Pijaca trucking company yard at Bubanj Potok (N44.72284 E20.54291), seen aug08/sep12 |
| 52 6535 020 | CCCP-20658 | Mi-2 | AFL/North Kavkaz | rgd | 14may80 | trf 06jun95 to Shakhty Air; canx 21dec95 |
| 52 6536 020 | CCCP-20659 | Mi-2 | AFL/North Kavkaz | rgd | 14may80 | dbr 29jul80 on a flight in the Orlovski district of the Rostov region when the pilot got distracted from aviating and the helicopter crashed near Razdorski, no casualties; canx 1980 |
| 52 6537 030 | CCCP-20660 | Mi-2 | AFL/North Kavkaz | mfd | 27mar80 | rgd 14may80; trf 06jun95 to Shakhty Air; rgd 08jul98 to V.A. Malikov |
| 52 6538 030 | CCCP-20661 | Mi-2 | AFL/North Kavkaz | rgd | 14may80 | dbr, rolled over on forced landing Kuibyshev 20mar91; canx but date unknown |
| 52 6539 030 | CCCP-20662 | Mi-2 | AFL/North Kavkaz | rgd | 14may80 | f/n CKH 05jul92; canx but date unknown |
| 52 6540 030 | CCCP-20663 | Mi-2 | AFL/Ukraine | rgd | 17apr80 | not canx from Soviet register; fate unknown |
| 54 6541 030 | "01" yellow | Mi-2 | DOSAAF | Jrw | 25may99 | |
| | "91" yellow | Mi-2 | DOSAAF | Che | 26aug02 | in MARZ ROSTO at Fedurnovo (Chornoye), seen there without markings 25aug03 |
| | 'RF-00060' | Mi-2 | MARZ | Che | 03jul05 | preserved in these fake colours (red/white c/s with black trim) at the gate of MARZ DOSAAF at Fedurnovo (N55.758090 E38.056298), seen jul05/may22 |
| 54 6542 030 | not known | Mi-2 | DOSAAF | no | reports | |
| 54 6543 030 | "26" yellow | Mi-2 | DOSAAF | Jrw | 11jun98 | |
| | RF-00655 | Mi-2 | ATSK ROSTO | Tve | 25jul07 | in olive drab c/s with light grey underside, with titles plus an unknown white/blue badge; stored at Tver-Zmeyovo, seen apr10/apr17 |
| 54 6544 030 | "02" yellow | Mi-2 | DOSAAF | TGK | may96 | opb Taganrogski ATSK; in dark green c/s with light blue underside; donated to Taganrogski muzei aviatsionnoi tekhniki 27may11, l/n jan12 |
| | '17771' | Mi-2 | no titles | TGK | 15sep12 | in blue/white/blue c/s with blue/white/red cheatline; preserved with this fake serial in Taganrogski muzei aviatsionnoi tekhniki at Taganrog-Tsentralny (N47.24016 E38.85152) from 27may11 (but repainted later), seen sep12/jun13 |
| 54 6545 030 | no code | Mi-2 | ROSTO | | | initially opb Yaroslavski ASK; trf to Smolenski ASK nov91; in dark green c/s with light grey underside, no markings apart from the c/n on the tailboom; seen KLF 17aug99 |
| | "03" yellow | Mi-2 | ROSTO | KLF | aug01 | |
| | RF-00543 | Mi-2 | ROSTO | rgd | unknown | opb KALTU ROSTO at Kaluga; seized from ROSTO in favour of the "Russki Mir" insurance company 22oct07 (this seizure was annulled by a court order dated 13mar08); mentioned in several court orders dated between 05feb07 and 31jan11 |
| 51 6546 030 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 6547 030 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 6548 030 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 6549 030 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 6550 030 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 6601 030 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 6602 030 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 6603 030 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 6604 030 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 6605 030 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 54 6606 030 | "43" red | Mi-2 | DOSAAF | mfd | 24apr80 | seen in the Kryvy Rih Aeronautical School 21mar97 |
| | UR-BVD | Mi-2 | Mykolayiv-Aero | rgd | 22dec10 | canx 20nov14 |
| 54 6607 030 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6608 030 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6609 030 | not known | Mi-2 | Russian Air Force | no | reports | sold as scrap metal 29nov12 |
| 54 6610 040 | not known | Mi-2 | Soviet Air Force | mfd | 29apr80 | probably DOSAAF |
| | RA-15703(2) | Mi-2 | Atlas | trf | 24feb93 | stored without titles with MARZ ROSTO at Fedurnovo (Chornoye), seen aug02/aug03; see c/n 522307022 |
| | RA-15703(2) | Mi-2 | Tulpar | rgd | 29apr08 | CofA expired 29may09; excluded from the operator's certificate 06jul10 canx between 04jul17 and 04aug17 |
| 54 6611 040 | not known | Mi-2 | DOSAAF | mfd | 29apr80 | |
| | UR-BUX | Mi-2 | Avia-Stil | rgd | 30jan09 | operator also given as Avia-Stil on register until apr20; f/n HRK 08sep09; no operator given on register from may20; canx 10feb21 |
| 54 6612 040 | "31" red | Mi-2 | DOSAAF | mfd | 20apr80 | l/n Dnipropetrovsk-Pidhorodnye 07may97 |
| | UR-BVA | Mi-2 | MNS Ukrayiny | rgd | 22mar01 | used as an ambulance helicopter by the Dnipropetrovsk District Hospital from feb09; initially in red/grey/silvery c/s, probably no titles; f/n Dnipropetrovsk-Pidhorodnye 28may02; l/n as such HRK 08sep09; repainted in non-standard dark blue/white/dark blue c/s with thin red cheatline, with titles and badge |
| | UR-BVA | Mi-2 | Avia-Stil | rgd | 19jun12 | current on register 10mar23 |
| 54 6613 040 | "05" red | Mi-2 | Soviet Air Force | ph. | 21mar97 | was stored with the Kryvy Rih Aeronautical School, l/n may98 and no longer present by apr99 |
| | UR-BVB | Mi-2 | Niva | SEV | 16dec08 | based at Vilne; in blue/silver c/s; canx 01oct08; l/n SEV 02apr09, looking airworthy |
| 54 6614 040 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6615 040 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6616 040 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6617 040 | not known | Mi-2 | Soviet Air Force | mfd | 30apr80 | |
| | RA-14278(2) | Mi-2 | Vologda Avn Ent. | rgd | 15jan98 | see c/n 544918086 |
| | RA-14278(2) | Mi-2 | Yaroslavl Aviation | lsd | 26dec00 | in light blue/black/light grey c/s with 'OAO "Aviatsiya Yaroslavlya"' titles; l/n Yaroslavl-Levtsovo aug09, wfu |
| 54 6618 040 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 56 6619 060 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 56 6620 060 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 56 6621 060 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 56 6622 060 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 56 6623 060 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 56 6624 050 | 6624 | Mi-2 | Polish Air Force | d/d | 23apr81 | opb 103. pl NJW MSW at Warsaw-Bemowo (disbanded 31dec00); l/n Warsaw-Bemowo 28sep99 |
| | PL-04XG | Mi-2 | Pol. Border Guard | trf | 21dec00 | photo airworthy Zielona Góra-Przylep 23aug02 |
| | SN-04XG | Mi-2 | Pol. Border Guard | r/r | 2003 | f/n Zielona Góra-Przylep 24apr04; l/n Lublin 20apr07 |
| | SN-04XP | Mi-2 | Polish Police | trf | feb09 | in a mixture of Police and Border Guard c/s with 'Policja' titles and blue stripe plus Border Guard stripes too; seen Szczecin-Dabie oct10/apr12 under maintenance; l/n Szczecin-Dabie 03aug14 |
| | SP-VPA | Mi-2 | Polish Police | res | sep11 | |
| 51 6625 040 | OK-KJN | Mi-2 | Slov-Air | rgd | 13may80 | |
| | OK-KJN | Mi-2 | Air Transp. Europe | lsd | mar92 | |
| | OK-KJN | Mi-2 | Alfa Helicopters | lsd | jun93 | leased from Air Transport Europe; l/n Brno-Cernovice sep93 |
| | OM-KJN | Mi-2 | Alfa Helicopters | r/r | early94 | leased from Air Transport Europe; canx 14oct99, confirmed as scrapped, but see next line |
| | 9T-HT12 | Mi-2 | DR Congo Air Force | | | c/n not confirmed and given as 516C5040, possibly being this c/n; current 05apr07; there is a photo of the DR Congo Air Force Mi-2 in olive drab/dark greenish grey camo c/s |
| 51 6626 040 | OK-KJO | Mi-2 | Slov-Air | rgd | 21may80 | seen Chrudim 05aug91 |
| | OK-KJO | Mi-2 | Air Transp. Europe | lsd | mar92 | seen Poprad Tatry 25nov92 |
| | OK-KJO | Mi-2 | Delta System Air | lsd | jun93 | leased from Air Transport Europe |
| | OM-KJO | Mi-2 | Delta System Air | r/r | early94 | seen Olomouc-Hospital jun95; l/n BTS 08may99; canx 14oct99 with owner still as ATE; confirmed as scrapped |
| 52 6627 040 | CCCP-20664 | Mi-2 | AFL/Belarus | rgd | 14jul80 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | EW-20664 | Mi-2 | camouflaged, n/t | MHP | 08sep93 | l/n Pskov 25oct94; in fleet list of Bellesavia may05 |
| 52 6628 040 | CCCP-20665 | Mi-2 | AFL/Belarus | rgd | 14jul80 | canx 02apr90 |
| 52 6629 040 | CCCP-20666 | Mi-2 | AFL/Ukraine-IFO | rgd | 19jun80 | opb 417 LO Ivano-Frankovskogo OAO; w/o 14jun85 on a crop-spraying flight in the Ivano-Frankovsk region when collided with a high-voltage power-line while flying a turn in the direction of the wind, crashed, caught fire and burnt out, pilot killed; canx 27aug85 |
| 52 6630 050 | CCCP-20667 | Mi-2 | AFL/Ukraine | rgd | 24jun80 | |
| | UR-20667 | Mi-2 | Universal-avia | rgd | unknown | based at UDJ; canx 13aug08; preserved at Beregdaróc (Humgary) from at least 2016, l/n 2018 |
| | no reg | Mi-2 | privately owned | ph. | 30jun20 | in olive drab c/s with 'Army' titles; preserved at Beregdaróc (N48.180761 E22.520343), seen jun20/jul23 |
| 52 6631 040 | CCCP-20668 | Mi-2 | AFL/Central Region | mfd | 13may80 | rgd 16sep80; trf 30dec92 to Yaroslavl Aviation |
| 52 6632 050 | CCCP-20669 | Mi-2 | AFL/Central Region | rgd | 25jul80 | canx 25sep80 |
| 52 6633 040 | CCCP-20670 | Mi-2 | AFL/Central Region | mfd | 17may80 | rgd 25jul80 |
| | RA-20670 | Mi-2 | Smolensk Avn Ent. | trf | 30mar93 | initially still in full Aeroflot c/s including titles; l/n as such Smolensk-Severny 05sep95; f/n without titles Smolensk-Severny 21aug02; without valid CofR and CofA by aug10; sat wfu at Smolensk-Yuzhny, seen 20jul12; current on register 11mar22 |
| | no reg | Mi-2 | no titles | ph. | 01oct19 | in olive drab c/s with light grey underside, no markings whatsoever; preserved in the "Forpost 863" museum park (N54.749449 E32.071091) on the territory of Smolensk-Yuzhny airport, seen oct19 |
| 52 6634 050 | CCCP-20671 | Mi-2 | AFL/Central Region | mfd | 24may80 | rgd 20jun80 |
| | SP-FHH | Mi-2 | EXIN | rgd | 01aug91 | f/n POZ 24aug91; canx 20jan93 |
| | RA-20671 | Mi-2 | Kostroma Avn Ent. | trf | 17may94 | |
| 52 6635 050 | CCCP-20672 | Mi-2 | AFL/Central Region | mfd | 31may80 | rgd 25sep80; rgd to Yaroslavl Aviation 20sep94 |
| | RA-20672 | Mi-2 | Aeroflot | Che | 26aug02 | in orange c/s with blue cheatline and trim, carried additional 'Aviatsiya Yaroslavlya' titles; sat wfu in MARZ ROSTO at Fedurnovo (Chornoye), seen aug02/aug12 |
| 52 6636 050 | CCCP-20673 | Mi-2 | AFL/Central Region | rgd | 25jul80 | dbr 16oct80 on landing at a site in the Mukchapski district of the Tambov region when crashed due to unknown reasons, no casualties; canx 13jan81 |
| 52 6637 050 | CCCP-20674 | Mi-2 | AFL/Central Region | mfd | 30may80 | rgd 15jul80; f/n Myachkovo 26sep91; trf 16mar94 to Tver Airlines |
| 52 6638 050 | CCCP-20675 | Mi-2 | AFL/Central Region | mfd | 31may80 | rgd 15jul80; lst Barkol 26jun97/26feb04 |
| | OK-KIW | Mi-2 | Air Transp. Europe | rgd | 18feb92 | canx 20apr93; lsf Aeroflot |
| | RA-20675 | Mi-2 | Aeroflot | Mya | 24may94 | trf 23aug94 to Myachkovo Air Service |
| | RA-20675 | Mi-2 | Barkol | BKA | 28mar02 | l/n BKA and 11aug03; leased since 09jan97 from Myachkovo AS |
| 52 6639 050 | CCCP-20676 | Mi-2 | AFL/GosNII GA | rgd | 26feb81 | |
| | CCCP-20676 | Mi-2 | AFL/Ukraine | trf | 06dec83 | |
| | UR-20676 | Mi-2 | Rivne Avn Enterpr. | RWN | 27jun95 | l/n RWN 09sep96; w/o 03may00 on an unauthorised flight in the Rivne region when the intoxicated pilot did not cope with the situation on take-off from an unprepared site near Rivne so that the helicopter crashed, both crew (pilot and observer) killed |
| 2 6640 050 | CCCP-20677 | Mi-2 | AFL/Ukraine | rgd | 24jun80 | |
| | OM-KIH | Mi-2 | L.O.S. | rgd | 13jun96 | canx 21jul98; leased from Universal-avia |
| | UR-20677 | Mi-2 | Universal-avia | UDJ | 30jun99 | in blue/white c/s, no titles; l/n operational CKC 07jul07; no longer on register by jan12; stored at Nezhyn, l/n sep17 |
| 51 6641 040 | OK-KJP | Mi-2 | Slov-Air | rgd | 21may80 | rgd to Tatra Air Group; seen Poprad Tatry 16aug91 |
| | OM-KJP | Mi-2 | Slov-Air | r/r | early94 | l/n OSR 24jul99 |
| | OM-KJP | Mi-2 | Regional Heli Serv | ph. | 04dec04 | was preserved on the roof of the Regional Heli Service building at Zilina hospital, seen dec04/14sep05; canx between nov06 and may08; repainted in all-white c/s without any marking and preserved between the villages Terchova and Nizne Kamence (N49.254051 E19.013769), c/n and registration checked in cockpit, f/n sep10 |
| 51 6642 040 | OK-KJQ | Mi-2 | Slov-Air | rgd | 13may80 | l/n Liberec 21may90 |
| | OK-KJQ | Mi-2 | Delta System Air | lsd | 1992 | leased from Slov-Air |
| | OM-KJQ | Mi-2 | Delta System Air | r/r | early94 | leased from Slov-Air; canx 30jun94 |
| | OK-KJQ | Mi-2 | Delta System Air | rgd | 30jun94 | leased from Slov-Air; canx 24feb99 as wfu |
| 52 6643 050 | CCCP-20678 | Mi-2 | AFL/Ukraine | rgd | 24jun80 | canx as trf to Czechoslovakia 20jul92 |
| | OK-KIX | Mi-2 | Bel-Air | rgd | 21sep92 | |
| | OM-KIX | Mi-2 | Bel-Air | r/r | early94 | seen Bratislava Hospital jun95; canx 20jan05 |
| | 'OK-EIR' | Mi-2 | no titles | ph. | 12sep05 | preserved in fake Slov-Air colours in the Lesnicky skanzen museum at Cierny Balog (N48.72911 E19.63372), seen sep05/jun24; see c/n 54 3831 114 |
| 52 6644 050 | CCCP-20679 | Mi-2 | AFL/Ukraine | rgd | 23jul80 | canx 14jul89 |
| 52 6645 050 | CCCP-20680 | Mi-2 | AFL/Moldova | mfd | 10jun80 | rgd 23jul80; opb 281 LO Beltskogo OAO |
| | ER-20680 | Mi-2 | Moldovan Governmt | rgd | 19apr94 | photo 2004; in the fleet list of Moldaeroservice; operated in Iraq apr06/may06 and in Romania in spring 2007; repainted in white/black c/s with maroon trim, titles on the nose; f/n as such Balti-Central 19sep10; sat wfu at Balti-Central, seen feb15; canx between 11mar16 and 30sep16; preserved with a school at Ialoveni (N46.94207 E28.77804), seen oct17/jul22 |
| 52 6646 050 | CCCP-20681 | Mi-2 | AFL/North Kavkaz | mfd | 10jun80 | rgd 21jul80 |
| | RA-20681 | Mi-2 | Kubanaviausluga | trf | 22feb94 | new CofR issued 02oct95; CofA expired 10sep97 |
| | RA-20681 | Mi-2 | Kubanspetsavia | trf | 10nov98 | Kubanspetsavia was declared bankrupt 31aug06; current on register aug10, but without valid CofR and CofA |
| 52 6647 050 | CCCP-20682 | Mi-2 | AFL/North Kavkaz | mfd | 10jun80 | rgd 28jul80 |
| | RA-20682 | Mi-2 | Kubanaviausluga | trf | 22feb94 | |
| | RA-20682 | Mi-2 | Kubanspetsavia | trf | 10nov98 | Kubanspetsavia was declared bankrupt 31aug06; current on register aug10, but without valid CofR and CofA; hulk without titles sat at CKH, seen sep08 |
| 54 6648 050 | not known | Mi-2 | Soviet Air Force | mfd | 12jun80 | |
| | RA-15658(2) | Mi-2 | Kirov Avn Enterpr. | rgd | 01jul96 | see c/n 520509087 |
| | RA-15658(2) | Mi-2 | PrimAir | rgd | 27jan03 | w/o 05may03 on a flight from Nyagan to Beloyarsk when both engines flamed out due to icing (the de-icing system was turned off), the helicopter made an auto-rotation landing and was destroyed on impact, the pilot and the 3 passengers were injured |
| 54 6649 050 | "08" yellow ? | Mi-2 | Soviet Air Force | mfd | 19jun80 | |
| | RA-15716(2) | Mi-2 | Atlas | rgd | 01mar01 | see c/n 522320032 |
| | no reg | Mi-2 | no titles | ph. | 24aug09 | just marked "MI-2"; preserved in Park Pobedy at Kazan, seen aug09 |
| | "03" yellow | Mi-2 | Soviet Air Force | ph. | 11jan16 | in olive drab/khaki camo c/s with light blue underside, with Red Stars; preserved in Park Pobedy at Kazan (N55.828859 E49.107198), seen jan16/aug24 |
| 54 6650 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6701 050 | "14" yellow | Mi-2 | Soviet Air Force | mfd | may80 | or DOSAAF ?; in green c/s with light blue underside; last overhaul completed jul98 |
| | RA-3059K | Mi-2 | Igor M. Pukhov | rgd | 09dec03 | based at Myachkovo; included in a listing of FLA aircraft dated 13aug04; initially in olive drab c/s with light grey underside, code still visible; l/n as such Myachkovo 15may04; offered for sale on the internet 28sep04 with t/t 2,335 hours; on a photo at Yegoryevsk-Shuvoye 12sep09 in black c/s with some trim and no markings whatsoever |
| 54 6702 050 | not known | Mi-2 | Soviet Air Force | mfd | 1980 | |
| | RA-15718(2) | Mi-2 | Atlas | rgd | 13nov99 | see c/n 522322032; canx 30jun00 as to Federation of Light Aviation (FLA) France ! |
| | FLARU02248 | Mi-2 | Heli-Club France | rgd | 26jun00 | registration painted on as 'FLA RU-02248' (incorrect prefix, in CofA as FLA-RF); in basic 'blue' Aeroflot c/s, no titles; left Kazan 26jun00 and arrived at Meaux 31oct00; l/n Meaux jun03 |
| | RA-2248K | Mi-2 | privately owned | ph. | 08aug04 | at Heyton Park (UK); in basic Aeroflot c/s, no titles; l/n Phalsbourg (France) 16sep07 |
| | RA-2248 | Mi-2 | privately owned | ph. | 15sep17 | illegal registration; in black/white/green c/s, no titles; offered for sale with t/t 4,675 hours in 2017; f/n Pont-sur-Yonne (France) 15sep17; c/n checked Pont-sur-Yonne 29apr22 |
| 54 6703 050 | "04" yellow | Mi-2 | Soviet Air Force | KLF | aug01 | |
| 54 6704 050 | "104" yellow | Mi-2 | Soviet Air Force | KLF | 17aug99 | l/n KLF aug01 |
| 54 6705 050 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6706 060 | "26" red | Mi-2 | DOSAAF | mfd | 14jul80 | f/n Dnipropetrovsk-Pidhorodnye 07may97; l/n Dnipropetrovsk-Pidhorodnye 26aug97 |
| | UR-BUZ | Mi-2 | MNS Ukrayiny | rgd | 05may02 | in dark blue/white/light blue c/s with thin red cheatline; f/n Dnipropetrovsk-Pidhorodnye 28may02; seen 17sep09 with spraying gear ! |
| | UR-BUZ | Mi-2 | Avia-Stil | rgd | 19jun12 | current on register 10mar23 |
| 54 6707 060 | "506" red | Mi-2 | Soviet Air Force | Tno | 03sep93 | |
| | RA-15686(2) | Mi-2 | Avia Trans Service | rgd | 07oct97 | see c/n 530538117; rgd to Aeroteks 01apr98 |
| 54 6708 060 | "58" red | Mi-2 | Soviet Air Force | ph. | 21mar97 | in Kryvy Rih Aeronautical School (N47.934827 E33.321084), no longer present by apr99 |
| | UR-BED | Mi-2 | Baltika | | photo | based at Kryvy Rih; opf Aviatransnafta; in dark blue c/s with silvery trim; w/o 18oct05 on a pipeline inspection flight when both engines failed in-flight, came down on wasteland on the premises of the Lisichansk city council (Lugansk region) and rolled over onto its left side, pilot injured; canx 01oct08 |
| 54 6709 060 | "507" red | Mi-2 | Soviet Air Force | Tno | 03sep93 | |
| | RA-15673(2) | Mi-2 | Avia Trans Service | rgd | 27jan97 | sat derelict (without titles) at NJC, seen may10/oct13; see c/n 530525097 |
| 56 6710 060 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 56 6711 060 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 56 6712 060 ? | 712 | Mi-2 | North Korean AF | ph. | mar90 | at Chame Island; c/n not confirmed for this serial but delivered to North Korea |
| 56 6713 060? | 713 | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown; there is a photo of 713 in medium green/dark green/ochre camo c/s with light blue belly, red code outlined in white |
| 56 6714 060 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 54 6715 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6716 060 | "03" yellow | Mi-2 | Russian Air Force | Log | 06jul03 | l/n Loginovo 09jul08 |
| 54 6717 060 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6718 060 | "27" yellow | Mi-2 | Soviet Air Force | Jrw | 25may99 | |
| 52 6719 060 | CCCP-20684 | Mi-2 | AFL/North Kavkaz | rgd | 19aug80 | was involved in an accident 11jul92; canx but date unknown |
| 52 6720 060 | CCCP-20685 | Mi-2 | AFL/North Kavkaz | rgd | 22sep80 | dbr 12aug82 on take-off from a site in the Aksai district of the Rostov region when the wind changed becoming tailwind and the pilot did not react properly so that the helicopter collided with the ground, no casualties; canx 1983 |
| 52 6721 070 | CCCP-20686 | Mi-2 | AFL/North Kavkaz | rgd | 10oct80 | trf 06jun95 to Shakhty Air; canx 21dec95 |
| 52 6722 070 | CCCP-20687 | Mi-2 | AFL/North Kavkaz | rgd | 04oct80 | canx 1984 |
| 52 6723 070 | CCCP-20688 | Mi-2 | AFL/North Kavkaz | rgd | 04oct80 | trf 06jun95 to Shakhty Air; canx 21dec95 |
| 52 6724 070 | CCCP-20689 | Mi-2 | AFL/North Kavkaz | rgd | 18sep80 | trf 02jul97 to Elbrus-Avia; canx but date unknown |
| 52 6725 070 | CCCP-20690 | Mi-2 | AFL/North Kavkaz | rgd | 22oct80 | canx but date unknown |

| | | | | | | |
|---|---|---|---|---|---|---|
| 52 6726 070 | CCCP-20691 | Mi-2 | AFL/North Kavkaz | mfd | 01aug80 | rgd 22oct80; opb Nalchikski OAO; in orange c/s with blue cheatline and trim; f/n NAL 1980, being assembled |
| | RA-20691 | Mi-2 | Elbrus-Avia | trf | 30mar94 | rgd 26jun95 to the Russian Federation; did not have a current CofR or CofA by aug10; offered for sale in non-airworthy condition may11, was at Nalchik at the time; canx 28mar22 |
| 52 6727 070 | CCCP-20692 | Mi-2 | AFL/North Kavkaz | mfd | 01aug80 | rgd 10nov80; opb Nalchikski OAO; in orange c/s with blue cheatline and trim; f/n NAL 1980; carried additional 'GAI' titles later on; see c/n 528438123 |
| | RA-20692 | Mi-2 | Elbrus-Avia | trf | 30mar94 | in orange c/s with blue cheatline and trim; offered for sale in non-airworthy condition may11/sep12, was at Nalchik at the time; sat wfu (in faded colours) at Omsk-Maryanovka, seen jun14/jul19 |
| 52 6728 070 | CCCP-20693 | Mi-2 | AFL/North Kavkaz | mfd | 30jul80 | rgd 10nov80; opb Nalchikski OAO; in orange c/s with blue cheatline and trim; f/n NAL 1980 |
| | RA-20693 | Mi-2 | Elbrus-Avia | trf | 30mar94 | rgd 30jun95 to the Russian Federation; leased from the 2nd Sverdlovsk Aviation Enterprise; still in full Aeroflot c/s including titles; sat wfu (in faded colours) at Aramil-Uktus, seen jul03/jul08, at Tushino, seen nov12, and at Stupino, seen apr15/aug15; offered for sale in non-airworthy condition may11; still current on register 11mar22 |
| 52 6729 070 | CCCP-20694 | Mi-2 | AFL/North Kavkaz | mfd | 31jul80 | rgd 10nov80; opb Nalchikski OAO |
| | RA-20694 | Mi-2 | Elbrus-Avia | trf | 30mar94 | rgd 10apr95 to the Russian Federation; CofA expired 27mar98; without valid CofR and CofA by aug10; offered for sale in non-airworthy condition may11, was at Nalchik at the time; canx 24dec19 as sold abroad |
| 52 6730 070 | CCCP-20695 | Mi-2 | AFL/Central Region | mfd | 12aug80 | rgd 10nov80; f/n Myachkovo 03jun92; l/n Myachkovo 18aug92 |
| | RA-20695 | Mi-2 | Aeroflot | Mya | 01sep93 | trf 23aug94 to Myachkovo Air Service; l/n Myachkovo 14aug01 wfu in hangar |
| 52 6731 070 | CCCP-20696 | Mi-2 | AFL/Central Region | mfd | 12aug80 | rgd 21nov80; f/n Myachkovo 13apr92 |
| | RA-20696 | Mi-2 | Aeroflot | Mya | 01sep93 | trf 23aug94 to Myachkovo Air Service; l/n Myachkovo 14aug01 wfu in hangar |
| 52 6732 070 | CCCP-20697 | Mi-2 | AFL/Ukraine | rgd | 22sep80 | rolled over after a forced landing in Ukraine 23jul91 |
| 52 6733 070 | CCCP-20698 | Mi-2 | AFL/Ukraine | rgd | 22sep80 | not canx from Soviet register |
| | UR-20698 | Mi-2 | Universal-avia | no | reports | based at UDJ; canx 13aug08 |
| 54 6734 070 | not known | Mi-2 | DOSAAF | mfd | 13aug80 | |
| | "30" | Mi-2 | ROSTO | no | reports | opb Kolomenski ATSK |
| | 23639(2) | Mi-2 | T.F. Khabibov | no | reports | illegal registration, see c/n 544348085; opb Ufimski ASTK, using a fake operator's certificate of MAP-AERO, ostensibly opf Agropromyshlenny kontsern "Vostok" of Sterlitamak; dbr 04dec94 on an unauthorised flight from Sterlitamak to Yaltran in below-minima weather conditions when the pilot lost spatial orientation in white-out conditions and the helicopter crashed in a snow-covered field near Kanakayevo (Ishimbai district of Bashkortostan) while flying a steep right turn, 2 of the 4 passengers killed and the other 2 as well as the pilot injured; t/t 1,986 hours 39 minutes and 11,116 cycles |
| 54 6735 070 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6736 070 | "34" yellow | Mi-2 | Soviet Air Force | no | reports | |
| | RA-00965 | Mi-2 | | Che | 25aug03 | also still carried the code "34" yellow |
| | "34" yellow | Mi-2 | Soviet Air Force | Che | 03jul05 | carrying no civil registration; l/n in MARZ ROSTO at Fedurnovo (Chornoye) 23jul07/04aug08, bare metal in rework |
| 54 6737 080 | "33" yellow | Mi-2 | DOSAAF | Jrw | 25may99 | in dark green c/s with light blue underside |
| | RA-00498 | Mi-2 | DOSAAF/ROSTO | Che | 26aug02 | derelict in MARZ ROSTO at Fedurnovo (Chornoye), l/n sep10; carried both 'DOSAAF' and 'ROSTO' titles and still the code "33" yellow |
| 54 6738 070 | "31" yellow | Mi-2 | DOSAAF | Tve | 19may99 | in olive drab (formerly dark blue) c/s with light blue underside, with titles; sat derelict at Tver-Zmeyovo (N56.911293 E35.926556), seen aug00/jul21 |
| 54 6739 080 | not known | Mi-2 | DOSAAF | | | initially opb Yaroslavski ASK; trf to Smolenski ASK nov91 |
| 54 6740 080 | "32" yellow | Mi-2 | Soviet Air Force | Jrw | 11jun98 | l/n Yaroslavl-Karachikha 25may99; seen in MARZ ROSTO at Fedurnovo (Chornoye) aug02/22aug05 with 'GAI' titles |
| 54 6741 080 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6742 080 | "08" yellow | Mi-2 | Soviet Air Force | Jrw | 11jun98 | l/n Yaroslavl-Karachikha 25may99 |
| 54 6743 080 | "09" yellow | Mi-2 | Soviet Air Force | | photo | |
| | HA-BCR | Mi-2 | Reparautó Kft. | rgd | 12may93 | owned by Z. Harkanyi; CofA expired 05jun02; sold to Friz-Air Magyar Légiforgalmi Kft. between feb03 and jul03 and operator now Friz-For-Life Helikopteres Mentöszolgálat Kft.; seen Budaörs 14sep05; still current on register by may05, CofA not renewed; was stored in the Komo-Sky 51-es BÁZIS museum at Dunavarsány, seen feb14, and later at Budaörs, seen aug17 |
| 54 6744 080 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 6745 080 | 6745 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6746 080 | 6746 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6747 080 | 6747 | Mi-2 | Libyan Air Force | ph. | 2012 | stored in faded camo c/s with new markings, l/n aug13 |
| 53 6748 080 | 6748 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6749 080 | 6749 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6750 080 | 6750 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6801 080 | 6801 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6802 080 | 6802 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6803 080 | 6803 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6804 080 | 6804 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6805 080 | 6805 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6806 080 | 6806 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6807 080 | CCCP-20699 | Mi-2 | AFL/Leningrad | rgd | 25dec80 | trf 16nov93 to Vologda Air; canx 05dec95 |
| 53 6808 090 | CCCP-20700 | Mi-2 | AFL/Leningrad | rgd | 25dec80 | trf 16nov93 to Vologda Air; canx 05dec95 |
| 53 6809 080 | CCCP-20701 | Mi-2 | AFL/Urals | rgd | 21nov80 | trf 22feb94 to 2nd Sverdlovsk Aviation Enterprise; canx 31jan00 |
| 53 6810 090 | CCCP-20702 | Mi-2 | AFL/Urals | mfd | 14oct80 | rgd 12dec80; trf 22feb94 to Sverdlovsk 2nd AE |
| 53 6811 090 | CCCP-20703 | Mi-2 | AFL/Urals | rgd | 11dec80 | trf 22feb94 to 2nd Sverdlovsk Aviation Enterprise; canx 01nov96 |
| 53 6812 090 | CCCP-20704 | Mi-2 | AFL/Urals | mfd | 19nov80 | rgd 13apr81; opb 2-i Sverdlovski OAO |
| | RA-20704 | Mi-2 | 2nd Sverdlovsk AE | trf | 22feb94 | in orange c/s with blue cheatline and trim, titles not reported; canx before aug10; sat wfu (with faded prefix so that 'CCCP-' became visible again) at Aramil-Uktus, seen jul03/aug09 |
| 53 6813 090 | CCCP-20705 | Mi-2 | AFL/Urals | mfd | 30sep80 | rgd 12jan81 |
| | RA-20705 | Mi-2 | Kirov Avn Enterpr. | trf | 18apr94 | in orange c/s with blue cheatline and trim, no titles; stored in MARZ ROSTO at Fedurnovo (Chornoye), seen aug02/jul06; was still with MARZ ROSTO according to a technical inspection document 14jun07; leased to Avialesookhrana by 2008; dbr 22jul08 on a forest patrol flight when the tailboom failed and broke off during take-off from Ust'-Kul (Komi Republic) so that the helicopter crashed and caught fire, both crew members escaped unhurt but 1 of the 2 passengers was injured; sat on the dump at SCW, seen 20aug13 |
| 53 6814 090 | CCCP-20706 | Mi-2 | AFL/Urals | mfd | 30sep80 | rgd 02feb81 |
| | RA-20706 | Mi-2 | Kirov Avn Enterpr. | trf | 18apr94 | |
| 53 6815 090 | CCCP-20707 | Mi-2 | AFL/Urals | rgd | 12dec80 | opb 348 LO of 2-i Permski OAO; dbr 13aug82 on a flight in Udmurtia when collided with the ground near Votkinsk, no casualties; canx in 1983; the hulk was transported to Perm and sat on a hill near the "Sokol" shooting range close to PEE airport until the early 1990s |
| 53 6816 090 | CCCP-20708 | Mi-2 | AFL/Far East | rgd | 14jan81 | |
| | RA-20708 | Mi-2 | Aeroflot | UUS | 07jul94 | trf 26may93 to Sakhalin AT; canx 22feb96 |
| 53 6817 090 | CCCP-20709 | Mi-2 | AFL/Far East | mfd | 21oct80 | rgd 14jan81; trf 01sep94 to Nikolayevsk-na-Amure Airlines; canx 27may03 |
| 53 6818 090 | CCCP-20710 | Mi-2 | AFL/Far East | rgd | 23dec80 | dbr 30sep85 on a flight in the Khabarovsk region with the MTOW exceeded when crashed near Sovyetskaya Gavan, no casualties; canx 1986 |
| 53 6819 090 | CCCP-20711 | Mi-2 | AFL/Uzbekistan | rgd | 19dec80 | not 28oct88 |
| 53 6820 090 | 6820 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6821 090 | 6821 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6822 090 | 6822 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6823 090 | 6823 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| | G660 | Mi-2 | Ghana Air Force | ACC | nov96 | in sand/dark greenish grey camo c/s with light blue belly; was already stored for some years by 1996; a Mi-2 hulk without visible serial was seen at the School of Trade Training at Accra in 2014 (did not have a landing gear any more); used without any markings as a ground training aid by the Rigworld Training Center at Takoradi, put without landing gear on a platform, seen 15nov17 but was gone by jul18 |
| | 'KA01' | Mi-2 | Rigworld Training | ph. | nov19 | in blue/white striped c/s with light grey belly, with titles; used in these fake colours as a ground training aid by the Rigworld Training Center at Takoradi (N04°54'57.20" W01°50'16.12"), put without landing gear on a platform, seen nov19 |
| 53 6824 090 | 6824 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| | G661 | Mi-2 | Ghana Air Force | ACC | nov96 | c/n confirmed; in green/medium grey/dark grey camo c/s; was already stored for some years by 1996; preserved in the museum at Kumasi (N6.6913424 W1.6251722), seen mar04/jun18 |
| 53 6825 090 | 6825 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6826 090 | 6826 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6827 090 | 6827 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6828 090 | 6828 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6829 090 | 6829 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 53 6830 100 | CCCP-20712 | Mi-2 | AFL/Komi | mfd | 23oct80 | rgd 30dec80; trf 25apr95 to Komiavia; not in 1999 fleet list but current on the Russian register sep01, fate unknown; not on the Russian register mar03 but neither in list of cancelled aircraft ! |
| 53 6831 100 | CCCP-20713 | Mi-2 | AFL/Komi | rgd | 19dec80 | |
| | RA-20713 | Mi-2 | Aeroflot | UCT | 10jun94 | canx 14apr95 |
| 53 6832 100 | CCCP-20714 | Mi-2 | AFL/Komi | mfd | 23oct80 | rgd 11dec80 |
| | 20714 | Mi-2 | Aeroflot | UCT | 10jun94 | 'CCCP-' prefix bleeding through |
| | RA-20714 | Mi-2 | Komiaviatrans | trf | 25apr95 | rgd 10sep99 to the Russian Federation; CofA expired 23oct00, but still current on register by aug10; preserved at Sosnogorsk from aug16; l/n jun18 |
| 53 6833 100 | CCCP-20715 | Mi-2 | AFL/West Siberia | rgd | 25dec80 | opb 116 LO of Novosibirski OAO |
| | CCCP-20715 | Mi-2 | AFL/Kazakhstan | trf | 06may89 | f/n AKX 25apr93; l/n AKX 14jul93 |
| 53 6834 100 | CCCP-20716 | Mi-2 | AFL/West Siberia | rgd | 25dec80 | opb 116 LO of Novosibirski OAO |
| | RA-20716 | Mi-2 | not known | trf | 11mar94 | canx 28feb95 |
| 53 6835 100 | CCCP-20200 | Mi-2 | AFL/West Siberia | rgd | 04jan81 | trf to AFL/Kazakhstan 30jun88; f/n UKK 22apr93; l/n UKK 08jun94 |
| | UN-20200 | Mi-2 | Aeroflot c/s, n/t | UKK | summ'99 | l/n UKK oct99 derelict |
| 53 6836 100 | CCCP-20201 | Mi-2 | AFL/Privolzhsk | rgd | 16feb81 | canx but date unknown |

| | | | | | | |
|---|---|---|---|---|---|---|
| | RA-20201 | Mi-2 | no titles | Che | 26aug02 | sat wfu in MARZ ROSTO at Fedurnovo (Chornoye), seen aug02/aug12, prefix faded and 'Aeroflot' titles visible again |
| 54 6837 100 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6838 100 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6839 100 | not known | Mi-2 | DOSAAF | no | reports | |
| | RF-00564 | Mi-2 | Sluzhba Spaseniya | Ovm | 23jul00 | Rescue Service; in yellow/red c/s; registration painted on without hyphen; seen Novosibirsk-Mochishche 31jul11 with large 'ROSTO' titles, wfu |
| 54 6840 100 | "12" yellow | Mi-2 | DOSAAF | Jrw | 11jun98 | dark green c/s with light blue underside; seen Yaroslavl-Karachikha 25may99; see derelict in MARZ ROSTO at Fedurnovo (Chornoye) aug02/sep10 |
| 52 6841 100 | CCCP-20202 | Mi-2 | AFL/Ukraine | rgd | 04jan81 | |
| | UR-20202 | Mi-2 | Avialini. Ukrayiny | ODS | 08jul96 | seen Ostrava 08jul97, no titles; operated for Universal-avia |
| | UR-20202 | Mi-2 | Aeroflot c/s, n/t | ODS | 08may98 | l/n ODS 01may99 |
| 52 6842 100 | CCCP-20203 | Mi-2 | AFL/Ukraine | rgd | 05jan81 | later UR-20203 |
| | HA-BFH | Mi-2 | Jetstream Air Kft. | rgd | 07feb95 | leased from Air Ukraine; canx 28may97 |
| | UR-20203 | Mi-2 | Universal-avia | OSR | 08jul97 | based at TNL |
| | OK-KJJ | Mi-2 | Helicopter S.R.O. | rgd | 17sep97 | leased from Universal-avia Ternopol; canx 14apr98; l/n TNL 29jun99 |
| | UR-20203 | Mi-2 | Universal-avia | CKC | 07jul07 | based at TNL; canx 13aug08, sat wfu at TNL, seen 11jul07/28apr11, both times reported with the Czech registration, but without the Ukrainian registration |
| 52 6843 100 | CCCP-20204 | Mi-2 | AFL/Moldova | mfd | 19nov80 | rgd 29jan81; opb 281 LO Beltskogo OAO |
| | ER-20204 | Mi-2 | Moldaeroservice | rgd | 19apr94 | canx 18mar04 |
| 52 6844 100 | CCCP-20205 | Mi-2 | AFL/North Kavkaz | mfd | 20nov80 | rgd 23feb81; trf 06jun95 to Shakhty Air; rgd 07may98 to Nebavski VA |
| | RA-20205 | Mi-2 | PANKh | | photo | on PANKh website showing full titles |
| | RA-20205 | Mi-2 | Yugavia | lsd | 19mar04 | mentioned in technical inspection document 26mar08 |
| 52 6845 100 | CCCP-20206 | Mi-2 | AFL/Privolzhsk | rgd | 19feb81 | canx 1981 |
| 52 6846 100 | CCCP-20207 | Mi-2 | AFL/Central Region | mfd | 19nov80 | rgd 21jan81; f/n Myachkovo 26sep91; l/n Myachkovo 18aug92 |
| | RA-20207 | Mi-2 | Aeroflot | Mya | 01sep93 | trf 23aug94 to Myachkovo Air Service; canx 04nov03; seen stored AKX 12mar13 |
| 52 6847 100 | CCCP-20208 | Mi-2 | AFL/Ukraine | rgd | 05jan81 | |
| | UR-20208 | Mi-2 | Avialini. Ukrayiny | ph. | in 1993 | |
| | OK-KIZ | Mi-2 | Air Transa | rgd | 22apr94 | lsf Universal-avia; f/n BTS 1995; l/n IFO 30jun99; CofA expired 30apr97 but still current 14apr19 |
| 52 6848 100 | CCCP-20209 | Mi-2 | AFL/Ukraine | rgd | 05jan81 | opb 268 LO Uzhgorodskogo OAO; w/o 07aug85 on a flight in the Lvov region when intended to land close to a mountain slope near Bystritsa, but collided with the slope due to pilot error, caught fire and burnt out, no casualties; canx 04jun86 |
| 52 6849 100 | CCCP-20210 | Mi-2 | AFL/Ukraine | mfd | 12nov80 | rgd 04jan81; opb Uzhgorodski OAO; w/o 11jul90 on the leg from on a site on the river Pechchalky of a flight from Tolka (Krasnoselkup district of the Tyumen region) in support of the Mangazeya oil and gas exploration expedition when lost height while flying a turn, crashed into a forest 420 metres from the banks of the river (N64°19' E 82°16') some 50-60 seconds after take-off and exploded, pilot and all 5 passengers killed; t/t 5,260 hours; canx 21oct91 |
| 52 6850 100 | CCCP-20211 | Mi-2 | AFL/Ukraine | rgd | 05jan81 | dbr 11may84 on a flight in the Odessa region when the pitch control system actuator became disconnected and the helicopter crash-landed, no casualties; canx 1985 |
| 52 6850 100 | CCCP-20211 | Mi-2 | AFL/Ukraine | rgd | 05jan81 | canx 1985 |
| 52 6901 110 | YI-AKI | Mi-2 | Dept of Agricult. | | | |
| 52 6902 110 | YI-AKJ | Mi-2 | Dept of Agricult. | | | |
| 52 6903 110 | YI-AKK | Mi-2 | Dept of Agricult. | ph. | 04sep11 | dumped at Khan Bani Sad AB (Iraq), seen sep11 |
| 52 6904 110 | YI-AKL | Mi-2 | Dept of Agricult. | | | |
| 52 6905 110 | YI-AKM | Mi-2 | Dept of Agricult. | ph. | 04sep11 | dumped at Khan Bani Sad AB (Iraq), seen sep11 |
| 52 6906 110 | YI-AKN | Mi-2 | Dept of Agricult. | | | |
| 52 6907 100 | CCCP-20212 | Mi-2 | AFL/Ukraine | rgd | 05jan81 | canx 16nov89 |
| 54 6908 110 | "37" yellow | Mi-2 | DOSAAF | Tve | 19may99 | in olive drab (formerly dark blue with additional 'GAI' titles) c/s with light blue underside; sat derelict at Tver-Zmeyovo (N56.911152 E35.926251), seen aug00/jul21 |
| 54 6909 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6910 110 | not known | Mi-2 | Soviet Air Force | mfd | 28nov80 | |
| | RA-23778 | Mi-2 | Malaya Av. Dona | rgd | 31oct94 | to Doninvest; in military c/s, no titles; f/n ROV 13may96; l/n ROV 13aug01, stored; no CofA by aug10; later stored at the territory of the MGTUGA college at prospekt Sholokhova 270/1 at Rostov-na-Donu; later owned by Igor A. Raspevalov; requisitioned by the State Property Agency 19jun09 and auctioned by Karavella at Rostov-na-Donu 16dec11 |
| 54 6911 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6912 110 | "32" yellow | Mi-2 | DOSAAF | no | reports | |
| | RA-23630 | Mi-2 | | rgd | 27apr93 | never taken up, see below |
| | "32" yellow | Mi-2 | DOSAAF | GYG | 14jun08 | hulk sat at GYG (N62.118495 E129.566661), l/n sep18 |
| 54 6913 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6914 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RF-00563 | Mi-2 | MChS Rossii | Ovm | 23jul00 | registration painted on without hyphen; in blue/yellow c/s with 'SPAS 001' titles; l/n Novosibirsk-Mochishche 30aug07; sat wfu at Novosibirsk-Mochishche, seen apr11/jul11 |
| 54 6915 110 | not known | Mi-2 | DOSAAF | no | reports | |
| 54 6916 110 | "36" yellow | Mi-2U | DOSAAF | mfd | 1980 | opb Bryanski ASK at Bryansk-Bezhitsa; in dark green c/s with light grey underside, with titles; wfu around the turn of the century as the life-time of the rotor blades had expired; sat wfu at Bryansk-Bezhitsa, seen jan18/aug20 |
| 54 6917 110 | "32" yellow | Mi-2 | FSB | mfd | 1980 | opb oauts FPS at Kochubeyevskoye; in green/brown camo c/s with light blue underside, FPS badge below cockpit; last overhaul completed 16oct97; f/n Kochubeyevskoye 16jun06, stored; offered for sale by the Russian privatisation agency jul06 with t/t 2,397 hours; sold to Stanislav Kabayev 17aug06 |
| | RA-15769(2) | Mi-2 | not known | rgd | 12sep19 | see c/n 522823023 |
| 54 6918 110 | not known | Mi-2 | DOSAAF | no | reports | |
| 54 6919 110 | not known | Mi-2 | DOSAAF | mfd | 11dec80 | |
| | RA-23702 | Mi-2 | Sakhal. AviaTrassy | rgd | 27may97 | canx 29mar02 |
| | RF-00484 | Mi-2 | ROSTO | no | reports | entered into Rosimushchestvo (State Property Agency) records 09jul09 |
| | RF-00484 | Mi-2 | DOSAAF | rgd | 16dec09 | opb Shakhtinski ASTK at Shakhty |
| 54 6920 110 | "35" yellow | Mi-2 | DOSAAF | mfd | 12dec80 | |
| | RA-23790 | Mi-2 | Malaya Av. Dona | rgd | 24feb95 | to Doninvest; in basic Soviet Air Force c/s, no titles; f/n ROV 13may96; l/n ROV 13aug01, stored; no CofA by aug10; later stored on the premises of the MGTUGA college at prospekt Sholokhova 270/1 at Rostov-na-Donu; later owned by Igor A. Raspevalov; requisitioned by the State Property Agency 19jun09 and auctioned by Karavella at Rostov-na-Donu 16dec11; reportedly scrapped at ROV, but current on register 11mar22 |
| 54 6921 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23610 | Mi-2 | Volgodonskoi ASK | rgd | 19may93 | canx 07dec99; seen in MARZ ROSTO at Fedurnovo (Chornoye) aug02/aug03, no titles |
| | "38" yellow | Mi-2 | Russian Air Force | Che | 03jul05 | |
| 56 6922 120 | 6922 | Mi-2URP(G) | Polish Army | d/d | 29apr81 | opb 56. BLot; in green/grey/brown/blue camo c/s; seen Nowy Targ 20may17; seen Inowroclaw-Latkowo 20may17 in special markings including a portrait of a hoplite and '50 Years of Mi-2 Hoplite' titles in Polish (left side) and English (right side); l/n Inowroclaw-Latkowo 01apr20 |
| 56 6923 120 | 6923 | Mi-2URP(G) | Polish Army | d/d | 14mar81 | opb 56. BLot; in olive drab c/s; l/n Inowroclaw-Latkowo 07sep21 |
| 56 6924 120 | 6924 | Mi-2URP(G) | Polish Army | d/d | 14mar81 | opb 56. BLot; stored at Inowroclaw-Latkowo, seen may15; used as a ground instructional airframe by Lotnicza Akademia Wojskowa at Deblin-Irena, seen aug18 |
| 56 6925 120 | 6925 | Mi-2URP(G) | Polish Air Force | d/d | 14mar81 | in olive drab/light blue camo c/s with light blue underside; l/n operational Inowroclaw-Latkowo 24may03; sat wfu on the premises of "Art Metal" Sp.j. at Lapino Kartuskie, seen aug06/jun19, and later at Pobiednik Wielki (N50.083448 E20.196349), seen jan20/apr21 |
| | no serial | Mi-2URP(G) | no titles | ph. | 15sep23 | preserved without any markings whatsoever (in poor condition and the light grey tailboom of another Mi-2) in Muzeum Techniki Militarnej at Zbroslawice (N50.416340 E18.768205), seen sep23 |
| 56 6926 120 | 6926 | Mi-2 | Polish Air Force | d/d | 14mar81 | sat wfu at Inowroclaw-Latkowo, seen 26aug06 |
| 54 6927 110 | "08" | Mi-2 | Soviet Air Force | AKX | 1994 | |
| 54 6928 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6929 110 | ".7" yellow | Mi-2 | DOSAAF | mfd | 1980 | in green c/s with light blue underside |
| | "21" yellow | Mi-2 | FSB | | | opb oauts FPS at Kochubeyevskoye; in green c/s with light blue underside, brown camo partially applied on the forward fuselage, FPS badge below cockpit, 'DOSAAF' titles and second digit of previous code still visible; last overhaul completed 11jun98; f/n Kochubeyevskoye 16jun06, stored; offered for sale by the Russian privatisation agency jul/sep06 with t/t 2,805 hours; sale notified 16aug06 |
| 54 6930 110 | not known | Mi-2 | Soviet Air Force | mfd | 1980 | |
| | FLA-3377K | Mi-2SKh | privately owned | Sht | 24oct21 | with crop-spraying gear; illegal registration, painted on as 'FLA 3377K' (prefix in Cyrillic); in black c/s with light grey underside, no titles; stored with ShARZ DOSAAF, seen oct21 |
| 54 6931 120 | "16" yellow | Mi-2 | DOSAAF | Che | 26aug02 | in dark green c/s with light blue underside; wfu in MARZ ROSTO at Fedurnovo (Chornoye), l/n 25aug03/04aug08 |
| 54 6932 120 | not known | Mi-2 | DOSAAF | mfd | 23dec80 | |
| | RF-.... | Mi-2 | ROSTO Chelyabinsk | no | reports | in a Rosimushchestvo (State Property Agency) listing 25aug09 |
| 54 6933 120 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6934 120 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6935 120 | "14" yellow | Mi-2 | DOSAAF | Jrw | 11jun98 | in dark green c/s with light blue underside; seen Yaroslavl-Karachikha 25may99; seen derelict in MARZ ROSTO at Fedurnovo (Chornoye) aug02/sep10 |
| 54 6936 110 | "15" yellow | Mi-2 | DOSAAF | Jrw | 25may99 | in dark green c/s with light blue underside |
| | RA-00499 | Mi-2 | DOSAAF | Che | 26aug02 | derelict in MARZ ROSTO at Fedurnovo (Chornoye), l/n sep10; still also carried code "15" yellow |
| 54 6937 120 | "31" yellow | Mi-2 | FSB | mfd | 1980 | opb oauts FPS at Kochubeyevskoye; in green/brown camo c/s with light blue underside, FPS badge below cockpit; last overhaul completed 22oct97; f/n Kochubeyevskoye 16jun06, stored; offered for sale by the Russian privatisation agency jul06 with t/t 2,416 hours; sold to Valeri Kostomarov 17aug06; sat wfu at Vikhrevo, seen sep08 |
| 54 6938 120 | "22" yellow | Mi-2 | FSB | mfd | 1980 | opb oauts FPS at Kochubeyevskoye; in green/brown camo c/s with light blue underside, FPS badge below cockpit; last overhaul completed 14apr98; f/n Kochubeyevskoye 16jun06, stored; offered for sale by the Russian privatisation agency jul06 with t/t 3,031 hours; sold to Valeri Kostomarov 17aug06 |
| | no reg | Mi-2 | privately owned | Vor | sep22 | in black c/s, no markings apart from 'MI-2'; l/n Kaluga-Oreshkovo 19jan24 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 54 6939 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6940 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6941 110 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 56 6942 120 | 6942 | Mi-2 | Polish MoI | d/d | 14mar81 | opb 103. pl NJW MSW at Warsaw-Bemowo (disbanded 31dec00); f/n Inowroclaw-Latkowo 21aug90 |
| | PL-09XP | Mi-2 | Polish Police | toc | 09may01 | also carried code/call-sign 'K-005'; based at Rzeszów |
| | SN-09XP | Mi-2 | Polish Police | r/r | 03dec02 | also carried code/call-sign 'K-005'; in blue/light grey c/s with white cheatline and 'Policja' titles; f/n RZE 16jun04; l/n Radom 24aug13 |
| | SP-VPD | Mi-2 | Polish Police | res | sep11 | see l/n date above |
| 56 6943 120 | 6943 | Mi-2URP(G) | Polish Army | d/d | 20mar81 | opb 49. BLot; seen Inowroclaw-Latkowo 26aug06; seen in dark green c/s Pruszcz Gdanski 26aug11; l/n Pruszcz-Gdanski 21may16 |
| 56 6944 120 | 6944 | Mi-2URP(G) | Polish Air Force | d/d | 20mar81 | later opb 56 KPSB at Inowroclaw-Latkowo; l/n operational Inowroclaw-Latkowo 02sep03; stored on the premises of "Art Metal" Sp.j. at Lapino Kartuskie, seen aug06/mar15 |
| 56 6945 120 | 6945 | Mi-2URP(G) | Polish Army | d/d | 20mar81 | armed version; in olive drab c/s; stored at Inowroclaw-Latkowo, seen may19 |
| 56 6946 120 | 6946 | Mi-2URP(G) | Polish Army | d/d | 20mar81 | armed version; opb 56. BLot; in olive drab c/s; l/n Inowroclaw-Latkowo 19may18 |
| 56 6947 120 | 6947 | Mi-2 | Polish Air Force | d/d | 20mar81 | opb 49. BLot (redesignated 49. PSB); damaged during a hard landing in the 1990s; repaired and modified with NVG, but showed abnormal flight characteristics afterwards and hence was withdrawn from use; the tailboom was fitted to Mi-2 c/n 515242077; preserved at the barracks at Inowroclaw-Latkowo (obviously with the tailboom of another Mi-2), seen oct13/may24 |
| 54 6948 120 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 6949 120 | "02" white | Mi-2 | Russian Air Force | Che | 26aug02 | l/n in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03 |
| 54 6950 011 | CCCP-20213 | Mi-2 | AFL/Central Region | rgd | 26mar81 | f/n Myachkovo 26sep91; l/n Myachkovo 18aug92 |
| | RA-20213 | Mi-2 | Aeroflot | Mya | 23sep94 | trf to Myachkovo Air Service 23aug94; seen Myachkovo 21may/28aug95 in faded basic 'blue' Aeroflot c/s without titles; canx as leased to Pakistan 20sep99/20mar00 |
| 54 7001 011 | CCCP-20214 | Mi-2 | AFL/North Kavkaz | mfd | 12feb81 | rgd 25mar81 |
| | RA-20214 | Mi-2 | Kubanaviausluga | trf | 22feb94 | new CofR issued 20feb97; CofA expired 03apr98 |
| | RA-20214 | Mi-2 | Kubanspetsavia | trf | 10nov98 | Kubanspetsavia was declared bankrupt 31aug06; current on register aug10, but without valid CofR and CofA |
| 51 7002 011 | SP-SXA | Mi-2 | Polish Air Rescue | rgd | 05mar81 | last overhaul completed 01aug03; converted to Mi-2plus 06aug03; l/n Bemowo 20jul10; wfu by 31mar11; offered for sale sep11 with t/t 5,836 hours, for $ 18,000; sold to Heliseco 27dec11 and ferried from Warsaw-Bemowo to Lublin-Radawiec 27jan12 |
| | SP-SXA | Mi-2plus | Heliseco | h/o | 26jan12 | wfu 31oct12; stored at the Heliseco compound at Swidnik, seen nov14/mar21 |
| 51 7003 011 | 7003 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 54 7004 011 | CCCP-20215 | Mi-2 | AFL/Kremenchug FS | rgd | 23mar81 | not canx from Soviet register |
| | UR-20215 | Mi-2 | Kremenchug Fl.Sch. | rgd | 03may93 | canx 17jun08; sat wfu, without visible prefix, at Kremenchug, seen sep10/jul14 |
| 54 7005 011 | CCCP-20216 | Mi-2 | AFL/Kremenchug FS | rgd | 23mar81 | not canx from Soviet register |
| | UR-20216 | Mi-2 | Kremenchug Fl.Sch. | KHU | 02jul11 | sat wfu at Kremenchug with faded prefix, l/n jul14 |
| 54 7006 011 | CCCP-20217 | Mi-2 | AFL/Kremenchug FS | rgd | 18mar81 | not canx from Soviet register |
| | UR-20217 | Mi-2 | Kremenchug Fl.Sch. | KHU | 19sep10 | wfu; still present jul11/jul14 |
| 54 7007 011 | CCCP-20218 | Mi-2 | AFL/Kremenchug FS | rgd | 23mar81 | not canx from Soviet register; seen wfu with faded registration at Kremenchug sep10/jul14 |
| 54 7008 011 | CCCP-20219 | Mi-2 | AFL/Kremenchug FS | mfd | 12feb81 | rgd 18mar81 |
| | UR-20219 | Mi-2 | Kremenchug Fl.Sch. | rgd | 04jul02 | Kremenchug Flying College of the National Aviation University (KLK NAU); canx between 04aug17 and 10aug17 |
| 54 7009 011 | CCCP-20220 | Mi-2 | AFL/Kremenchug FS | rgd | 23mar81 | not canx from Soviet register |
| | UR-20220 | Mi-2 | Kremenchug Fl.Sch. | KHU | 02jul11 | sat wfu at Kremenchug, l/n jul11/jul14 |
| 54 7010 011 | CCCP-20221 | Mi-2 | AFL/Kremenchug FS | rgd | 23mar81 | not canx from Soviet register; seen wfu at Kremenchug 19sep10 |
| 54 7011 011 | CCCP-20222 | Mi-2 | AFL/Kremenchug FS | rgd | 23mar81 | not canx from Soviet register; fate unknown |
| | UR-20222 | Mi-2 | Kremenchug Fl.Sch. | KHU | 21jul14 | wfu |
| 52 7012 011 | CCCP-20223 | Mi-2 | AFL/Moldova | mfd | 30mar81 | rgd 28jul81; opb 281 LO Beltskogo OAO |
| | ER-20223 | Mi-2 | Moldaeroservice | rgd | 07nov94 | sat wfu at Balti-Central, seen feb06/feb15; canx between 11mar16 and 30sep16 |
| 52 7013 021 | CCCP-20224 | Mi-2 | AFL/Privolzhsk | mfd | 28feb81 | rgd 15may81 |
| | RA-20224 | Mi-2 | Saratov Avn Ent. | trf | 03aug93 | |
| | RA-20224 | Mi-2 | Barkol | rgd | 12mar98 | seen in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03, titles not reported; in full white/blue c/s with titles; f/n IAR 17aug07; l/n operational BKA 16aug08; canx before aug10; the hulk sat at Ryazan-Protasovo, seen jul13/may15 |
| 52 7014 021 | CCCP-20225 | Mi-2 | AFL/Privolzhsk | rgd | 15may81 | |
| | RA-20225 | Mi-2 | Samarskaya KASP | trf | 03aug93 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; canx 25dec96; see cabin trainer c/n 1049 |
| 52 7015 021 | CCCP-20226 | Mi-2 | AFL/Privolzhsk | mfd | 28feb81 | rgd 15may81 |
| | RA-20226 | Mi-2 | Samarskaya KASP | trf | 03aug93 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; seen Samara-Smyshlyayevka 20may96 with 'GAI' titles |
| | RA-20226 | Mi-2 | Barkol | rgd | 12mar98 | f/n BKA 14aug01; w/o 24sep01 when the engine lost power during a pipeline patrol flight and the helicopter hit a high-voltage power-line, force-landed near Naziya (Kirov district of St. Petersburg region) and burnt out, no casualties; canx 04apr02 |
| 51 7016 021 | 7016 | Mi-2 | Libyan Air Force | | | |
| 51 7017 031 | 7017 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 51 7018 031 | 7018 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 51 7019 031 | 7019 | Mi-2 | Libyan Air Force | | | |
| 51 7020 031 | 7020 | Mi-2 | Libyan Air Force | ph. | 2019 ? | in beige/light grey/olive drab camo c/s; repainted in sand/brown camo c/s; f/n as such in 2021 |
| 51 7021 031 | 7021 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 51 7022 031 | 7022 | Mi-2 | Libyan Air Force | BEN | 06nov87 | |
| 51 7023 031 | 7023 | Mi-2 | Libyan Air Force | ph. | 07dec17 | in faded camo c/s; reflown after overhaul 06jul17 |
| 51 7024 031 | 7024 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 51 7025 031 | 7025 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 51 7026 031 | 7026 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 51 7027 031 | 7027 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| | 027 | Mi-2 | Libyan Air Force | | 1988 | c/n not confirmed, the Libyan AF Mi-2s carry three and four figure serials ! |
| | 7027 | Mi-2 | Libyan Air Force | | | in faded olive drab c/s with light grey underside, serial in Arab digits; loaded on trailer at the Bright Star University at Brega 21dec22 |
| 56 7028 031 | 7028 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 56 7029 031 | 7029 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 56 7030 031 | 7030 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 56 7031 031 | 7031 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 56 7032 031 | 7032 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 56 7033 031 | 7033 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| | PMU-7 | Mi-2 | Lesotho Police | d/d | 1983 ? | PMU stands for 'Police Mobile Unit'; in camo c/s; sat wfu at Maseru, seen oct86/1993 |
| 56 7034 031 | 7034 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 56 7035 031 | 7035 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 51 7036 041 | 7036 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 51 7037 041 | 7037 | Mi-2 | Libyan Air Force | | | |
| 51 7038 041 | 7038 | Mi-2 | Libyan Air Force | | photo | |
| 51 7039 041 | 7039 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 51 7040 041 | 7040 | Mi-2 | Libyan Air Force | | | |
| 51 7041 041 | 7041 | Mi-2 | Libyan Air Force | | | |
| 51 7042 041 | 7042 | Mi-2 | Libyan Air Force | ph. | 2013 ? | in camo c/s; the hulk sat in a hangar at an unknown Libyan base |
| 51 7043 041 | 7043 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 51 7044 041 | 7044 | Mi-2 | Libyan Air Force | | | |
| 52 7045 021 | CCCP-20227 | Mi-2 | AFL/Privolzhsk | mfd | 17mar81 | rgd 27may81 |
| | RA-20227 | Mi-2 | Samarskaya KASP | trf | 03aug93 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; the operator's certificate of Samarskaya KASP was revoked 16oct00; current on register jan01 |
| 52 7046 021 | CCCP-20228 | Mi-2 | AFL/Privolzhsk | rgd | 27may81 | |
| | RA-20228 | Mi-2 | Samarskaya KASP | trf | 03aug93 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; seen Samara-Smyshlyayevka 20may96 with 'GAI' titles; canx 25dec96 |
| 52 7047 021 | CCCP-20229 | Mi-2 | AFL/Leningrad | rgd | 01jun81 | |
| | RA-20229 | Mi-2 | Vologda Avn Ent. | trf | 16nov93 | canx 29may97 |
| 52 7048 021 | CCCP-20230 | Mi-2 | AFL/Leningrad | mfd | 09mar81 | rgd 27may81; l/n MMK 19jun95; trf 22nov94 to Murmansk Avia; canx 20nov03; l/n in MARZ ROSTO at Fedurnovo (Chornoye) 03jul05 but confirmation welcome |
| 52 7049 021 | CCCP-20231 | Mi-2 | AFL/Urals | rgd | 04may81 | |
| | RA-20231 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | canx 19apr99; in basic 'blue' Aeroflot c/s; sat dismantled in the aviation museum at Perm, registration painted out and the prefix 'CCCP-' bleeding through, seen aug01/jul12 |
| | no reg | Mi-2 | no titles | ph. | 10jul21 | received a red tailboom without markings; preserved in poor condition in Park otdykha at ul. Lifanova (N58.028365 E56.314677) at Perm, seen jul21 |
| 52 7050 021 | CCCP-20232 | Mi-2 | AFL/Urals | rgd | 04may81 | rolled over on landing Kungur 19oct90; canx 24dec90; registration reported, probably in error, as a Mi-8 GDQ 22jan88 |
| 52 7101 031 | CCCP-20233 | Mi-2 | AFL/Central Region | mfd | 07may81 | |
| | DDR-SJZ (3) | Mi-2 | Interflug/AF | rgd | 30mar90 | canx 30sep90; see c/ns 527106031 and 527518022 |
| | RA-20233 | Mi-2 | Kostroma Avn Ent. | trf | 17may94 | |
| 52 7102 031 | CCCP-20234 | Mi-2 | AFL/Central Region | rgd | 24apr81 | trf 17may94 to ??; canx 18apr91 as to Poland |
| | SP-FHC | Mi-2 | EXIN | rgd | 15jul91 | canx 07oct91 |
| | SP-FLC | Mi-2 | Joy | rgd | 07oct91 | canx 15oct93 and not on the Russian register since |
| 52 7103 031 | CCCP-20235 | Mi-2 | AFL/Central Region | rgd | 08jun81 | trf 19oct93 to Lipetsk Air; canx but date unknown |
| 52 7104 031 | CCCP-20236 | Mi-2 | AFL/Central Region | mfd | 30mar81 | rgd 08jun81; trf 19oct93 to Lipetsk Air |
| 52 7105 031 | CCCP-20237 | Mi-2 | AFL/Central Region | mfd | 30mar81 | rgd 12may81; trf 30mar93 to for Smolensk Avia |
| | RA-20237 | Mi-2 | | Sms | 21aug02 | l/n derelict Smolensk-Yuzhny 30jun12/16jul22 |
| 52 7106 031 | CCCP-20238 | Mi-2 | AFL/Central Region | mfd | 27mar81 | rgd 12may81 |
| | DDR-SJZ (1) | Mi-2 | Interflug/AF | rgd | 01apr88 | canx 15oct88; see c/ns 527101031 and 527518022 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | RA-20238 | Mi-2 | Aeroflot | | | crashed as such 18may93; canx but date unknown |
| 52 7107 031 | CCCP-20239 | Mi-2 | AFL/Central Region | mfd | 07apr81 | rgd 01jun81; trf 26jan94 to PANKh |
| | RA-20239 | Mi-2 | Aviapankh | IWA | 07sep95 | still with 'Aeroflot' titles; seen IWA 04aug01 and 30mar02, titles not reported; gone by aug04 and probably scrapped |
| 52 7108 031 | CCCP-20240 | Mi-2 | AFL/Central Region | mfd | 07apr81 | rgd 01jun81 |
| | RA-20240 | Mi-2 | 2nd Sverdlovsk AE | Aru | 05jul03 | in orange c/s with blue cheatline and trim, still with 'Aeroflot' titles; canx before aug10; sat wfu (with faded prefix) at Aramil-Uktus, seen aug07/aug09 |
| 54 7109 041 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7110 041 | RA-15736(2) | Mi-2 | ROSTO | rgd | 31may01 | see c/n 542511072; ex DOSAAF; canx 23may03 |
| 54 7111 041 | not known | Mi-2 | DOSAAF | no | reports | |
| | UR-23640 | Mi-2 | Koktebel | rgd | 27apr93 | Tsentr planernogo sportu "Koktebel", Feodosiya; canx 13aug08 |
| 54 7112 041 | "21" yellow | Mi-2 | Soviet Air Force | Tno | 04sep93 | l/n Borki 26aug03 wfu |
| 54 7113 041 | not known | Mi-2 | DOSAAF | no | reports | |
| | UR-23647 | Mi-2 | Koktebel | rgd | 27apr93 | Tsentr planernogo sportu "Koktebel", Feodosiya; canx 13aug08 |
| 54 7114 041 | "50" yellow | Mi-2 | Russian Air Force | Che | 06sep10 | sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen sep10/jul19 |
| 51 7115 041 | 7115 | Mi-2 | Libyan Air Force | | | |
| 51 7116 041 | 7116 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 51 7117 041 | 7117 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 51 7118 041 | 7118 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 51 7119 041 | 7119 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 51 7120 051 | 7120 | Mi-2 | Libyan Air Force | ph. | may93 | the burnt-out hulk (without the end of the tailboom) sat at al-Bombah, seen may93 (or rather may94 ?) |
| 51 7121 051 | 7121 | Mi-2 | Libyan Air Force | ph. | 2012 | stored in faded camo c/s, markings painted out; on a photo in 2017 seemingly operational, version painted on as Mi-2V |
| 51 7122 051 | 7122 | Mi-2 | Libyan Air Force | | | |
| 51 7123 051 | 7123 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 51 7124 051 | 7124 ? | Mi-2 | Libyan Air Force | | | c/n known delivered to Libya but serial unknown |
| 54 7125 051 | "12" white | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n MHP in late 1997, with Red Stars |
| 54 7126 051 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7127 051 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7128 051 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 7129 041 | CCCP-20241 | Mi-2 | AFL/North Kavkaz | mfd | 23jun81 | rgd 10aug81; in standard 'blue' c/s |
| | RA-20241 | Mi-2 | Elbrus-Avia | trf | 30mar94 | offered for sale in non-airworthy condition may11, was at Nalchik at the time; sat wfu at Omsk-Maryanovka (with the 'Aeroflot' titles becoming visible again), seen jun14/jul23 |
| 52 7130 051 | CCCP-20242 | Mi-2 | AFL/Central Region | mfd | 16jun81 | rgd 12aug81; trf 31dec93 to Ryazanaviatrans |
| | RA-20242 | Mi-2 | not reported | RZN | 28aug03 | hangared in poor condition |
| 52 7131 051 | CCCP-20243 | Mi-2 | AFL/Central Region | mfd | 16jun81 | rgd 12aug81 |
| | DDR-SJX (2) | Mi-2 | Interflug/AF | rgd | 15mar89 | canx 20sep89; see c/n 525907118 |
| | RA-20243 | Mi-2 | Yaroslavl Aviation | trf | 24feb95 | |
| 52 7132 051 | CCCP-20244 | Mi-2 | AFL/Central Region | mfd | 16jun81 | rgd 12aug81; trf 24feb95 to Yaroslavl Aviation |
| 52 7133 051 | CCCP-20245 | Mi-2 | AFL/Central Region | mfd | 16jun81 | rgd 12aug81; trf 24feb95 to Yaroslavl Aviation |
| 52 7134 051 | CCCP-20246 | Mi-2 | AFL/Ukraine | rgd | 17aug81 | canx 25oct90 |
| 52 7135 051 | CCCP-20247 | Mi-2 | AFL/North Kavkaz | mfd | 23jun81 | rgd 28aug81; trf 06jun95 to Shakintski Airlines |
| 52 7136 051 | CCCP-20248 | Mi-2 | AFL/North Kavkaz | rgd | 10aug81 | |
| | RA-20248 | Mi-2 | Elbrus-Avia | trf | 30mar94 | canx 02jul97 |
| 52 7137 051 | CCCP-20249 | Mi-2 | AFL/Privolzhsk | mfd | 23jun81 | rgd 02sep81 |
| | RA-20249 | Mi-2 | Saratov Special Av | trf | 03aug93 | |
| | RA-20249 | Mi-2 | KavMinVody Avia | trf | unknown | on a photo at Shchedry 19may12 in blue c/s with light grey underside, no markings whatsoever |
| 52 7138 061 | CCCP-20250 | Mi-2 | AFL/Leningrad-RVH | mfd | 23jun81 | rgd 25sep81; in orange c/s with blue cheatline and trim and a 'GAI' (Traffic Police) badge on the passenger door; f/n RVH 16jul91; l/n RVH 11sep93 |
| | RA-20250 | Mi-2 | Aeroflot | rgd | 25nov93 | in orange c/s with blue cheatline and trim and a 'GAI' (Traffic Police) badge on the passenger door; f/n RVH dec93; sat wfu at RVH, seen dec98/aug03; hulk moved to a plot on the banks of the river Neva in St. Petersburg, seen may11 |
| 52 7139 061 | CCCP-20251 | Mi-2 | AFL/North Kavkaz | rgd | 10aug81 | trf 30mar91 to Elbrus-Avia; canx 02jul97 |
| 54 7140 061 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-15734(2) | Mi-2 | Yugtrakhinvest | trf | 21oct94 | see c/n 542514072 |
| 54 7141 011 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7142 011 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7143 061 | "31" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n MHP in late 1997, with Red Stars; stored at Minsk-Borovaya, seen may05 |
| 54 7144 061 | "23" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| 54 7145 061 | not known | Mi-2 | DOSAAF | no | reports | |
| | UR-BDS | Mi-2 | TSOU Vovchansk | no | reports | opb ASK 'Sokol' Vovchansk; reported in Air-Britain and JP-97/05; canx 01oct08 |
| 54 7146 061 | "52" yellow | Mi-2 | DOSAAF | Tno | 05jul94 | sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen sep10/jul19 |
| 54 7147 061 | "17" yellow | Mi-2 | ROSTO Tambov | Tbg | 17aug01 | l/n Tambov 29may06 |
| 54 7149 061 | "19" yellow | Mi-2U | DOSAAF | Vot | 15aug97 | in dark green c/s with light blue underside; l/n Vologda-Severney 25may99; seen derelict in MARZ ROSTO at Fedurnovo (Chornoye) aug03/sep10, also reported as "18" yellow |
| | RF-01927 | Mi-2U | DOSAAF | ph. | 01apr12 | in light blue/light grey c/s with top in Russian flag colours, with 'DOSAAF Rossii' titles; preserved near the DOSAAF building at Volokolamskoye shosse d. 88 (N55.82333 E37.442321), l/n aug19 |
| 54 7150 061 | RA-15676(2) | Mi-2 | MARZ | mfd | 30jun81 | ex DOSAAF; rgd 19feb97; in black/orange/white c/s, no titles but with badge; sat wfu in MARZ ROSTO at Fedurnovo (Chornoye), seen aug02/aug12; see c/n 530528107 |
| 53 7201 071 | R-15 | Mi-2 | Hungarian Police | toc | aug81 | in blue/white c/s with 'Rendőrség' titles and military 'roundels'; named 'Kék Madár' (Blue Bird); on a photo in a hangar at BUD in 1984; l/n active Siófok-Kiliti 23jul16; wfu 01feb17 |
| | SP-EAS | Mi-2 | Lima Sp. z o.o. | rgd | 23aug17 | to European Air Services s.r.o.; in mainly blue c/s, no titles; f/n Lublin 09oct21; stored at Swidnik, seen sep24 |
| 54 7202 061 | "42" yellow | Mi-2 | ROSTO Tambov | Tbg | 17aug01 | l/n Tambov-Goreloye may08 |
| 54 7203 061 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7204 061 | not known | Mi-2 | Soviet Air Force | mfd | 09jul81 | |
| | "29" yellow | Mi-2 | TSO Ukrayiny | Zas | may96 | seen without code Zaporizhzhya-Shyroke aug97/jul07; l/n derelict Zaporizhzhya-Shyroke apr16/2018 |
| 54 7205 061 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7206 061 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7207 061 | "07" white | Mi-2 | DOSAAF | ph. | 30aug08 | stored at Barnaul-Bobrovka; code may have been yellow initially; in dark green c/s with light blue underside, code faded; l/n jun13 |
| | RF-00513 | Mi-2 | ROSTO | no | reports | entered into Rosimushchestvo (State Property Agency) records 26nov09 |
| | RF-00513 | Mi-2 | DOSAAF | rgd | 23dec09 | opb Barnaulski ASK at Lesnoi |
| 54 7207 061 | "07" white | Mi-2 | ROSTO Barnaul | ph. | 30aug08 | wfu at Barnaul-Bobrovka; code may have been yellow initially; in dark green c/s with light blue underside, code faded; wfu at Barnaul-Bobrovka, l/n aug08/nov08 |
| 54 7208 061 | "08" | Mi-2 | Soviet Air Force | | 02sep93 | at Maryanovka; l/n Maryanovka 29aug09, no visible serial/code |
| 54 7209 061 | not known | Mi-2 | DOSAAF | mfd | 28jul81 | |
| | RF-.... | Mi-2 | ROSTO Chelyabinsk | no | reports | in a Rosimushchestvo (State Property Agency) listing 25aug09 |
| 54 7210 061 | CCCP-20252 | Mi-2 | AFL/Central Region | mfd | 09jul81 | rgd 27aug81 |
| | RA-20252 | Mi-2 | Aeroflot | Sms | 05sep95 | l/n Smolensk-Severny 21aug02, no titles |
| 54 7211 061 | CCCP-20253 | Mi-2 | AFL/Belarus | rgd | 26aug81 | |
| | EW-20253 | Mi-2 | Bellesavia | Lii | 15sep11 | in MChS c/s with both 'Bellesavia' and 'MChS Belarusi' titles; already reported in JP-05; l/n operational Minsk-Borovaya 07jul12; preserved at Minsk-Lipki (N53.91280 E27.70651), l/n oct21 |
| 54 7212 061 | CCCP-20254 | Mi-2 | AFL/Leningrad | rgd | 27aug81 | opb Vologodski OAO; w/o 07jul83 on a flight from Cherepovets via Tomilovo to Babayevo when intended to land at a helipad near Cherepovets airport, probably entered vortex-ring mode, came down hard, rolled over onto its right side, caught fire and burnt out, the pilot escaped unhurt; canx 1984 |
| 54 7213 071 | CCCP-20255 | Mi-2 | AFL/Privolzhsk | mfd | 28jul81 | rgd 09dec81; trf to Saratov Special Aviation 03aug93 |
| | RA-20255 | Mi-2 | Aeroflot | Che | 26aug02 | in orange c/s with blue cheatline and trim; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen sep10/jul19 with faded titles and prefix and c/n read off as 547213.., see next line |
| | no reg | Mi-2 | Karpaty Avia-MNS | ph. | 07may11 | at a helistrip near Chernobyl (Ukraine); c/n reported as such, but first two digits not completely clear; in blue/white/light grey c/s with blue/yellow cheatline; see previous line |
| 54 7214 071 | CCCP-20256 | Mi-2 | AFL/Privolzhsk | mfd | 15jul81 | rgd 09dec81; was involved in an accident 22oct92 |
| | RA-20256 | Mi-2 | Samarskaya KASP | trf | 03aug93 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; the operator's certificate of Samarskaya KASP was revoked 16oct00 |
| | RA-20256 | Mi-2 | Murmanaviakom | rgd | 20dec02 | offered for sale 14nov11 |
| 54 7215 071 | CCCP-20257 | Mi-2 | AFL/Moldova | mfd | 28jul81 | rgd 27aug81; opb 281 LO of Beltski OAO; see c/n 549532125 |
| | ER-20257 | Mi-2 | Air Moldova | rgd | 23mar94 | f/n KIV 20sep94, with these titles; stored at Balti-Central, seen feb06/feb15; canx between 12may15 and 31dec15; see c/n 549532125 which is preserved in France as fake 'ER-20257' |
| 54 7216 071 | CCCP-20258 | Mi-2 | AFL/Kremenchug FS | rgd | 14sep81 | not canx from Soviet register; seen wfu with faded registration at Kremenchug sep10/jul14 |
| 54 7217 071 | CCCP-20259 | Mi-2 | AFL/Kremenchug FS | rgd | 27aug81 | not canx from Soviet register; fate unknown |
| 54 7218 071 | CCCP-20260 | Mi-2 | AFL/Ukraine | rgd | 28aug81 | dbr 27jul90 when an engine failed and the helicopter came down hard near Chernovtsy; canx 19aug91 |
| 54 7219 071 | CCCP-20261 | Mi-2 | AFL/Ukraine | rgd | 28aug81 | |
| | UR-20261 | Mi-2 | Karpaty-Avia | UDJ | 08sep96 | Karpaty-Avia is part of MNS Ukrayiny, based at Uzhhorod; in white/light grey c/s with blue/yellow cheatline, initially without titles; seen VIN 12jul07 with 'Karpaty Avia-MNS' titles; l/n active mar08; sat without registration wfu at VIN, l/n nov10; canx 07jul11; sen still without registration Nezhyb 24apr17 |
| 54 7220 071 | CCCP-20262 | Mi-2 | AFL/Krasnoyarsk | rgd | 27jan82 | opb 2-i Krasnoyarski OAO |
| | RA-20262 | Mi-2 | Yeniseiski Merid. | trf | 31dec93 | Yeniseiski Meridian; dbr 17jan94 after a flight to Dudinka when the pilot flew from one helipad to another in order to unload a heavy load, as dusk was approaching the pilot was in a hurry and turned the helicopter at low height 90 degrees from the wind, it started to rotate and came down hard outside of the helipad, suffering substantial damage, both crew escaped; canx 11apr94 |
| 54 7221 071 | CCCP-20263 | Mi-2 | AFL/West Siberia | rgd | 26oct81 | turned over on a forced landing Parabel 02feb90; canx 13jun90 |
| 54 7222 071 | CCCP-20264 | Mi-2 | AFL/West Siberia | mfd | 21aug81 | rgd 09nov81; f/n Novosibirsk-Severny 01jul92 |
| | RA-20264 | Mi-2 | Aeroflot | Ovn | 21apr93 | trf to Novosibirsk GAP 11mar94; was involved in an accident 27jan94 |
| | RA-20264 | Mi-2 | NARZ | Che | 20apr06 | in white c/s with blue and purple trim, 'Filial Aviakompanii OAO NARZ' titles |
| | RA-20264 | Mi-2 | MARZ ROSTO | Che | 23jul07 | |

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|---|---|---|---|---|---|---|
| | RA-20264 | Mi-2 | Sibaviatechkomp. | Che | 04aug08 | in white c/s with blue/red trim, small titles; last overhaul completed 21jun06; already mentioned in technical inspection document 16nov07; seen in MARZ ROSTO at Fedurnovo (Chornoye) aug08/jun09 |
| | RA-20264 | Mi-2 | Weltall-avia | rgd | 26feb10 | to Aeroport Ust'-Koksa; in yellow/black c/s with blue trim, with titles; f/n Novosibirsk-Severny 31jul10; t/t 7,472 hours and 9,683 cycles by 2010; l/n Novosibirsk-Severny feb11 |
| | RA-20264 | Mi-2 | Avia-Sibir | ph. | 29nov13 | in yellow/black c/s with blue trim, with titles; stored without rotors in the Mashkomplekt factory at Tolmachovka (N54.968813 E82.797473), seen nov13/may23 |
| 54 7223 071 | CCCP-20265 | Mi-2 | AFL/Komi | mfd | 31jul81 | rgd 28aug81; f/n UCT 1994 |
| 52 7224 071 | OK-LJN | Mi-2 | Slov-Air | rgd | 13aug81 | crashed Zirovnice 16jun89 and canx 14jan98 ! same date as c/n 515442018 |
| 52 7225 071 | OK-LJO | Mi-2 | Slov-Air | rgd | 13aug81 | |
| | OK-LJO | Mi-2 | Air Transp. Europe | lsd | jan92 | f/n Harrachov jun92 |
| | OM-LJO | Mi-2 | Air Transp. Europe | r/r | early94 | leased to Tatramat and seen as such Prostejov 10sep94; canx 27jun02; confirmed as scrapped |
| 52 7226 071 | OK-LJP | Mi-2 | Slov-Air | rgd | 13aug81 | f/n GTW 07sep90 |
| | OK-LJP | Mi-2 | Topair | BTS | 06sep94 | derelict, was canx 12jan94; still present 29aug96 |
| 52 7227 071 | CCCP-20266 | Mi-2 | AFL/Urals | rgd | 22oct81 | opb 2-i Permski OAO; w/o 10jul86 on a crop-spraying flight near Kirov when started to descend and bank while flying at a height of 30 metres, crashed and caught fire, the pilot was killed, the cause of the accident could not be established, canx 05nov86 |
| 52 7228 071 | CCCP-20267 | Mi-2 | AFL/Urals | mfd | 20aug81 | rgd 22oct81; damaged 14apr90 on a fishery patrol flight along the river Vyatka when, as the helicopter hovered on the banks of the river to disembark inspectors, the pilot was distracted by a poacher and the helicopter descended into the water, destroying the tail rotor, no casualties; repaired; f/n PEE 1993 |
| | RA-20267 | Mi-2 | Kirov Avn Enterpr. | trf | 18apr94 | reported in JP06 |
| 52 7229 071 | CCCP-20268 | Mi-2 | AFL/West Siberia | rgd | 09nov81 | |
| | RA-20268 | Mi-2 | Aerokuznetsk | trf | 19apr95 | canx 28may98; in Aerokuznetsk fleet list dec99 as scrapped |
| | no reg | Mi-2 | no titles | ph. | 05sep21 | in basic 'blue' Aeroflot c/s with Red Stars and no other markings whatsoever; preserved on a plinth at Prokopyevsk (N53.871709 E86.622281), seen 05apr21/sep21 |
| 52 7230 071 | CCCP-20269 | Mi-2 | AFL/West Siberia | mfd | 20aug81 | rgd 09nov81; opb 10 LO Novosibirskogo OAO; w/o 22apr90 on the leg from Chulym to Novosibirsk-Severny of a flight from Severnoye to Novosibirsk-Severny in support of the Omsk pipeline directorate with an unauthorised passenger (an aircraft mechanic) on board when the intoxicated pilot deviated from the prescribed flight path and performed unauthorised manoeuvres at low height, the helicopter collided with a high-voltage power-line on the northern outskirts of Kolyvan and crashed on a road, pilot and sole passenger killed; t/t 5,032 hours and 8,681 cycles; canx 11jun90 |
| 52 7231 071 | CCCP-20270 | Mi-2 | AFL/West Siberia | mfd | 20aug81 | rgd 03nov81; trf 31mar94 to Aerokuznetsk; in dec99 fleet list as stored and in sep00 fleet list as sold; canx 04apr01 |
| | RA-20270 | Mi-2 | Estate Group | rgd | 26nov09 | |
| 52 7232 071 | CCCP-20271 | Mi-2 | AFL/Ukraine | rgd | 02dec81 | f/n ODS 08jul96; l/n ODS 08may98, no titles |
| 54 7233 071 | not known | Mi-2 | Soviet Air Force | no | reports | probably DOSAAF, in fact |
| | CCCP-23803 | Mi-2 | Dalaero | rgd | 21aug92 | time between overhauls exceeded 26jun94; the operator's certificate of Dalaero was annulled 26jul95; w/o 08nov96 on an unauthorised flight from Ussurisk-Baranovski with the general manager of Dalaero (who did not have a valid pilot's licence) at the controls when went out of control while hovering after lift-off, started to rotate and drift, collided with 2 parked helicopters (a Mi-2 and a Mi-8), came down, rolled over onto its right side and caught fire, pilot and the sole passenger killed |
| 54 7234 071 | "34" yellow | Mi-2 | DOSAAF | mfd | aug81 | the faded c/n was read off the tailboom as '547234081' 15aug20; in olive drab c/s with light grey underside, with titles; preserved at Manski (N55.763829 E93.760743), seen aug20/aug22 |
| 54 7235 071 | "35" yellow | Mi-2 | DOSAAF | mfd | 25aug81 | f/n 1994 |
| | RA-23718 | Mi-2 | 2nd Sverdlovsk AE | rgd | 25dec95 | |
| 54 7236 081 | not known | Mi-2 | DOSAAF | no | reports | |
| | CCCP-23684 | Mi-2 | ROSTO | rgd | 08jun92 | to Sibavia; canx but date unknown |
| 54 7237 081 | "37" white | Mi-2 | Soviet Air Force | Ovm | 23jul00 | derelict |
| 54 7238 081 | not known | Mi-2 | Soviet Air Force | no | reports | probably DOSAAF, in fact |
| | CCCP-23804 | Mi-2 | Dalaero | rgd | 21aug92 | the operator's certificate of Dalaero was annulled 26jul95; dbr 11sep96 on an unauthorised flight from Ussurisk-Baranovski with an intoxicated pilot at the controls when flew too low, crashed into the Razdolnoye river near Linevich and came to rest in shallow water (depth about 1 metre), the crew and all 3 passengers escaped unhurt; the operator failed to co-operate with the accident investigation commission |
| 54 7239 081 | not known | Mi-2 | DOSAAF | no | reports | |
| | CCCP-23685 | Mi-2 | ROSTO | rgd | 08jun92 | to Sibavia; canx but date unknown |
| | no reg | Mi-2 | Siblet | Ovm | 23jul00 | l/n Novosibirsk-Mochishche 30aug07 |
| 54 7240 081 | not known | Mi-2 | DOSAAF | no | reports | |
| | CCCP-23686 | Mi-2 | ROSTO | rgd | 08jun92 | to Sibavia; canx but date unknown |
| | "40" white | Mi-2 | Soviet Air Force | Ovm | 23jul00 | derelict; see above ! |
| 54 7241 081 | not known | Mi-2 | DOSAAF | mfd | oct81 | |
| | CCCP-23687 | Mi-2 | ROSTO | rgd | 08jun92 | to Sibavia; opb Novosibirski ASK; leased to Aviagarant in 1993; dbr 14oct93 on a flight to a drilling site near Nyagan with the MTOW exceeded when the right engine failed during the landing, the helicopter came down in a swamp, rolled over onto its side, caught fire and burnt out, both pilots and the sole passenger escaped unhurt |
| 54 7242 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-23688 | Mi-2 | Sibavia | rgd | 08jun92 | was involved in an accident 09sep95, see next line |
| | RA-23688 | Mi-2 | Aeroclub Ostorf | Bsk | 03aug96 | canx but date unknown |
| 54 7243 081 | not known | Mi-2 | DOSAAF | no | reports | "43" yellow ? |
| | CCCP-23689 | Mi-2 | Sibavia | rgd | 08jun92 | reportedly crashed on landing at Kreshenko 09sep95; canx but date unknown |
| | "43" yellow | Mi-2 | ROSTO | Bsk | 30aug07 | c/n checked, also carried registration RA-23689; l/n Novosibirsk-Berdsk 06jul08 |
| 54 7244 081 | not known | Mi-2 | DOSAAF | mfd | 20oct81 | |
| | RF-.... | Mi-2 | ROSTO Chelyabinsk | no | reports | in a Rosimushchestvo (State Property Agency) listing 25aug09 |
| 54 7245 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7246 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | CCCP-23690 | Mi-2 | Sibavia | rgd | 08jun92 | |
| | RA-23690 | Mi-2 | ex Soviet AF c/s | Ovm | 23jul00 | derelict; canx but date unknown |
| 54 7247 081 | not known | Mi-2 | DOSAAF | no | reports | |
| | RF-00384 | Mi-2 | DOSAAF Rossii | rgd | 24sep09 | opb Chitinski ASK at Chita-Kashtak; initially in olive drab c/s with light grey underside; f/n Chita-Kashtak 18aug12; l/n as such Chita-Kashtak 06jun14; repainted in blue/red/black c/s with white trim, with 'DOSAAF Rossii' titles and Russian stars; f/n as such Chita-Kashtak 04jun22 |
| 54 7248 081 | "48" | Mi-2 | Soviet Air Force | Mry | 02sep93 | |
| 54 7249 081 | "49" white | Mi-2 | Soviet Air Force | Ovm | 23jul00 | derelict |
| 54 7250 081 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 7301 081 | SP-SXB | Mi-2 | Polish Air Rescue | rgd | 13oct81 | |
| | SP-SXB | Mi-2plus | Polish Air Rescue | rgd | 24jun04 | in yellow c/s with diagonal blue/red/blue bands around fuselage and tailboom; based at Olsztyn-Dajtki; slightly damaged 06sep05 on a positioning flight from the helipad of the hospital at Olsztyn to Olsztyn-Dajtki when descended too steeply on final approach due to pilot error and came down hard on the nose gear, the pilot and both passengers escaped unhurt; repaired; l/n Lublin-Radowiec 06jul10; was to be wfu by 31mar11 |
| | SP-SXB | Mi-2plus | privately owned | rgd | 18jan13 | in basic Polish Air Rescue c/s with a small 'Copter Sky' logo on the rear fuselage; f/n Katowice-Muchowiec 04jan14; l/n Warsaw-Bemowo 27feb14; CofA expired 16jan15; canx 27feb17 as sold to Ukraine |
| 51 7302 081 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 7303 081 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 7304 081 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 7305 091 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 7306 091 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 7307 091 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 7308 091 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 7309 091 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 7310 091 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 7311 091 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 54 7312 091 | CCCP-20272 | Mi-2 | AFL/North Kavkaz | mfd | 25nov81 | rgd 23feb82 |
| | RA-20272 | Mi-2 | Kubanaviausluga | trf | 22feb94 | rgd 02oct95 to the Russian Federation; CofA expired 18jul97 |
| | RA-20272 | Mi-2 | Kubanspetsavia | trf | 10nov98 | Kubanspetsavia was declared bankrupt 31aug06; current on register aug10, but without valid CofR and CofA |
| 54 7313 091 | CCCP-20273 | Mi-2 | AFL/North Kavkaz | mfd | 18nov81 | rgd 29jan82 |
| | RA-20273 | Mi-2 | Shakhty Avn Ent. | trf | 06jun95 | owned by the Russian Federation; no valid CofR and CofA by aug10; current on register sep19, still with the rgd 29jan82 |
| 54 7314 091 | CCCP-20274 | Mi-2 | AFL/North Kavkaz | mfd | 18nov81 | rgd 29dec81 |
| | RA-20274 | Mi-2 | Aeroflot | AKX | 25apr93 | |
| | RA-20274 | Mi-2 | Elbrus-Avia | trf | 30mar94 | offered for sale in non-airworthy condition may11, was at Nalchik at the time |
| 54 7315 091 | CCCP-20275 | Mi-2 | AFL/Ukraine | rgd | 15jan82 | not canx from Soviet register; fate unknown |
| 54 7316 091 | CCCP-20276 | Mi-2 | AFL/Ukraine | rgd | 15jan82 | |
| | UR-20276 | Mi-2 | Odessa Airlines | ODS | 01may99 | Odeski avialiniyi; probably no titles; canx 13aug08 |
| 54 7317 091 | CCCP-20277(1) | Mi-2 | Aeroflot | | | w/o, sold, error ?; see c/n 529913086 |
| 54 7318 091 | no code | Mi-2 | ROSTO | mfd | 1981 | in olive drab c/s with light grey underside and a small Russian flag on the engine cowling, no stars; seen KLF 17aug99 |
| | "02" yellow | Mi-2 | ROSTO | KLF | aug01 | |
| | RF-00915 | Mi-2 | ROSTO | rgd | unknown | opb KALTU ROSTO at Kaluga; seized from ROSTO in favour of the "Russki Mir" insurance company 22oct07 (this seizure was annulled by a court order dated 13mar08); mentioned in several court orders dated between 05feb07 and 31jan11 |
| | RF-00915 | Mi-2 | privately owned | ph. | sep14 | based at Byelorechensk; in white c/s with light blue cheatline, grey belly and orange trim, Russian flag on entry door, no titles; offered for sale by Yana Kotova 04sep14/22dec14, with t/t 300 hours |
| 54 7319 091 | "19" | Mi-2 | DOSAAF | mfd | 1981 | in olive drab c/s with light grey underside; sat wfu (in faded colours) at Krasnoyarsk-Solnechny, seen mar20/aug23 |
| 54 7320 091 | not known | Mi-2 | DOSAAF | mfd | 25nov81 | |

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| | RF-.... | Mi-2 | ROSTO Chelyabinsk | no | reports | in a Rosimushchestvo (State Property Agency) listing 25aug09 |
| 54 7321 091 | not known | Mi-2 | DOSAAF | mfd | 25nov81 | |
| | CCCP-23691 | Mi-2 | Sibavia | rgd | 08jun92 | |
| | RA-23691 | Mi-2 | ASK Ostorf | Bsk | 03aug96 | |
| | RA-23691 | Mi-2 | Novosibirski ASK | rgd | 01apr97 | canx but date unknown |
| | RF-00750 | Mi-2 | ROSTO | ph. | 08aug03 | c/n checked at Novosibirsk-Berdsk 30aug07; l/n Novosibirsk-Berdsk 07jun09 |
| 54 7322 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7323 091 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7324 091 | "18" yellow | Mi-2 | DOSAAF | no | reports | |
| | UR-23648 | Mi-2 | TSO Ukrayiny | rgd | 27apr93 | f/n Kiev-Chaika 21sep94; stored at Kerch, l/n 12jun99; canx 12jul04 |
| | 23648 | Mi-2 | TSO Ukrayiny | Kci | 01jun02 | still carried code "18" yellow; in very faded c/s; stored at Kiev-Chaika, seen may02/aug08 |
| | UR-23648 | Mi-2 | Koktebel | no | reports | Tsentr planernogo sportu "Koktebel", Feodosiya; canx 13aug08 |
| 54 7325 101 | "03" yellow | Mi-2 | Soviet Air Force | | | |
| | CCCP-14310 | Mi-2 | AFL/Ukraine | rgd | 10apr91 | |
| | UR-14310 | Mi-2 | camo c/s | PLV | 12sep96 | also carried code "03" yellow; sat wfu at PLV, no titles and registration faded, seen dec09/sep12 (only identified from c/n on boom by sep12); seen as an exhibit of the parachute club at Poltava air base aug14 |
| 53 7326 101 | OK-LJQ | Mi-2 | Slov-Air | rgd | 05nov81 | lst to Tatra Air Group |
| | OM-LJQ | Mi-2 | Slov-Air | r/r | early94 | seen stored Bratislava jul97 |
| | OM-LJQ | Mi-2 | Regional Heli Serv | BRQ | 25aug99 | l/n operational at Äilina hospital 14sep05; sold to the "Classic Rotors" rotorcraft museum at Ramona, CA in autumn 2005 and preserved there since, l/n mar16 |
| 53 7327 091 | OK-LJR | Mi-2 | Slov-Air | rgd | 25nov81 | |
| | OK-LJR | Mi-2 | Delta System Air | lsd | 1992 | seen Hradec Králové 17jul93, no titles, leased from Slov-Air; l/n Kbely 09sep93 |
| | OM-LJR | Mi-2 | Delta System Air | trf | 31mar94 | leased from Slov-Air |
| | OK-LJR | Mi-2 | Delta System Air | rgd | 30jun94 | leased from Slov-Air, confirmed ex OM- |
| | OK-LJR | Mi-2 | Spectrum | rgd | 09nov00 | opb Delta System Air; was one of last civil flyable Mi-2s in Czechia; seen in a hangar at Hradec Králové 31aug02, probably wfu by then; repainted in 2004 back to old Slov-Air c/s for display at Hradec Králové, seen may05/may07; seen in immaculate red/white/blue/black c/s with full 'L.Z.R.' titles at Hradec Králové apr09/may17 |
| 53 7328 101 | CCCP-20278 | Mi-2 | AFL/Krasnoyarsk | rgd | 23feb82 | |
| | RA-20278 | Mi-2 | Aeroflot | AKX | 25apr93 | damaged on landing Dudunka 03nov91; canx but date unknown |
| 53 7329 101 | CCCP-20279 | Mi-2 | AFL/Krasnoyarsk | rgd | 17mar82 | trf 22dec95 to Yeniseiski Meridian; canx 18apr96 |
| 53 7330 101 | CCCP-20280 | Mi-2 | AFL/Komi | mfd | 26nov81 | rgd 04jan82; trf to Komiavia 25apr95, but not in 1999 fleet list; offered for sale jul04 with t/t 2,270 hours, for $ 70,000 |
| 53 7331 101 | CCCP-20281 | Mi-2 | AFL/Komi | rgd | 06jan82 | trf 25apr95 to ??; canx 14apr95 |
| 56 7332 111 | 7332 | Mi-2URP(G) | Polish Army | d/d | 03apr82 | opb 56. BLot; in olive drab c/s; l/n Zielona Góra 15jun24, active |
| 56 7333 111 | 7333 | Mi-2URP(G) | Polish Air Force | d/d | 19feb82 | opb 49. BLot; seen Pruszcz Gdanski 04oct09; f/n in low-viz c/s Pruszcz Gdanski 26aug11; l/n Radom 26aug23, active |
| 56 7334 111 | 7334 | Mi-2URN | Polish Army | d/d | 19feb82 | |
| | 7334 | Mi-2URP(G) | Polish Army | | | opb 56. BLot; in olive drab c/s; f/n Inowroclaw-Latkowo 16may15; l/n Czestochowa Rudniki 03nov21 |
| 56 7335 111 | 7335 | Mi-2URN | Polish Air Force | d/d | 19feb82 | |
| | 7335 | Mi-2URP(G) | Polish Army | | | opb 56. BLot; in olive drab c/s; f/n Poznan-Krzesiny 28oct14; l/n Radom 26aug23, active |
| 56 7336 111 | 7336 | Mi-2URN | Polish Air Force | d/d | 19feb82 | |
| | 7336 | Mi-2URP(G) | Polish Army | | | opb 56. Blot; in olive drab c/s; f/n Inowroclaw-Latkowo 26nov12; l/n Inowroclaw-Latkowo 20may23, active |
| 56 7337 012 | 7337 | Mi-2URP(G) | Polish Army | d/d | 20mar82 | opb 56. BLot; l/n Inowroclaw-Latkowo 20may23, active |
| 56 7338 012 | 7338 | Mi-2URP(G) | Polish Army | d/d | 20mar82 | opb 56. BLot; in olive drab c/s; l/n Inowroclaw-Latkowo 19may18 |
| 56 7339 012 | 7339 | Mi-2URP(G) | Polish Army | d/d | 20mar82 | opb 56. BLot; in olive drab c/s; l/n Inowroclaw-Latkowo 20may17 |
| 56 7340 012 | 7340 | Mi-2URP(G) | Polish Army | d/d | 20mar82 | opb 56. BLot; stored at Inowroclaw-Latkowo, seen may15/jun20 |
| 56 7341 012 | 7341 | Mi-2URN | Polish Army | d/d | 20mar82 | |
| | 7341 | Mi-2URP(G) | Polish Army | | | opb 56. BLot (redesignated 56. KPSB); repainted in olive drab c/s; f/n as such Mieroslawic 16mar16; l/n Inowroclaw-Latkowo 20may23, active |
| 54 7342 101 | "06" yellow | Mi-2 | DOSAAF | mfd | 1981 | opb Kemerovski aeroklub; in dark green c/s with light blue underside, with titles; sat wfu at Tashtagol, seen apr21 |
| 54 7343 101 | not known | Mi-2 | DOSAAF | no | reports | |
| | RA-23623 | Mi-2 | Dobrolet | rgd | 27apr93 | not in 1998 fleet list, fate unknown |
| 54 7344 101 | not known | Mi-2 | DOSAAF | no | reports | |
| 54 7345 101 | "37" yellow | Mi-2 | DOSAAF | ph. | 08jun14 | in dark green c/s with light blue underside, additional 'GAI' titles on the tailboom; preserved in faded colours on a pole on the premises of the former training centre of the Irkutsk region police force (N52.234861 E104.223951), seen jun14/apr15 |
| 54 7346 101 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7347 101 | not known | Mi-2 | Soviet Air Force | mfd | 28nov81 | |
| | RA-14285 | Mi-2 | Kemerovski aerokl. | trf | 31dec93 | canx 05dec01 |
| | RF-00113 | Mi-2 | ROSTO | Tan | 05sep21 | opb Kemerovski aeroklub; in very faded olive drab c/s with light grey underside; dumped between trees at Tanai, seen sep21/apr22 |
| 54 7348 101 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7349 101 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7350 101 | "22" yellow | Mi-2 | DOSAAF | ph. | 07feb14 | in olive drab c/s with light grey underside, with titles; sat wfu at the Aviation Personnel Training and Certification Centre at Novosibirsk airport (N55.006087 E82.671562), seen feb14/jul23 |
| 54 7401 111 | CCCP-20282 | Mi-2 | AFL/Central Region | mfd | 11dec81 | rgd 25feb82; seen IWA 04aug01 and 30mar02 as CCCP- (faded paint ?), titles not reported; sat wfu (with faded prefix) in MARZ ROSTO at Fedurnovo (Chornoye), seen aug09/aug12 |
| 54 7402 111 | CCCP-20283 | Mi-2 | AFL/Central Region | rgd | 12may82 | crashed 07sep86; canx 1987 |
| 54 7403 111 | CCCP-20284 | Mi-2 | AFL/Belarus | rgd | 10mar82 | not canx from Soviet register |
| | EW-20284 | Mi-2 | Bellesavia | | | reported in JP-05 |
| 54 7404 111 | CCCP-20285 | Mi-2 | AFL/Latvia | rgd | 02feb82 | |
| | 150 | Mi-2 | Latvian Air Force | RSC | 28aug93 | call-sign 'Haizius' (jaws); sat wfu at Lielvarde (serial removed), seen aug99/sep13; used (without cockpit) for training by the fire fighters at Lielvarde, seen jan20 |
| 54 7405 111 | CCCP-20286 | Mi-2 | AFL/North Kavkaz | mfd | 22dec81 | rgd 20jan82 |
| | RA-20286 | Mi-2 | Elbrus-Avia | trf | 30mar94 | |
| | RA-20286 | Mi-2 | Konvers Avia | rgd | 22jan97 | to Oberon; leasing to Konvers Avia ended 30dec97; leased to SIBIA, date unknown; current on register by aug10, without current CofA |
| 54 7406 111 | CCCP-20287 | Mi-2 | AFL/Ukraine | rgd | 24feb82 | not canx from Soviet register; fate unknown |
| 54 7407 111 | CCCP-20288 | Mi-2 | AFL/Moldova | mfd | 07jan82 | rgd 15feb82; opb 281 LO Beltskogo OAO; not canx from Soviet register |
| | ER-20288 | Mi-2 | Moldaeroservice | rgd | 23mar94 | canx 02jan95 as written off |
| 54 7408 111 | CCCP-20289 | Mi-2 | AFL/Moldova | mfd | 22dec81 | rgd 28jan82; opb 281 LO Beltskogo OAO |
| | ER-20289 | Mi-2 | Moldaeroservice | rgd | 23mar94 | sat wfu at Balti-Central, seen feb06/sep10; canx between 09oct14 and 26jan15 |
| | no reg | Mi-2 | no titles | ph. | 11oct20 | in faded olive drab/black c/s with a Moldovan coat-of-arms on the engine cowling, no other markings; preserved in a small museum in the Ialoveni district of Moldova, seen oct20 |
| 54 7409 111 | 'RA-0714' | Mi-2 | DOSAAF | ph. | 09jan16 | also carried code "02" white; in olive drab c/s with light blue underside, no titles; preserved with this fake registration at ul. Semyi Shamshinykh d. 110 at Novosibirsk from may15, seen there jan16/jul24 |
| 54 7410 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7411 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7412 111 | not known | Mi-2 | DOSAAF | mfd | 1981 | |
| | "03" yellow | Mi-2 | DOSAAF | ph. | 07jun21 | in a camo c/s of two shades of olive drab with light blue underside, no markings apart from the code; preserved at Tanai (N54.753783 E85.114048), seen jun21/may23 |
| 54 7413 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7414 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7415 111 | not known | Mi-2 | DOSAAF | mfd | 11dec81 | |
| | RA-15722(2) | Mi-2 | Azur Air ? | rgd | 09aug99 | leased to Katekavia 09jun00/30may03; in basic 'blue' Aeroflot c/s, no titles; sat at a dump at Kemerovo-Severny, seen apr22; see c/n 522326032 |
| 54 7416 111 | not known | Mi-2 | DOSAAF | no | reports | |
| | no code | Mi-2 | no titles | ph. | may13 | in olive drab c/s with light grey underside, no markings whatsoever; preserved in the "Krylya Pobedy" (Wings of Victory) museum of UMMC at Verkhnyaya Pyshma (N56.961110 EE60.584717) from early 2013, seen may13/dec21 |
| | 'CCCP-15871' | Mi-2 | no titles | ph. | 08dec24 | in faded 'polar' Aeroflot c/s with olive drab showing below that paint scheme; preserved in the "Krylya Pobedy" (Wings of Victory) museum of UMMC at Verkhnyaya Pyshma, seen dec24; see c/n 520421077 |
| 54 7417 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7418 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7419 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7420 111 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23663 | Mi-2 | Novgorod Avn Ent. | rgd | 20oct93 | |
| 54 7421 121 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7422 121 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7423 121 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7424 111 | "17" yellow | Mi-2 | DOSAAF Belarusi | Msb | may95 | no titles; l/n Minsk-Borovaya sep97; seen Minsk-Borovaya 20may05 without rotors |
| | "17" red | Mi-2 | DOSAAF Belarusi | Msb | jun07 | in dark green c/s with light blue underside, no titles; was preserved in the Museum of the History of the Great Patriotic War at Minsk-Borovaya, seen jun07/nov16 and seen without code sep17; transported to Minsk-Lipki in 2022 |
| | no code | Mi-2 | no titles | ph. | 01sep24 | in blue/red/olive drab c/s, no markings whatsoever; preserved at Minsk-Lipki, seen sep24 |
| 52 7425 111 | CCCP-20290 | Mi-2 | AFL/Georgia | rgd | 25feb82 | f/n TBS 16may96; reported for AISI, Georgia |
| 52 7426 111 | CCCP-20291 | Mi-2 | AFL/Georgia | rgd | 25feb82 | f/n TBS 16may96; l/n TBS 17jun97 wrecked |
| 52 7427 121 | CCCP-20292 | Mi-2 | AFL/Ukraine | rgd | 24feb82 | |
| | UR-20292 | Mi-2 | Odessa Airlines | no | reports | Odeski avialiniyi; canx 13aug08 |
| 52 7428 121 | CCCP-20293 | Mi-2 | AFL/Moldova | mfd | 11jan82 | rgd 15feb82; opb 281 LO Beltskogo OAO |
| | ER-20293 | Mi-2 | Moldaeroservice | rgd | 20apr94 | dbr 18feb05 on a flight near Petrosani (Romania) when the left engine lost power due to icing while the helicopter was flying in fog so that the helicopter lost height and the pilot decided to perform a forced |

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|---|---|---|---|---|---|---|
| | | | | | | landing on the snow-covered slope of a mountain, but the left main gear collided with a big stone and the helicopter suffered substantial damage, 2 of the 3 passengers killed and the 3rd one as well as the pilot injured; canx 20dec06 |
| 52 7429 121 | CCCP-20294 | Mi-2 | AFL/Ukraine | rgd | 24feb82 | not canx from Soviet register; fate unknown |
| 53 7430 121 | CCCP-20295 | Mi-2 | AFL/Uzbekistan | rgd | 13apr82 | not canx from Soviet register; fate unknown |
| 53 7431 121 | CCCP-20296 | Mi-2 | AFL/Uzbekistan | rgd | 13apr82 | trf to Spetsialny Avia, Uzbekistan |
| | UK-20296 | Mi-2 | Usta Avia | | | reported in JP-05; canx before dec07 but date unknown |
| 53 7432 121 | CCCP-20297 | Mi-2 | AFL/Komi | rgd | 15feb82 | trf 25apr95 to Komiavia; canx 27aug98 |
| 53 7433 121 | CCCP-20298 | Mi-2 | AFL/Turkmenistan | mfd | 22jan82 | rgd 15jun82; opb 167 LO Chardzhouskogo OAO; w/o 26mar85 on the leg from Chardzhou (now Türkmenabat) to Kerki of a round flight from Chardzhou in support of PMK-11 of "Chardzhouremvodstroi" with the MTOW exceeded by 328 kg when both engines failed (possibly due to the presence of air in the fuel system) shortly after take-off, the helicopter lost height, the pilots attempted an auto-rotation landing in a field on the outskirts of the "Engels" branch of the "Lenin" kolkhoz (state farm) which the helicopter was overflying, but the helicopter entered the dangerous height-speed envelope and crashed, 4 of the 5 passengers killed and the 5th one as well as both pilots seriously injured; t/t 1,867 hours and 1,559 cycles; canx 05aug85 |
| 53 7434 121 | CCCP-20299 | Mi-2 | AFL/Turkmenis.-CRZ | mfd | 12jan82 | rgd 07jul82; opb Chardzhouski OAO; severely damaged 19nov85 on a flight in the Krasnovodsk region of Turkmenistan when entered vortex-ring mode while flying a right turn with strong tailwind and thus losing speed, the helicopter descended uncontrolledly and came down very hard near Nebit-Dag, suffering substantial damage, the pilot was slightly injured while the sole passenger (an aircraft mechanic) left the cabin after impact and was killed by the rotor; repaired |
| | CCCP-20299 | Mi-2 | Turkmenistan Al | CRZ | 18may96 | with titles, but still with prefix 'CCCP-' |
| | EZ-20299 | Mi-2 | Turkmenistan Al | no | reports | offered for sale in early 2008 with t/t 5,646 hours and 6,915 cycles |
| 53 7434 121 | CCCP-20299 | Mi-2 | AFL/Turkmenistan | mfd | 12jan82 | rgd 07jul82 |
| | CCCP-20299 | Mi-2 | Turkmenistan Al | CRZ | 18may96 | with titles but still CCCP- ! |
| | EZ-20299 | Mi-2 | Turkmenistan Al | | | for sale early 2008, t/t 5,646 hours and 6,915 cycles |
| 53 7435 121 | CCCP-20300 | Mi-2 | AFL/Turkmenistan | mfd | 11jan82 | rgd 02apr82; damaged on forced landing Shatlyk 20dec91 |
| | EZ-20300 | Mi-2 | Turkmenistan Al | CRZ | 18may96 | so repaired after accident 20dec91; for sale early 2008, t/t 7,892 hours and 8,772 cycles |
| 54 7436 121 | CCCP-20301 | Mi-2 | AFL/Uzbekistan | rgd | 13apr82 | trf to Spetsialny Avia, Uzbekistan |
| | UK-20301 | Mi-2 | Usta Avia | | | reported in JP-05; canx before dec07 but date unknown |
| 54 7437 121 | CCCP-20302 | Mi-2 | AFL/Uzbekistan | rgd | 13apr82 | trf to Spetsialny Avia, Uzbekistan |
| | UK-20302 | Mi-2 | Usta Avia | | | reported in JP-05; canx before dec07 but date unknown |
| 54 7438 121 | CCCP-20303 | Mi-2 | AFL/Turkmenistan | mfd | 28jan82 | rgd 02apr82 |
| | EZ-20303 | Mi-2 | Turkmenistan Al | CRZ | 18may96 | not in 2001 fleet list; offered for sale in early 2008, with t/t 6,036 hours and 9,056 cycles |
| 54 7439 121 | CCCP-20304 | Mi-2 | AFL/Turkmenistan | rgd | 21apr82 | canx 1987 |
| 56 7440 012 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 56 7441 012 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 56 7442 012 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 56 7443 012 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 56 7444 012 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 56 7445 012 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 56 7446 012 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 56 7447 012 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 52 7448 012 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 52 7449 012 | CCCP-20305 | Mi-2 | AFL/Central Region | mfd | 30jan82 | also given as 09aug82; rgd 25mar82 |
| | RA-20305 | Mi-2 | Yaroslavl Aviation | trf | 20jan95 | seen without rotors NSK 22oct07 in blue c/s, titles not visible |
| | RA-20305 | Mi-2 | Sakhalin Zonalnoye | Zon | 17sep09 | no titles; CofA expired 28feb07 |
| | RA-20305 | Mi-2 | Ye.V. Mamchenko | rgd | 21apr10 | canx between 20jun16 and 29jul16 |
| 56 7450 012 | CCCP-20306 | Mi-2 | AFL/Central Region | mfd | 16feb82 | rgd 25mar82; was involved in an accident 28sep92; trf 20jan95 to Yaroslavl Aviation |
| 54 7501 012 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7502 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7503 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7504 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7505 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7506 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7507 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7508 022 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7509 022 | "38" | Mi-2 | DOSAAF | no | reports | |
| | RA-00531 | Mi-2 | ROSTO | Vla | 21aug03 | in dark green c/s with light grey underside and Russian flag, with titles; c/n checked Vladimir-Semyazino 16aug05; not on register by aug10; sat wfu at Vladimir-Semyazino (N56.124763 E40.321435), seen jul10/aug18; registration used on an An-2 at the same time |
| 54 7510 022 | not known | Mi-2 | DOSAAF | no | reports | |
| | RF-00589 | Mi-2 | ROSTO | CKL | 18aug02 | in dark green c/s with light grey underside, no titles; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen aug13/jul19 |
| 54 7511 022 | not known | Mi-2U | DOSAAF | no | reports | |
| | RA-00532 | Mi-2U | ROSTO | Vla | 21aug03 | in dark green c/s with light grey underside and Russian flag, with titles; c/n checked Vladimir-Semyazino 16aug05; not on register by aug10; sat wfu at Vladimir-Semyazino (N56.124767 E40.321567), seen sep06/aug18; registration used on a Yak-52 at the same time |
| 52 7512 022 | not known | Mi-2 | Soviet Air Force | mfd | 20mar82 | |
| | RA-23732 | Mi-2 | Sokol | rgd | 20jan97 | canx 26mar01 |
| 52 7513 022 | CCCP-20307 | Mi-2 | AFL/Central Region | mfd | 16mar82 | rgd 07jun82; trf 20jan95 to Yaroslavl Aviation |
| 52 7514 022 | CCCP-20308 | Mi-2 | AFL/Central Region | rgd | 07jun82 | canx 1986 |
| 52 7515 022 | CCCP-20309 | Mi-2 | AFL/Central Region | mfd | 01mar82 | rgd 07jun82; trf 31dec93 to Ryazanaviatrans; seen Ryazan-Turlatovo may95/aug03, wfu |
| 52 7516 022 | CCCP-20310 | Mi-2 | AFL/Central Region | mfd | 16mar82 | rgd 12may82 |
| | RA-20310 | Mi-2 | Lipetsk Avn Ent. | trf | 19oct93 | not airworthy by 05oct00; did not have a valid CofR and CofA by aug10 |
| | RA-20310 | Mi-2 | privately owned | Blv | 09apr19 | in blue c/s; current on register nov19, still with the rgd 12may82 |
| 52 7517 022 | CCCP-20311 | Mi-2 | AFL/Central Region | rgd | 12may82 | trf 19oct93 to Lipetsk Air; was involved in an accident 30apr93; canx 29jan94 |
| 52 7518 022 | CCCP-20312 | Mi-2 | AFL/Central Region | mfd | 18mar82 | rgd 12may82 |
| | DDR-SJZ (2) | Mi-2 | Interflug/AF | rgd | 15mar89 | canx 30oct89; see c/ns 527101031 and 527106031 |
| | RA-20312 | Mi-2 | Lipetsk Avn Ent. | trf | 19oct93 | rgd 26jun96 to the Russian Federation; CofA expired 01jun99, but still current on register aug10; stored at LPK, seen aug99/aug01, titles not reported |
| | 3539K | Mi-2 | L.V. Oleinik | | | illegal registration; leased to Demetra 16mar11/16dec11; used for crop-spraying on the fields of the "Anastasiyevskoye" farm (Krasnodar region) may11/aug11 |
| | RA-20312 | Mi-2 | not known | rgd | 03feb12 | possibly still owned by L.V. Oleinik; current on register 16oct18 |
| | RA-220312 | Mi-2 | privately owned | ph. | 03dec17 | c/n not confirmed; in medium green c/s with light blue belly, no titles; carried an illegal six-digit registration; seen with crop-spraying equipment in the Krasnodar region 03dec17 |
| 52 7519 022 | CCCP-20313 | Mi-2 | AFL/Central Region | rgd | 06may82 | canx 17jan90 |
| 52 7520 022 | CCCP-20314 | Mi-2 | AFL/Central Region | rgd | 07jun82 | f/n SXF 10may90 |
| | SP-FHB | Mi-2 | EXIN | rgd | 15jul91 | lsd to or opb Aeronorte, a photo shows both titles painted on; seen PRG 01aug92; canx 20jan93 |
| | RA-20314 | Mi-2 | Kostroma Avn Ent. | | | dbr 07may94 on a crop-spraying flight from Troyekurovo (Chaplygin district of the Lipetsk region) when the pilot tried to evade a flock of birds shortly after take-off, exceeding the bank angle, the helicopter yawed, lost height and came down hard, suffering substantial damage, the pilot escaped; canx 11jul94 |
| 52 7521 022 | CCCP-20315 | Mi-2 | AFL/North Kavkaz | rgd | 14may82 | canx 16feb95 |
| 52 7522 022 | CCCP-20316 | Mi-2 | AFL/North Kavkaz | mfd | 19mar82 | rgd 14may82; trf 28aug95 to Donskaya transportnaya aviakompaniya |
| 52 7523 022 | CCCP-20317 | Mi-2 | AFL/Ukraine | rgd | 11may82 | not canx from Soviet register; fate unknown |
| 52 7524 022 | CCCP-20717 | Mi-2 | AFL/Belarus | rgd | 05may82 | |
| | EW-20717 | Mi-2 | Bellesavia | | | reported in JP-05 |
| 52 7525 022 | CCCP-20718 | Mi-2 | AFL/Ukraine | rgd | 11may82 | f/n ODS 08jul96; l/n ODS 08may98, no titles |
| 52 7526 022 | CCCP-20719 | Mi-2 | AFL/Leningrad | rgd | 05may82 | involved in an accident 24apr92; canx but date unknown |
| 52 7527 022 | CCCP-20720 | Mi-2 | AFL/Belarus | rgd | 05may82 | dbr 06jul82 on a crop-spraying flight in the Vitebsk region when collided with a high-voltage power-line and crashed, no casualties; canx 1983 |
| 54 7528 022 | "44" yellow | Mi-2 | ROSTO | Iko | 29aug07 | in olive drab c/s with light blue underside; stored at Irkutsk-Oyok, seen aug07/jun16 |
| 54 7529 022 | "45" yellow | Mi-2 | DOSAAF | mfd | 30mar82 | |
| | RF-.... | Mi-2 | ROSTO Chelyabinsk | no | reports | in a Rosimushchestvo (State Property Agency) listing 25aug09 |
| 54 7530 032 | not known | Mi-2 | DOSAAF | no | reports | |
| 54 7531 032 | not known | Mi-2 | DOSAAF | mfd | 20mar82 | |
| | RA-23733 | Mi-2 | Sokol | rgd | 20jan97 | canx 26mar01 |
| 54 7532 032 | not known | Mi-2 | DOSAAF | mfd | 1982 | opb Irkutski ASK |
| | RA-23627 | Mi-2 | ROSTO | rgd | 27apr93 | opb Irkutski ASK; dbr 20aug94 on a flight to the Ara-Oshei river (Orlik district of Buryatiya) with canoeists on board when rolled over on landing and submerged in the river, the pilot and all 4 passengers escaped unhurt |
| 54 7533 032 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23624 | Mi-2 | Dobrolet | rgd | 27apr93 | not in 1998 fleet list, fate unknown |
| 52 7534 032 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 7535 032 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7536 032 | not known | Mi-2 | Soviet Air Force | | | |
| | "38" white | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n Magilev-Novo Pashkovo 06oct95 |
| | "32" white | Mi-2 | Belarus Air Force | | | bought by Motor Sich from Orshanski ARZ 27apr18 |
| 51 7537 032 | HA-BCD | Mi-2 | Hung Fl Ambulance | rgd | 04jun82 | owned by OMSz and opb Budapest Air Service; n white c/s with black trim and Red Crosse; CofA expired 13jan96; was stored at Debrecen, seen may99; canx 22may03; was preserved (without titles) in the Aeropark Budapest at Ferihegy, seen nov00; some parts were used to keep Mi-2 HA-BGK airworthy and the remaining parts were sold to Ukraine |
| 52 7538 032 | CCCP-20721 | Mi-2 | AFL/Belarus | rgd | 11jun82 | |
| | EW-20721 | Mi-2 | Bellesavia | | | reported in JP-05 |
| 52 7539 032 | CCCP-20722 | Mi-2 | AFL/Belarus | rgd | 21may82 | |

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|---|---|---|---|---|---|---|
| | EW-20722 | Mi-2 | Bellesavia | | | reported in JP-05; offered for sale by the Belarussian property agency 24sep18 with t/t 5,291 hours, was at Vitebsk-Oktyabrski at the time |
| 52 7540 032 | CCCP-20723 | Mi-2 | AFL/Belarus | rgd | 21may82 | |
| | EW-20723 | Mi-2 | Bellesavia | | | reported in JP-05 |
| 52 7541 032 | CCCP-20724 | Mi-2 | AFL/Latvia | rgd | 31may82 | in standard 'blue' c/s; l/n on the beach at Jurmala jul92 |
| | YL-LHC | Mi-2 | Latavio | rgd | 29sep92 | f/n RSC 28aug93; l/n in Latavio c/s RIX 22aug96, see registration date below |
| | YL-LHC | Mi-2 | Akoti | rgd | 11nov94 | in white/blue/grey c/s with a 'star and bar' emblem; f/n RIX 23sep97; sat wfu at RIX, seen sep98/may13; current on register by jan13 but technically 'dead' (canx before 04jan16); was preserved in the museum at Riga-Skive, seen sep13/jul14; preserved on the roof of the Riga Technical University (N56.953770 E24.080140), seen jul19 |
| 52 7542 032 | CCCP-20725 | Mi-2 | AFL/Leningrad | rgd | 08jun82 | opb Vologodski OAO; w/o 11oct89 on return to Vologda from a pipeline patrol flight when the left engine failed and the right engine lost power due to icing so that the helicopter made an auto-rotation landing in a forest near Tufanovo (30 km south-east of Vologda airport) and came to rest on its right side, 1 of the 2 crew and the sole passenger killed and the sole survivor injured; t/t 5,589 hours and 17,241 cycles; canx 13sep91 |
| 52 7543 032 | CCCP-20726 | Mi-2 | AFL/Moldova | mfd | 31mar82 | rgd 21jun82; opb 281 LO Beltskogo OAO |
| | ER-20726 | Mi-2 | Moldaeroservice | rgd | 20apr94 | f/n Balti-Central 23feb06; repainted in white/black c/s with maroon trim, no titles; f/n as such Balti-Central 19sep10, fuselage only; sat wfu at Balti-Central, seen feb15; canx between 28feb15 and 14apr15 |
| 52 7544 032 | CCCP-20727 | Mi-2 | AFL/Moldova | mfd | 31mar82 | rgd 09jul82; opb 281 LO of Beltski OAO |
| | ER-20727 | Mi-2 | Moldaeroservice | rgd | 23mar94 | stored at Balti-Central, seen feb06/sep10; seen Balti-Central 28feb15 in excellent condition; canx between 21nov22 and 06dec22 |
| 52 7545 032 | CCCP-20728 | Mi-2 | AFL/Moldova | mfd | 31mar82 | rgd 29jul82; opb 281 LO Beltskogo OAO |
| | ER-20728 | Mi-2 | Moldaeroservice | rgd | 19apr94 | operated in Iraq apr06/may06 (having arrived at SDA inside an Il-76 27apr06) and in Romania in spring 2007; repainted in white/black c/s with maroon trim, titles on the nose; f/n as such Balti-Central 19sep10, stored; canx between 19apr13 and 12dec13 |
| 52 7546 032 | CCCP-20729 | Mi-2 | AFL/Privolzhsk | rgd | 21jun82 | |
| | RA-20729 | Mi-2 | Samarskaya KASP | trf | 03aug93 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; canx 25dec96 |
| 52 7547 032 | CCCP-20730 | Mi-2 | AFL/Privolzhsk | rgd | 21jun82 | |
| | RA-20730 | Mi-2 | Samarskaya KASP | trf | 03aug93 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; canx 07dec98 |
| 52 7548 032 | CCCP-20731 | Mi-2 | AFL/North Kavkaz | mfd | 31mar82 | rgd 02jun82 |
| | RA-20731 | Mi-2 | Aeroflot | ROV | 15jul94 | |
| | RA-20731 | Mi-2 | Donskaya Tr.Aviak. | rgd | 27sep95 | Donskaya transportnaya aviakompaniya; severely damaged 09feb97 on a survey and hunting flight from Zimovniki (Rostov region) when landed in a snow-covered field 5 km south of Salski, the nose gear sank into a snow-filled hole and the helicopter rolled over onto its left side, the pilot and all 3 passengers escaped unhurt; did not have a valid CofR and CofA aug10; still current on register 01aug23 |
| 54 7549 032 | CCCP-20732 | Mi-2 | AFL/Central Region | mfd | 31mar82 | rgd 14jun82; opb Yaroslavski OAO |
| | RA-20732 | Mi-2 | Yaroslavl Aviation | trf | 24feb95 | rgd 15jun00; in basic Aeroflot c/s; initially without titles; received 'OAO "Aviatsiya Yaroslavlya"' titles; f/n as such in MARZ ROSTO at Fedurnovo (Chornoye) 26aug02; damaged on a crop-spraying flight at an unknown date, the tailboom brok off; sat wfu at Yaroslavl-Levtsovo, seen aug09 |
| 54 7550 032 | CCCP-20733 | Mi-2 | AFL/Central Region | mfd | 22apr82 | rgd 20aug82; trf 20jan94 to Yaroslavl Aviation |
| 53 7601 042 | not known | Mi-2 | Syrian Air Force | | | c/n known delivered to Syria but serial unknown |
| 53 7602 042 | not known | Mi-2 | Syrian Air Force | | | c/n known delivered to Syria but serial unknown |
| 53 7603 042 | not known | Mi-2 | Syrian Air Force | | | c/n known delivered to Syria but serial unknown |
| 53 7604 042 | not known | Mi-2 | Syrian Air Force | | | c/n known delivered to Syria but serial unknown |
| 53 7605 042 | not known | Mi-2 | Syrian Air Force | | | c/n known delivered to Syria but serial unknown |
| 53 7606 042 | not known | Mi-2 | Syrian Air Force | | | c/n known delivered to Syria but serial unknown |
| 53 7607 042 | not known | Mi-2 | Syrian Air Force | | | c/n known delivered to Syria but serial unknown |
| 53 7608 042 | not known | Mi-2 | Syrian Air Force | | | c/n known delivered to Syria but serial unknown |
| 53 7609 042 | not known | Mi-2 | Syrian Air Force | | | c/n known delivered to Syria but serial unknown |
| 53 7610 042 | not known | Mi-2 | Syrian Air Force | | | c/n known delivered to Syria but serial unknown |
| 54 7611 032 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "19" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n Minsk-Borovaya may95; l/n Minsk-Borovaya sep97 |
| 54 7612 032 | RA-23606 | Mi-2 | Aeroklub Vyazniki | rgd | 19may93 | |
| | "22" yellow | Mi-2 | DOSAAF | Che | 26aug02 | sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen aug02/jul19 and reported as 'RF-' jul17 |
| 54 7613 032 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "23" yellow | Mi-2 | DOSAAF | Che | 09aug10 | sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen aug10/jul19 |
| 54 7614 032 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7615 032 | not known | Mi-2 | Soviet Air Force | Vot | 22mar12 | stored; see next line |
| | CCCP-23695 | Mi-2 | | rgd | 05jan92 | canx but date unknown; see previous line |
| 54 7616 042 | not known | Mi-2 | ROSTO | Che | 26aug02 | l/n in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03 |
| | RF-14414 | Mi-2 | DOSAAF | rgd | 14jan10 | opb Krasnoarmeiski ATSK at Byelevtsy; in dark green c/s with light blue underside, no titles; f/n Byelevtsy 27apr12; seen Byelevtsy 06apr13 and sep14 with spraying equipment; stored at Byelevtsy, seen apr19 |
| 54 7617 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7618 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7619 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | UR-MSD | Mi-2 | Motor Sich | OZH | 04mar12 | rgd 19mar12; in light blue/white c/s with yellow trim, no titles; l/n Gostomel 24sep12; canx dec14 |
| | not known | Mi-2 | Ukraine Air Force | ph. | 26feb16 | in Vinnytsky aviatsiny zavod; in dark green c/s with light blue underside; markings not visible on photo |
| | UR-MSD | Mi-2 | Motor Sich | OZH | 27mar17 | in green c/s with light blue underside and a 'Motor Sich' logo on the rear fuselage; stored at OZH, seen mar17 |
| 54 7620 042 | not known | Mi-2 | DOSAAF | mfd | 30apr82 | |
| | UR-MSA (1) | Mi-2 | Motor Sich | rgd | 13dec11 | initially in white c/s with blue and red trim, with titles; f/n OZH 04may12; seen OZH 17aug13; l/n in its old c/s OZH 18mar14; repainted in olive drab c/s with light blue underside, no titles; f/n as such OZH 27mar17; l/n Zaporizhzhya-Shirokye 27may19; current on register 10mar23; see the MSB-2 UR-MSA (2) which is a mock-up |
| 54 7621 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7622 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "40" white | Mi-2 | Armenian AF | Erb | oct15 | in dark green c/s with light blue belly; stored at Arzni, seen may23 |
| 54 7623 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7624 042 | not known | Mi-2 | Rostvertol | no | reports | |
| | RF-67722 | Mi-2 | ROSTO Bataisk | Eng | 31mar08 | in 356 ARZ with zero hours left |
| 54 7625 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7626 042 | "15" white | Mi-2 | Soviet Air Force | KLF | 17aug99 | l/n KLF aug01 now reported as "15" black |
| 54 7627 042 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7628 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "18" white | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n Minsk-Borovaya in late 1997; stored at Minsk-Borovaya, seen may05 |
| 54 7629 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7630 052 | "30" yellow | Mi-2 | DOSAAF | mfd | 26may82 | |
| | "30" yellow | Mi-2 | TSO Ukrayiny | ph. | 28may96 | at Vovchansk; opb ASK "Sokol" Vovchansk; in dark green c/s with light blue underside; sat wfu at Vovchansk, seen apr10/sep21 |
| 54 7631 052 | CCCP-20734 | Mi-2 | AFL/Central Region | mfd | 26may84 | rgd 02aug82 |
| | CCCP-20734 | Mi-2 | AFL/Urals | trf | 07mar89 | opb 2-i Sverdlovski OAO; in orange c/s with blue cheatline and trim; damaged 13nov91 when rolled over after landing at Hohly (?), but current on the Russian register sep01/mar03 as with 2nd Sverdlovsk Aviation Enterprise; sat wfu at Aramil-Uktus, seen aug09 |
| 54 7632 052 | CCCP-20735 | Mi-2 | AFL/Central Region | mfd | 26may82 | rgd 28jul82; trf 17may94 to ROSTO; see CCCP-20735 (2) with unknown c/n |
| | RA-20735 | Mi-2 | MARZ | Che | 23jul07 | sat wfu in MARZ ROSTO at Fedurnovo (Chornoye), seen jul07/aug12 |
| 54 7633 052 | CCCP-20736 | Mi-2 | AFL/Central Region | mfd | 26may82 | rgd 02feb83; trf 19oct93 to Lipetsk Air |
| 54 7634 052 | CCCP-20737 | Mi-2 | AFL/Belarus | rgd | 07jul82 | |
| | EW-20737 | Mi-2 | Aeroflot c/s, n/t | GME | 10oct95 | reported for Gomelavia |
| 54 7635 052 | CCCP-20738 | Mi-2 | AFL/Belarus | rgd | 07jul82 | |
| | EW-20738 | Mi-2 | Bellesavia | no | reports | reported in JP-05 |
| | EW-20738 | Mi-2 | MChS Belarusi | | photo | in full c/s; preserved on poles in front of the MChS building at Mozyr airport (N51.98574 E29.15402), seen may16/sep16 |
| 54 7636 052 | CCCP-20739 | Mi-2 | AFL/Moldova | mfd | 29may82 | rgd 30jul82; opb 281 LO of Beltski OAO |
| | ER-20739 | Mi-2 | Moldaeroservice | rgd | 20apr94 | f/n BQT 13jun99; repainted in white/black c/s with maroon trim, titles on the nose; f/n as such Balti-Central 19sep10; l/n BZY 21dec19, flying; canx between 03oct23 and 04jan24 |
| 54 7637 052 | CCCP-20740 | Mi-2 | AFL/Moldova | mfd | 29may82 | rgd 25oct82; opb 281 LO of Beltski OAO |
| | ER-20740 | Mi-2 | Moldaeroservice | rgd | 21mar04 | sat wfu at Balti-Central, seen feb06/feb15; canx between 11mar16 and 30sep16 |
| 54 7638 052 | CCCP-20741 | Mi-2 | AFL/Latvia | rgd | 09aug82 | |
| | YL-LHD | Mi-2 | | rgd | 22oct92 | canx 23feb93; allocated but probably ntu |
| | 151 | Mi-2 | Latvian Air Force | RSC | 28aug93 | opb Helikopteru Posms; call-sign "Skorpion" (Scorpion); l/n Lielvarde 08jun19; stored at Lielvarde, seen jan20; donated to Ukraine aug22 |
| 54 7639 052 | CCCP-20742 | Mi-2 | AFL/North Kavkaz | mfd | 31may82 | rgd 15jul82; opb 351 LO Nalchikskogo OAO |
| | RA-20742 | Mi-2 | Elbrus-Avia | trf | 30mar94 | sold to P.G. Malkin 24sep10 |
| 54 7640 052 | CCCP-20743 | Mi-2 | AFL/Leningrad | rgd | 15jul82 | rgd 15jul82; in orange c/s with blue cheatline and trim |
| | RA-20743 | Mi-2 | Vologda Avn Ent. | trf | 16nov93 | canx 05dec95; sat derelict (with the registration and titles completely faded, if not overpainted) outside of the "Residence of Ded Moroz" (Father Frost, the Russian equivalent of Santa Claus) at Veliki Ustyug (N60.745774 E46.181453), seen aug12/aug24 |
| 54 7641 052 | CCCP-20744 | Mi-2 | AFL/North Kavkaz | rgd | 15jul82 | trf to Nikolayevsk-na-Amure Airlines 01sep94 |
| | RA-20744 | Mi-2 | Predgorye Kavkaza | rgd | 17mar97 | leased to Yug Avia 19mar04/31mar05 |
| 54 7642 052 | CCCP-20745 | Mi-2 | AFL/Georgia | rgd | 30jul82 | f/n TBS 16may96; l/n TBS 17jun97; reported for AISI, Georgia |
| 54 7643 052 | not known | Mi-2 | DOSAAF | mfd | jul82 | |
| | not known | Mi-2 | ROSTO | no | reports | opb Izhevski aeroklub |
| | RA-23801 | Mi-2 | Yashen | rgd | 30mar94 | leased from Izhevski aeroklub ROSTO; f/n KZN 13jun94; l/n KZN 14jul94; dbr 27mar95 on a positioning flight from a snow-covered field some 500 metres from Bogatyye Saby to Kazan-2 when rolled over onto |

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|---|---|---|---|---|---|---|
| | | | | | | its left side during the start-up of the engines, the pilot escaped unhurt, did not inform anybody of the accident and transported the hulk on a flat-bed trailer to Izhevsk |
| 54 7644 052 | not known | Mi-2 | Soviet Air Force | mfd | 03jun82 | |
| | "31" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke wfu mar16/may18 |
| 54 7645 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7646 052 | "41" | Mi-2 | Soviet Air Force | | | dbr 12km East of Zlatoust, 22jul93 |
| 54 7647 062 | not known | Mi-2 | DOSAAF | no | reports | |
| | CCCP-14332 | Mi-2 | AFL/Central Region | rgd | 12may92 | canx 14apr97 as CofA expired 30mar94 |
| | RF-00121 | Mi-2 | DOSAAF | rgd | 23dec09 | opb Lipetski AK at Gryazi-2 |
| 54 7648 052 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23802 | Mi-2 | Izhevskey AeroClub | rgd | 20jan94 | |
| 54 7649 052 | not known | Mi-2 | Soviet Air Force | mfd | 1982 | |
| | "153" white | Mi-2 | no titles ? | ph. | 17mar22 | in olive drab/white camo c/s; preserved at Alnashi (Udmurtia), seen mar22 |
| 54 7650 052 | not known | Mi-2 | Soviet Air Force | mfd | 28jun82 | |
| | RA-23768 | Mi-2 | Tatarst. Aeroclub | rgd | 13dec93 | Tsentralny Aeroklub Respubliki Tatarstan; canx 02apr02; sat wfu at Kurkachi, seen 25nov08 |
| 54 7701 062 | CCCP-20746 | Mi-2 | AFL/Kremenchug FS | rgd | 16aug82 | |
| | UR-20746 | Mi-2 | Kremenchug Fl.Sch. | KHU | 02jul11 | sat wfu at Kremenchug with faded prefix, l/n jul11/jul14 |
| 54 7702 062 | CCCP-20747 | Mi-2 | AFL/Kremenchug FS | rgd | 16aug82 | |
| | UR-20747 | Mi-2 | Kremenchug Fl.Sch. | rgd | 03may93 | canx 17jun08; l/n KHU 21jul14 wfu |
| 54 7703 062 | CCCP-20748 | Mi-2 | AFL/Kremenchug FS | rgd | 16aug82 | sat wfu at Kremenchug sep10/jul11 |
| | UR-20748 | Mi-2 | Kremenchug Fl.Sch. | KHU | 21jul14 | wfu |
| 54 7704 062 | CCCP-20749 | Mi-2 | AFL/Kremenchug FS | rgd | 09aug82 | |
| | UR-20749 | Mi-2 | Kremenchug Fl.Sch. | KHU | 02jul11 | sat wfu at Kremenchug with faded prefix, l/n jul11/jul14 |
| 54 7705 062 | CCCP-20750 | Mi-2 | AFL/Kremenchug FS | mfd | 30jun82 | rgd 20aug82 |
| | CCCP-20750 | Mi-2 | AFL/Ukraine | trf | 02jul90 | |
| | UR-20750 | Mi-2 | not reported | Zas | 07may97 | seen Zaporizhzhya-Shyroke 06may98; offered for sale apr05 with t/t 31,256 ?! hours |
| | UR-20750 | Mi-2 | Kharkivsky aerokl. | rgd | 24jan08 | f/n HRK 08sep09; canx jan14 |
| 54 7706 062 | CCCP-20751 | Mi-2 | AFL/Far East | rgd | 15sep82 | |
| | RA-20751 | Mi-2 | Nikolayevsk-n-A AE | trf | 01sep94 | Nikolayevsk-na-Amure Aviation Enterprise; dbr 21mar97 on the leg from Bogorodskoye to Susanino of an ambulance flight from Bogorodskoye to Nikolayevsk-na-Amure when the left engine failed, the crew opted for an emergency landing on the ice of the Amur river 2 km south of Bolshemikhailovskoye (Bogorodskoye district of the Khabarovsk region), but lost spatial orientation due to snow vortex, the helicopter came down hard and rolled over onto its left side, 1 of the 3 passengers killed and the other 2 plus all 3 crew injured; canx 09dec97 |
| 54 7707 062 | CCCP-20752 | Mi-2 | AFL/Privolzhsk | mfd | 28jun82 | rgd 08dec82; f/n RTW 14jul93; still with prefix 'CCCP-' 19sep94 |
| | RA-20752 | Mi-2 | Saravia | trf | 28dec94 | rgd 26dec02 to Nordinvest |
| | RA-20752 | Mi-2 | Nord-Avia | VLE | nov08 | company based at Norilsk; mentioned in technical inspection document 08jun07; in blue c/s with white trim; stored at Omsk-Maryanovka, seen aug20/jul23 |
| 54 7708 062 | CCCP-20753 | Mi-2 | AFL/Krasnoyarsk | mfd | 30jun82 | rgd 20oct82; opb 127 LO Yeniseiskogo OAO; w/o 24jul86 on a flight from Dudinka to Norilsk-Alykel when flew along the Dudinka river, collided at a height of 45 metres with a high-voltage power line which crossed the river 1.5 km south-east of the outskirts of Dudinka (and was not marked on the flight charts) and crashed into the river 176 metres further on (some 35-40 metres from the banks), pilot and both passengers killed; the wreck was recovered from the river the same day; t/t 2,470 hours; canx 05nov86 |
| 54 7709 062 | CCCP-20754 | Mi-2 | AFL/Komi | mfd | 30jun82 | rgd 25aug82 |
| | RA-20754 | Mi-2 | Komiavia | trf | 22feb94 | in full Aeroflot c/s including titles; l/n SCW 10jun94; not in fleet list 1999; sold to Rostov-Mil 06jun02; current on register by sep01/aug10; repaired by Rostov-Mil in 2010 and converted to, see next line |
| | RA- | Mi-2M | Rostvertol | f/f | 19sep12 | prototype of the Russian version with AI-450M engines; in dark grey c/s with small 'Rostvertol' and 'Vertolyoty Rossii' titles and various stickers; f/n Rostvertol 11sep12; l/n in MVZ im. Milya 06aug14 |
| | "062" yellow | Mi-2M | Rostvertol | Tml | 13may15 | initially in dark grey c/s with small 'Rostvertol' and 'Vertolyoty Rossii' titles and various stickers; l/n as such in MVZ im. Milya 18jun15; repainted in olive drab c/s with small 'Rostvertol' and 'Vertolyoty Rossii' titles; f/n as such Kubinka 25aug17; l/n MVZ im. Milya mar18 |
| 54 7710 072 | CCCP-20755 | Mi-2 | AFL/GosNII GA | rgd | 02feb83 | trf to AFL/Georgia 31aug83; f/n TBS 16may96; l/n TBS 17jun97; canx but date unknown; reported for AISI, Georgia |
| 54 7711 062 | CCCP-20756 | Mi-2 | AFL/North Kavkaz | rgd | 24nov82 | crashed into woods near Varenikovskaya 08aug91; canx 22nov91 |
| 54 7712 062 | CCCP-20757 | Mi-2 | AFL/North Kavkaz | mfd | 20jun82 | rgd 17aug82; probably opb Nalchikski OAO |
| | RA-20757 | Mi-2 | Elbrus-Avia | trf | 30mar94 | rgd 08aug95 to the Russian Federation; without valid CofR and CofA by aug10; offered for sale in non-airworthy condition may11, was at Nalchik at the time; canx 24dec19 as sold abroad |
| 54 7713 062 | CCCP-20758 | Mi-2 | AFL/North Kavkaz | mfd | 19jul82 | rgd 17aug82 |
| | RA-20758 | Mi-2 | Elbrus-Avia | trf | 20jul95 | rgd 02aug95 to the Russian Federation; never painted up; sat wfu at Aramil-Uktus, seen jul03/jul08; current on register by aug10, but without valid CofA; offered for sale in non-airworthy condition may11 and bought by ROO ASK "Albatros-Aero"; canx between 02nov16 and 01dec16 |
| | no reg | Mi-2 | Dyetski mir | ph. | 18sep14 | painted in blue c/s with red, yellow, green and white trim and 'Volshebny vertolyot' titles ('Priletit vdrug volshebnik v golubom vertolyote...') by ROO ASK "Albatros-Aero" at Tushino apr14/aug14 and donated to the "Dyetski mir" childrens' shopping mall at ul. Vozdvizhenka in Moscow, used there at a playground from aug14, l/n sep18 |
| 54 7714 062 | CCCP-20759 | Mi-2 | AFL/Ukraine | rgd | 11oct82 | canx 01feb88 |
| 54 7715 062 | CCCP-20760 | Mi-2 | AFL/Ukraine | rgd | 11oct82 | |
| | UR-20760 | Mi-2 | Odessa Airlines | no | reports | Odeski avialiniyi; canx 13aug08 |
| 54 7716 062 | CCCP-20761 | Mi-2 | AFL/Ukraine | rgd | 20aug82 | |
| | UR-20761 | Mi-2 | Universal-avia | no | reports | based at IFO; canx 13aug08 |
| | HA-BCT | Mi-2 | Horex Kft. | rgd | 06jul93 | leased from Universal-avia Ivano-Frankivsk; f/n Esztergom aug93; CofA expired 07jul95; l/n IFO 30jun99; still current by jan04 |
| 54 7717 062 | CCCP-20762 | Mi-2 | AFL/Ukraine | rgd | 20aug82 | |
| | UR-20762 | Mi-2 | Universal-avia | no | reports | based at IFO; canx 13aug08 |
| 54 7718 062 | CCCP-20763 | Mi-2 | AFL/Uzbekistan | rgd | 15oct82 | trf to Spetsialny Avia, Uzbekistan; canx before dec07 but date unknown |
| 54 7719 062 | CCCP-20764 | Mi-2 | AFL/North Kavkaz | rgd | 05oct82 | |
| | CCCP-20764 | Mi-2 | AFL/Yakutiya | trf | 1985 | opb 9 LO of Kolymo-Indigirski OAO; in non-standard grey c/s with white cheatline and trim; seen as such CYX 05jul92; canx but date unknown; sat wfu at Cherski, seen jun09/sep18 |
| 54 7720 062 | CCCP-20765 | Mi-2 | AFL/Leningrad | mfd | 19jul82 | rgd 27aug82; f/n RVH 02jul90 with additional 'GAI' titles |
| | RA-20765 | Mi-2 | Aeroflot/GAI | RVH | 11sep93 | l/n RVH dec98/aug03 derelict/wfu |
| 54 7721 072 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7722 072 | "46" yellow | Mi-2 | Ukraine Air Force | ph. | 31aug10 | in light blue c/s with yellow cheatline; used as a ground instructional airframe by the "Ivan Kozhedub" Air Force University at Kharkiv-Sosnovy Bor (N49.962222 E36.186362), seen aug10 |
| 54 7723 072 | not known | Mi-2 | DOSAAF | mfd | 31jul82 | |
| | RA-23652 | Mi-2 | TsAK Tatarstana | rgd | 17feb93 | canx 02apr02 |
| | RF-07722 | Mi-2 | TsAK Tatarstana | Eng | 31mar08 | in dark green c/s with light blue underside; derelict in the open at 356 ARZ at Engels with zero hours left, l/n jan09 |
| 54 7724 062 | RA-23775 | Mi-2 | ROSTO | rgd | 22apr94 | ex DOSAAF; canx but date unknown |
| 54 7725 072 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7726 072 | not known | Mi-2 | DOSAAF | mfd | 1982 | |
| | "06" red | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| | UR-MSZ | Mi-2 | Motor Sich | rgd | 29apr15 | in white/dark blue c/s with pink trim, with titles; f/n Zielona Góra 15aug15; canx between 13dec19 and 31dec19 |
| 54 7727 072 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7728 072 | not known | Mi-2 | Soviet Air Force | no | reports | or DOSAAF |
| | CCCP-14333 | Mi-2 | AFL/Central Region | rgd | 12may92 | CofA expired 30mar94; canx 14apr97 |
| | RF-00576 | Mi-2 | DOSAAF | rgd | 23dec09 | opb Lipetski AK at Gryazi |
| 54 7729 072 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7730 072 | not known | Mi-2 | DOSAAF | mfd | 1982 | |
| | no code | Mi-2 | ROSTO | Kal | early95 | in dark green c/s with light grey underside; the tailboom was used for instructional purposes by the Aerospace Faculty of the Southern Urals State University (YuUrGU) at Chelyabinsk, seen feb13/oct19 |
| 54 7732 072 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23653 | Mi-2 | Aerokl. Tatarstan | rgd | 17feb93 | dbr 13mar99 when rolled over on landing Aidarovo; canx 25feb00 |
| 54 7733 072 | "07" yellow | Mi-2 | DOSAAF | mfd | 1982 | opb Privolzhski Regionalny Aviaotdel (PRAO) ROSTO at Ulyanovsk-Byely Klyuch; in olive drab c/s with light blue underside and 'DOSAAF' titles; stored at Ulyanvovsk-Byely Klyuch, seen may15 |
| 52 7734 072 | OK-MIN | Mi-2 | Slov-Air | rgd | 07nov82 | rgd from Czech CAA, Slovak CAA has 27oct82 !; l/n BTS sep93 |
| | OM-MIN | Mi-2 | Slov-Air | r/r | early94 | seen stored Bratislava may95/jul97; canx 22jan99 |
| 52 7735 072 | OK-MIO | Mi-2 | Slov-Air | rgd | 07oct82 | |
| | OM-MIO | Mi-2 | Slov-Air | r/r | early94 | seen Trencín 11sep94; stored at without rotors at Spisská Nová Ves, seen may02/jul08; canx before nov04 |
| | no reg | Mi-2 | no titles | ph. | 22may22 | in blue/white/red c/s, no markings whatsoever; preserved without rotors at the entrance of the Liptoventure tourist attraction at Liptovský Mikulás (N49.099835 E19.577741), seen may22/jun24 |
| 52 7736 072 | OK-MIP | Mi-2 | Slov-Air | rgd | 27oct82 | seen Chrudim 05aug91 |
| | OK-MIP | Mi-2 | Delta System Air | lsd | 1992 | leased from Slov-Air; seen without titles Hradec Králové sep93 |
| | OM-MIP | Mi-2 | Delta System Air | rgd | early94 | leased from Slov-Air |
| | OK-MIP | Mi-2 | Delta System Air | rgd | 30jun94 | canx 30mar99 as wfu; sat wfu at Melnik, seen may02/may03; preserved in bare metal in the yard of a house at Mohelnice nad Jizerou, seen aug19/aug20 |
| | '146' | Mi-2 | Myanmar Air Force | ph. | 05feb22 | preserved in these fake colours in the yard of a house at Mohelnice nad Jizerou, seen feb22 |
| 51 7737 072 | 7737 | Mi-2 | Czechoslovak AF | | mid90 | |
| | 7737 | Mi-2 | Slovak Air Force | trf | 01jan93 | preserved in Vojenské historické múzeum at Piestany, seen jul14/jul22 |
| 51 7738 072 | 7738 | Mi-2 | Czechoslovak AF | | mid90 | |
| | 7738 | Mi-2 | Slovak Air Force | trf | 01jan93 | preserved with the tailboom of '7739' in Múzeum Letectva at Kosice, seen sep01/oct23 |
| 51 7739 072 | 7739 | Mi-2 | Czechoslovak AF | | mid90 | |
| | 7739 | Mi-2 | Slovak Air Force | trf | 01jan93 | preserved with the tailboom of '7738' Letecká fakulta TUKE (Faculty of Aeronautics) at Kosice, seen sep01/sep24 |
| 51 7740 072 | 7740 | Mi-2 | Czechoslovak AF | mfd | 28aug82 | f/n PZY 09aug91 |

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|---|---|---|---|---|---|---|
| | 7740 | Mi-2 | Czech Air Force | trf | 01jan93 | stored at BRQ, seen aug98/sep03; flown to Russia inside an Il-76; seen in MARZ ROSTO at Fedurnovo (Chornoye) 03jul05/23jul07 |
| | RA-15752(2) | Mi-2 | Russkiye Fermy | Che | 13jun09 | in yellow/dark green/light green c/s; l/n in MARZ ROSTO at Fedurnovo (Chornoye) 06jun10; see c/n 532529082 |
| | RA-15752(2) | Mi-2 | Aviapankh | rgd | 29jul10 | to Vektor APK; in yellow/dark green/light green c/s; offered for sale 10jul15, with t/t 2,667 hours; stored at Reshoty, seen mar13/2016 |
| 51 7741 072 | 7741 | Mi-2 | Czechoslovak AF | | mid90 | |
| | 7741 | Mi-2 | Czech Air Force | trf | 01jan93 | in camo c/s; l/n PED 28aug98; still on strength by 1998 |
| | no serial | Mi-2 | no titles | ph. | jun22 | preserved without any markings in the museum at the Slovakiaring race track at Orechová Potôn (N48.059465 E17.574581) from oct17, l/n sep24 |
| 51 7742 072 | 7742 | Mi-2 | Czechoslovak AF | | early91 | |
| | 7742 | Mi-2 | Czech Air Force | trf | 01jan93 | l/n BRQ aug98/sep03, stored; flown to Russia inside an Il-76 |
| | no code | Mi-2 | no titles | Che | 22aug05 | in blue c/s; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen aug05/jul17, c/n checked many times |
| 51 7743 082 | 7743 | Mi-2 | Czechoslovak AF | | mid90 | c/n checked Piestany 05sep92 as ending 082 ! |
| | 7743 | Mi-2 | Czech Air Force | trf | 01jan93 | l/n BRQ 06sep03 stored; left to Russia inside an Il-76 for rebuild to a modern version Mi-2 |
| | "45" yellow | Mi-2 | Russian Air Force | Che | 03jul05 | sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen jul05/jul17 |
| 54 7744 082 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "08" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| | HA-BGI | Mi-2 | Hung Fl Ambulance | rgd | 07jun00 | f/n BUD 26jun00; owned and operated by Budapest Air Service Kft., no titles; crashed when overturned on landing Röszke 30sep03, repaired |
| | HA-BGI | Mi-2 | Kobo-Coop '96 Kft. | rgd | 29jun08 | to Sentinel L Kft.; CofA expired 29jun08, but canx only in late 2017; seen BUD 17aug08; stored at Szolnok |
| 54 7745 082 | not known | Mi-2 | DOSAAF | mfd | 1982 | |
| | "10" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| | UR-MSR | Mi-2 | Motor Sich | rgd | 10apr13 | in white/dark blue c/s with bordeaux trim, with titles; already f/n IEV 13mar13; l/n Zielona Góra 17aug14; canx between 04jan18 and 18jan18 |
| 54 7746 082 | not known | Mi-2 | DOSAAF | mfd | 1982 | |
| | "12" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| | UR-MSH | Mi-2 | Motor Sich | rgd | 25apr14 | in green c/s with light blue underside and a 'Motor Sich' logo on the rear fuselage; f/n Zielona Góra 15aug14; l/n operational LWO 31dec14; stored at OZH, seen mar17; canx 03dec18 |
| 54 7747 082 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7748 082 | not known | Mi-2 | DOSAAF | mfd | 25aug82 | |
| | RA-15719(2) | Mi-2 | ROSTO | rgd | 28aug98 | reported in MARZ ROSTO at Fedurnovo (Chornoye) 26aug02/25aug03 without titles; l/n MARZ ROSTO 03jul05, titles not reported |
| 54 7749 082 | not known | Mi-2 | DOSAAF | mfd | 30aug82 | |
| | RA-15704(2) | Mi-2 | no titles | rgd | 10mar94 | f/n in MARZ ROSTO at Fedurnovo (Chornoye) 26aug02; seen MARZ ROSTO 03jul05, titles not reported; see c/n 522308022 |
| | RA-15704(2) | Mi-2 | MARZ | Che | 23jul07 | in white/red/black c/s with 'MARZ' titles; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen aug09/jul19 |
| 54 7750 082 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 7801 082 | 7801 | Mi-2 | Polish Air Force | d/d | 03sep82 | at LCJ 17sep94/22apr98 and Warsaw-Bemowo aug99/oct99 stored and seen Warsaw-Bemowo may02/23may05 stripped down on overhaul |
| 51 7802 082 | 7802 | Mi-2 | Polish Air Force | d/d | 28sep82 | seen Lawica 13sep94; wfu Poznan; preserved Morsko, scrapped 2005 |
| 54 7803 082 | CCCP-20766 | Mi-2 | AFL/North Kavkaz | rgd | 24nov82 | trf 06jun95 to ??; canx 21dec95 |
| 54 7804 082 | CCCP-20767 | Mi-2 | AFL/Ukraine | rgd | 13oct82 | |
| | UR-20767 | Mi-2 | Aviaremont AIR | no | reports | based at Myzykevychy; canx 01oct08 |
| 54 7805 082 | CCCP-20768 | Mi-2 | AFL/Ukraine | rgd | 13oct82 | f/n Myachkovo 26sep91 doubtful |
| | HA-BFB | Mi-2 | Reparautó Kft. | rgd | 08jul94 | leased from Ungvári Légierö (Ungvár = Uzhhorod), so Uzhhorod Aviation, probably meaning the Uzhhorod Aviation Enterprise; canx 13jul98 |
| | UR-20768 | Mi-2 | Karpaty-Avia | no | reports | Karpaty-Avia is part of MNS Ukrayiny, based at Uzhhorod; canx 01oct08 |
| 54 7806 082 | CCCP-20769 | Mi-2 | AFL/Ukraine | rgd | 15oct82 | |
| | UR-20769 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; l/n SIP 07may98; canx 13aug08 |
| 54 7807 082 | CCCP-20770 | Mi-2 | AFL/Ukraine | rgd | 01nov82 | |
| | UR-20770 | Mi-2 | Universal-avia | TNL | 20sep96 | based at TNL; in basic Aeroflot c/s, no titles; canx 13aug08; sat wfu at TNL, l/n 31aug09 |
| 54 7808 082 | CCCP-20771 | Mi-2 | AFL/Yakutiya | mfd | 09sep82 | rgd 11nov83; opb Maganski OAO |
| | RA-20771 | Mi-2 | Sakha Avia | trf | 20apr94 | may have remained in Aeroflot c/s; last flight 07sep95; in fleet list 15feb10 as CofA cancelled; sat wfu at GYG, seen jun08 (with 'Aeroflot' titles) |
| 51 7809 082 | 7809 | Mi-2 | Hungarian AF | toc | 08nov82 | wfu 01aug00; sat wfu at Szolnok, seen jul96/aug01 |
| | no reg | Mi-2 | Katasztrófavédelem | | sep02 | in red c/s with yellow trim and 'Rescue' titles and an unknown logo; sat wfu at Székesfehérvár, seen sep03/jun04, and later at Kiskunlacháza, seen feb11/aug21; cannibalised for spare parts |
| 51 7810 082 | 7810 | Mi-2 | Hungarian AF | toc | 08nov82 | w/o 24mar92 when crashed near Szolnok, both crew members (László Ács szds and Csaba Tóth fhdgy) were killed |
| 51 7811 092 | 7811 | Mi-2 | Hungarian AF | toc | 08nov82 | in green/ochre camo c/s; wfu 01aug00; sat wfu at Szolnok, seen jul96/aug01, later on the premises of the Counter Terrorism Centre at Pongrác út in Budapest, seen sep17/nov23, and later in the zoo at Debrecen, seen apr24; c/n painted on the tail ends 092 ! |
| 51 7812 082 | 7812 | Mi-2 | Hungarian AF | toc | 08nov82 | seen Szolnok 20jul99; wfu 01aug00; sat wfu at Szolnok, seen aug01, and later at the shooting range Tétény lötér in Budapest (N47.418921 E18.975705), seen may19/sep20; photoproof of c/n plate shows c/n ends 082 ! |
| 51 7813 082 | 7813 | Mi-2 | Hungarian AF | toc | 08nov82 | wfu 01aug00; sat wfu at Szolnok, seen jul96/aug01, later on the premises of the Counter Terrorism Centre at Pongrác út in Budapest, seen sep17, and later at a Rescue Training Facility at Jászberény (N47.508021 E19.926173), seen nov19/sep23 |
| 52 7814 092 | CCCP-20772 | Mi-2 | AFL/Far East | mfd | 20sep82 | rgd 13dec82 |
| | RA-20772 | Mi-2 | Vostok | rgd | 22dec93 | trf 01feb94; initially in orange c/s with blue cheatline and trim, probably no titles; sold 18may05; current on register by aug10; l/n Novonezhino 04feb12, c/n plate in cockpit removed; see FLA RF-2438K |
| | RA-20772 | Mi-2 | NIKO-Security | rgd | 08dec11 | owned by Viktor V. Gutov; in dark blue c/s with white and bordeaux trim, no titles but logo on engine cowling; f/n Novorossiya 04mar14; repainted in blue c/s with white and black trim, no titles; f/n as such Novorossiya 08jun16; l/n Novorossiya 16oct16 |
| 52 7815 092 | CCCP-20773 | Mi-2 | AFL/Far East | mfd | 28sep82 | rgd 08dec82; opb Vladivostokski OAO probably from 1985/86 |
| | RA-20773 | Mi-2 | Aeroflot | rgd | 11nov96 | opb Vladivostok Aviation Enterprise; f/n VVO 19apr97 |
| | RA-20773 | Mi-2 | Sakhalin Zonalnoye | rgd | 20apr01 | f/n Zonalnoye 17sep09; canx between 23may18 and 20jul18 |
| 52 7816 092 | CCCP-20774 | Mi-2 | AFL/Far East | mfd | 28sep82 | rgd 22feb83; rgd 02aug94 to Nikolayevsk-na-Amure Airlines; canx 27may03 |
| 52 7817 092 | CCCP-20775 | Mi-2 | AFL/Far East | mfd | 28sep82 | rgd 20dec82 |
| | RA-20775 | Mi-2 | Aeroflot | Khm | 12may95 | |
| | RA-20775 | Mi-2 | Vostok | trf | 01feb94 | rgd 06dec96 to the Russian Federation; CofA expired 30jun97; canx between 20jun16 and 29jul16 |
| 52 7818 092 | CCCP-20776 | Mi-2 | AFL/East Sib.-Nud | rgd | 24nov82 | opb Nizhneudinski OAO; w/o 08dec87 on a flight in the Zhigalovo district of the Irkutsk region when the crew got intoxicated by carbon monoxide from the engines which found its way into the cabin and lost control so that the helicopter entered a steep dive and crashed on the shore of the river Lena near Golovskoye 2,100 metres after take-off, both crew killed; canx 20oct88 |
| 52 7819 092 | CCCP-20777 | Mi-2 | AFL/East Siberia | mfd | 24sep82 | rgd 01dec82; in orange c/s with blue cheatline and trim; photo 01aug85 |
| | RA-20777 | Mi-2 | Ulan-Ude Avn Ent. | trf | 20oct93 | still in full Aeroflot c/s including titles; l/n as such UUD 20apr97; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998 |
| | RA-20777 | Mi-2 | Bural | UUD | 09jul09 | stored, without titles; the operator's certificate of Bural was revoked 07feb17 and the company was declared bankrupt 04mar19 |
| 52 7820 092 | CCCP-20778 | Mi-2 | AFL/East Siberia | rgd | 01dec82 | |
| | RA-20778 | Mi-2 | Ulan-Ude Avn Ent. | trf | 28dec94 | still in full Aeroflot c/s including titles; sat wfu at UUD, seen 20apr97; canx 22jul98 |
| 52 7821 092 | CCCP-20779 | Mi-2 | AFL/Uzbekistan | rgd | 02feb83 | trf to Spetsialny Avia, Uzbekistan; canx before dec07 but date unknown |
| 52 7822 092 | CCCP-20780 | Mi-2 | AFL/Uzbekistan | rgd | 02feb83 | canx 28jun88 |
| 52 7823 092 | CCCP-20781 | Mi-2 | AFL/Urals | mfd | 29sep82 | rgd 02feb83; trf 22sep94 to 2nd Sverdlovsk Aviation Enterprise |
| 52 7824 092 | CCCP-20782 | Mi-2 | AFL/Urals | rgd | 11apr83 | |
| | RA-20782 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | in orange c/s with blue cheatline and trim; canx 15feb00; preserved in the aviation museum of Mikhail Pavlov at Verkhniye Muly, seen aug01, but with this registration or already with the fake one ? |
| | 'CCCP-20019' | Mi-2 | Aeroflot | ph. | 08jun09 | c/n checked on the c/n plate; in orange c/s with blue cheatline and trim; preserved with this fake registration in the aviation museum of Mikhail Pavlov at Shosse kosmonavtov at Verkhniye Muly near Perm (N57.957278 E56.125258), seen jun09/jul21; see c/n 510650048 |
| 52 7825 092 | CCCP-20783 | Mi-2 | AFL/Yakutiya | rgd | 11nov83 | opb Maganski OAO; w/o 20aug86 while fighting a forest fire 28 km from Sangyyakhtat when the centre of gravity changed while the helicopter was unloaded while hovering, the helicopter crashed, and burnt out; canx 21jul87 |
| 53 7826 092 | CCCP-20784 | Mi-2 | AFL/East Siberia | mfd | 28sep82 | rgd 01dec82 |
| | RA-20784 | Mi-2 | Ulan-Ude Avn Ent. | rgd | 20jan94 | trf 28dec94; still in full Aeroflot c/s including titles; sat wfu at UUD, seen 20apr97; ownership was also claimed by Shakhtinski OAO |
| 53 7827 092 | CCCP-20785 | Mi-2 | AFL/Privolzhsk | mfd | 15oct82 | rgd 23dec82; l/n RTW 18sep94; trf 30sep94 to Saratov Airlines |
| 53 7828 092 | CCCP-20786 | Mi-2 | AFL/Krasnoyarsk | mfd | 15oct82 | rgd 02feb83; opb 1 LO Yeniseiskogo OAO; opb Krasnoyarskavia by 1991; w/o 12jun91 on the return leg of an unauthorised flight from the helipad at Fakel to Messoyakha when crashed in the tundra 28 km north-west of Fakel, both crew killed, the cause of the accident could not be established; t/t 3,778 hours and 6,892 cycles; canx 14aug91 |
| 53 7829 092 | CCCP-20787 | Mi-2 | AFL/Krasnoyarsk | mfd | 15nov82 | rgd 06jan83; trf 22dec95 to Cheremshanka Aero Club |
| 53 7830 092 | CCCP-20788 | Mi-2 | AFL/West Siberia | rgd | 10dec82 | crashed when hit ground in snow near Novoobinka 23mar90; canx 25jun90 |
| 51 7831 092 | 7831 | Mi-2 | Hungarian AF | toc | 19nov82 | wfu 01aug00; sat wfu at Szolnok, seen jul96/jan10 |
| 51 7832 092 | 7832 | Mi-2 | Hungarian AF | toc | 19nov82 | wfu 01aug00; sat wfu at Szolnok, seen jul96/aug01, and later on the premises of the Counter Terrorism Centre at Pongrác út in Budapest, seen sep17 but gone by oct22 |
| 51 7833 092 | 7833 | Mi-2 | Hungarian AF | toc | 19nov82 | l/n operational Szolnok 20jul99; wfu 01aug00; sat wfu at Szolnok, seen aug01/nov01, later on the premises of the Counter Terrorism Centre at Pongrác út in Budapest, seen sep17 (but gone by oct22), and later at Városnamény, seen nov23 |
| 51 7834 092 | 7834 | Mi-2 | Hungarian AF | toc | 19nov82 | wfu 01aug00; sat wfu at Szolnok, seen jul96/aug01; preserved on a pole at the Spider Mentocsoport (Special Rescue Team) HQ at Lónyay utca 2 at Miskolc (N48.09478, E20.75164), seen jan11/apr23 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 51 7835 092 | 7835 | Mi-2 | Hungarian AF | toc | 19nov82 | in dark green/khaki camo c/s with light blue belly; wfu 01aug00; sat wfu at Szolnok, seen jul96/aug01, and later at Szentkirályszabadja, seen aug05; preserved on the premises of the technical school at Szolnok, seen jan10/may14 |
| 51 7836 102 | 7836 | Mi-2 | Polish Air Force | d/d | 02dec82 | crashed 29mar85 |
| 51 7837 102 | 7837 | Mi-2 | Polish Air Force | d/d | 02dec82 | l/n Pruszcz Gdanski 15nov13 |
| 51 7838 102 | 7838 | Mi-2Ch | Polish Army | d/d | 01dec82 | opb 49. BLot; seen Pruszcz Gdanski 18jul13 still in old camo c/s; l/n Pruszcz Gdanski 21may16 |
| 51 7839 102 | 7839 | Mi-2Ch | Polish Air Force | d/d | 30nov82 | in olive drab c/s; l/n airworthy Wroclaw mar01; was used as a ground instructional airframe by Wroclaw University (N51.101367 E17.121192), seen 29mar07/jul13; preserved in "Rodzinny Park Linowy" at Lubin (N51.38057 E16.19860) from oct18, l/n sep21 |
| 56 7840 112 | 7840 | Mi-2URP(G) | Polish Army | d/d | 06jan83 | opb 56. BLot; in olive drab c/s; l/n Radom 26aug23, active |
| 54 7841 102 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7842 102 | not known | Mi-2 | DOSAAF | no | reports | |
| | no reg | Mi-2 | DOSAAF Rossii | ph. | 29apr17 | in blue/light grey c/s with a 'DOSAAF Rossii' badge, no titles; preserved in front of the DOSAAF building at Penza (N53.208320 E44.994198) from 29apr17, l/n jan23 |
| 54 7844 102 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7845 102 | "12" yellow | Mi-2 | DOSAAF | TLL | 1992 | in dark green c/s with light blue underside |
| | ES-XAB | Mi-2 | LKF AeroCo | rgd | 25mar92 | in the same c/s as above, still wearing its former DOSAAF code "12" yellow; seen TLL 12sep94; canx 10may95 |
| | "12" yellow | Mi-2 | Estonian Air Force | | photo | in summer 1995; in dark green c/s with light blue underside, with Estonian roundel, previous registration still visible; l/n operational TLL 03aug97; was preserved at the entrance of the military side of Göteborg (Gothenburg) airport (N57.771461 E11.880931), roundel, code and registration faded, but still visible, seen aug08/aug22 |
| | ES-XAB | Mi-2 | AeroCo | ph. | 27jan24 | also carried the code "12" yellow; in dark greyish green c/s with light grey underside and yellow trim; preserved without rotors in the Aeroseum tunnel complex at Göteborg (Gothenburg), seen jan24/apr24 |
| 54 7846 102 | not known | Mi-2 | DOSAAF | no | reports | |
| | CCCP-23815 | Mi-2 | Sibavia | rgd | 21jul92 | canx but date unknown |
| | RF-00562 | Mi-2 | Spas | Ovm | 23jul00 | c/n checked at Novosibirsk-Mochishche 30aug07; sat wfu at Novosibirsk-Mochishche, seen 31jul11 |
| 54 7847 102 | "13" yellow ? | Mi-2 | DOSAAF | mfd | 01oct82 | second digit of the code difficult to read |
| | RA-14281 | Mi-2 | 2nd Sverdlovsk AE | trf | 28may93 | c/n from the Russian register feb98/sep01 and checked in early 1995; seen Chelyabinsk-Kalachovo in early 1995 still in DOSAAF c/s; a tailboom with this c/n was seen at Rumbula (Latvia) 29aug99 on c/n 5311118020 ! |
| | RF-00553 | Mi-2 | ROSTO | Kal | 21feb08 | opb Chelyabinski AK at Chelyabinsk-Kalachovo; in olive drab c/s with light grey underside, still with 'DOSAAF' titles, 'RA-142' still visible under the paint; sat wfu at Chelyabinsk-Kalachovo (N54.962067 E61.499052), seen feb08/jun22, markings faded away |
| | RF-00553 | Mi-2 | DOSAAF Rossii | rgd | 20oct09 | opb Chelyabinski AK at Chelyabinsk-Kalachovo; not taken up, see above |
| 54 7848 102 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7849 102 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7850 102 | not known | Mi-2 | DOSAAF | mfd | 30oct82 | |
| | RA-15705(2) | Mi-2 | ROSTO | rgd | 31dec93 | leased to Konvers Avia 05jun00/31jul04; see c/n 522309022 |
| | RA-15705(2) | Mi-2 | MARZ ROSTO | rgd | 17nov04 | in white c/s red trim and black tailboom, with 'MARZ' titles; CofA expired 25oct06; stored with MARZ ROSTO at Fedurnovo (Chornoye), seen aug08/sep10; w/o 11jun12 on a flight from Kogalym to helipads near Surgut when one of the engines caught fire, the helicopter made a forced landing in a forest near the North Konetvorsk deposit occurrence in area No. 16 of the Surgut district of the Tyumen region (110 km north-west of Rusinskiye and 86 km north-east of Nizhnesortymski) and burnt out, both crew members escaped unhurt |
| 53 7901 102 | CCCP-20789 | Mi-2 | AFL/West Siberia | rgd | 03jan83 | trf 14apr94 to ??; canx 21jun96 |
| 53 7902 102 | CCCP-20790 | Mi-2 | AFL/Turkmenistan | rgd | 05apr83 | |
| | EZ-20790 | Mi-2 | Turkmenistan Al | CRZ | 18may96 | not in 2001 fleet list, fate unknown |
| 53 7903 102 | CCCP-20791 | Mi-2 | AFL/Turkmenistan | rgd | 08feb83 | reported dbr on forced landing Zied 04sep91 |
| | EZ-20791 | Mi-2 | Turkmenistan Al | | | in fleet list 1995 so not dbr ?; not in 2001 fleet list |
| 53 7904 102 | CCCP-20792 | Mi-2 | AFL/Turkmenistan | mfd | 26nov82 | rgd 05apr83; opb 5 LO Chardzhouskogo OAO; w/o 05jul90 on the leg from the helipad at the Shatlyk compressor station to Shatlyk airfield of a pipeline patrol flight on behalf of the Shatlyk gas pipeline directorate when the pilot began to feel unwell (possibly due to carbon monoxide in the cabin air), attempted a forced landing but lost consciousness at a height of some 20-30 metres so that the helicopter crash-landed on a slope 15 km from the compressor station (42 km south-west of Mary airport), caught fire and burnt out, pilot killed; t/t 4,674 hours and 4,909 cycles; canx 31aug90 |
| 53 7905 102 | CCCP-20793 | Mi-2 | AFL/Turkmenistan | mfd | 26nov82 | rgd 26apr83 |
| | CCCP-20793 | Mi-2 | Turkmenistan Al | CRZ | 18may96 | with titles but still witj prefix 'CCCP-' |
| | EZ-20793 | Mi-2 | Turkmenistan Al | | | for sale early 2008, t/t 6,244 hours and 7,653 cycles |
| 53 7906 112 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 7907 112 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 7908 112 | 7908 | Mi-2 | North Korean AF | ph. | 05sep14 | at Onchun-up; tie-up not confirmed |
| 51 7909 112 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 7910 112 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 7911 112 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 7912 112 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 7913 112 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 7914 112 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 7915 112 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 52 7916 112 | CCCP-20794 | Mi-2 | AFL/North Kavkaz | rgd | 22feb83 | canx 21dec95 |
| 52 7917 112 | CCCP-20795 | Mi-2 | AFL/North Kavkaz | rgd | 14feb83 | trf 06jun95 to ??; canx 21dec95 |
| 52 7918 112 | CCCP-20796 | Mi-2 | AFL/North Kavkaz | rgd | 22feb83 | canx 21dec95 |
| 52 7919 112 | CCCP-20797 | Mi-2 | AFL/North Kavkaz | rgd | 02feb83 | was involved in an accident 05aug92; canx but date unknown |
| 52 7920 112 | CCCP-20798 | Mi-2 | AFL/North Kavkaz | mfd | 17dec82 | rgd 22feb83 |
| | RA-20798 | Mi-2 | Kubanaviausluga | trf | 22feb94 | |
| | RA-20798 | Mi-2 | Kubanspetsavia | trf | 10nov98 | |
| | RA-20798 | Mi-2 | KoMMEYa | trf | 22feb02 | leased to Yug Avia 18dec03/31dec04 |
| | RA-20798 | Mi-2 | no titles | Che | 22aug05 | in white/red c/s with yellow/blue cheatline; stored with MARZ ROSTO at Fedurnovo (Chornoye), seen aug05 |
| | RA-20798 | Mi-2 | MARZ ROSTO | Che | 03jul06 | in MARZ ROSTO; still mentioned in a technical inspection document 04apr07; mentioned as KomiAviaTrans in a technical inspection document 21dec07 |
| | RA-20798 | Mi-2 | Granat | rgd | 06may10 | based at Zonalnoye; in red/yellow/grey c/s, no titles; f/n UUS 01sep10; l/n Novorossiya 16oct16; CofA expired 23jun18; canx 10nov21 |
| | RA-20798 | Mi-2 | Poisk | ph. | 17sep22 | probably not this c/n, but an illegal registration for another Mi-2 - not on register jan22/aug23, and the c/n on the c/n plate seems to have been scratched out; in orange/very dark blue/light grey c/s with a logo; f/n Novorossiya 17sep22, flying |
| 52 7921 112 | CCCP-20799 | Mi-2 | AFL/Ukraine | rgd | 14feb83 | crashed when hit power line near Faium 08jul91 |
| 52 7922 112 | CCCP-20800 | Mi-2 | AFL/Ukraine | rgd | 02feb83 | |
| | UR-20800 | Mi-2 | | RWN | 27jun95 | damaged on hard landing Rovno 11jan96, dbr ? |
| 52 7923 112 | CCCP-20801 | Mi-2 | AFL/Ukraine | rgd | 14feb83 | |
| | UR-20801 | Mi-2 | Avialini. Ukrayiny | Bua | 07sep94 | |
| | HA-BFE | Mi-2 | Quick Air Trans | rgd | 19sep94 | leased from Avialiniyi Ukrayiny; in basic Avialiniyi Ukrayiny c/s; f/n Budaörs 23oct94; canx 14nov94 |
| | UR-20801 | Mi-2 | not reported | IFO | 30jun99 | wfu; sat wfu without visible registration in the Auto Pijaca trucking company yard at Bubanj Potok (N44.72284 E20.54291), c/n on the tail checked, seen sep09/sep12 |
| 52 7924 112 | CCCP-20802 | Mi-2 | AFL/Ukraine | rgd | 14feb83 | f/n UDJ 30jun99 |
| | UR-20802 | Mi-2 | Universal-avia | no | reports | based at UDJ; canx 13aug08 |
| 54 7925 112 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7926 112 | not known | Mi-2 | DOSAAF | mfd | 1982 | |
| | UR-BWB | Mi-2 | TSO Ukrayiny | Kci | 28aug97 | seen Svyatoshino 23oct99 with 'DATs' titles |
| | UR-BWB | Mi-2 | Tatneft | Kci | 01jun02 | in yellow/blue c/s with titles; l/n ZTR 24may08 |
| | UR-BWB | Mi-2 | Prominterservis | Kci | 08aug08 | owned by V.L. Fedoseyev of Kiev; in black/white c/s with red trim, no titles; l/n Kiev-Chaika 09may11; canx 10jan12 |
| | UR-BWB | Mi-2 | not known | ph. | 19aug17 | at Kolomyya; modified version with a changed nose and skids; in a c/s of various shades of blue with a yellow nose and 'Special' titles; no on register aug17/oct17, but was flying 19aug17 |
| 54 7927 112 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "11" white | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n MHP in late 1997, with Red Stars |
| | "25" blue | Mi-2 | Belarus Air Force | Msb | 20may05 | without rotors |
| 54 7928 112 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-15660(2) | Mi-2 | Aviatest NPAO | rgd | 19aug96 | see c/n 520511087 |
| 54 7929 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7930 122 | "29" red | Mi-2 | Soviet Air Force | no | reports | opb 5 uve 484 uvp SVVAUL at Syzran by 1986 |
| | "44" red | Mi-2 | Soviet Air Force | ph. | 21mar97 | in the Kryvy Rih Aeronautical School, no longer present by apr99 |
| | UR-BVC | Mi-2 | Kremen-Avia | no | reports | based at Kremenchug; canx 13aug08 |
| 54 7931 122 | "58" yellow | Mi-2 | Soviet Air Force | no | reports | opb 2 uve 484 uvp SVVAUL at Syzran by 1986 |
| 54 7932 122 | not known | Mi-2 | Soviet Air Force | mfd | 27dec82 | |
| | RA-15659(2) | Mi-2 | Kirov Avn Enterpr. | rgd | 01jul96 | new CofR issued 24jun05; see c/n 520510087 |
| | RA-15659(2) | Mi-2 | Bagulnik | Che | 25jul08 | in orange c/s with blue cheatline and trim, no titles; reported as rgd 13oct08, but on register aug10 with rgd 24jun05; stored at Kirov-Kuchani, seen aug16 |
| | RA-15659(2) | Mi-2 | not known | rgd | 14oct16 | in black/silver/red c/s, no titles; f/n Kotelnich 20aug17; new CofR issued 31jul18; seen Piyug 19jul20; l/n in Kirov city 08jul21 |
| 54 7933 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7934 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7935 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7936 122 | not known | Mi-2 | Soviet Air Force | mfd | 27jan83 | overhaul completed 23jun97 (by ARZ-406); offered for sale in 2006 with t/t 3,677 hours, being on long-term storage |

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|---|---|---|---|---|---|---|
| | RF-00972 | Mi-2 | Weltall-avia | Ovn | 11jul09 | in yellow/dark blue c/s with medium blue trim, no titles; offered for sale by Avia Tsentr 16nov11 with t/t 3,369 hours; leased to Vostok-Avia probably 19mar13 |
| | RF-00972 | Mi-2 | DOSAAF Rossii | OMS | 05jun13 | in yellow/dark blue c/s with medium blue trim, with 'DOSAAF Rossii' titles and a DOSAAF badge; included in an offer of services by Vostok-Avia to Krasnoyarskaya baza aviatsionny okhrany lesov 06feb14; l/n operational OMS 25jul16; sat wfu at Omsk-Maryanovka, seen aug19/may22 |
| 54 7937 122 | not known | Mi-2 | Soviet Air Force | mfd | 27jan83 | |
| | RA-15730(2) | Mi-2 | Yuniavia | rgd | 31may01 | see c/n 542505072 |
| | RA-15730(2) | Mi-2 | Atlas | rgd | 02dec03 | to SK RUMTs; leased 14apr03/31dec05; CofA expired 15feb05, but still current on register by aug10; no sightings |
| | 3538 | Mi-2 | privately owned | ph. | 03dec17 | illegal registration; in basic 'blue' Aeroflot c/s, no titles; sat derelict at Andreyevskaya, seen dec17 |
| 54 7938 122 | not known | Mi-2 | Soviet Air Force | mfd | 27jan83 | |
| | CCCP-14309 | Mi-2 | AFL/Ukraine | rgd | 10apr91 | |
| | UR-14309 | Mi-2 | Avialini. Ukrayiny | PLV | 12sep96 | |
| | UR-14309 | Mi-2 | Merydian | rgd | 10jul03 | owned by Merydian Suprunivka and opb Kharkivski aeroklub; in dark green c/s with light grey underside, no titles; seen Kharkiv-Korotych 28aug07 with spraying equipment; sat wfu at Kharkiv-Korotych, seen sep09/sep12; canx 11jan13 |
| 54 7939 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7940 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | 5R-MVU | Mi-2 | SONAVAM | rgd | 04nov99 | in white/blue c/s, no titles; first flew in Madagascar 11oct98, one year before being registered |
| 54 7941 122 | not known | Mi-2 | Soviet Air Force | mfd | 1982 | |
| | no reg | Mi-2 | Ekspeditsiya | ph. | 07jun15 | ex Belarus Air Force; in orange c/s with 'Expedition' titles in Russian and English, the URL 'www.expedition.by' and some inscriptions; displayed on the premises of the Picknick-Hotel "Ekspeditsiya" (N54.444389 E27.766722) at Oktyabr, seen jun15/feb19 |
| 54 7942 122 | not known | Mi-2U | Soviet Air Force | mfd | 1982 | |
| | "12" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars |
| | RF-91400 | Mi-2U | Russian Air Force | no | reports | also carried code "12" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol |
| 54 7943 122 | not known | Mi-2 | Soviet Air Force | mfd | 28jan83 | probably DOSAAF |
| | RA-15707(2) | Mi-2 | MAYak | trf | 25dec92 | leased to Katekavia 09oct02/31dec04; in a technical inspection document 17dec07 as Avialesookhrana; see c/n 522311022 |
| | RA-15707(2) | Mi-2 | AeroGeo | rgd | 13oct08 | to Bagulnik; initially in blue/white c/s, no apparent titles; seen as such OVB jan10; rgd 11nov11 to AeroGeo; repainted; f/n as such KJA 22jul17; tailboom damaged 14jun18 on a flight from the Fakel helipad near Tukhard (150 km west of Norilsk) to the 68 km site in support of Norilsk-Avia when the left engine flamed out shortly after take-off and the helicopter made a forced landing, both crew members and all 5 passengers escaped unhurt |
| 54 7944 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7945 122 | not known | Mi-2 | Soviet Air Force | mfd | 29jan83 | |
| | RA-15726(2) | Mi-2 | Yuniavia | rgd | 27apr00 | see c/n 522330032 |
| | RA-15726(2) | Mi-2 | Katekavia | rgd | 04dec03 | CofA expired 14may05 and did not have a valid CofR by aug10; canx only 29oct19, see below |
| | RF-00107 | Mi-2 | Strizh | Iko | 25jun12 | in pink/black c/s |
| | 00107 | Mi-2 | Strizh ? | Iko | 24mar14 | in pink/black c/s, titles covered by tarpaulin; l/n Irkutsk-Oyok, 11jun16, titles also covered by tarpaulin |
| 54 7946 122 | "28" red | Mi-2 | Soviet Air Force | mfd | dec82 | opb 5 uve 484 uvp SVVAUL at Syzran by 1986 |
| | no code | Mi-2 | DOSAAF Belarusi | trf | 1992 ? | opb Vitebski ASK at Peschanka; in olive drab c/s with light grey underside, old code painted over; sat wfu at Kukovyachino (N55.160603 E29.973551), seen apr18; offered for sale by the Belarussian property agency 01jul16/24sep18; sat derelict at Novosibirsk-Mochishche, with the old code becoming visible again, seen jul24 |
| 54 7947 122 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 7948 122 | "01" yellow | Mi-2 | Soviet Air Force | KLF | 17aug99 | l/n KLF aug01 |
| 54 7949 122 | not known | Mi-2 | DOSAAF | mfd | 28jan83 | |
| | UR-BEC | Mi-2 | not reported | KGO | 21sep94 | l/n KGO 09jul07 |
| | UR-BEC | Mi-2 | Avia-Stil | rgd | 30jan09 | operator also given as Avia-Stil on register until apr20; no operator given on register from may20; canx 10feb21 |
| 54 7950 122 | "01" yellow | Mi-2 | Soviet Air Force | mfd | 29jan83 | opb 1 uve 484 uvp SVVAUL at Syzran until 1986 and later by another uve of 484 uvp |
| | RA-15677(2) | Mi-2 | Avialift Vladivos. | VVO | 19apr97 | Avialift Vladivostok; rgd 22apr97; in light blue/dark blue c/s; l/n KXK 02may12; fate unknown; see c/ns 530529107 and 549423095 |
| 52 8001 013 | CCCP-20803 | Mi-2 | AFL/Belarus | rgd | 05mar83 | |
| | EW-20803 | Mi-2 | Bellesavia | | | reported in JP-05; offered for sale by the Belarussian property agency 24sep18 with t/t 6,145 hours, was at Vitebsk-Oktyabrski at the time |
| 52 8002 013 | CCCP-20804 | Mi-2 | AFL/Belarus | rgd | 27jul83 | |
| | EW-20804 | Mi-2 | Bellesavia | VTB | 20may05 | offered for sale by the Belarussian property agency 24sep18 with t/t 5,307 hours, was at Vitebsk-Oktyabrski at the time |
| 52 8003 013 | CCCP-20805 | Mi-2 | AFL/Belarus | rgd | 05mar83 | in standard 'blue' c/s |
| | EW-20805 | Mi-2 | Bellesavia | | | reported in JP-05; in dark green c/s with light grey underside; the hulk was offered for sale by the Belarussian property agency 24sep18/31may21 with t/t 5,222 hours, was at Vitebsk-Oktyabrski at the time |
| 52 8004 013 | CCCP-20806 | Mi-2 | AFL/North Kavkaz | mfd | 31mar83 | rgd 07apr83; trf 06jun95 to Shakhty Air; rgd 30aug02 to Polyot |
| 52 8005 013 | CCCP-20807 | Mi-2 | AFL/North Kavkaz | mfd | 14feb83 | rgd 07apr83; trf 06jun95 to Shakhty Air; f/n in MARZ ROSTO at Fedurnovo (Chornoye) 26aug02; |
| | RA-20807 | Mi-2 | not reported | Che | 25aug03 | rgd 24jan04 to Y.A. Kostenko |
| | RA-20807 | Mi-2 | Yugavia | lsd | 11feb04 | mentioned in a technical inspection document 07aug08 |
| 52 8006 013 | CCCP-20808 | Mi-2 | AFL/North Kavkaz | rgd | 07apr83 | opb Yugavia by may92, based at Shakhty; w/o 28may92 on an illegal flight from Kuibyshevo (Matveyevo-Kurgan district of the Rostov region) with an intoxicated pilot at the controls, the pilot performed chaotic manoeuvres low over Miusski and lost control, the helicopter crashed, caught fire and burnt out, the pilot and the sole passenger (an aircraft mechanic) escaped unhurt |
| 52 8007 013 | CCCP-20809 | Mi-2 | AFL/Belarus | rgd | 14mar83 | |
| | EW-20809 | Mi-2 | not reported | GME | 30jun95 | |
| 52 8008 013 | CCCP-20810 | Mi-2 | AFL/Belarus | rgd | 26apr83 | |
| | EW-20810 | Mi-2 | Aeroflot c/s, n/t | GME | 10oct95 | l/n GME 01jul96; not in 1999 fleet list, fate unknown |
| 52 8009 013 | CCCP-20811 | Mi-2 | AFL/North Kavkaz | mfd | 31jan83 | rgd 29mar83 |
| | RA-20811 | Mi-2 | Kubanaviausluga | trf | 22feb94 | |
| | RA-20811 | Mi-2 | Kubanspetsavia | trf | 10nov98 | seen in MARZ ROSTO at Fedurnovo (Chornoye) 26aug02, titles not reported |
| | RA-20811 | Mi-2 | Barkol | rgd | 28oct02 | f/n BKA 01jul06; l/n IAR 17aug07; canx before aug10 |
| 52 8010 013 | CCCP-20812 | Mi-2 | AFL/North Kavkaz | rgd | 29mar83 | |
| | RA-20812 | Mi-2 | Kubanaviausluga | trf | 22feb94 | |
| | RA-20812 | Mi-2 | Kubanspetsavia | trf | 10nov98 | in orange c/s with blue cheatline and trim, no titles; canx 23aug00; sat wfu at Krasnodar-Enem, seen may11 |
| 54 8011 013 | not known | Mi-2 | Soviet Air Force | mfd | 14feb83 | |
| | RA-23723 | Mi-2 | 2nd Kazan Avn Ent. | rgd | 28feb96 | f/n Kazan-2 mid-1996; seen KZN 25jun02, titles not reported; seen KZN 07aug07, no titles; l/n as such IJK 17aug12; seen again Kazan-Kurkachi 08sep20 in full c/s with titles |
| 54 8012 013 | "58" red | Mi-2 | Soviet Air Force | mfd | jan83 | opb 4 uve 484 uvp SVVAUL at Syzran by 1986 |
| | "82" yellow | Mi-2 | Belarus Air Force | trf | 1992 ? | code very faded and difficult to read when seen 07apr18 |
| | "07" white | Mi-2 | DOSAAF Belarusi | Kuk | 07apr18 | opb Vitebski ASK at Peschanka; in olive drab c/s with light grey underside, code carried on thetailboom (possibly a kind of inventory number); sat wfu at Kukovyachino, seen apr18; offered for sale by the Belarussian property agency 01jul16/24sep18; sat derelict at Novosibirsk-Mochishche, seen jul24 |
| 54 8013 013 | not known | Mi-2 | Soviet Air Force | mfd | 14feb83 | |
| | RA-14277 | Mi-2 | 2nd Kazan Avn Ent. | rgd | 22dec95 | crashed when hit flock of birds, 28mar96; canx 19aug97 |
| 54 8014 013 | "59" red | Mi-2 | Soviet Air Force | mfd | 1983 | opb 4 uve 484 uvp SVVAUL at Syzran by 1986 |
| | RA-15764(2) | Mi-2 | not known | rgd | 20jun14 | canx between 24dec18 and 19feb19; see c/n 2629 |
| 54 8015 013 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 8016 023 | R-16 | Mi-2 | Hungarian Police | toc | mar83 | w/o 22aug86 when crashed near Pécel 22aug86 |
| 52 8017 013 | CCCP-20813 | Mi-2 | AFL/North Kavkaz | rgd | 26apr83 | |
| | RA-20813 | Mi-2 | Shakhty Avn Ent. | trf | 06jun95 | canx 22oct99 as to Peru |
| | EP-347 | Mi-2T | Peruvian Army | ph. | 12nov06 | at Las Palmas; 12 were reportedly bought in 1999 via Germany ( but not former German Mi-2s); opb BRA811; initially in black/white c/s with 'Ejército del Perú titles'; seen as such nov06; repainted in dark green/medium green/olive drab/very dark grey camo c/s; was preserved in Parque Commemorativo at Pisco (S13.7051156 W76.217956) from early 2014, seen may15, and at Chinca, seen sep18 |
| 52 8018 013 | CCCP-20814 | Mi-2 | AFL/North Kavkaz | mfd | 25feb83 | rgd 26apr83; trf 06jun95 to Shakhty Air; rgd 28apr99 to Zareche and leased 28dec99/31dec04 to Sokol but reported seen ROV 08aug01 as RA- and wfu ! |
| 52 8019 013 | CCCP-20815 | Mi-2 | AFL/North Kavkaz | mfd | 25feb83 | rgd 26apr83 |
| | RA-20815 | Mi-2 | Shakhty Avn Ent. | trf | 06jun95 | |
| | RA-20815 | Mi-2 | not reported | Che | 26aug02 | f/n in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03, titles not reported; last overhaul completed 03mar05 |
| | RA-20815 | Mi-2 | PANKh | Tve | 25jul07 | already mentioned in technical inspection document 02apr07 |
| | RA-20815 | Mi-2 | AviaNiTa | rgd | 08aug07 | in dark green c/s with light blue underside; stored at Tver-Zmeyovo, seen 10apr10, titles not reported; sold in non-airworthy condition 24may11 |
| | RA-20815 | Mi-2 | A.Yu. Oleinik | no | reports | with crop-spraying equipment; transported by truck from Tver to Andreevskaya 27may11; assembled by non-certified personnel; w/o 22jun11 on an unauthorised test flight (having no CofA) from Andreevskaya (Kalinin district of the Krasnodar region, N45°20'30" E38°41'58") when the main gear box failed, the helicopter started to rotate anti-clockwise, crash-landed in a wheat field 165 metres from the helipad where it had taken off, rolled over onto its left side and burnt out, the pilot (A.A. Burov) was killed; t/t 5,889 hours; the tailboom and some other wreckage sat at Andreevskaya, seen dec17; finally canx 17jul23 |
| 52 8020 013 | CCCP-20816 | Mi-2 | AFL/Belarus | rgd | 27jul83 | |
| | EW-20816 | Mi-2 | Bellesavia | | | reported in JP-05 |
| 52 8021 013 | CCCP-20817 | Mi-2 | AFL/Belarus | rgd | 26apr84 | |
| | EW-20817 | Mi-2 | Aeroflot c/s, n/t | MHP | 09sep94 | l/n Gomel 10oct95 |
| | HA-BFR | Mi-2 | Natalex Trade | rgd | 16jan96 | according to the Hungarian register ex UR-15552 which seems very unlikely; owner/operator in register nov97/sep00 as Turel RESE; seen without titles Dunakeszi 27aug00 |

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|---|---|---|---|---|---|---|
| | HA-BFR | Mi-2 | Civil Guard | Dun | 26may01 | seen with titles Dunakeszi 13oct01 and without titles Dunakeszi 17mar02; owner in register jul03 as Air Magyar Legiforgalmi Kft. and operator as For Life Helikopteres Mentoszolgalat Kft.; current by jan04 |
| | HA-BFR | Mi-2 | Fríz-Air | Bua | 10may04 | Fríz-Air Magyar Légiforgalmi Kft.; l/n as such Budaörs 31mar05; new CofR issued 30jun06; seen Budaörs 11jan06, leased by Hungarian Flight Ambulance; CofA expired 30jun06; l/n Budaörs 31jan08; canx in late 2017 |
| | no reg | Mi-2 | Oceans | ph. | 04mar15 | in black c/s with gold-coloured 'Oceans' titles plus a small logo on the tip of the nose and on the external tanks and a German flag on the tailboom, the windows have been painted, too (on the inside); displayed in Bert Wollersheim's FKK-Club "Oceans" brothel at Oberhausener Strasse in Düsseldorf (N51.27295 E06.82030) from mar15, seen feb21/aug24, with the black paint wearing off a little from the engine cowling |
| 52 8022 013 | CCCP-20818 | Mi-2 | AFL/Ukraine | rgd | 07apr83 | |
| | UR-20818 | Mi-2 | Avialini. Ukrayiny | ODS | 08jul96 | |
| 52 8023 013 | CCCP-20819 | Mi-2 | AFL/Moldova | mfd | 26feb83 | rgd 31apr83; opb 281 LO Beltskogo OAO |
| | ER-20819 | Mi-2 | Moldaeroservice | rgd | 19apr94 | damaged in 2005 on a crop-spraying flight in Turkey when lost speed while climbing along a slope and made a forced landing in unsuitable terrain; stored at Balti-Central, seen feb06/feb15; canx between 12may15 and 31dec15 |
| 52 8024 013 | CCCP-20820 | Mi-2 | AFL/Moldova | mfd | 26feb83 | rgd 31apr83; opb 281 LO Beltskogo OAO |
| | ER-20820 | Mi-2 | Moldaeroservice | rgd | 23may94 | in white/light grey c/s with blue cheatline, no titles; l/n operational Balti-Central 23feb06; sat wfu at Balti-Central, seen sep10/feb15; canx between 11mar16 and 30sep16 |
| 52 8025 013 | CCCP-20821 | Mi-2 | AFL/Moldova | mfd | 26feb83 | rgd 08jun83; opb 281 LO Beltskogo OAO |
| | ER-20821 | Mi-2 | Moldaeroservice | rgd | 23may94 | sat wfu at Balti-Central, seen feb06/feb15; canx between 11mar16 and 30sep16 |
| 52 8026 013 | CCCP-20822 | Mi-2 | AFL/Ukraine | rgd | 07apr83 | |
| | UR-20822 | Mi-2 | not reported | ODS | 01may99 | |
| 54 8027 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8028 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | UR-BVH | Mi-2 | Universal-avia | RWN | 26may96 | l/n RWN 29jun99 |
| 54 8029 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | UR-BVI | Mi-2 | Universal-avia | no | reports | |
| | UR-MAF | Mi-2 | Meridina Av. Agro | rgd | 01sep21 | in two-tone blue/white c/s, no titles; seen Bila Tserkva 31oct21; current on register 10mar23 |
| 54 8030 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8031 023 | not known | Mi-2U | DOSAAF | mfd | 1983 | |
| | "32" yellow | Mi-2U | DOSAAF Belarusi | Kuk | apr18 | opb Vitebski aeroklub at Kukovyachino; was stored at Kukovyachino, seen apr18 |
| | "32" white | Mi-2U | Soviet Air Force | Kuk | 02sep20 | in dark olive drab c/s with light grey underside; preserved at Kukovyachino (N55.156117 E29.971500) from 27aug20, seen sep20/may24 |
| 54 8032 023 | "24" yellow | Mi-2T | Belarus Air Force | trf | 15jun92 | opb 248 oveon at Stepyanka-Lipki near Minsk; in olive drab c/s with light grey underside; sat wfu at Kukovyachino (N55.160603 E29.973551), seen apr18; seen jun20 preserved Krupki; l/n 06jun21 |
| 54 8033 023 | "22" yellow ? | Mi-2 | Belarus Air Force | trf | 15jun92 | code very faded and difficult to read when seen 07apr18 |
| | "22" white | Mi-2 | Belarus Air Force | Kuk | 07apr18 | in olive drab c/s with light grey underside, code carried on the tailboom (possibly a kind of inventory number); sat wfu at Kukovyachino (N55.160603 E29.973551), seen apr18 |
| 54 8034 023 | ".." red | Mi-2 | Soviet Air Force | mfd | 1983 | |
| | ".." yellow | Mi-2 | Belarus Air Force | trf | 1992 ? | |
| | "23" white | Mi-2 | DOSAAF Belarusi | Kuk | 07apr18 | opb Vitebski ASK at Peschanka; in olive drab c/s with light grey underside, code carried on the tailboom (possibly a kind of inventory number); sat wfu at Kukovyachino, seen apr18; offered for sale by the Belarussian property agency 01jul16/24sep18; sat derelict at Novosibirsk-Mochishche, seen jul24 |
| 54 8035 023 | "21" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | in olive drab c/s with light grey underside; sat wfu at Kukovyachino (N55.160603 E29.973551), seen apr18 |
| 54 8036 023 | RA-15656(2) | Mi-2 | ROSTO | rgd | 16may96 | see c/n 520507087; ex DOSAAF; canx 17apr00 |
| 54 8037 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8038 023 | not known | Mi-2 | ROSTO | Iko | 29aug07 | stored, code covered by tarpaulin; in olive drab/light grey c/s; tailboom seen at Irkutsk-Oyok jun16 |
| 54 8039 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8040 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8041 023 | "17" yellow | Mi-2 | DOSAAF | no | reports | |
| | UR-BAV | Mi-2 | TSO Ukrayiny | UMY | 21may98 | also carried code "17" yellow and Red Stars; canx before mar12 |
| 54 8042 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8043 023 | not known | Mi-2 | DOSAAF | no | reports | |
| | UR-14279(1) | Mi-2 | TSO Ukrayiny | rgd | 27apr93 | canx 30dec97; see c/n 5410642078 |
| | UR-14279(1) | Mi-2 | Koktebel | no | reports | Tsentr planernogo sportu "Koktebel" of Feodosiya; canx 13aug08 |
| | no reg | Mi-2 | no titles | ph. | 2023 | in olive drab c/s with light grey underside and mottled green and brown blotches which were applied later on, no markings whatsover; preserved at Koktebel, seen 2023 |
| 54 8044 023 | "41" yellow | Mi-2 | DOSAAF | no | reports | based in the Akhtubinsk area |
| | "02" red | Mi-2 | Russian Air Force | Akt | 2010 | in dark green c/s with light blue underside; preserved in these fake colours with 929 GLITs at Akhtubinsk (N48.292834 E46199796), seen 2010/may14 |
| 54 8045 023 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8046 033 | CCCP-20823 | Mi-2 | AFL/North Kavkaz | mfd | 26mar83 | rgd 03nov83 |
| | RA-20823 | Mi-2 | Kubanaviausluga | trf | 22feb94 | |
| | RA-20823 | Mi-2 | Kubanspetsavia | trf | 10nov98 | rgd 23jul99 to the Russian Federation; CofA expired 09mar01; CofR returned 01feb05 |
| 54 8047 033 | CCCP-20824 | Mi-2 | AFL/North Kavkaz | rgd | 23may83 | f/n ROV 14jul94; l/n ROV 19sep94 |
| | RA-20824 | Mi-2 | Donskaya Tr.Aviak. | trf | 29aug95 | Donskaya transportnaya aviakompaniya; canx 22oct99 as to Peru |
| | EP-349 | Mi-2 | Peruvian Army | ph. | 20mar18 | in black c/s with 'Ejército del Perú' titles; named 'Rockero'; sat wfu at Lima-Surco/Las Palmas, seen mar18; preserved without name at Colegio Militar "Leoncio Prado" (S12.075013 W77.119130) at Lima-La Perla, f/n may23; received the inscription 'XLIII', f/n as such aug24 |
| 54 8048 033 | CCCP-20825 | Mi-2 | AFL/North Kavkaz | rgd | 23may83 | canx 27jan88 |
| 54 8049 033 | CCCP-20826 | Mi-2 | AFL/Ukraine | rgd | 26apr83 | |
| | UR-20826 | Mi-2 | Universal-avia | UDJ | 08sep96 | based at UDJ; canx 13aug08 |
| 54 8050 033 | CCCP-20827 | Mi-2 | AFL/Central Region | mfd | 29mar83 | rgd 10may83; canx 18apr91 as leased to Poland |
| | SP-FHE | Mi-2 | EXIN | rgd | 25jun91 | canx 20jan93 |
| | RA-20827 | Mi-2 | | Che | 26aug02 | no titles; SP-FHE still painted on; trf 17may94 to ROSTO |
| | RA-20827 | Mi-2 | Barkol | rgd | 27jan03 | f/n BKA 29jun03; l/n BKA 23aug03; |
| 54 8101 033 | CCCP-20828 | Mi-2 | AFL/Central Region | mfd | 26mar83 | rgd 15jun83 |
| | RA-20828 | Mi-2 | Bryansk Avn Ent. | trf | 31dec93 | still in full Aeroflot c/s including titles; l/n as such BZK 12jul94 |
| 54 8102 033 | CCCP-20829 | Mi-2 | AFL/Central Region | mfd | 26mar83 | rgd 27jun83; opb Smolenski OAO |
| | RA-20829 | Mi-2 | Smolenskaerotrans | trf | 30mar93 | new CofR issued 18jun10, 07jun13 and 16nov17; in orange c/s with blue cheatline and trim, no titles; f/n KGD 19mar15; l/n KGD apr16; transported on a flat-bed trailer through Oryol 12nov20; canx 05mar21 as sold abroad |
| | RA-20829 | Mi-2 | no titles | ph. | may21 | in Abkhazia (probably Sukhumi); probably operated by MChS Abkhazii as MChS personnel was standing around; in orange c/s with blue cheatline and trim, no titles; l/n jun21, active |
| 54 8103 033 | CCCP-20830 | Mi-2 | AFL/Moldova | mfd | 30mar83 | rgd 29dec83; opb 281 LO of Beltski OAO |
| | ER-20830 | Mi-2 | Moldaeroservice | rgd | 21mar94 | initially in orange c/s with blue cheatline and trim, no titles; f/n Balti-Central 23feb06; l/n as such Balti-Central 08jun07; repainted in white/black c/s with maroon trim, titles on the nose; f/n as such Balti-Central 19sep10; stored at Balti-Central, seen feb15; canx between 21nov22 and 06dec22 |
| 54 8104 033 | CCCP-20831 | Mi-2 | AFL/Moldova | rgd | 03nov83 | opb 281 LO Beltskogo OAO; damaged 27dec90 when made a forced landing at Oktyabrskoe; canx but date unknown |
| 54 8105 033 | CCCP-20832 | Mi-2 | AFL/Ukraine | rgd | 26apr83 | |
| | UR-20832 | Mi-2 | Universal-avia | no | reports | based at IFO; canx 13aug08; Ivano-Frankivsk 02oct19 wrecked with Aeroflot titles and CCCP- bleeding through, Ukraine registration completely worn out |
| 54 8106 033 | CCCP-20833 | Mi-2 | AFL/Ukraine | rgd | 26apr83 | |
| | UR-20833 | Mi-2 | Avialini. Ukrayiny | ODS | 08jul96 | |
| 54 8107 033 | CCCP-20834 | Mi-2 | AFL/North Kavkaz | mfd | 30mar83 | rgd 17may83 |
| | RA-20834 | Mi-2 | Kubanaviausluga | trf | 22feb94 | canx before aug10 |
| 54 8108 033 | CCCP-20835 | Mi-2 | AFL/Ukraine | rgd | 17may83 | |
| | UR-20835 | Mi-2 | Universal-avia | TNL | 20sep96 | based at TNL; in basic Aeroflot c/s, no titles; canx 13aug08; sat wfu at TNL, l/n 31aug09 |
| 54 8109 033 | CCCP-20836 | Mi-2 | AFL/Ukraine | rgd | 12may83 | |
| | UR-20836 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; canx 13aug08 |
| 54 8110 033 | CCCP-20837 | Mi-2 | AFL/Central Region | mfd | 12apr83 | toc 10may83; rgd 16jun83; opb Myachkovski OAO; f/n Myachkovo 13apr92; l/n Myachkovo 18aug92 |
| | RA-20837 | Mi-2 | Aeroflot | Mya | 01sep93 | |
| | RA-20837 | Mi-2 | Myachkovo Air Serv | trf | 23aug94 | |
| | RA-20837 | Mi-2 | Barkol | rgd | 08jan98 | in white c/s with trim in three shades of blue, with titles; f/n BKA 21sep98; seen flying near Myachkovo 08jun08; canx before aug10; used as a ground training aid by the Cynological Centre of the Russian Customs Service at Orlovo (N56.026021 E38.102166), seen jun14/aug20 |
| 54 8111 033 | not known | Mi-2 | Soviet Air Force | mfd | 21apr83 | |
| | RA-23791 | Mi-2 | Malaya Avia. Dona | rgd | 24feb95 | seen ROV 13aug01, wfu, titles not reported |
| 54 8112 033 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8113 033 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-15694(2) | Mi-2 | Smolenskaerotrans | rgd | 09dec97 | dbr 26feb00 in a heavy landing at Smolensk, pilot injured; see c/n 531937071 |
| 54 8114 033 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8115 033 | "16" yellow | Mi-2 | DOSAAF | Jrw | 11jun98 | in dark green c/s with light blue underside; seen Yaroslavl-Karachikha 25may99; derelict in MARZ ROSTO at Fedurnovo (Chornoye) aug02/sep10 |
| 54 8116 033 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 8117 033 | DDR-VPE | Mi-2 | East German Police | rgd | 27jun83 | f/n SXF 29may84 |
| | D-HZPA | Mi-2 | Brandenburg Police | trf | 23may91 | f/n SXF 19sep91; rgd dec92; trf to Sachsen Police 1995; l/n SXF 26oct01; wfu in autumn 2003; sold to Armeeshop Viktor Freer of Osterrönfeld 23mar04; canx 08jun04; no export licence issued but sold to the Congo; arrived at Swidnik from Germany for overhaul feb08 |
| | TN-658 | Mi-2 | Congo Police | PNR | 21oct09 | blue/white c/s with inverse yellow triangle behind passenger door, 'Police Nationale' titles, being re-assembled after overhaul; l/n BZV 02aug10 |
| 53 8118 033 | DDR-VPF | Mi-2 | East German Police | rgd | 27jun83 | f/n SXF 29may84; reported still in service at Erfurt 1991 |
| | D-HZPB | Mi-2 | Brandenburg Police | trf | 23may91 | f/n SXF 19sep91; w/o 12nov91 when crashed at Erfurt; canx 03apr92 |

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|---|---|---|---|---|---|---|
| 54 8119 033 | CCCP-20838 | Mi-2 | AFL/Kremenchug FS | rgd | 11jul83 | |
| | UR-20838 | Mi-2 | Kremenchug Fl.Sch. | KHU | 21jul14 | wfu |
| 54 8120 043 | CCCP-20839 | Mi-2 | AFL/Kremenchug FS | mfd | 29apr83 | rgd 11jul83 |
| | UR-20839 | Mi-2 | Kremenchug Fl.Sch. | rgd | 04jul02 | Kremenchug Flying College of the National Aviation University (KLK NAU); in white c/s with broad dark blue cheatline and light grey belly, with 'KLK NAU' titles; f/n KGO 04dec11; canx between 04aug17 and 10aug17 |
| 54 8121 043 | CCCP-20840 | Mi-2 | AFL/Kremenchug FS | rgd | 11jul83 | |
| 54 8122 043 | CCCP-20841 | Mi-2 | AFL/Kremenchug FS | rgd | 11jul83 | |
| | UR-20841 | Mi-2 | Kremenchug Fl.Sch. | KHU | 19sep10 | sat wfu at Kremenchug with faded prefix, l/n jul11/jul14 |
| 54 8123 043 | CCCP-20842 | Mi-2 | AFL/Kremenchug FS | rgd | 11jul83 | |
| | UR-20842 | Mi-2 | Kremenchug Fl.Sch. | KHU | 02jul11 | sat wfu at Kremenchug with faded prefix, l/n jul11/jul14 |
| 54 8124 043 | CCCP-20843 | Mi-2 | AFL/Kremenchug FS | rgd | 16jun83 | sat wfu at Kremenchug with faded registration, l/n jul11/jul14 |
| 54 8125 043 | CCCP-20844 | Mi-2 | AFL/Kremenchug FS | rgd | 16jun83 | |
| | UR-20844 | Mi-2 | Kremenchug Fl.Sch. | KHU | 21jul14 | wfu |
| 54 8126 043 | CCCP-20845 | Mi-2 | AFL/Kremenchug FS | mfd | 29apr83 | rgd 16jun83 |
| | UR-20845 | Mi-2 | Kremenchug Fl.Sch. | rgd | 1993 | Kremenchug Flying College of the National Aviation University (KLK NAU); in basic 'blue' Aeroflot c/s, no titles; canx 01oct08; stored at Kremenchug, seen sep10/jul11; last overhaul completed 21sep16; new CofR issued 21oct16; t/t 2,997 hours by 01jan19, not airworthy by then; current on register 01dec20 |
| | UR-20845 | Mi-2 | KhNUVS | rgd | 28dec20 | Kharkiv National University of Internal Affairs; current on register 10mar23 |
| 54 8127 043 | CCCP-20846 | Mi-2 | AFL/Kremenchug FS | rgd | 30nov83 | |
| 54 8128 043 | CCCP-20847 | Mi-2 | AFL/Kremenchug FS | rgd | 11jul83 | |
| | UR-20847 | Mi-2 | Kremenchug Fl.Sch. | no | reports | Kremenchug Flying College of Avialiniyi Ukrayiny; dbr 29mar95 on the leg from Lugansk to Lisichansk of a training flight from Severodonetsk when encountered below-minima weather conditions (fog and snowfall) and landed in field near Toshkovka (Lugansk region), coming down so hard that the main rotor cut off the tailboom and the helicopter rolled over onto its right side, both pilots escaped unhurt |
| 54 8129 043 | CCCP-20848 | Mi-2 | AFL/Uzbekistan | rgd | 11jul83 | trf to Spetsialny Avia, Uzbekistan |
| | UK-20848 | Mi-2 | Usta Avia | | | reported in JP-05; canx before dec07 but date unknown |
| 54 8130 043 | CCCP-20849 | Mi-2 | AFL/East Siberia | rgd | 25nov83 | dbr 31jul87 on a flight in the Nerchinsk district of the Chita region when flew too low and crashed |
| 54 8131 043 | CCCP-20850 | Mi-2 | AFL/Krasnoyarsk | rgd | 11jul83 | rgd 11jul83 |
| | RA-20850 | Mi-2 | Cheremshanka | | | dbr 19nov95 on a positioning flight from the hospital at Krasnoyarsk to Krasnoyarsk-Cheremshanka after a medevac flight when ran out of fuel on approach and crash-landed on a roadside 1.5 km from the runway threshold, both pilots injured; canx 31mar97 |
| 54 8132 043 | CCCP-20851 | Mi-2 | AFL/Leningrad | rgd | 16jun83 | seen RVH 17apr92 with a 'GAI' (Traffic Police) badge; trf 31dec93 2to ??; l/n RVH 4oct94; canx 08dec95; seen on top of a factory in a suburb of St. Petersburg without registration on (registration from SPARK) |
| 54 8133 043 | CCCP-20852 | Mi-2 | AFL/Leningrad | rgd | 27jun83 | hit river ice but continued flight 10may90; canx 28nov91 |
| 54 8134 043 | CCCP-20853 | Mi-2 | AFL/Turkmenistan | mfd | 24may83 | rgd 10jan84 |
| | EZ-20853 | Mi-2 | Turkmenistan Al | CRZ | 18may96 | not in 2001 fleet list; for sale early 2008, t/t 5,994 hours and 7,839 cycles |
| 54 8135 043 | CCCP-20854 | Mi-2 | AFL/Turkmenistan | rgd | 25jan84 | |
| | EZ-20854 | Mi-2 | Turkmenistan Al | CRZ | 18may96 | not in 2001 fleet list, fate unknown |
| 54 8136 043 | CCCP-20855 | Mi-2 | AFL/Turkmenistan | mfd | 14may83 | rgd 15aug83 |
| | EZ-20855 | Mi-2 | Turkmenistan Al | CRZ | 18may96 | not in 2001 fleet list; for sale early 2008, t/t 6,279 hours and 8,236 cycles |
| 54 8137 043 | CCCP-20856 | Mi-2 | AFL/East Siberia | rgd | 25nov83 | rgd to Bogdanov G.V. 03feb97; canx 21jun99 |
| 54 8138 043 | CCCP-20857 | Mi-2 | AFL/Komi | mfd | 24may83 | rgd 11jul83; trf 25apr95 to Komiavia |
| 54 8139 043 | CCCP-20858 | Mi-2 | AFL/North Kavkaz | mfd | 24may83 | rgd 27jun83 |
| | RA-20858 | Mi-2 | Shakhty Avn Ent. | trf | 06jun95 | canx 28jan03 as to South Korea |
| | HL9269 | Mi-2 | Sky Airlines | e/d | 14feb03 | rgd 14apr03 to Ha-nul Aviation Co.; based at Seoul-Kimpo; in full c/s with titles; f/n GMP 09mar04; canx 02sep15 as exported |
| 54 8140 043 | CCCP-20859 | Mi-2 | AFL/North Kavkaz | rgd | 27jun83 | trf 06jun95 to Shakhty Air; canx 22oct99 as to Peru |
| 54 8141 043 | CCCP-20860 | Mi-2 | AFL/North Kavkaz | mfd | 24may83 | rgd 12dec83 |
| | RA-20860 | Mi-2 | Kubanaviausluga | trf | 22feb94 | |
| | RA-20860 | Mi-2 | Kubanspetsavia | trf | 10nov98 | |
| | RA-20860 | Mi-2 | Yu.A. Kostenko | rgd | 24jan04 | new CofR issued 14may08; in white/red c/s with yellow/blue cheatline, no titles; stored in MARZ ROSTO at Fedurnovo (Chornoye), seen jul05/jul06; in a technical inspection document 07aug08 as Yugavia; excluded from the operator's certificate of Sokol 23jun10; l/n 24jul10, spraying |
| 54 8142 043 | CCCP-20861 | Mi-2 | AFL/North Kavkaz | mfd | 25may83 | rgd 12dec83 |
| | RA-20861 | Mi-2 | Kubanspetsavia | trf | 22feb94 | |
| | RA-20861 | Mi-2 | Kubanspetsavia | trf | 10nov98 | rgd 23jul99 to the Russian Federation; CofA expired 16mar00; CofR returned 01feb05; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen aug03/jul19, titles faded over the years |
| 54 8143 043 | CCCP-20862 | Mi-2 | AFL/Central Region | rgd | 09apr84 | was involved in an accident 04mar92; canx 13nov93 |
| 54 8144 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8145 053 | "22" yellow | Mi-2 | DOSAAF | Ovm | 23jul00 | wfu; seen without code at Novosibirsk-Mochishche 30aug07, wfu |
| 54 8146 053 | not known | Mi-2 | DOSAAF | mfd | 1983 | probably "23" yellow |
| | CCCP-23692 | Mi-2 | Sibavia | rgd | 08jun92 | |
| | RA-23692 | Mi-2 | ASK Ostorf | Bsk | 03aug96 | current on register by feb98; canx but date unknown |
| | "23" yellow | Mi-2 | ROSTO | Bsk | 30aug07 | also carried the registration RA-23692; in olive drab c/s with light grey underside, still with (faded) 'DOSAAF' titles; seen Novosibirsk-Berdsk 06jul08; sat wfu at Novosibirsk-Berdsk, seen jun14; the cockpit was cut off and is preserved in Muzei SSSR (USSR Museum) at Novosibirsk (N55.084815 E82.892444), seen may23 |
| 54 8147 053 | "05" yellow | Mi-2 | DOSAAF | no | reports | |
| | RA-14289 | Mi-2 | DOSAAF c/s | Ovm | 23jul00 | wfu; former code "05" yellow still visible; registration faded away when seen at Novosibirsk-Mochishche 30aug07 (c/n checked); empty hulk only by oct12 |
| 54 8148 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8149 053 | not known | Mi-2 | Soviet Air Force | mfd | 30may83 | |
| | YL-LHL | Mi-2 | | rgd | 17nov93 | seen Jelgava 04jul94 and 10sep94; canx 06oct97; ex Soviet AF c/s |
| | LY-HBL | Mi-2 | | PRG | 18oct97 | in basic Soviet Air Force c/s; canx 20oct97 |
| | OK-UIC | Mi-2 | Aerocentrum | rgd | 01apr98 | canx 22mar99 as to Slovakia |
| | OM-UIC | Mi-2 | Tech-Mont | rgd | 27apr99 | f/n BRQ 09nov99; canx 14jun00 |
| | OK-UIC | Mi-2 | Aerocentrum Melnik | rgd | 23jun00 | operated in Libya; a Youtube video posted jun11 shows it without rotors at Misurata (Libya); current on Czech register nov12 |
| 54 8150 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8201 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 8202 053 | CCCP-20863 | Mi-2 | AFL/Georgia | rgd | 01aug83 | reported as RA-20863 OMS 1994, doubtful ! |
| | 4L-20863 | Mi-2 | AISI | Cae | 25mar98 | titles not reported |
| 52 8203 053 | CCCP-20864 | Mi-2 | AFL/West Siberia | rgd | 15aug83 | f/n OMS 12jun94; trf to Omsk region 30mar94; canx 21nov96; seen wfu with faded registration Kremenchug 19sep10 |
| 52 8204 053 | CCCP-20865 | Mi-2 | AFL/Ukraine | rgd | 22aug83 | later was UR-20865 |
| | HA-BCU | Mi-2 | Horex Kft. | rgd | 06jul93 | w/o 24apr94 when crashed at Soltvadkert; canx 07oct94 |
| 52 8205 053 | CCCP-20866 | Mi-2 | AFL/Georgia | rgd | 01aug83 | reported for AISI, Georgia; f/n TBS 16may96; l/n TBS 17jun97; sat wfu at TBS, seen aug19 |
| 54 8206 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8207 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8208 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8209 063 | not known | Mi-2 | DOSAAF | mfd | 28jun83 | |
| | UR-FBY | Mi-2 | TSOU Kharkiv | Krh | 17aug07 | in blue/white c/s with grey belly and 'TSOU' titles; l/n Kharkiv-Korotych 15mar08 |
| | UR-FBY | Mi-2 | MNS Ukrayiny | Krh | 23may09 | in blue/white c/s with grey belly and titles; l/n UDJ 22sep10 |
| | UR-FBY | Mi-2 | AS | rgd | 26apr12 | |
| | UR-FBY | Mi-2 | AviaagroDnipro | rgd | 27nov14 | based at Yuvileine; current on register 10mar23 |
| 54 8210 063 | not known | Mi-2 | DOSAAF | no | reports | |
| | CCCP-14321(2) | Mi-2 | AFL/Ukraine | rgd | 05jun91 | see c/n 545501018 |
| | UR-14321(2) | Mi-2 | TSO Ukrayiny | Kci | 28aug97 | also carried code "25" yellow; in olive drab c/s with light grey underside and 'Lancia' advertising; stored at Kiev-Chaika, seen jun02/aug08 |
| 54 8211 063 | "52" yellow | Mi-2 | DOSAAF | no | reports | |
| | UR-AAK | Mi-2 | TSO Ukrayiny | Krh | 15jul93 | |
| | UR-BAK | Mi-2 | TSO Ukrayiny | Krh | 12sep96 | opb Aeroklub im. V.S. Grizodubovoi at Kharkiv-Korotych; seen Kharkiv-Korotych 21jun99, former code "52" yellow still visible; sat wfu at Kharkiv-Korotych, seen sep09/sep21 |
| 51 8212 053 | 8212 | Mi-2 | Czechoslovak AF | PZY | 09aug91 | |
| | 8212 | Mi-2 | Slovak Air Force | trf | 01jan93 | l/n POV 15aug08 |
| 51 8213 053 | 8213 | Mi-2 | Czechoslovak AF | PZY | 09aug91 | |
| | 8213 | Mi-2 | Slovak Air Force | trf | 01jan93 | opb 4. letka 34. letecká základna at Presov from 01jan01; in light grey/dark green/ochre/olive drab camo c/s with light blue underside and yellow serial; preserved in Múzeum Letectva at Kosice, seen sep01/may24 |
| 51 8214 053 | 8214 | Mi-2 | Czechoslovak AF | PZY | 09aug91 | |
| | 8214 | Mi-2 | Czech Air Force | trf | 01jan93 | seen oct04/sep05 stored in yard in suburb of Písek (location is on the way from Písek to Ceské Budejovice, about 2km from Písek); l/n may13; hidden away in the storage yard at Zruc 11sep15 in reasonably good condition but minus rotors; l/n sep24 |
| 51 8215 053 | 8215 | Mi-2 | Czechoslovak AF | PZY | 09aug91 | |
| | 8215 | Mi-2 | Slovak Air Force | trf | 01jan93 | l/n Gödöllö 03oct99 |
| | HA-BGF (1) | Mi-2 | Turul Aero Club | trf | 17sep99 | reservation only, but painted on; f/n Gödöllö 15apr00; l/n Gödöllö 29jul01, no titles; t/t 1,385 hours; sat wfu (without markings) at Tököl, seen aug08/may11; see c/n 519413095 |
| | no reg | Mi-2 | no titles | ph. | 18aug12 | in camo c/s without any markings; preserved at Szántód (or rather in Magyar Néphadsereg Múzeális Eszköz és Gépparkja at Zamárdi ?), l/n aug12; transported by road from Budapest to Oberhausen (Germany) oct12 |
| | no reg | Mi-2 | KGB | ph. | 14oct12 | was displayed on a pole in the "TOP SECRET! Die geheime Welt der Spionage" exhibition at CentrO Oberhausen (N51.49377 E06.88130) from 15oct12; initially in fake ochre/beige camo c/s with fake 'KGB' titles, l/n as such 22oct12; repainted in bordeaux red c/s with fake 'KGB' titles, seen as such jul13/may15; |

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| | | | | | | the exhibition went bankrupt and closed down 01may15; transported on a flat-bed trailer to Dinoland Zwolle (Netherlands) 23/24oct15 |
| | 'PH-DINO' | Mi-2 | Dinoland Zwolle | ph. | jun16 | in grey c/s with 'Gentech' titles; displayed with these fake markings in Dinoland Zwolle, seen jun16/aug23, in poor condition |
| | no reg | Mi-2 | no titles | ph. | 22sep20 | at Paintball-Games at Venhorst (Netherlands); see previous line ! |
| 51 8216 053 | 8216 | Mi-2 | Czechoslovak AF | PZY | 09aug91 | |
| | 8216 | Mi-2 | Czech Air Force | trf | 01jan93 | still on strength 1998 |
| | no reg | Mi-2 | CBJ Libros | ph. | 03jan22 | preserved in red c/s with white top of tailboom and these titles with the CBJ (Centre of Safe Driving) "Libros" near Ostrava (N49.852789 E18.252393), seen oct12/sep22 |
| 51 8217 063 | 8217 | Mi-2 | Czechoslovak AF | | mid90 | |
| | 8217 | Mi-2 | Slovak Air Force | trf | 01jan93 | f/n KSC 08sep96; stored at POV, seen 05sep01; preserved in Vojenské historické múzeum at Piestany, seen jun18/may22 |
| 51 8218 063 | 8218 | Mi-2 | Czechoslovak AF | Kbe | 10sep88 | |
| | 8218 | Mi-2 | Czech Air Force | trf | 01jan93 | in yellow/blue c/s with red cheatline and Red Cross, 'Rescue Service' (?) titles (difficult to read); l/n BRQ 06sep03, stored; flown to Russia inside an Il-76; sat wfu in MARZ ROSTO at Fedurnovo (Chornoye) without tail, seen jul05/aug11, sometimes reported with 'Havlickuv Brod' titles; tailboom (without pod) with OK-SAA taped on seen in MARZ ROSTO aug12/jul19, see c/n 5110240067 |
| 56 8219 063 | 8219 | Mi-2 | Polish Air Force | d/d | 30aug83 | l/n Minsk Mazowiecki 30aug08; stored at Deblin-Irena, seen aug18 |
| 56 8220 063 | 8220 | Mi-2 | Polish Air Force | d/d | 21jul83 | |
| | 8220 | Mi-2URP(G) | Polish Army | | | opb 56. BLot; in olive drab c/s; f/n Inowroclaw-Latkowo 21may16; l/n Inowroclaw-Latkowo 17may19 |
| 56 8221 063 | 8221 | Mi-2URN | Polish Air Force | d/d | 21jul83 | sat wfu at Lódz-Lublinek, seen 1996/nov21 (derelict by may14) |
| 56 8222 063 | 8222 | Mi-2 | Polish Air Force | d/d | 20jul83 | seen LCJ apr98/jun01 stored and seen derelict there 14may14 |
| 56 8223 063 | 8223 | Mi-2 | Polish Air Force | d/d | 20jul83 | in olive drab/dark earth/grey camo c/s with light grey underside; stored at LCJ, seen apr98/jun00 |
| | no reg | Mi-2 | no titles | ph. | 22mar09 | in metal grey c/s with light blue underside, no markings whatsoever; stored near the filling station at Leverkusen-Alkenrath, seen mar09 |
| | no reg | Mi-2 | Coca-Cola zero | ph. | 31aug11 | at Leverkusen-Alkenrath; c/n checked under the pilot's seat (the c/n plate was lacking); in silver/black c/s |
| | no reg | Mi-2 | Aral | ph. | sep11 | in silver c/s with blue cheatline and trim and 'Aral' titles and logo; preserved on the roof of the Aral filling station of Thomas Spehar at Leverkusen-Alkenrath, seen with additional 'Coca-Cola zero' advertising sep11/feb12; seen without this advertising sep13 |
| | no reg | Mi-2 | Esso | ph. | 09nov16 | in silver c/s with red cheatline and trim and 'Esso' titles and logo; preserved on the roof of the Esso filling station of Thomas Spehar at Leverkusen-Alkenrath (N51.04435 E07.02270), seen nov16/sep20, c/n now reported on airliners.net and jetphotos.com as 563104093 |
| | no reg | Mi-2 | Orlen | ph. | 30jan22 | preserved on the roof of the Orlen filling station of Cevahir Genc at Leverkusen-Alkenrath (N51.04435 E07.02270) in silver c/s with red cheatline and trim; initially did not carry any markings whatsoever, l/n as such 30jan22; received 'Orlen' titles and logo, f/n as such 29dec22; l/n 29aug24 |
| 54 8224 063 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23722 | Mi-2 | not known | rgd | 03sep98 | |
| 54 8225 063 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8226 063 | not known | Mi-2 | DOSAAF | no | reports | |
| | RA-00546 | Mi-2 | DOSAAF | Vom | 07may10 | also carried code "03" yellow; in olive drab c/s with light blue underside, Russian flag on engine cowling; sat wfu at Voronezh-Gremyachye (N51.465659 E38.978016), seen may10/aug11 |
| 54 8227 053 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 8228 063 | CCCP-20867 | Mi-2 | AFL/West Siberia | rgd | 22aug83 | trf to Altai Airlines 04apr94; canx 02feb00 |
| 52 8229 063 | CCCP-20868 | Mi-2 | AFL/Ukraine | rgd | 31aug83 | later was UR-20868 |
| | HA-BCN | Mi-2 | Do-Air Trade Kft. | rgd | 22jan93 | w/o 15dec93 on an ambulance flight when collided with a 190 metres high chimney near Tiszaújváros and crashed, the pilot (László Varga) and 4 passengers (doctors Bála I. and Zoltán B. and babies János B. and István B.) were killed; canx 14jan94 |
| 52 8230 063 | CCCP-20869 | Mi-2 | AFL/Central Region | toc | 25oct83 | rgd 09apr84; opb Myachkovski OAO; f/n Myachkovo 13apr92; l/n Myachkovo 18aug92 |
| | RA-20869 | Mi-2 | Aeroflot | Mya | 24may94 | in red c/s with blue cheatline and trim; trf to Myachkovskiye aviatsionnyye uslugi 23aug94; canx 11jan99; preserved in the Russian Air Force Museum at Monino (N55.832590 E38.181117), seen aug95/sep23 |
| 52 8231 073 | CCCP-20870 | Mi-2 | AFL/Central Region | rgd | 03nov83 | f/n Myachkovo 18aug92 |
| | RA-20870 | Mi-2 | Aeroflot | Mya | 01sep93 | trf 23aug94 to Myachkovo Air Service |
| | RA-20870 | Mi-2 | Barkol | rgd | 08jan98 | dbr 19apr98 on a pipeline patrol flight from Samara-Smyshlyayevka with the MTOW exceeded when the passenger sitting on the seat of the second pilot switched off the right engine by mistake, the pilot tried to restart the engine, but switched off the left engine by mistake, the helicopter made an autorotation landing with high vertical speed 2.5 km from the airport, came down hard and suffered severe damage, pilot and both passengers (among them an illegal one) injured; canx 11jan99 |
| 52 8232 073 | CCCP-20871 | Mi-2 | AFL/Central Region | rgd | 09apr84 | f/n Myachkovo 26sep91; seen Trencín 05sep92; canx 29jul92 as to Czechia |
| | OK-NIR | Mi-2 | Bel-Air | rgd | 25nov92 | canx 20apr93; leased from Eco-Trends, Russia |
| | RA-20871 | Mi-2 | Aeroflot | Mya | 24may94 | trf 23aug94 to Myachkovo Air Service; l/n Myachkovo apr97/aug03, no titles, stored; seen Myachkovo aug05/aug06 still wearing OK-NIR |
| 52 8233 073 | CCCP-20872 | Mi-2 | AFL/Central Region | rgd | 09apr84 | in dark red c/s with blue cheatline and trim; used for forest spraying operations in the Thuringian Forest (Eastern Germany) in the late 1980s; seen Myachkovo 26sep91; seen Trencín 05sep92 with 'OK-NOS' on a paper behind the windows; canx 29jul92 as to Czechia; trf 'on paper' to Myachkovo Air Service 23aug94 |
| | OK-NIS | Mi-2 | Bel Air | rgd | 26oct92 | leased from Eco-Trends of Russia; canx 18may95 |
| | OM-NIS | Mi-2 | Air Transp. Europe | rgd | 18may95 | w/o 01jan98 on an ambulance flight Dolný Kubín to Bratislava when crashed between Polianka and Karlova Ves near Bratislava, the pilot and all 4 passengers (among them a doctor, a nurse and two-days old girl who was transported from the hospital at Dolný Kubín for surgery at Bratislava's Kramáre) were killed |
| 52 8234 073 | CCCP-20873 | Mi-2 | AFL/Central Region | mfd | 21jul83 | rgd 28apr84; opb Myachkovski OAO; w/o 19sep91 on an unauthorised flight from the helipad of the kolkhoz (collective farm) "Rassvet" (5 km north-west of Saburovo) during crop-spraying operations in the Dmitriyevka district of the Tambov region when the intoxicated pilot performed unauthorised manoeuvres at low height and lost control so that the helicopter crashed in a field 1.5 km from the helipad (N52°51' E40°57'), 1 of the 2 passengers killed and the other one as well as the pilot seriously injured; t/t 4,240 hours and 13,226 cycles; wreck sat at Myachkovo, seen sep93 |
| 52 8235 073 | CCCP-20874 | Mi-2 | AFL/Azerbaijan | rgd | 13oct83 | opb 109 LO Zabratskogo OAO |
| | 4K-20874 | Mi-2 | Azalaero | ZXT | 13apr94 | in all-green c/s; seen ZXT 17may96, no registration and no titles |
| | 4K-20874 | Mi-2 | | ZXT | 22sep01 | wfu, no rotors; current on the Azerbaijani register 22nov05, marked as 'to be deregistered'; sat derelict at ZXT, seen mar0 |
| 52 8236 073 | CCCP-20875 | Mi-2 | AFL/Azerbaijan | mfd | 27jul83 | rgd 13oct83; opb 109 LO Zabratskogo OAO |
| | CCCP-20875 | Mi-2 | AFL/Tyumen | trf | 26apr90 | opb Tobolski OAO |
| | RA-20875 | Mi-2 | Irtyshaviatrans | rgd | 30jan97 | w/o 22jul01 on an ambulance flight from a site near Oktyabrski when the intoxicated pilot flew too low, the helicopter collided at a height of some 18-20 metres with a tree, went out of control, climbed to some 120-150 metres and crashed, 1 of the 2 crew members was killed and the other one was seriously injured; canx 05sep01 |
| 52 8237 073 | CCCP-20876 | Mi-2 | AFL/Azerbaijan | rgd | 13oct83 | opb 109 LO Zabratskogo OAO; in orange c/s with blue cheatline and trim |
| | 4K-20876 | Mi-2 | Azalaero | ZXT | 13apr94 | in basic Aeroflot c/s, no titles; l/n ZXT 17may96; current on Azerbaijani register 22nov05 with the remark 'to be deregistered'; sat wfu in MARZ ROSTO at Fedurnovo (Chornoye), seen aug10/jul19, with the prefix 'CCCP-' and 'Aeroflot' titles becoming visible again through faded paint |
| 52 8238 073 | CCCP-20877 | Mi-2 | AFL/Far East | rgd | 13oct83 | canx 13sep89 |
| 52 8239 073 | CCCP-20878 | Mi-2 | AFL/Far East | rgd | 06dec83 | |
| | RA-20878 | Mi-2 | Vladivostok Avia | trf | 30mar94 | w/o 20nov96 on a supply flight from the helipad of the icebreaker "Yermak" to Neshkan (Chukotka) when the main rotor hit a crane of the icebreaker on take-off, the helicopter went out of control, ditched upside down into the Sea of Chukotka (5 km off the coast) and sank to a depth of 20 metres, pilot and 1 of the 2 passengers killed and the sole survivor injured; canx 03feb97 |
| 52 8240 073 | CCCP-20879 | Mi-2 | AFL/Far East | rgd | 13oct83 | opb Nikolayevski OAO; dbr 27jul85 on an ambulance flight from Nikolayevsk-na-Amure in below-minima weather conditions (fog) when the pilot failed to return and descended so that the helicopter collided with tree tops on a hill and crashed in the forest on the hill, the pilot and the sole passenger were injured; canx 14feb86 |
| 54 8241 073 | not known | Mi-2 | DOSAAF | mfd | 31jul83 | |
| | CCCP-14322(1) | Mi-2 | AFL/Ukraine | rgd | 05jun91 | ever taken up ?; see c/n 545504018 |
| | UR-14322(1) | Mi-2 | Smilyanske | CKC | 24jun99 | based at Male Starosillya; probably no titles; canx 01oct08 |
| | UR-14322(1) | Mi-2 | LIS | rgd | 06aug10 | in dark blue/silver c/s with yellow trim; f/n Gostomel 11nov10; l/n Kiev-Borodyanka 05nov11; w/o 30nov11 on a pipeline control flight in the Konotop district of the Sumy region when crashed in a field between Zhovtneve and Kapitanivka, the pilot was injured while the flight mechanic was killed |
| 54 8242 073 | "73" yellow | Mi-2 | DOSAAF | no | reports | |
| | UR-BYQ | Mi-2 | TSO Ukrayiny | Krh | 20jul08 | opb Aeroklub im. V.S. Grizodubovoi at Kharkiv-Korotych; in dark blue c/s with light blue underside and trim, 'TSOU' titles and 'shark mouth' on nose; still carried code "73" yellow; l/n operational Kharkiv-Korotych 20jul08; canx 13aug08; sat wfu at Kharkiv-Korotych, seen may09/sep21 |
| 54 8243 073 | not known | Mi-2 | DOSAAF | mfd | 1983 | |
| | RF-00960 | Mi-2 | ROSTO | Iko | 29aug07 | opb Irkutski ASK at Irkutsk-Oyok; in dark green c/s with light blue underside, no titles, Russian flag on air intake; sat wfu at Irkutsk-Oyok, seen jul09/jun16 |
| | RF-00960 | Mi-2 | DOSAAF | rgd | 29dec09 | was on charge of Irkutski ASK at Irkutsk-Oyok, but obviously never operated, see the dates above; repainted in khaki/dark green camo c/s with light blue underside and Red Stars, no titles; preserved on the premises of the "Patriot" Centre at Irkutsk, seen sep21/may24 |
| 54 8244 073 | not known | Mi-2 | DOSAAF | mfd | 1983 | |
| | RA-00545 | Mi-2 | DOSAAF | Vom | 07may10 | also carried code "51" yellow; in olive drab c/s with light blue underside and a Russian flag on the engine cowling; was stored at Voronezh-Gremyachye, seen may10/aug11; repainted in green/yellow camo c/s; seen as such Chita-Kashtak 17aug14; stored with MARZ DOSAAF at Fedurnovo (Chornoye), seen aug15 |
| | RA-00545 | Mi-2 | DOSAAF Rossii | ph. | 05aug22 | opb Chitinski aeroklub; in olive drab/khaki camo c/s with light blue underside, with Russian stars, 'DOSAAF Rossii' titles and a DOSAAF badge; f/n Nizhneangarsk 05aug22 |
| 54 8245 073 | not known | | DOSAAF | mfd | 31jul83 | |
| | RA-15683(2) | Mi-2 | MARZ | rgd | 25jun97 | in white/red/black c/s with 'MARZ' titles; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen jul06/jul19; in a technical inspection document 26jan07 as Gazpromavia; see c/n 530535117 |
| 54 8246 073 | not known | Mi-2 | DOSAAF | mfd | 31jul83 | |
| | CCCP-14323(1) | Mi-2 | AFL/Ukraine | rgd | 05jun91 | see c/n 545505018 |

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|---|---|---|---|---|---|---|
| | UR-14323(1) | Mi-2 | Universal-avia | CKC | 05may07 | based at Cherkasy; in white/blue c/s with yellow trim, no titles; stored at CKC, seen may07/05aug08; canx 13aug08 |
| | UR-14323(1) | Mi-2 | LIS | rgd | 06aug10 | |
| | UR-14323(1) | Mi-2 | Bora | rgd | 19mar12 | to AS; in Avialesookhrana colours; f/n Borodyanka 19jul14 |
| | UR-14323(1) | Mi-2 | Avia-Stil | rgd | 19aug15 | canx 03dec18 |
| 54 8247 073 | not known | Mi-2 | DOSAAF | mfd | 19aug83 | |
| | UR-BYR | Mi-2 | TSO Ukrayiny | rgd | 17aug00 | opb Aeroklub im. V.S. Grizodubovoi at Kharkiv-Korotych; in green c/s; f/n near Lugansk 04aug10; l/n Kharkiv-Korotych 22sep21; current on register 10mar23 |
| 54 8248 073 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23626 | Mi-2 | | rgd | 27apr93 | canx 17apr00 |
| 51 8249 093 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8250 093 ? | 250 | Mi-2 | North Korean AF | | photo | c/n not confirmed for this serial but delivered to North Korea; there is a photo of 250 in greyish green c/s |
| 52 8301 073 | CCCP-20880 | Mi-2 | AFL/Privolzhsk | rgd | 30nov83 | f/n RTW 18sep94; trf 28dec94 to Saravia; canx 19jun97 |
| 52 8302 083 | CCCP-20881 | Mi-2 | AFL/Privolzhsk | rgd | 21nov83 | f/n RTW 18sep94; trf 28dec94 to Saravia; canx 19jun97 |
| 52 8303 083 | CCCP-20882 | Mi-2 | AFL/Ukraine | rgd | 22sep83 | on Ukrainian register as c/n 528303073 |
| | UR-20882 | Mi-2 | Universal-avia | TNL | 20sep96 | based at TNL; in yellow/blue c/s, no titles; l/n operational TNL 29jun99; canx 13aug08; sat wfu at TNL, l/n 31aug09 |
| 52 8304 083 | CCCP-20883 | Mi-2 | AFL/Ukraine | rgd | 26sep83 | |
| | UR-20883 | Mi-2 | Universal-avia | no | reports | based at Sumy; canx 01oct08 |
| 52 8305 083 | CCCP-20884 | Mi-2 | AFL/West Siberia | mfd | 19aug83 | rgd 05nov83 |
| | CCCP-20884 | Mi-2 | Aerokuznetsk | trf | 31mar94 | in dec99 fleet list as stored and in sep00 fleet list as sold |
| | RA-20884 | Mi-2 | Kuzbassaviafrakht | rgd | 24apr00 | leased to Katekavia 01mar04/31dec04 |
| 52 8306 083 | CCCP-20885 | Mi-2 | AFL/West Siberia | mfd | 19aug83 | rgd 05nov83 |
| | CCCP-20885 | Mi-2 | Aerokuznetsk | trf | 31mar94 | in dec99 fleet list as scrapped; canx 24sep01 |
| | RF-00751 | Mi-2 | Weltall-avia | Mry | 29aug09 | titles not reported |
| 52 8307 083 | CCCP-20886 | Mi-2 | AFL/Privolzhsk | mfd | 27aug83 | rgd 21nov83; trf 03aug94 to Saratov Special Aviation |
| | RA-20886 | Mi-2 | no titles | Che | 26aug02 | l/n in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03 |
| 52 8308 083 | CCCP-20887 | Mi-2 | AFL/Privolzhsk | mfd | 27aug83 | rgd 21nov83; l/n in Samara State Aerospace University 26apr93 |
| | RA-20887 | Mi-2 | Samarskaya KASP | trf | 03aug93 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; the operator's certificate of Samarskaya KASP was revoked 16oct00; seen without markings in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03; canx 15dec03 |
| | RA-3075K | Mi-2 | Rustransavia | rgd | 19jan04 | based at Korobcheyevo; included in a listing of FLA aircraft dated 13aug04; seen Korobcheyevo 21aug04 |
| | RF-00547(2) | Mi-2 | ROSTO | ph. | 01aug07 | on Kamchatka; opb Kamchatski ATSK at Petropavlovsk Kamchatski-Nikolayevsk; in dark blue/white c/s, no titles; not on DOSAAF register 20jan10; see c/n 549529125 |
| 54 8309 083 | not known | Mi-2 | DOSAAF | mfd | 1983 | was requisitioned at NFG during a refuelling stop on a flight to the North |
| | 'RA-14399' | Mi-2 | Neftyeyugansk AE | NFG | jun11 | fake registration, see c/n 545533038; in white c/s with light blue and dark blue trim, with 'Neftyeyuganski OAO' titles; sat wfu at NFG, seen jun11/jul13 (was to be displayed, but nothing came of this) |
| 54 8310 083 | "33" yellow | Mi-2 | DOSAAF | mfd | 1983 | |
| | CCCP-14324(1) | Mi-2 | AFL/Ukraine | rgd | 05jun91 | ever taken up ?, see below; see c/n 514244075 |
| | 14324(1) | Mi-2 | TSO Ukrayiny | Kci | 21sep94 | in olive drab c/s with light grey underside, with the old code "33" yellow still being visible; sat wfu at Kerch, seen 12jun99, and later at Kiev-Chaika, seen jun02/aug08, with the prefix 'CCCP-' again visible |
| 54 8311 083 | "42" yellow | Mi-2 | DOSAAF | mfd | 27aug83 | |
| | CCCP-14325(1) | Mi-2 | AFL/Ukraine | rgd | 05jun91 | ever taken up ?, see below; see c/n 5410517018 |
| | 14325(1) | Mi-2 | TSO Ukrayiny | ph. | in 1994 | stored at Kerch, seen 12jun99; stored at Kiev-Chaika, seen jun02/aug08, prefix 'CCCP-' again visible and still wearing code "42" yellow (reported as red, but this is unlikely, probably the paint was too faded to establish the original colour) |
| | UR-ACB | Mi-2 | AS | rgd | 19may11 | canx 20nov14 |
| | UR-ACB | Mi-2 | Avia-Stil | rgd | 30jan17 | to AgroaviaDnipro; current on register 10mar23 |
| 54 8313 083 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8314 083 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8315 083 | not known | Mi-2 | Soviet Air Force | mfd | 1983 | or DOSAAF |
| | RA-15763(2) | Mi-2 | not known | rgd | 26mar14 | canx between 20apr21 as sold abroad; see c/n 542628102 |
| 54 8316 083 | "06" yellow | Mi-2 | DOSAAF | mfd | 17sep83 | opb Sevastopolski ASK; f/n Sevastopol 16sep96; seen Sevastopol 24may06, stripped of paint |
| | UR-BJT | Mi-2 | Sevastopolski ASK | res | | |
| | UR-ZOR | Mi-2 | Kharkivsky aerokl. | rgd | 20dec06 | Kharkivsky aeroklub; owned by O.R. Zakharov; in blue/white c/s; f/n Kharkiv-Korotych 15mar08; l/n operational Kharkiv-Korotych 05may10; stored at Kharkiv-Korotych, l/n jul11; canx 23jul13 |
| 54 8317 083 | "22" yellow | Mi-2 | Russian Air Force | Che | 20apr06 | derelict in MARZ ROSTO at Fedurnovo (Chornoye), seen apr06/aug11 |
| 54 8318 083 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8319 083 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8320 083 | not known | Mi-2 | DOSAAF | no | reports | |
| | UR-BYT | Mi-2 | TSO Ukrayiny | Krh | sep09 | opb Aeroklub im. V.S. Grizodubovoi at Kharkiv-Korotych; in green/white/red c/s; canx 13aug08; stored at Kharkiv-Korotych, seen sep09/sep21 |
| 54 8321 083 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "21" yellow | Mi-2 | DOSAAF | Che | 09aug10 | sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen aug10/jul17 |
| 54 8322 083 | not known | Mi-2 | DOSAAF | mfd | 1983 | |
| | "22" yellow | Mi-2 | ROSTO | Che | 25aug03 | stored in MARZ ROSTO at Fedurnovo (Chornoye), seen aug03/aug05 |
| | RF-00567 | Mi-2 | DOSAAF Rossii | rgd | 16dec09 | opb Volgodonskoi ASK at Romanovskaya; in dark green c/s with light grey underside, with Red Stars plus Russian flag on engine cowling, 'DOSAAF Rossii' titles; f/n Izhevsk-Pirogovo 21may11; seen with crop-spraying gear Romanovskaya 03may14; l/n as such Romanovskaya sep18, in very faded colours |
| 54 8323 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "23" yellow | Mi-2 | DOSAAF | Che | 09aug10 | sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen aug10/jul19 |
| 54 8324 093 | "24" yellow | Mi-2 | DOSAAF | Che | 09aug10 | opb 1-y MGAK; in green c/s; sat wfu in MARZ ROSTO at Fedurnovo (Chornoye), seen aug10/jul19, code very faded |
| 54 8325 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "25" yellow | Mi-2 | DOSAAF | Che | 09aug10 | sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen aug10/jul19 |
| 54 8326 093 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 8327 093 | CCCP-20888 | Mi-2 | AFL/Krasnoyarsk | rgd | 10jan84 | opb Abakanski OAO; dbr 20jun84 on a forest patrol flight in the mountains of Khakasia when the pilot attempted to land on a spot at an altitude of 1,300 metres near Ust'-Byur (Ust'-Abakanski district of Khakasia) without having properly assessed direction and speed of the wind so that the tail rotor touched the ground, the helicopter rolled over onto its right side, caught fire and burnt out, the pilot and the sole passenger (an observer) escaped unhurt; canx 19jul84 |
| 53 8328 093 | CCCP-20889 | Mi-2 | AFL/Krasnoyarsk | rgd | 22jan85 | f/n EIE 11jun94; trf 22dec95 to Yeniseiski Meridian; canx 03jun96 |
| 53 8329 093 | CCCP-20890 | Mi-2 | AFL/Turkmenistan | mfd | 29mar83 | rgd 11mar84 |
| | EZ-20890 | Mi-2 | Turkmenistan Al | CRZ | 18may96 | not in 2001 fleet list; for sale early 2008, t/t 6,284 hours and 8,129 cycles |
| 53 8330 093 | CCCP-20891 | Mi-2 | AFL/Turkmenistan | mfd | 29sep83 | rgd 17may84 |
| | EZ-20891 | Mi-2 | Turkmenistan Al | CRZ | 18may96 | not in 2001 fleet list; for sale early 2008, t/t 5,721 hours and 7,350 cycles |
| 53 8331 093 | CCCP-20892 | Mi-2 | AFL/Uzbekistan | rgd | 25nov83 | trf to Spetsialny Avia, Uzbekistan |
| | UK-20892 | Mi-2 | Usta Avia | | | reported in JP-05; canx before dec07 but date unknown |
| 53 8332 093 | CCCP-20893 | Mi-2 | AFL/Urals | mfd | 30sep83 | rgd 16apr84 |
| | RA-20893 | Mi-2 | Kudymkar Avn Ent. | trf | 25apr95 | leased to Permskiye Avialinii 11sep01/31dec04 |
| | RA-20893 | Mi-2 | Geliks | Che | 03jul06 | new CofR issued 24sep07; in orange/blue/black c/s with titles; f/n PEE 10mar10; seen Berezniki 28may11; new CofR issued 26oct17; canx 09nov20; was preserved in the aviation museum of Mikhail Pavlov at Verkhniye Muly near Perm (N57.957278 E56.125258), f/n 10jul21 (still without tailboom); preserved (without rotors) on a terrace of the "Manhattan Apartments" at ul. Yekaterinskaya at Perm (N58.007707 E56.231635), seen aug24 |
| 53 8333 093 | CCCP-20894 | Mi-2 | AFL/Urals | mfd | 22sep83 | rgd 09apr84 |
| | RA-20894 | Mi-2 | Kirov Avn Enterpr. | trf | 18apr94 | new CofRs issued 15may08 and 24may13; canx between 28sep16 and 02nov16 |
| 53 8334 093 | CCCP-20895 | Mi-2 | AFL/Komi | mfd | 24sep93 | rgd 27oct83 |
| | RA-20895 | Mi-2 | Aeroflot | SCW | 13jul94 | trf 22feb94 to Komiavia; not in 1999 fleet list, fate unknown |
| 53 8335 093 | CCCP-20896 | Mi-2 | AFL/Komi | mfd | 30sep83 | rgd 05nov83 |
| | RA-20896 | Mi-2 | Aeroflot | SCW | 10jun94 | trf 22feb94 to Komiavia; not in 1999 fleet list, fate unknown; current on the Russian register mar03; reportedly sold to South Korea 2003; seen in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03 unmarked |
| 53 8336 093 | CCCP-20897 | Mi-2 | AFL/Komi | rgd | 27oct83 | trf to Komiavia 25apr94; canx 12oct98 |
| 52 8337 093 | CCCP-20898 | Mi-2 | AFL/Leningrad | mfd | 30sep83 | rgd 21nov83; opb Murmanski OAO; dbr 27sep89 on a flight from Lovozero when the control system failed 12 minutes into the flight and the helicopter crashed, no casualties; t/t 3,361 hours |
| 52 8338 093 | CCCP-20899 | Mi-2 | AFL/North Kavkaz | rgd | 12dec83 | trf 06jun95 to Shakhty Air; canx 04apr03 as sold to Peru |
| | EP-351 | Mi-2T | Peruvian Army | | mar02 | in camo c/s with white underside and part of tailboom, with 'Ejército del Perú' titles; sat wfu at Moquegua (S17.17953 W70.92958), seen mar02/sep24 |
| 52 8339 093 | CCCP-20900 | Mi-2 | AFL/North Kavkaz | mfd | 01oct83 | rgd 12dec83 |
| | RA-20900 | Mi-2 | Aeroflot | ROV | 19sep94 | trf 29aug95 to Donskaya transportnaya aviakompaniya |
| 54 8340 093 | CCCP-20901 | Mi-2 | AFL/GosNII GA | mfd | 30dec83 | rgd only 07jan85 |
| | CCCP-20901 | Mi-2 | AFL/Komi | trf | 08may85 | |
| | CCCP-20901 | Mi-2 | AFL/GosNII GA | trf | 26mar86 | |
| | RA-20901 | Mi-2 | PANKh | trf | 21aug92 | initially still in full Aeroflot c/s including titles; l/n as such KRR 15jul94; new CofR issued 07jan95; repainted in yellow/white/blue c/s, no titles; was stored as such in MARZ ROSTO at Fedurnovo (Chornoye), seen jul05/jul06; new CofR issued 16aug06; f/n after overhaul KRR 10feb07; mentioned in a technical inspection document 17jul08; canx 06nov20 |
| 52 8341 093 | CCCP-20902 | Mi-2 | AFL/North Kavkaz | mfd | 19oct83 | rgd 10jan84; initially opb 351 LO Nalchikskogo OAO; trf to 1 LO Nalchikskogo OAO jul88 |
| | RA-20902 | Mi-2 | Elbrus-Avia | trf | 30mar94 | in orange c/s with blue cheatline and trim, no titles; sat in faded c/s without rotors in MARZ ROSTO at Fedurnovo (Chornoye), seen aug02/aug03 |
| | RA-20902 | Mi-2 | Simargl | rgd | 30aug05 | CofA expired 19oct08; excluded from the operator's certificate of Simargl 27oct08; in a Russian CAA listing 15oct13; new CofR issued 30may16 |
| 51 8342 093 | 8342 | Mi-2 | Hungarian AF | toc | oct83 | f/n BUD 20aug86; leased to the Hungarian Police in 1986; w/o 14sep88 when crashed near Badacsonytordemic, 3 of the 4 occupants (Béla Kiss örgy, Sándor Szabó and István Varga) were killed |
| 51 8343 093 | 8343 | Mi-2 | Hungarian AF | toc | oct83 | seen Kecskemet 11aug92; wfu 01aug00; stored at Szolnok, seen jul96/aug01 |

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|---|---|---|---|---|---|---|
| | HA-BGU | Mi-2 | not known | ph. | 27aug21 | in olive drab/green camo c/s without visible markings; seen under maintenance at Kiskunlacháza 15jul21/27aug21; was possibly never on the register (at least not dec16, dec18 or dec22) |
| 51 8344 093 | 8344 | Mi-2 | Hungarian AF | toc | oct83 | seen Szolnok 23may95; wfu 27oct97; sat wfu at Szolnok, seen jul96/aug01, later at Szentkirályszabadja, seen aug05, and finally at Mezöfalva, seen jan10; preserved in the Komo-Sky 51-es BÁZIS museum at Dunavarsány (N47.292330 E19.029504), seen oct14/oct24 |
| 51 8345 093 | 8345 | Mi-2 | Hungarian AF | mfd | sep83 | toc oct83; in a camo c/s of two shades of olive drab plus brown; f/n Taszar 20sep91; wfu 01aug00; stored at BUD, the serial was removed there 12nov00 |
| | no reg | Mi-2 | Hung Fl Ambulance | h/o | 31aug00 | |
| | HA-BGN | Mi-2 | Hung Fl Ambulance | rgd | 06oct00 | owned by Orszagos Mentoszolgalat and opb Budapest Air Service; l/n BUD 17nov00; current on register by jan04, but without CofA |
| | HA-BGN | Mi-2 | OMSZ Legimentö KT | trf | 2006 | preserved in a hospital in the rock under Buda Castle in the centre of Budapest, seen 27aug13 |
| 51 8346 093 | 8346 | Mi-2 | Hungarian AF | toc | oct83 | seen Szolnok 06aug92; damaged beyond repair 10jun93 on an emergency landing at Örménykút (Szarvas), both crew members (Ágoston Restás fhdgy and István Sarkadi hdgy) were injured |
| 51 8347 103 | 8347 | Mi-2 | Hungarian AF | toc | oct83 | seen Szolnok 23may95; l/n operational Szentkirályszabadja 11sep99; wfu 01aug00; sat wfu at Szolnok, seen aug01 |
| 52 8348 103 | OK-NIN | Mi-2 | Slov-Air | rgd | 07nov83 | seen Chrudim 05aug91 |
| | OM-NIN | Mi-2 | Slov-Air | r/r | early94 | in white c/s with orange cheatline and light blue underside, no titles; f/n BTS 21may95; canx 22jan99; preserved in the private aviation museum at Martin-Tomcany (N49.063247 E18.946275), seen may02/sep24 |
| 51 8349 103 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8350 103 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8401 103 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8402 103 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8403 103 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8404 103 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8405 103 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8406 103 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8407 103 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8408 103 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8409 103 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8410 103 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8411 103 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8412 103 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8413 103 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8414 103 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8415 113 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8416 113 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8417 113 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8418 113 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8419 113 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8420 113 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8421 113 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8422 113 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8423 113 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8424 113 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8425 113 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8426 113 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8427 113 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8428 113 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8429 113 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8430 113 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8431 113 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 52 8432 113 | CCCP-20903 | Mi-2 | AFL/North Kavkaz | rgd | 27feb84 | trf to Donskaya transportnaya aviakompaniya 29aug95; canx 22dec99 as to Peru |
| 52 8433 113 | CCCP-20904 | Mi-2 | AFL/North Kavkaz | mfd | 01dec83 | rgd 27feb84; trf 06jun95 to Shakhty Air |
| 52 8434 113 | CCCP-20905 | Mi-2 | AFL/North Kavkaz | rgd | 27feb84 | canx 22dec90 |
| 52 8435 113 | CCCP-20906 | Mi-2 | AFL/North Kavkaz | mfd | 23dec83 | rgd 27feb84; trf 06jun95 to Shakhty Air |
| 52 8436 113 | CCCP-20907 | Mi-2 | AFL/North Kavkaz | rgd | 27feb84 | canx 1986 |
| 52 8437 123 | CCCP-20908 | Mi-2 | AFL/Ukraine | rgd | 14feb84 | |
| 52 8438 123 | CCCP-20909 | Mi-2 | AFL/Ukraine | rgd | 14feb84 | c/n given as 528438113 in canx order |
| | UR-20909 | Mi-2 | Avialini. Ukrayiny | ODS | 08jul96 | opb Odeski avialiniyi |
| | UR-20909 | Mi-2 | Odessa Airlines | no | reports | Odeski avialiniyi; canx 13aug08 |
| | 'CCCP-20692' | Mi-2 | Aeroflot | ph. | 28jul18 | c/n checked; in orange c/s with blue cheatline and trim, with 'Aeroflot' and additional 'GAI' titles; preserved in these fake colours at the entrance of the "Faeton" technical museum at Zaporizhzhya, seen jul18; see c/n 526727070 |
| 52 8439 123 | CCCP-20910 | Mi-2 | AFL/Ukraine | rgd | 14feb84 | |
| | UR-20910 | Mi-2 | Odessa Airlines | no | reports | Odeski avialiniyi; canx 13aug08 |
| 52 8440 123 | CCCP-20911 | Mi-2 | AFL/Ukraine | rgd | 14feb84 | |
| 52 8441 123 | CCCP-20912 | Mi-2 | AFL/Ukraine | rgd | 14feb84 | |
| | UR-20912 | Mi-2 | Avialini. Ukrayiny | ODS | 08jul96 | |
| | UR-20912 | Mi-2 | Odessa Airlines | ODS | 03aug02 | wfu |
| | UR-YIR | Mi-2 | Aviaremont AIR | no | reports | based at Myzykevychy; canx 01oct08 |
| | UR-ODE | Mi-2 | Paritet-SV | rgd | 22jul16 | to PP "Paritet-SV" of Odesa; canx between 05jul17 and 21jul17 |
| 54 8442 123 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8443 123 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8444 123 | not known | Mi-2 | DOSAAF | mfd | 30dec83 | |
| | no reg | Mi-2 | all-white c/s, n/t | Dnp | 07may97 | |
| | UR-BUY | Mi-2 | not noted | Dnp | 28may02 | |
| | UR-BUY | Mi-2 | Kharkivsky aerokl. | rgd | 24jan08 | to Polit-Servis of Dnipropetrovsk; current on register 10mar23 |
| 54 8445 123 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8446 123 | "60" red | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23675 | Mi-2 | General Leasing | rgd | 25nov92 | no titles; canx 17feb95; stored at RZE, seen may95/sep98 |
| | N60MB | Mi-2 | privately owned | Dlw | summ04 | illegal registration (N60MB was a Piper PA-23-250 at that time); seen active at Seckowo in summer 2004; was stored at Seckowo, seen sep05/mar11; flew very low over crowds of people at Darlowo 25jun11; stored without markings at Zegrze Pomorskie, seen mar13 |
| 54 8447 123 | "121" white | Mi-2 | Soviet Air Force | Tno | 09may94 | l/n Moscow-Tushino 05jul94 |
| 54 8448 123 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-15706(2) | Mi-2 | Sibir Avia | trf | 08dec94 | see c/n 522310022 |
| 54 8449 123 | not known | Mi-2 | DOSAAF | no | reports | |
| | RF-00528(2) | Mi-2 | no titles | Ygr | jan06 | dec14 and 05jul14; photo proof of c/n plate; in dark green/medium brown/dark brown camo c/s with light turquoise underside; see c/n 549442105 |
| 54 8450 123 | not known | Mi-2 | Soviet Air Force | d/d | 30dec83 | |
| | FLARF01468 | Mi-2 | Fed of Light Avn | no | reports | |
| | 5R-MVG | Mi-2 | SONAVAM | rgd | 04nov99 | f/f in Madagascar 07oct98 (one year before rgd ?); in all-white c/s, no titles; CofA expired 21aug02; f/n TNR 29may06, stored |
| 54 8501 123 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 8502 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8503 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8504 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8505 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8506 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8507 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8508 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8509 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8510 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8511 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8512 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8513 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8514 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8515 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8516 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8517 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8518 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8519 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 51 8520 123 | not known | Mi-2 | North Korean AF | | | c/n known delivered to North Korea but serial unknown |
| 54 8521 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 8522 014 | OK-OIN | Mi-2 | Slov-Air | rgd | 20feb84 | lst to Tatra Air Group; l/n BTS 05sep92 |
| | OM-OIN | Mi-2 | Slov-Air | r/r | early94 | seen at Solntsevo heliport 14sep96; canx before nov04 |
| 52 8523 014 | OK-OIO | Mi-2 | Slov-Air | rgd | 20feb84 | seen Chrudim 05aug91 |
| | OM-OIO | Mi-2 | Slov-Air | r/r | early94 | was stored at Bratislava, seen mar95/jul97; canx 22jan99; was reportedly in the Lamac collection 10 miles north-west of Bratislava in the early 2000s |
| | no reg | Mi-2 | no titles | ph. | 2006 | in weathered light grey c/s with a lot of advertising (e.g. 'Motorsport', 'OMV' and 'èkoda Assistence); was preserved on the roof of a garage at Komárno (N47.765893 E18.093141), seen 2006/jul18; sat wfu at Malý Madaras airfield (N48..141767 E17.378268), seen jul21/aug23 |
| 52 8524 014 | OK-OIP | Mi-2 | Slov-Air | rgd | 20feb84 | leased to Tatra Air Group; seen Zabreh 16aug91 |
| | OM-OIP | Mi-2 | Slov-Air | r/r | early94 | the Slovakian CAA gives the last owner as Tech-Mont; seen Trencín 08jul97; canx 19mar02 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | UR-CAM | Mi-2 | Skif-Avia | DOK | 2009 | based at DOK; in light blue c/s with broad yellow cheatline; offered for sale in 2009; stored at Kiev-Chaika, seen may11/aug18; canx 07jul11 |
| | UR-CAM | Mi-2 | Prominterservis | rgd | 16aug21 | based at Shevchenkove; current on register 10mar23 |
| 54 8525 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8526 014 | not known | Mi-2 | Soviet Air Force | no | reports | crashed in Moscow area 13jul84 |
| 54 8527 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-15765(2) | Mi-2 | Rostvertol-Avia | rgd | 20jun14 | new CofR issued 25may16; in full c/s with titles; f/n LPK 25may17; Murmansk region 14jul18; see c/n 542630102; l/n operational Murmansk-Murmashi 08aug20; CofA expired 18feb22 |
| 54 8528 014 | "20" yellow | Mi-2U | DOSAAF | ph. | 22jul23 | opb Vitebski aeroklub; in olive drab c/s with light grey underside; sat wfu at Kukovyachino, seen apr18; repainted in dark olive drab c/s in 2021 and preserved in Park im. 50-letiya Sovetskoi vlasti at Polotsk (N55.479394 E28.756926), seen in 2022; l/n 22jul23 |
| 54 8529 014 | "57" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | in olive drab c/s with light grey underside; sat wfu at Kukovyachino (N55.160603 E29.973551), seen apr18/aug19 |
| 54 8530 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8531 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8532 014 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8533 024 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8534 024 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8535 024 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8536 024 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8537 024 | not known | Mi-2 | Soviet Air Force | mfd | 14mar84 | |
| | UR-BWA | Mi-2 | TSO Ukrayiny | Kci | 28aug97 | in blue/white c/s, no titles |
| | UR-BWA | Mi-2 | Boris | Kci | 24aug98 | in olive drab c/s with orange cheatline; repainted in white c/s with orange cheatline; f/n as such Kiev-Svyatoshino 1999 |
| | UR-BWA | Mi-2 | Prominterservis | rgd | 28jan08 | in white/blue c/s with 'EnergoAtom' titles; f/n IEV 17jul09; l/n KBP 13oct12; rgd 21oct16 to Avarino-tekhnichny tsentr of Shevchenkove; handed over by EnergoAtom to the Ukrainian military 17may23; canx between 01aug23 and 22aug23 |
| 54 8538 024 | not known | Mi-2 | Soviet Air Force | no | reports | operator may have been DOSAAF instead |
| | RA-15679(2) | Mi-2 | Kamchatskiye Avia. | rgd | 13mar97 | Kamchatskiye Avialinii; see c/n 530531107 |
| | RF-.... | Mi-2 | Kamchatka Police | no | reports | opb UVD po Kamchatskomu krayu at PKC; in a Rosimushchestvo (State Property Agency) listing 2010 |
| 54 8539 024 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8540 024 | not known | Mi-2 | Soviet Air Force | mfd | 14mar84 | |
| | RA-23785 | Mi-2 | Krechet | rgd | 05jan95 | |
| 54 8541 024 | not known | Mi-2 | Soviet Air Force | mfd | 14mar84 | |
| | RA-23786 | Mi-2 | Krechet | rgd | 05jan95 | |
| | RA-23786 | Mi-2 | Purga | rgd | 19mar07 | new CofR issued 20sep07; in basic 'blue' Aeroflot c/s, no titles; f/n Avachinski 04aug11; l/n Purga heliport 26jul15; dbr 30nov15 on a flight from the Purga helipad at Avachinski to the mountains Stol and Kedrovaya when the aircraft mechanic sitting in the 2nd pilot's seat accidentally switched off the engines, the helicopter made an auto-rotation landing on a tarmaced area in front of a sports complex on the northern outskirts of Yelizovo (3.9 km from the Purga helipad), came down very hard and suffered substantial damage, 1 of the 2 passengers killed and the other one as well as the pilot injured; canx between 25mar16 and 21apr16 |
| 54 8542 024 | not known | Mi-2 | Soviet Air Force | mfd | 14mar84 | also given as 04mar84 |
| | RA-23793 | Mi-2 | Vostok | rgd | 07mar95 | last overhaul completed 06dec04 |
| | RF-00748 | Mi-2 | Granat | ph. | 15nov09 | based at Artyom-Knevichi; already mentioned in tender 20aug07; operated in Argentina by 2009/11; seen 15nov09 over an ice field with 'Quark' titles; t/t 3,002 hours by 07oct11; repainted in red/golden c/s with light grey underside, with 'Quark' titles; seen as such Novonezhino 04feb12 and 31mar12 |
| 54 8543 024 | not known | Mi-2 | DOSAAF | mfd | 14mar84 | toc 21mar84 |
| | RA-23787 | Mi-2 | Krechet | rgd | 05jan95 | canx 26nov96 |
| | RF-01168 | Mi-2 | ROSTO | Pkn | 03oct07 | opb Kamchatski krayevoi ATSK at Petropavlovsk-Kamchatski-Nikolayevka; in dark green c/s, no titles |
| | RF-01168 | Mi-2 | DOSAAF Rossii | rgd | 10dec09 | opb Kamchatski krayevoi ATSK at Petropavlovsk-Kamchatski-Nikolayevka; w/o 24mar15 on a test flight from Nikolayevka after an engine change when crashed in the valley of the river Paratunka (48 km south of Yelizovo airport), both crew members were killed |
| 54 8544 024 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 8545 024 | CCCP-20913 | Mi-2 | AFL/Belarus | rgd | 18jun84 | trf to Gomelavia |
| | EW-20913 | Mi-2 | Aeroflot c/s, n/t | GME | 10oct95 | still present GME may08 awaiting sale or scrap |
| 52 8546 024 | CCCP-20914 | Mi-2 | AFL/North Kavkaz | mfd | 19apr84 | rgd 06jul84; trf 29aug95 to Donskaya transportnaya aviakompaniya; l/n ROV 13aug01 wfu, titles not reported |
| 52 8547 024 | CCCP-20915 | Mi-2 | AFL/North Kavkaz | mfd | 19apr84 | rgd 06jul84 |
| | RA-20915 | Mi-2 | Aeroflot | ROV | 14jul94 | trf 06jun95 to Shakhty Air; rgd 08jul98 to V.A. Malikov |
| 52 8548 024 | CCCP-20916 | Mi-2 | AFL/North Kavkaz | mfd | 19apr94 | rgd 15may84 |
| | RA-20916 | Mi-2 | Elbrus-Avia | trf | 30mar94 | canx 04apr04 as sold to Peru |
| | EP-355 | Mi-2T | Peruvian Army | | | opb EAE; sat wfu at Moquegua, seen mar02/mar20 |
| 52 8549 024 | CCCP-20917 | Mi-2 | AFL/North Kavkaz | mfd | 19apr94 | rgd 15may84; trf 30mar94 to Elbrus-Avia; canx 04apr03 as sold to Peru |
| | EP-356 | Mi-2T | Peruvian Army | LIM | 04may02 | opb BRA811; in dark green c/s with 'Ejército del Perú' titles; seen Lima-Surco/Las Palmas 24nov07; sat wfu at Lima-Surco/Las Palmas, seen mar20 |
| 52 8550 024 | CCCP-20918 | Mi-2 | AFL/North Kavkaz | mfd | 19apr84 | rgd 15may84 |
| | RA-20918 | Mi-2 | Elbrus-Avia | trf | 30mar94 | canx 20mar03; sat wfu at Nalchik; offered for sale by Ruslan Panzhokov of Simargl 28apr14, with t/t 3,260 hours |
| 52 8601 024 | CCCP-20919 | Mi-2 | AFL/Ukraine-UMY | mfd | 19apr84 | rgd 21jun84; opb Sumskoi OAO; w/o 13feb88 on a flight from Yefremovka (Pervomaiski district of the Kharkov region) to Melikhovka (Novaya Vodolaga district of the Kharkov region) when took off despite below-minima weather conditions and encountered white-out conditions after some 3-5 minutes, the pilot decided to return to Yefremovka, but lost spatial orientation while flying a turn so that the helicopter lost height and crashed in snow-covered terrain 2.5 km west of Yefremovka, pilot and 4 of the 6 passengers killed and both survivors seriously injured; t/t 1,791 hours and 3,699 cycles; canx 28apr88 |
| 56 8602 034 | CCCP-20920 | Mi-2 | AFL/Ukraine | rgd | 10sep84 | c/n given as 528602034 in canx order |
| | UR-20920 | Mi-2 | Avialini. Ukrayiny | HRK | 15jul93 | opb Universal-avia Sumy; l/n Sumy-Yuzhny 21may98 |
| | UR-20920 | Mi-2 | Universal-avia | no | reports | based at Sumy; canx 13aug08 |
| 52 8603 034 | CCCP-20921 | Mi-2 | AFL/Ukraine | rgd | 06jul84 | canx 20jul92 as leased to Czechoslovakia |
| | OK-OIV | Mi-2 | Bel-Air | rgd | 21sep92 | in white c/s with trim in three shades of blue and Red Crosses, no titles |
| | OM-OIV | Mi-2 | Bel-Air | r/r | early94 | initially in white c/s with trim in three shades of blue, no titles; f/n at a hospital at Äilina jun95; l/n as such Nitra apr11; repainted in olive drab/khaki camo c/s with a Red Cross and a Slovakian flag, f/n as such Grossenhain 23nov13; preserved on the roof of a former guard house at Grossenhain airfield, seen sep14/oct23 |
| 52 8604 024 | CCCP-20922 | Mi-2 | AFL/Ukraine | rgd | 06jul84 | later UR-20922 |
| | HA-BFD | Mi-2 | Horex Kft. | rgd | 13jul94 | w/o 22oct94 when crashed after take-off from Orosháza (near Pusztaföldvár), the pilot (Nikola Nalimov) and all 10 (!) passengers were killed; canx 24apr95 |
| 54 8605 024 | CCCP-20923 | Mi-2 | AFL/Belarus | rgd | 06jul84 | |
| | EW-20923 | Mi-2 | Aeroflot c/s, n/t | GME | 10oct95 | still present GME may08 awaiting sale or scrap |
| 54 8606 034 | CCCP-20924(1) | Mi-2 | AFL/Belarus | rgd | 21jun84 | not canx from Soviet register; see 20924 (2) with unknown c/n |
| | EW-20924(1) | Mi-2 | Bellesavia | VTB | 08aug06 | already reported in JP-05; seen in bare metal on overhaul with MARZ ROSTO at Fedurnovo (Chornoye) 03jul06; repainted in red/green/blue c/s with additional 'MChS Belarusi' titles; f/n as such VTB 08aug06; l/n Polotsk 04jun08; repainted in white c/s with red/blue/red cheatline and light blue belly, with 'MChS Belarusi' titles; offered for sale by the Belarussian property agency 24sep18 with t/t 9,353 hours, was at Vitebsk-Oktyabrski at the time; seen on a flat-bed trailer apr20; seen stripped and in bare metal at Kaluga-Oreshkovo 12jun21; a Mi-2 in yellow/black c/s without any markings was seen flying at Kaluga-Oreshkovo 04sep21 |
| 54 8607 034 | CCCP-20925 | Mi-2 | AFL/North Kavkaz | mfd | 20apr84 | rgd 06jul84 |
| | RA-20925 | Mi-2 | Aeroflot | ROV | 14jul94 | trf 06jun95 to Shakhty Air; rgd 08jul98 to V.A. Malikov |
| 54 8608 034 | CCCP-20926 | Mi-2 | AFL/North Kavkaz | mfd | 20apr84 | rgd 28jun85 |
| | RA-20926 | Mi-2 | Donskaya Tr.Aviak. | trf | 29aug95 | Donskaya transportnaya aviakompaniya; a stripped bare-metal airframe sitting at Kaluga-Oreshkovo is reported as being this c/n |
| 54 8609 034 | CCCP-20927 | Mi-2 | AFL/North Kavkaz | rgd | 10aug84 | trf to AFL/Arkhangelsk 16feb90 |
| | RA-20927 | Mi-2 | Aeroflot | ARH | 1994 | derelict; trf 21apr94 to Arkhangelsk Aviation; canx 21dec95 |
| 54 8610 034 | CCCP-20928 | Mi-2 | AFL/North Kavkaz | mfd | 20apr84 | rgd 10aug84; initially opb 351 LO Nalchikskogo OAO; seriously damaged 22jun87 on an illegal flight after crop-spraying operations when got caught by a downstream while entering a narrow gorge near Kakhtisar (Oktyabrskoye district of North Osetia), collided with an obstacle and crashed on the bottom of the gorge, the pilot and the sole passenger escaped unhurt; trf to 1 LO Nalchikskogo OAO jul88 |
| | RA-20928 | Mi-2 | Elbrus-Avia | trf | 30mar94 | initially in orange c/s with blue cheatline and trim; rgd 10oct01 to the Russian Federation; CofA expired 16jun02, but still current on register aug10; offered for sale in non-airworthy condition may11, was at Nalchik at the time; stored at Omsk-Maryanovka, seen may14/aug16; canx 04jun21; repainted in red c/s with light grey belly and a bird-of-prey motif on the engine cowling, no titles and no visible registration; f/n as such Omsk-Maryanovka 14may22 |
| 54 8611 034 | CCCP-20929 | Mi-2 | AFL/North Kavkaz | rgd | 15may84 | |
| | RA-20929 | Mi-2 | Tver Avn Enterpr. | rgd | 15mar95 | severely damaged 22apr95 on an unauthorised flight from Naryan-Mar when landed on snow-covered swampy terrain 14 km from Naryan-Mar in order to lift a "Buran" snow scooter from one place to another, while the helicopter was standing on the ground with running engines the left main gear sank into the soft ground and the helicopter rolled over onto its left side, both pilots escaped unhurt while the sole passenger (who was outside of the helicopter) was killed; canx only 30jul98 |
| 54 8612 034 | CCCP-20930 | Mi-2 | AFL/Azerbaijan | rgd | 21jun84 | opb 109 LO Zabratskogo OAO |
| | 4K-20930 | Mi-2 | Azalaero | ZXT | 13apr94 | in basic Aeroflot c/s, no titles; sat wfu at ZXT, seen may96/sep01; current on the Azerbaijani register 22nov05, with the remark 'to be deregistered' |
| 54 8613 034 | CCCP-20931 | Mi-2 | AFL/Azerbaijan | mfd | 19apr84 | rgd 18jul84; opb 109 LO Zabratskogo OAO |
| | CCCP-20931 | Mi-2 | AFL/Urals | trf | 31may88 | opb 2-i Sverdlovski OAO |
| | RA-20931 | Mi-2 | 2nd Sverdlovsk AE | trf | 22feb94 | |

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|---|---|---|---|---|---|---|
| | RA-20931 | Mi-2 | not reported | Aru | 05jul03 | sat wfu at Aramil-Uktus, seen jul03/aug03, with the prefix 'CCCP-' becoming visible again through faded paint |
| 54 8614 034 | CCCP-20932 | Mi-2 | AFL/Azerbaijan | rgd | 11jun84 | opb 109 LO Zabratskogo OAO |
| | 4K-20932 | Mi-2 | Azalaero | | | in fleet list may94; not on the Azerbaijani register 12dec00 |
| 54 8615 034 | CCCP-20933 | Mi-2 | AFL/Central Region | mfd | 20apr84 | rgd 07jan85; in orange c/s with blue cheatline and trim; f/n SXF 1986; l/n Myachkovo 18aug92 |
| | RA-20933 | Mi-2 | Myachkovo Air Serv | trf | 23aug94 | canx 04nov03 |
| 54 8616 034 | CCCP-20934 | Mi-2 | AFL/Central Region | mfd | 10apr84 | rgd 07jan85 |
| | RA-20934 | Mi-2 | Aeroflot | Mya | 01sep93 | l/n Myachkovo 23sep94; trf 23aug94 to Myachkovo Air Service |
| | RA-20934 | Mi-2 | Barkol | rgd | 05mar98 | f/n BKA 29jul00; l/n BKA 25aug00 blue white c/s, titles ? mentioned in technical inspection document 28may07; seen jul09/aug09 in MARZ ROSTO at Fedurnovo (Chornoye) wfu, with titles |
| 54 8617 034 | CCCP-20935 | Mi-2 | AFL/Central Region | rgd | 10sep84 | canx 20aug87 |
| 54 8618 034 | CCCP-20936 | Mi-2 | AFL/Ukraine | rgd | 10sep84 | |
| | UR-20936 | Mi-2 | Universal-avia | TNL | 20sep96 | based at TNL; in basic Aeroflot c/s, no titles; canx 13aug08; stored at TNL, l/n 31aug09 |
| | UR-VAM | Mi-2 | Universal-avia | rgd | 27may15 | in dark blue/light blue/grey c/s, no titles; no operator given on register jun15; operator given on register as Meridian jul15/jan19; f/n Bila Tserkva 16mar17, with spraying gear; involved in an accident 13sep17 during crop-spraying operations in the Vinnytsya region when an intoxicated agrotechnician came to close to the helicopter shortly before take-off and was killed by the tail rotor |
| | UR-VAM | Mi-2 | Meridian Avia Agro | rgd | 23jan19 | to A.M. Minyailo of Kiev; f/n Bila Tserkva 06oct19; l/n Bila Tserkva 05dec21; current on register 10mar23 |
| 54 8619 034 | CCCP-20937 | Mi-2 | AFL/Ukraine | rgd | 28sep84 | |
| | UR-20937 | Mi-2 | Avialini. Ukrayiny | UMY | 21may98 | opb Universal-avia, Sumy |
| | UR-20937 | Mi-2 | Universal-avia | no | reports | based at Sumy; canx 13aug08 |
| 52 8620 034 | OK-OIQ | Mi-2 | Slov-Air | rgd | 19apr84 | l/n BTS sep93 |
| | OM-OIQ | Mi-2 | Slov-Air | r/r | early94 | seen stored Bratislava mar95/jul97; canx 22jan99 |
| 52 8621 034 | OK-OIR | Mi-2 | Slov-Air | rgd | 19apr84 | damaged 26may87 on a crop-spraying flight in the Tvrdosin district of the Äilina region when collided with a high-voltage power-line near Zuberec, the pilot managed to land safely and escaped unhurt; repaired; seen Bratislava 05sep92 |
| | OM-OIR | Mi-2 | Slov-Air | r/r | early94 | sat wfu at Bratislava, seen mar95/jul97; canx 22jan99 |
| 52 8622 034 | OK-OIS | Mi-2 | Slov-Air | rgd | 03may84 | |
| | OM-OIS | Mi-2 | Slov-Air | r/r | early94 | was stored Bratislava, seen mar95/jul97; canx 22jan99 |
| | no reg | Mi-2 | no titles | ph. | 27aug13 | in medium green/bluish green camo c/s with light blue underside, no markings whatsoever; preserved in these fake colours in the Friedberg industrial park at Suhl (N50.57917 E10.70163), f/n aug13 and l/n may24 |
| 54 8623 034 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "10" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n Minsk-Borovaya in late 1997, with Red Stars |
| | "10" white | Mi-2 | Belarus Air Force | Msb | 20may05 | without rotors, stored; l/n 10may08 |
| 54 8624 034 | not known | Mi-2U | DOSAAF | mfd | 1984 | |
| | "01" yellow | Mi-2U | BelOSTO | Msb | late'97 | stored without rotors at Minsk-Borovaya, seen may05/apr11 |
| | "80" red | Mi-2U | DOSAAF Belarusi | Msb | 01jul14 | in white/red/green c/s with 'DOSAAF' titles and a Belarussian flag; was preserved with this fake code as a gate guard at Minsk-Borovaya from 19may14 until 05oct17 when it was transported to Minsk-Lipki; preserved as a gate guard at Minsk-Lipki (N53.908749 E27.702481) from nov17, l/n aug21 |
| 54 8625 034 | "01" yellow | Mi-2 | DOSAAF | mfd | 14apr84 | last overhaul completed 07aug92; f/n Kolomna-Korobcheyevo 20aug95 |
| | RF-00377 | Mi-2 | ROSTO | Che | 05jun10 | opb Kurski ASK; in olive drab c/s with light grey underside and a Russian flag on the engine cowling, former code painted out; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen jun10/jul19; t/t 2,925 hours |
| 54 8626 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8627 044 | not known | Mi-2 | DOSAAF | no | reports | |
| | RF-00583 | Mi-2 | ROSTO Oberon-klub | no | reports | opb Kurtamyshski ATSK at Kurtamysh; mentioned in document dated 03apr07 |
| | RF-00583 | Mi-2 | DOSAAF | rgd | 29oct09 | opb Kurtamyshski ATSK at Kurtamysh; seen in MARZ ROSTO at Fedurnovo (Chornoye) aug12, titles not reported; later in camo c/s, no titles; seen as such over Buryatia 08may18 |
| 54 8628 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23749 | Mi-2 | | rgd | 05apr95 | canx as leased but date unknown |
| 54 8629 044 | "02" yellow | Mi-2 | DOSAAF | no | reports | |
| | UR-AAI | Mi-2 | TSO Ukrayiny | Krh | 15jul93 | |
| | UR-BAI | Mi-2 | TSO Ukrayiny | Krh | 12sep96 | opb Aeroklub im. V.S. Grizodubovoi at Kharkiv-Korotych; seen Kharkiv-Korotych 21jun99, former code "02" yellow still visible; sat wfu at Kharkiv-Korotych, seen sep09/sep21 |
| 54 8630 044 | "06" yellow | Mi-2 | DOSAAF | no | reports | |
| | UR-AAJ | Mi-2 | TSO Ukrayiny | Krh | 15jul93 | |
| | UR-BAJ | Mi-2 | TSO Ukrayiny | Krh | 12sep96 | opb Aeroklub im. V.S. Grizodubovoi at Kharkiv-Korotych; seen Kharkiv-Korotych 21jun99; sat derelict at Kharkiv-Korotych, former code "06" yellow becoming visible again through faded paint, seen sep09/sep21 |
| 54 8631 044 | not known | Mi-2 | DOSAAF | no | reports | |
| | RF-14406 | Mi-2 | DOSAAF | rgd | 14jan10 | opb Krasnoarmeiski ATSK at Byelevtsy; in dark green c/s with light blue underside, no titles; f/n Byelevtsy 27apr12; seen Byelevtsy 06apr13 and 14jun13 with spraying equipment; stored at Byelevtsy, seen apr19 |
| 54 8632 044 | not known | Mi-2 | Soviet Air Force | mfd | 01apr84 | |
| | CCCP-23820 | Mi-2 | Murskii Leskhro. | rgd | 07apr92 | trf to Sibir Avia 25dec94; canx 02jun03 |
| 54 8633 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-01149(1) | Mi-2 | ex Soviet AF c/s | FDH | 28nov92 | at air exhibition; c/n not checked; see c/n 549532125 |
| | RA-01149(1) | Mi-2 | ex Soviet AF c/s | | 03jul94 | at Laupheim, c/n checked; was flown at this time by (former East?) Germans, in foreign service, over former Yugoslavia; officially rgd 30jul94 in the FLA-RF register |
| | RA-01149(1) | Mi-2 | Helifoto | INN | 28feb96 | l/n Dunakeszi 18jun00 stored; c/n checked |
| | HA-BGD | Mi-2 | Turul Aero Club | rgd | jun99 | reservation only, ntu |
| | HA-BGH (1) | Mi-2 | Turul Aero Club | Dun | 19aug00 | l/n Dunakeszi 03nov00, no titles; reservation only but painted on ! see c/n 518918104 |
| | HA-BGO | Mi-2 | Turul Aero Club | rgd | 11jun01 | seen Dunakeszi 01apr01 with 'SAR' titles |
| | HA-BGO | Mi-2 | Katasztrófavédelem | Skb | 08sep01 | Civil Guard; seriously damaged 19aug02 when an engine failed and the helicopter made an emergency landing between Szödliget and Felsögöd (north of Budapest) and rolled over onto its side, 6 occupants were seriously injured; repaired; seen Budaörs 01jan06 with 'SAR' & 'Katasztrofavedelem' titles, flying; opb Duna-Defence Kft. as of 2008 |
| 54 8634 044 | not known | Mi-2 | DOSAAF | mfd | apr84 | |
| | not known | Mi-2 | ROSTO | Che | 26aug02 | in MARZ ROSTO |
| | RF-01238 | Mi-2 | ROSTO | Tno | 27may03 | c/n checked; opb MO ATSK; initially in green c/s, no titles, only badge; l/n as such Serpukhov-Drakino 15apr07; repainted in basic 'blue' Aeroflot c/s with an MO ATSK badge, no titles; f/n as such in the Moscow region 30jul06; not on DOSAAF register 20jan10; l/n without advertising Borki 17jul10; seen with various advertising Borki 02jul11; l/n as such Serpukhov-Drakino 23aug12; seen with 'UTair' advertising Borki 11aug13; f/n without advertising again Shevlino 15jun14; l/n Serpukhov-Drakino 29may16 |
| 54 8635 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8636 044 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8637 044 | not known | Mi-2 | Soviet Air Force | mfd | 27apr84 | |
| | RA-23800 | Mi-2 | ROSTO | rgd | 23may95 | opb Privolzhski Regionalny Aviaotdel (PRAO) ROSTO at Ulyanovsk-Byely Klyuch |
| | RA-23800 | Mi-2 | MARZ ROSTO | Che | 26aug02 | in white/red/black c/s with 'MARZ' titles; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen aug02/jul17 |
| 52 8638 044 | CCCP-20938 | Mi-2 | AFL/Belarus | rgd | 18jun84 | not canx from Soviet register; fate unknown |
| 52 8639 044 | CCCP-20939 | Mi-2 | AFL/Belarus | rgd | 06jul84 | f/n BXJ 23apr93 |
| | EW-20939 | Mi-2 | Bellesavia | | | reported in JP-05; offered for sale by the Belarussian property agency 24sep18 with t/t 4,352 hours, was at Vitebsk-Oktyabrski at the time |
| 52 8640 044 | CCCP-20940 | Mi-2 | AFL/Belarus | rgd | 06jun84 | in standard 'blue' c/s |
| | EW-20940 | Mi-2 | Bellesavia | | | reported in JP-05; in olive drab c/s with light grey underside; the hulk offered for sale by the Belarussian property agency 24sep18/31may21 with t/t 3,926 hours, was at Vitebsk-Oktyabrski at the time |
| 52 8641 054 | CCCP-20941 | Mi-2 | AFL/Central Region | mfd | 21may84 | rgd 30aug84 |
| | CCCP-20941 | Mi-2 | AFL/Urals | trf | 20apr89 | opb 10 LO of 2-i Permski OAO |
| | RA-20941 | Mi-2 | Aeroflot | PEE | jun93 | opb the 2nd Perm Aviation Enterprise |
| | RA-20941 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | |
| 52 8642 054 | CCCP-20942 | Mi-2 | AFL/Central Region | rgd | 30aug84 | rgd 30aug84; was involved in an accident 26jun92; canx 07jul98 |
| 52 8643 044 | CCCP-20943 | Mi-2 | AFL/Central Region | mfd | 21may84 | rgd 30aug84 |
| | RA-20943 | Mi-2 | Aeroflot | rgd | 15nov93 | seen PEE 1993 |
| | RA-20943 | Mi-2 | MARZ ROSTO | rgd | 16aug00 | in white/red/black c/s with titles; f/n Fedurnovo (Chornoye) 26aug02; l/n KGP 23jul12; new CofR issued 13jan21; canx 15feb21 |
| 52 8644 044 | CCCP-20944 | Mi-2 | AFL/Central Region | mfd | 30apr84 | rgd 30aug84 |
| | CCCP-20944 | Mi-2 | AFL/Urals | trf | 20apr89 | opb 10 LO of 2-i Permski OAO |
| | RA-20944 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | rgd 07feb96 to the Russian Federation; current on register aug10, but without valid CofR and CofA |
| | RA-20944 | Mi-2 | Rostvertol-Avia | rgd | 24aug15 | in full c/s with titles; f/n with Rostvertol 05nov16; l/n 02jun19 at the "Bizon-Track-Show" 2019 |
| 52 8645 044 | CCCP-20945 | Mi-2 | AFL/Central Region | rgd | 07jan85 | f/n Myachkovo 13apr92 |
| | RA-20945 | Mi-2 | Myachkovo Avn Ent. | Mya | 01sep93 | still in full Aeroflot c/s including titles; w/o 10jan94 on the leg from Myachkovo to Nizhni Novgorod of a positioning flight from Myachkovo to Khanty-Mansisk when suddenly lost height after having passed Cherusti and crashed in a snow-covered field 0.5 km from Pustosha (Shatura district of the Moscow region), both pilots and the sole passenger killed, the cause of the accident could not be established; canx 13feb95 |
| 52 8646 044 | CCCP-20946 | Mi-2 | AFL/Central Region | mfd | 11may84 | rgd 22jan85 |
| | RA-20946 | Mi-2 | Tver Avn Enterpr. | trf | 24feb95 | leased to KomiAviaTrans 19oct01 and to Yaroslavl Avia 01dec03/01dec04 |
| | RA-20946 | Mi-2 | Barkol | rgd | 18dec07 | seen BKA 16aug09 |
| 52 8647 044 | CCCP-20947 | Mi-2 | AFL/Central Region | mfd | 21may84 | rgd 15jan85 |
| | RA-20947 | Mi-2 | Komiavia | trf | 16mar94 | |
| | RA-20947 | Mi-2 | Gazpromavia | rgd | 04feb98 | in dark blue/black/light blue c/s; force-landed at PEE 23apr09 when the left engine failed in-flight; hulk sat at PEE, l/n aug14; canx between 30jul16 and 26aug16 |
| 52 8648 054 | CCCP-20948 | Mi-2 | AFL/Ukraine | rgd | 29jun84 | |
| | UR-20948 | Mi-2 | Avialini. Ukrayiny | ODS | 08jul96 | opb Bukovyna |
| | UR-20948 | Mi-2 | Bukovyna | no | reports | based at Chernivtsi; canx 13aug08 |

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|---|---|---|---|---|---|---|
| 52 8649 054 | CCCP-20949 | Mi-2 | AFL/Ukraine | rgd | 18jul84 | |
| | UR-20949 | Mi-2 | Odessa Airlines | Lum | 06mar09 | Odeski avialiniyi; in basic Aeroflot c/s with yellow tail; canx 13aug08; the tailboom was mounted on UR-23297 c/n 529118025 which was stored in the museum of the Lugansk repair plant at Lugansk-Ostraya Mogila (N48.527216 E39.384045), seen apr12/aug12 |
| | no reg | Mi-2 | no titles | ph. | 21sep24 | in white c/s with light blue top of fuselage and 'Russian flag' trim, no markings whatsoever; preserved without landing gear at Gurzuf (N44.551150 E34.288941), seen sep24 |
| 52 8650 054 | CCCP-20950 | Mi-2 | AFL/Ukraine | rgd | 18jul84 | |
| | UR-20950 | Mi-2 | Odessa Airlines | no | reports | Odeski avialiniyi; canx 13aug08 |
| 54 8701 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8702 054 | "02" yellow | Mi-2 | DOSAAF | no | reports | |
| | RA-23788 | Mi-2 | Anteks | rgd | 24jan95 | canx but date unknown |
| | RA-00586(1) | Mi-2 | ROSTO Kurgan | Log | 06jul03 | opb Kurganski ASK at Kurgan-Logovushka; in olive drab c/s with light grey underside, still carried the code "02" yellow; sat wfu at Loginovo, seen 2013/oct22; see RA-00586(2) with unknown c/n |
| 54 8703 054 | "11" yellow | Mi-2 | Soviet Air Force | RIX | 11sep94 | in green c/s; c/n read off the tailboom 11sep94; seen in the museum storage compound at Riga-Skulte 23sep97; seen without rotors at Riga-Rumbula 29aug99; see next line, a different Mi-2 which wears the same c/n on the tailboom; fate ? |
| | "03" white | Mi-2 | Belarus Air Force | BQT | 25aug96 | with the c/n read off the tailboom; seen again BQT 22may05; l/n BQT 24oct15; see previous line, a different Mi-2 which wears the same c/n on the tailboom |
| 54 8704 054 | "31" yellow ? | Mi-2 | Soviet Air Force | mfd | 31may84 | |
| | RA-23795 | Mi-2 | ROSTO | rgd | 23may95 | opb Privolzhski Regionalny Aviaotdel (PRAO) ROSTO at Ulyanovsk-Byely Klyuch; on the Russian register feb98/sep01 without c/n but c/n from Mi-2 overhaul listing; canx but date unknown |
| | RF-00572 | Mi-2 | ROSTO | ph. | 03oct24 | opb Buzulukski ASK; in olive drab c/s with light grey underside, a large Russian flag on the engine cowling and 'ROSTO' as well as 'Buzulukski ASK' titles; the faded former code seems to be "31" yellow; sat wfu at Buzuluk |
| 54 8705 054 | not known | Mi-2U | Soviet Air Force | mfd | 1984 | |
| | "32" yellow | Mi-2U | Russian Air Force | Rtd | 20aug01 | opb 131 uvp SVVAUL at Saratov-Sokol |
| | "20" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars |
| | RF-91407 | Mi-2U | Russian Air Force | no | reports | also carried code "20" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol; not taken up, see below |
| | "20" yellow | Mi-2U | Russian Air Force | Kub | may15 | in dark green c/s with Red Stars, no titles; preserved in the "Patriot" park at Kubinka (N55.564092 E36.817478) from jul15, l/n aug24 |
| 54 8706 054 | "23" yellow | Mi-2 | DOSAAF | mfd | 28may84 | in olive drab c/s with light grey underside, with titles |
| | RA-2952K | Mi-2 | Vladimir Novikov | Mya | 18aug03 | Vladimir Yu. Novikov; included in a listing of FLA aircraft dated 13aug04 as SVS "AVT" based on a Mi-2; based at Myachkovo; initially in olive drab c/s with light grey underside, still carried the code "23" yellow and 'DOSAAF' titles; l/n as such Myachkovo 15may04; repainted in fake olive drab/brown/black/beige camo c/s with light grey underside and a Russian flag above the cockpit door, no titles; f/n as such Shuvoye 23sep07 |
| | RA-15753(2) | Mi-2 | Agro-2000 | rgd | 02jul08 | CofA expired 15jun11; canx between aug10 and mar16; see c/n 532530082 |
| 54 8707 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8708 054 | "09" | Mi-2 | DOSAAF | mfd | 1984 | opb Belarus National Aero Club; seen Minsk-Borovaya sep97 |
| | "09" white | Mi-2 | Belarus Air Force | trf | 15jun92 | in dark green c/s with light grey underside, with Red Stars; f/n Minsk-Borovaya 20may05; stored at Minsk-Borovaya, seen apr11; seen in MARZ DOSAAF at Fedurnovo (Chornoye) sep14/sep19; auctioned from the assets of Orsha Air 23sep19 |
| 54 8709 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "12" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n Magilev-Novo Pashkovo 06oct95; bought by Motor Sich from Orshanski ARZ 08oct13 |
| 54 8710 054 | not known | Mi-2 | DOSAAF | mfd | 1984 | |
| | EW-024AO | Mi-2 | DOSAAF Belarusi | Che | 03jul05 | seen in MARZ ROSTO at Fedurnovo (Chornoye) jul05/aug05; l/n Kukovyachino jul06 |
| | EW-247CC | Mi-2 | DOSAAF Belarusi | Kuk | 21jun06 | in yellow/green camo c/s with 'GAI' titles; l/n Kukovyachino 18jun08 |
| | EW-327AO | Mi-2 | DOSAAF Belarusi | Kuk | 07apr18 | in green/yellow/ochre camo c/s with 'DOSAAF' titles; seen active Vitebsk-Kukovyachino 05sep19 |
| 54 8711 054 | not known | Mi-2 | DOSAAF | mfd | 1984 | |
| | "39" white | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n Minsk-Borovaya 20may05; stored at Minsk-Borovaya, seen apr11; auctioned from the assets of Orsha Air 23sep19, was with Orshanski ARZ at the time |
| 54 8712 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "40" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n Minsk-Borovaya may95 |
| | "40" white | Mi-2 | Belarus Air Force | Msb | 20may05 | stored without rotors at Minsk-Borovaya, l/n apr11; stored in natural metal without markings with MARZ DOSAAF at Fedurnovo (Chornoye), seen sep14/sep19; auctioned from the assets of Orsha Air 23sep19 |
| 54 8713 054 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8714 054 | not known | Mi-2 | DOSAAF | no | reports | |
| | "22" yellow | Mi-2 | TSO Ukrayiny | IEV | 16jul93 | |
| | UR-BAW | Mi-2 | TSO Ukrayiny | IEV | 29aug93 | still carried Red Stars; l/n UMY 21may98; canx before mar12 |
| 54 8715 054 | "28" yellow | Mi-2 | DOSAAF | mfd | 1984 | |
| | UR-BAX | Mi-2 | TSO Ukrayiny | UMY | 21may98 | still carried its former code "28" yellow and the Red Stars; preserved in the museum of the Lugansk repair plant at Lugansk-Ostraya Mogila (N48.527216 E39.384045), seen jun06/sep13, all former markings still visible |
| 54 8716 054 | CCCP-20951 | Mi-2 | AFL/Ukraine-ODS | mfd | 30jun84 | rgd 10aug84 |
| | UR-20951 | Mi-2 | Aeroflot c/s, n/t | ODS | 08may98 | l/n ODS 01may99 |
| | UR-20951 | Mi-2 | Odessa Airlines | ODS | 03aug02 | stored |
| | UR-VID | Mi-2 | Aviatek | rgd | 22dec10 | canx 23jul13 |
| 54 8717 064 | CCCP-20952 | Mi-2 | AFL/GosNII GA | mfd | 17aug84 | rgd 06mar85 |
| | CCCP-20952 | Mi-2 | AFL/Leningrad | trf | 10oct85 | opb Murmanskoye AP of Leningradskoye obyedineniye GA by 1991; last overhaul completed 19sep91; severely damaged 23nov91 on a flight from Murmansk-Murmashi to Kirovsk when started to pitch uncontrolledly after take-off at a height of 2-3 metres, the tail rotor touched the ground and the helicopter crashed and came to rest on its left side (at N68°46'55" E32°44'48"), both pilots escaped unhurt while the sole passenger was killed, the accident was caused by a screw nut in the pitch-control system which had not been fastened during overhaul by ARZ-421; t/t 3,445 hours and 8,598 cycles by 23nov91; repaired |
| | RA-20952 | Mi-2 | Murmanskavia | trf | 22nov94 | was involved in an accident in 1999 (investigation report dated 25oct99); canx 06sep99 |
| 54 8718 064 | CCCP-20953 | Mi-2 | AFL/Ukraine | rgd | 22nov84 | |
| | UR-20953 | Mi-2 | Universal-avia | UMY | 21may98 | based at Sumy; canx 13aug08 |
| 54 8719 064 | CCCP-20954 | Mi-2 | AFL/Ukraine | rgd | 30aug84 | |
| | UR-20954 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; canx 13aug08 |
| 54 8720 064 | CCCP-20955 | Mi-2 | AFL/Ukraine | mfd | 27jun84 | rgd 10aug84 |
| | UR-20955 | Mi-2 | Avialini. Ukrayiny | rgd | 27apr93 | in basic Aeroflot c/s, no titles; f/n DOK 04may98; l/n DOK 05sep09, stored; offered for sale in 2009 |
| | UR-20955 | Mi-2 | Skif-Avia | rgd | 25apr02 | in light blue c/s with broad yellow cheatline, with titles; f/n DOK 16mar10; stored at Kiev-Chaika, l/n may11; canx 21mar12 |
| | ER-MLR | Mi-2 | Tiramavia | rgd | unknown | canx between 19apr13 and 08may13 |
| | HL9607 | Mi-2 | not known | rgd | 27aug13 | in yellow/black c/s, no titles; seen in South Korea 01oct13 |
| 52 8721 054 | CCCP-20956 | Mi-2 | AFL/Georgia | rgd | 10aug84 | |
| | 4L-20956 | Mi-2 | AISI | TBS | 16may96 | l/n TBS 12aug19, no titles |
| 52 8722 064 | CCCP-23350 | Mi-2 | AFL/Ukraine | rgd | 20jul84 | |
| | UR-23350 | Mi-2 | not reported | ODS | 01may99 | probably Avialiniyi Ukrayiny |
| | UR-23350 | Mi-2 | Odessa Airlines | ODS | 03aug02 | wfu |
| | UR-OIR | Mi-2 | Aviaremont AIR | no | reports | based at Myzykevychy; canx 01oct08 |
| | UR-AIR | Mi-2 | Paritet-SV | rgd | 22jul16 | to PP "Paritet-SV" of Odesa; canx between 05jul17 and 21jul17 |
| 52 8723 064 | CCCP-23351 | Mi-2 | AFL/Ukraine | rgd | 27jul84 | |
| | UR-23351 | Mi-2 | Bukovyna | no | reports | based at Chernivtsi; canx 13aug08 |
| 52 8724 064 | CCCP-23352 | Mi-2 | AFL/Ukraine | rgd | 10aug84 | canx 1986 |
| 52 8725 064 | CCCP-23353 | Mi-2 | AFL/Ukraine | mfd | 27jun84 | rgd 10aug84 |
| | UR-23353 | Mi-2 | Avialini. Ukrayiny | PLV | 12sep96 | reported Kharkiv-Korotych 21jun99 as TSO Ukrayiny |
| | UR-23353 | Mi-2 | Merydian | rgd | 09oct03 | owned by Merydian Suprunivka and opb Kharkivski aeroklub; in all-white c/s, no titles; seen Kharkiv-Korotych 28aug07 with spraying equipment; sat wfu at Kharkiv-Korotych, seen jul09/sep21; canx 11jan13 |
| 52 8726 064 | CCCP-23354 | Mi-2 | AFL/Ukraine | rgd | 16aug84 | not canx from Soviet register |
| | UR-23354 | Mi-2 | Universal-avia | KGO | may06 | based at IFO; sat wfu at KGO, seen may06/sep06, paint and prefix faded; canx 13aug08 |
| 52 8727 064 | CCCP-23355 | Mi-2 | AFL/Ukraine | rgd | 16aug84 | |
| | UR-23355 | Mi-2 | Universal-avia | IFO | 30jun99 | based at IFO; canx 13aug08 |
| 54 8728 064 | CCCP-23356 | Mi-2 | AFL/Kremenchug FS | rgd | 28jan85 | not canx from Soviet register |
| | UR-23356 | Mi-2 | Kremenchug Fl.Sch. | KHU | 19sep10 | wfu; l/n as such KHU 02jul11 |
| 54 8729 064 | CCCP-23357 | Mi-2 | AFL/Kremenchug FS | mfd | 27jun84 | rgd 28jan85 |
| | UR-23357 | Mi-2 | Kremenchug Fl.Sch. | rgd | 05aug03 | Kremenchug Flying College of the National Aviation University (KLK NAU); with 'KLK NAU' titles; f/n KGO 08sep06; l/n near Kremenchug 12may11; canx 27oct15 |
| 54 8730 064 | CCCP-23358 | Mi-2 | AFL/Kremenchug FS | rgd | 11dec84 | not canx from Soviet register; fate unknown |
| 54 8731 064 | CCCP-23359 | Mi-2 | AFL/Kremenchug FS | rgd | 11dec84 | not canx from Soviet register |
| | UR-23359 | Mi-2 | Kremenchug Fl.Sch. | rgd | 03may93 | canx 17jun08 |
| 54 8732 064 | CCCP-23360 | Mi-2 | AFL/Kremenchug FS | rgd | 11dec84 | trf to AFL/Ukraine 02jul90; not canx from Soviet register; seen Kremenchug 19sep10 registration not noted identified by its c/n |
| 54 8733 064 | CCCP-23361 | Mi-2 | AFL/Moscow | rgd | 11dec84 | |
| | CCCP-23361 | Mi-2 | AFL/Ukraine | trf | 10jan91 | |
| | UR-23361 | Mi-2 | Avialini. Ukrayiny | ODS | 08jul96 | l/n Zaporizhzhya-Shyroke 06may98, titles not reported |
| | UR-23361 | Mi-2 | Kyparys | no | reports | equipped with spraying gear; based at SIP; c/s with blue and yellow trim; w/o 02aug08 during a positioning flight from Zavetnoye/Zapovitne to Yakovenkovo (Lenin district of the Crimea) when crashed in a field near Zavetnoye, exploded and burnt out, both crew killed; canx only 07jul11 |
| 54 8734 064 | CCCP-23362 | Mi-2 | AFL/Kremenchug FS | mfd | 30jun84 | rgd 28jan85 |
| | UR-23362 | Mi-2 | Kremenchug Fl.Sch. | rgd | 03may93 | Kremenchug Flying College of the National Aviation University (KLK NAU); new CofR issued 04jul02; f/n near Kremenchug 01jul10; l/n NLV 13sep13; canx between 04aug17 and 10aug17 |
| | UR-23362 | Mi-2 | KhNUVS | rgd | 28jan21 | Kharkiv National University of Internal Affairs; current on register 10mar23 |
| 54 8735 064 | CCCP-23363 | Mi-2 | AFL/Kremenchug FS | mfd | 30jun84 | rgd 28jan85; not canx from Soviet register |

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|---|---|---|---|---|---|---|
| | UR-23363 | Mi-2 | Kremenchug Fl.Sch. | rgd | 1993 | Kremenchug Flying College of the National Aviation University (KLK NAU); stored at Kremenchug, seen sep10/jul11; new CofR issued 26jul12; last overhaul completed 25apr18; t/t 3,180 hours and 22,564 cycles by 04feb19 |
| | UR-23363 | Mi-2 | KhNUVS | rgd | 29jul19 | Kharkiv National University of Internal Affairs; current on register 10mar23 |
| 54 8736 064 | CCCP-23364 | Mi-2 | AFL/Kremenchug FS | mfd | 30jun84 | rgd 28jan85; not canx from Soviet register |
| | UR-23364 | Mi-2 | Kremenchug Fl.Sch. | rgd | 1993 | Kremenchug Flying College of the National Aviation University (KLK NAU); stored at Kremenchug, seen sep10/jul11; new CofR issued 30jul12; last overhaul completed 22sep16; t/t 4,281 hours and 30,187 cycles by 04feb19 |
| | UR-23364 | Mi-2 | KhNUVS | rgd | 29jul19 | Kharkiv National University of Internal Affairs; current on register 10mar23 |
| 54 8737 064 | CCCP-23365 | Mi-2 | AFL/Kremenchug FS | mfd | 30jun84 | rgd 11dec84; not canx from Soviet register |
| | UR-23365 | Mi-2 | Kremenchug Fl.Sch. | rgd | 03may93 | Kremenchug Flying College of the National Aviation University (KLK NAU); canx 01oct08; new CofR issued 02nov12; in basic 'blue' Aeroflot c/s with 'KLK NAU' titles; f/n IEV 26dec14; l/n IEV 03feb15; last overhaul completed 25apr18; t/t 2,843 hours and 17,353 cycles by 04feb19 |
| | UR-23365 | Mi-2 | KhNUVS | rgd | 29jul19 | Kharkiv National University of Internal Affairs; current on register 10mar23 |
| 52 8738 064 | CCCP-23366 | Mi-2 | AFL/Ukraine | rgd | 16aug84 | was involved in an accident 17mar92 |
| 52 8739 064 | CCCP-23367 | Mi-2 | AFL/Ukraine | rgd | 16aug84 | crashed near Matrosovka 17jul90 after drive shaft broke; canx 17mar92 |
| 52 8740 064 | CCCP-23368 | Mi-2 | AFL/Far East | mfd | 20aug84 | rgd 10sep84; f/n Khabarovsk-Maly 12may95 derelict; trf 01feb94 to Vostok; canx but date unknown |
| 52 8741 064 | CCCP-23369 | Mi-2 | AFL/Belarus | rgd | 30aug84 | not canx from Soviet register |
| | EW-23369 | Mi-2 | Bellesavia | | | reported in JP-05; offered for sale by the Belarussian property agency 24sep18 with t/t 6,326 hours, was at Vitebsk-Oktyabrski at the time |
| 52 8742 074 | CCCP-23370 | Mi-2 | AFL/Belarus | rgd | 30aug84 | not canx from Soviet register |
| | EW-23370 | Mi-2 | Bellesavia | | | reported in JP-05 |
| 52 8743 074 | CCCP-23371 | Mi-2 | AFL/North Kavkaz | mfd | 20jul85 | rgd 01jul85; trf 06jun95 to Shakhty Air; canx 04apr03 as sold to Peru |
| | EP-352 | Mi-2T | Peruvian Army | | | in camo c/s with white underside part of tailboom, with 'Ejército del Perú' titles; was offered for sale in 2006, for $ 60,000; sat wfu at Moquegua (S17.17953 W70.92958), seen mar02/sep24 |
| 52 8744 074 | CCCP-23372 | Mi-2 | AFL/North Kavkaz | rgd | 01jul85 | f/n ROV 15jul94; trf 29aug95 to Donskaya transportnaya aviakompaniya; l/n ROV 13may96; during the initial climb on 27jun96 the crew heard a 'strange' noise and the helicopter began to lose height, the crew were apparently unable to recover the situation and the helicopter touched down, nose wheel first, on uneven ground and rolled over onto its left side, the accident happened in daylight (1745L) and in VMC, it was subsequently determined that the helicopter's right engine had shut down due to high turbine RPM, the engine problem was attributed to a faulty repair; canx 15dec96 |
| 51 8745 074 | 8745 | Mi-2 | Czechoslovak AF | Kbe | 14sep91 | was preserved in the Air Park at Zruc, seen aug93/sep97 and scrapped by sep00; the pod was used later as a cash desk at the museum entrance; repainted in red c/s with 'Álvard' titles, f/n as such 17jun17, but it is unknown whether this was still at Zruc |
| 51 8746 074 | 8746 | Mi-2 | Czechoslovak AF | Pll | 04aug91 | |
| | 8746 | Mi-2 | Slovak Air Force | trf | 01jan93 | sat wfu at Presov, seen sep01/aug15 |
| 51 8747 074 | 8747 | Mi-2 | Czechoslovak AF | mfd | 31jul84 | f/n 05aug91 |
| | 8747 | Mi-2 | Czech Air Force | trf | 01jan93 | stored at BRQ, l/n aug98; flown to Russia inside an Il-76; stored in MARZ ROSTO at Fedurnovo (Chornoye), seen 03jul05 |
| | RA-15748(2) | Mi-2 | Barkol | rgd | 15dec05 | new CofR issued 20apr16; canx 15nov19; see c/n 532525082 |
| 51 8748 074 | 8748 | Mi-2 | Polish Air Force | | photo | with Polish markings; might be on delivery |
| | 8748 | Mi-2 | Czechoslovak AF | Kbe | 10sep88 | |
| | 8748 | Mi-2 | Czech Air Force | trf | 01jan93 | l/n Hradec Králové 29aug98; still on strength 1998 |
| | no serial | Mi-2 | Alvarak | | photo | in all-red c/s; was used as an eye catcher on Kanadská street at Plana nad Luznici, seen jun03/aug09; moved to "Auta Bechyne" on Bezerovice street 52 at Bechyne (N49.29179 E14.48766), seen 2010/jul20 |
| 51 8749 074 | 8749 | Mi-2 | Czechoslovak AF | Kbe | 14sep91 | |
| | 8749 | Mi-2 | Czech Air Force | trf | 01jan93 | sat wfu in a yard in a suburb of Písek (lon the way from Písek to Ceské Budejovice, about 2 km from Písek), seen oct04/jul13; was preserved in Muzeum letecké a pozemní techniky at Vyskov, seen sep15/jul16, and later at Malhostovice (N49.335818 E16.498681), seen sep23/jun24 |
| 51 8750 074 | 8750 | Mi-2 | Czechoslovak AF | Pll | 04aug91 | |
| | 8750 | Mi-2 | Czech Air Force | trf | 01jan93 | still on strength 1998; seen oct04/sep05 stored in yard at suburb of Písek (location is on the way from Písek to Ceské Budejovice, about 2km from Písek); l/n aug19; f/n preserved Milovice city (N50.249129 E14.849230) 01sep22 and present there 26aug24 |
| 52 8801 074 | CCCP-23373 | Mi-2 | AFL/North Kavkaz | mfd | 30jul84 | rgd 15feb85; trf 30mar94 to Elbrus-Avia |
| | RA-23373 | Mi-2 | Elbrus-Avia | | | reported in JP06 |
| 52 8802 074 | CCCP-23374 | Mi-2 | AFL/North Kavkaz | mfd | 28jul84 | rgd 15feb85; trf 30mar94 to Elbrus-Avia; can 04apr03 as sold to Peru |
| | EP-357 | Mi-2T | Peruvian Army | | | w/o 09feb05 when crashed at Colasay |
| 52 8803 074 | CCCP-23375 | Mi-2 | AFL/North Kavkaz | rgd | 07feb85 | opb Yugavia by may91; dbr 25may91 on a crop-spraying flight in the Zalukokoazhe district of Kabardino-Balkariya when the left engine suffered a bird-strike while the helicopter was flying at a height of 5 metres, as the engine lost power the pilot made a forced landing on the slope of a hill near Malka (40 km north of Nalchik), but the helicopter rolled over onto its side, the pilot escaped |
| 52 8804 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8805 074 | not known | Mi-2 | Soviet Air Force | mfd | 1984 | |
| | UR-MSN | Mi-2 | Motor Sich | rgd | 10apr13 | in white/dark blue c/s with bordeaux trim; f/n OZH 03aug13; l/n IEV 10mar14; canx dec14 |
| | "03" black | Mi-2 | Ukraine Army Avn | PLV | 26apr17 | code not painted on, only on sheet of paper in cabin window; in olive drab c/s with light blue underside and two white recognition stripes on the tailboom; c/n checked PLV 26apr17; probably destroyed by Russian attacks 24feb22 or the following days and weeks |
| 52 8806 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8807 074 | "15" yellow | Mi-2 | DOSAAF | mfd | 31jul84 | f/n 1995 |
| | RA-23719 | Mi-2 | 2nd Sverdlovsk AE | rgd | 25dec95 | last overhaul completed 27jun97 |
| | RF-00540 | Mi-2 | DOSAAF Rossii | rgd | 29oct09 | opb Kurtamyshski ATSK at Kurtamysh; in dark green c/s with light grey underside, Red Stars and Russian flag on tailboom, no titles; t/t 3,297 hours; stored with MARZ ROSTO at Fedurnovo (Chornoye), seen aug12/mar15 |
| 52 8808 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8809 074 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23611 | Mi-2 | Volgodonskoi ASK | rgd | 19may93 | canx 07dec99 |
| 54 8810 074 | "47" yellow | Mi-2 | DOSAAF | Che | 09aug10 | opb Bryanski ASK; in olive drab c/s with light grey underside, with titles; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen aug10/jul19 |
| 52 8811 074 | not known | Mi-2 | Soviet Air Force | | | crashed using call-sign CCCP-11074 |
| 54 8812 074 | "17" yellow | Mi-2 | DOSAAF | Jrw | 25may99 | |
| | RF-01074 | Mi-2 | ROSTO | Jrw | jun12 | in faded olive drab c/s (with the former green c/s shining through) with light grey underside, with titles; l/n Yaroslavl-Karachikha jun18, stored |
| 54 8813 074 | not known | Mi-2U | Soviet Air Force | mfd | 1984 | |
| | "26" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars; stored at Saratov-Sokol, l/n jul10 |
| | RF-91413 | Mi-2U | Russian Air Force | Che | 16jul13 | opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol; in dark green c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "26" yellow; l/n as such in MARZ DOSAAF 15nov13; code changed to "16" yellow; f/n as such Syzran-Troyekurovo 23may15 |
| 54 8814 074 | not known | Mi-2 | Soviet Air Force | mfd | 17aug84 | |
| | RA-23770 | Mi-2 | ROSTO | rgd | 10apr95 | opb Privolzhski Regionalny Aviaotdel (PRAO) ROSTO at Ulyanovsk-Byely Klyuch; seen without titles or registration in MARZ ROSTO at Fedurnovo (Chornoye) 26aug02 |
| | RA-15684(2) | Mi-2 | MARZ Avia | rgd | 25jun97 | see c/n 530536117 |
| | RA-15684(2) | Mi-2 | MARZ ROSTO | rgd | 05apr01 | to the Russian Federation; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), still with 'MARZ Avia' titles, seen aug03/jul17 |
| 54 8815 084 | not known | Mi-2 | DOSAAF | no | reports | |
| | RF-01155 | Mi-2 | ROSTO | Vla | 16jun07 | c/n checked; in olive drab c/s with light grey underside, carried several stickers with advertisements |
| 54 8816 084 | "06" yellow | Mi-2 | ROSTO | ph. | 30aug08 | in dark green c/s with light blue underside, code faded; sat wfu at Barnaul-Bobrovka, seen aug08/aug17; see below |
| | RF-00536 | Mi-2 | ROSTO | no | reports | entered into Rosimushchestvo (State Property Agency) records 26nov09 |
| | RF-00536 | Mi-2 | DOSAAF | rgd | 23dec09 | opb Barnaulski ASK at Lesnoi |
| 52 8817 084 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23664 | Mi-2 | Delta-K | rgd | 22jan93 | canx but date unknown |
| 54 8818 084 | "17" yellow | Mi-2U | DOSAAF | mfd | 25sep85 | in olive drab c/s with light grey underside, with titles |
| | RA-23724 | Mi-2U | ROSTO | rgd | 02aug95 | opb Privolzhski Regionalny Aviaotdel (PRAO) ROSTO at Ulyanovsk-Byely Klyuch |
| | RF-00894 | Mi-2U | DOSAAF | Bku | 14aug01 | c/n plate in cockpit removed; in olive drab c/s with light grey underside, 'DOSAAF' titles, Red stars and a Russian flag on the tailboom; the hulk with both registrations and code "17" yellow visible sat at Ulyanovsk-Byely Klyuch, seen may15 |
| 54 8819 084 | CCCP-23376 | Mi-2 | AFL/Uzbekistan | rgd | 07dec84 | trf to Spetsialny Avia, Uzbekistan |
| | UK-23376 | Mi-2 | Usta Avia | | | reported in JP-05; canx before dec07 but date unknown |
| 54 8820 084 | CCCP-23377 | Mi-2 | AFL/Far East | rgd | 09oct84 | |
| | RA-23377 | Mi-2 | Aeroflot | Khm | 12may95 | trf 01feb94 to Vostok; canx but date unknown |
| 54 8821 084 | CCCP-23378 | Mi-2 | AFL/Krasnoyarsk | rgd | 29oct84 | canx 29dec89 ?, date hard to read in register |
| 54 8822 084 | CCCP-23379 | Mi-2 | AFL/Leningrad | mfd | 25aug84 | rgd 28sep84; canx 20oct94 |
| | RA-23379 | Mi-2 | Oberon | rgd | 24feb95 | leased to SIBIA, date unknown |
| | RA-23379 | Mi-2 | Nord-Air | rgd | 22jun00 | to G.A. Migunov; company based at Noyabrsk; damaged 04feb01 on a training flight at Myachkovo when the crew lost spatial orientation due to snow vortex (white-out) so that the helicopter drifted to the left and collided with trees, both pilots escaped unhurt; the hulk sat in a hangar at Myachkovo, seen aug01/aug05 |
| 54 8823 084 | CCCP-23380 | Mi-2 | AFL/Leningrad | mfd | 24aug84 | rgd 09oct84; opb 2-i Leningradski OAO; f/n RVH 02jul90 |
| | RA-23380 | Mi-2 | Aeroflot/GAI | RVH | 11sep93 | l/n RVH 08dec98 |
| | RA-23380 | Mi-2 | Rzhevka Avn Enterp | trf | 31dec93 | dbr 04jul01 on a flight from the "Varzina" helipad to a gorge at the river Sidorovka (Murmansk region) when landed with tail wind, lost height on final approach, came down hard, bounced and came to rest on its right side, all 6 passengers (foreign tourists) slightly injured while both crew escaped unhurt |
| 56 8824 104 | 8824 | Mi-2 | Polish Air Force | d/d | 26nov84 | seen mid91; crashed 26jul91 |
| 56 8825 104 | 8825 | Mi-2URP | Polish Army | d/d | 26nov84 | opb 49. BLot; initially in four-tone camo c/s with light grey belly; l/n as such Pruszcz Gdanski aug02; repainted in white/red c/s with blue trim and 'Rescue' titles; f/n as such Poznan-Krzesiny 06oct09; l/n KRK 13jul15 |

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|---|---|---|---|---|---|---|
| 56 8826 104 | 8826 | Mi-2 | Polish Air Force | d/d | 26nov84 | l/n LCJ 30aug96 |
| | SP-FHL | Mi-2 | Helitech | rgd | 21jun99 | f/n Warsaw-Bemowo 23may99, blue/white c/s, no titles |
| | SP-FHL | Mi-2 | E & K Sp. z o. o. | rgd | 09jul99 | owner change 21feb00 to Tab Helicopters; photo airworthy Warsaw-Bemowo 2001 in blue/white c/s, no titles; CofA expired 13apr02; canx 05mar08 |
| 52 8827 084 | CCCP-23381 | Mi-2 | AFL/Uzbekistan | rgd | 28sep84 | trf to Spetsialny Avia, Uzbekistan; was involved in an accident 02jul91 |
| 52 8828 084 | CCCP-23382 | Mi-2 | AFL/Uzbekistan | rgd | 14dec84 | trf to Spetsialny Avia, Uzbekistan |
| 52 8829 084 | CCCP-23383 | Mi-2 | AFL/Ukraine | rgd | 09oct84 | dbr on landing Ubinka 02jul91; canx 21nov91 |
| 52 8830 084 | CCCP-23384 | Mi-2 | AFL/North Kavkaz | rgd | 15jan85 | trf to AFL/Kazakhstan 05jan90; destroyed when hit ground in fog near Aktyubinsk 21jan91; canx 11apr91 |
| 52 8831 084 | CCCP-23385 | Mi-2 | AFL/North Kavkaz | mfd | 31aug84 | rgd 01jul85; trf 06jun95 to Shakhty Air; f/n in MARZ ROSTO at Fedurnovo (Chornoye) 26aug02 |
| | CCCP-23385 | Mi-2 | N.S. Korniyenko | rgd | 24jan03 | |
| 52 8832 084 | CCCP-23386 | Mi-2 | AFL/North Kavkaz | mfd | 18sep84 | rgd 07feb85 |
| | RA-23386 | Mi-2 | Elbrus-Avia | trf | 30mar94 | canx 04apr03 as sold to Peru |
| | EP-358 | Mi-2T | Peruvian Army | Plp | 20nov10 | opb BRA811; named 'Gallo'; offered for sale in 2006 for $ 60,000, but could not be sold; sat wfu at Lima-Surco/Las Palmas, seen mar20; preserved in black c/s without markings at the "Pentagonito" Army headquarters at San Borja, c/n checked 21may23 |
| 52 8833 084 | CCCP-23387 | Mi-2 | AFL/North Kavkaz | mfd | 31aug84 | rgd 15jan85 |
| | RA-23387 | Mi-2 | Elbrus-Avia | trf | 30mar94 | in orange c/s with blue cheatline and trim; rgd 10apr95 to the Russian Federation; current on register by aug10, but without valid CofA; offered for sale in non-airworthy condition may11, was at Nalchik at the time; stored at Omsk-Maryanovka, seen 14jun14 with faded Aeroflot titles |
| | RA-23387 | Mi-2 | privately owned | rgd | unknown | in black c/s with spray art, no titles; f/n Omsk-Maryanovka 20aug16 |
| 52 8834 084 | CCCP-23388 | Mi-2 | AFL/North Kavkaz | rgd | 01jul85 | trf 06jun95 to Shakhty Air; as such on the Russian register but in overhaul list with c/n 546919110 in error ! |
| 52 8835 084 | CCCP-23389 | Mi-2 | AFL/Ukraine | rgd | 09oct84 | |
| | UR-23389 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; canx 13aug08 |
| 52 8836 084 | CCCP-23390 | Mi-2 | AFL/Ukraine | rgd | 12nov84 | |
| | UR-23390 | Mi-2 | Universal-avia | TNL | 20sep96 | based at TNL; in basic Aeroflot c/s, with titles by sep96; stored without registration at TNL, l/n jun99; canx 13aug08 |
| | UR-NAM | Mi-2 | Universal-avia | rgd | 27may15 | in dark blue/light blue/grey c/s, no titles; no operator given on register jun15; operator given on register as Meridian jul15/jan19; f/n Bila Tserkva 16mar17 |
| | UR-NAM | Mi-2 | Meridian Avia Agro | rgd | 23jan19 | f/n Bila Tserkva 06oct19; new CofRs issued 22jan20 and 29dec20; f/n Bila Tserkva 31oct21;current on register 10mar23 |
| 56 8837 104 | 311 | Mi-2 | E.G. Grenztruppen | d/d | 16nov84 | opb HS-16 at Salzwedel (relocated to Nordhausen 14oct86); ferried to SXF 14sep90; stored at SXF, seen 19sep91 (still as '311') |
| | DDR-VGD | Mi-2 | East German Police | rgd | 24sep90 | not taken up |
| | D-HZPI | Mi-2 | Berlin Police | rgd | 23may91 | f/n SXF 20jun92; opb PolHS Berlin as 'Wotan 391' from sep92; repainted in special colours celebrating the last days of the Mi-2 in German Police service, seen as such SXF 15dec03; wfu 15dec03; t/t 5,267 hours; offered for sale 23mar04; canx 08jun04 as sold to Turkey (sold to Red Star Air Ambulance); the tailboom and probably other parts were later fitted to c/n 5210725098 |
| 56 8838 104 | 312 (2) | Mi-2 | E.G. Grenztruppen | d/d | 16nov84 | opb HS-16 at Salzwedel (relocated to Nordhausen 14oct86); ferried to SXF 14sep90; l/n SXF 02oct90 (with 'Polizei' titles SXF 24sep90/02oct90 ?) |
| | DDR-VGE | Mi-2 | East German Police | rgd | 24sep90 | was to be opb Zentrale Polizeifliegerstaffel at SXF, but not taken up; seen SXF oct90 with the registration painted on |
| | D-HZPJ | Mi-2 | Sachsen Police | rgd | sep92 | operated 01aug91/23nov99; canx 17oct00 as wfu, l/n DRS 2000, stored |
| | no reg | Mi-2 | German Police | DRS | 29may14 | in green/white/green c/s with 'Polizei' titles; preserved in a hall at Dresden airport, seen may14/sep18 |
| 53 8839 114 | DDR-VPG | Mi-2 | East German Police | rgd | 27feb85 | f/n SXF 13may88; equipped with an ASP registrator in front of the cockpit as used on the combat support versions and seemingly also with an (IR homing head) missile approach warning system on the nose |
| | D-HZPC | Mi-2 | Berlin Police | SXF | 19sep91 | rgd sep92; was preserved in Luftfahrtausstellung Dessau-Alten, seen aug94; moved to the museum at Aschersleben, seen jul96, returned to Dessau-Alten, seen may02; preserved in a private collection at Möhlau near Dessau (N51.732415 E12.344490), seen aug05/mar17 |
| 53 8840 114 | DDR-VPH | Mi-2 | East German Police | mfd | nov84 | rgd 27feb85; f/n SXF 07jun86 |
| | D-HOIM | Mi-2 | Brandenburg Police | res | 24sep90 | ntu |
| | D-HZPD | Mi-2 | Brandenburg Police | SXF | 27nov90 | stored: rgd sep92; damaged 15mar93 at Hennickendorf; repaired; l/n active Finow 27sep02; wfu in autumn 2003; sold to Armeeshop Viktor Freer of Osterrönfeld 23mar04; canx 08jun04; no export licence issued but sold to the Congo; arrived at Swidnik from Germany for overhaul feb08 |
| | TN-657 | Mi-2 | Congo Police | Swd | 19mar09 | in white c/s with blue cheatline and trim and an inverse yellow triangle behind the passenger door, 'Police Nationale' titles; on overhaul at Swidnik by mar09; seen PNR 09oct09, being re-assembled; l/n BZV jun12 |
| 54 8841 084 | not known | Mi-2U | Soviet Air Force | mfd | 1984 | |
| | "11" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars |
| | RF-91398 | Mi-2U | Russian Air Force | no | reports | also carried code "11" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol |
| 53 8842 084 | not known | Mi-2 | DOSAAF | mfd | 18sep84 | |
| | RA-23634 | Mi-2 | Shakhtinski ARZ | rgd | 23apr93 | canx 29mar02; seen without registration in MARZ ROSTO at Chornoye (Fedurnovo) 26aug02 |
| | RF-01227 | Mi-2 | ROSTO | Tno | 27may03 | opb MO ATSK; in basic 'blue' Aeroflot c/s with a badge only, no titles; l/n Serpukhov-Drakino 24jan16 |
| 53 8843 094 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 8844 094 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8845 094 | not known | Mi-2 | DOSAAF | mfd | sep84 | version confirmed |
| | RF-00581 | Mi-2 | DOSAAF | rgd | 29oct09 | opb Kurganski ASK at Kurgan-Logovushka; in 'Russian flag' c/s with 'Radio za oblakami' (Radio beyond the clouds) advertising; f/n Kurgan-Logovushka 10apr10; l/n as such Kurgan-Logovushka may14 |
| 54 8846 094 | not known | Mi-2 | DOSAAF | no | reports | version confirmed |
| | RF-00580 | Mi-2 | DOSAAF | rgd | 29oct09 | opb Kurganski ASK at Kurgan-Logovushka |
| 53 8847 094 | not known | Mi-2 | DOSAAF | mfd | 26sep84 | opb Kurganski ASK at Kurgan-Logovushka |
| | RA-23789 | Mi-2 | SIBIA | rgd | 27jan97 | to the Russian Federation; last overhaul completed 13mar95; CofA expired 18nov98; returned to the owner Kurganski ASK; current on register by aug10, but without current CofA |
| | RF-00579 | Mi-2 | MChS Rossii | Kug | 2013 | in full c/s; sat wfu (in very faded colours) at Kurgan-Logovushka, seen 2013/jun22; was also reported as Weltall-avia |
| 54 8848 094 | "08" yellow | Mi-2 | DOSAAF | Ufz | dec16 | opb Ufimski areoklub; in olive drab c/s with light grey underside, with titles; sat wfu at Ufa-Zabelski, seen dec16 |
| 54 8849 094 | not known | Mi-2U | Soviet Air Force | mfd | 1984 | |
| | "24" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; overhauled by Rostvertol between 2004 and 2007; in dark green c/s with Red Stars |
| | RF-91412 | Mi-2U | Russian Air Force | Che | 26dec13 | opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol; in green c/s with light grey underside; initially carried also code "24" yellow; l/n as such in MARZ ROSTO at Fedurnovo (Chornoye) 26dec13; code changed to "19" yellow; f/n as such Saratov-Sokol 19may14 |
| 54 8850 094 | not known | Mi-2U | Soviet Air Force | mfd | 1984 | |
| | "25" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars |
| | RF-91401 | Mi-2U | Russian Air Force | Ror | 28oct17 | also carried code "18" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol; in a camo c/s of two shades of olive drab with light blue underside, with 'VVS Rossii' titles and Russian stars |
| 52 8901 094 | CCCP-23391(1) | Mi-2 | AFL/Ukraine | rgd | 27dec84 | see RA-23391 with unknown c/n |
| | CCCP-23391(1) | Mi-2 | Universal-avia | TNL | 20sep96 | in basic Aeroflot c/s, no titles; sat wfu without registration at TNL, l/n jul07; canx 13aug08 |
| 52 8902 094 | CCCP-23392 | Mi-2 | AFL/Ukraine | rgd | 27dec84 | |
| | CCCP-23392 | Mi-2 | Aeroflot c/s, n/t | TNL | 20sep96 | l/n TNL 11jul07 |
| | UR-23392 | Mi-2 | Universal-avia | TNL | 31aug09 | based at TNL; in basic Aeroflot c/s, no titles; canx 13aug08; sat wfu at TNL, l/n 31aug09, old registration bleeding through |
| 52 8903 094 | CCCP-23393 | Mi-2 | AFL/Ukraine | mfd | 28sep84 | rgd 27dec84 |
| | UR-23393 | Mi-2 | Universal-avia | TNL | 20sep96 | based at TNL; in basic Aeroflot c/s, no titles; canx 13aug08; stored at TNL, l/n 31aug09 |
| | UR-KLM | Mi-2 | Universal-avia | rgd | 12aug10 | based at TNL; in stylish red/black c/s, no titles; f/n Kiev-Chaika 09oct10; l/n Kiev-Chaika 09may11; canx 23jul13 |
| 52 8904 094 | CCCP-23394 | Mi-2 | AFL/Far East | rgd | 07dec84 | opb 359 LO Sakhalinskogo OAO |
| | RA-23394 | Mi-2 | Sakhalin Avia | trf | 26may93 | canx 17jul95 |
| 52 8905 094 | CCCP-23395 | Mi-2 | AFL/Far East | rgd | 07jan85 | crashed when trying to avoid hill side near Smirny 19oct90; canx 05jul91 |
| 52 8906 094 | CCCP-23396 | Mi-2 | AFL/Krasnoyarsk | mfd | 28sep84 | rgd 27dec84; opb Yeniseiski OAO; w/o 28aug90 on a positioning flight from Yeniseisk when collided with trees near Yeniseisk, crashed, caught fire and burnt out, no casualties |
| 52 8907 094 | CCCP-23397 | Mi-2 | AFL/Krasnoyarsk | rgd | 27dec84 | opb Yeniseiski OAO; severely damaged 02jul86 on a forest patrol flight from Dolgi Most (Aban district of the Krasnoyarsk region) when rolled over onto its left side while disembarking fire-fighters near Krasnoyarsk-Solnechny, 1 of the 5 fire-fighters killed and 3 injured while the pilot escaped unhurt; repaired; l/n EIE 11jun94 |
| | RA-23397 | Mi-2 | Yeniseiski Merid. | trf | 22dec95 | canx 15jul96 |
| 52 8908 094 | CCCP-23398 | Mi-2 | AFL/Krasnoyarsk | mfd | 27sep84 | rgd 14dec84 |
| | RA-23398 | Mi-2 | Khakasiya | trf | 25nov93 | rgd 27jun00 to Primair; CofA expired 31oct00; trf to Vladivostok Avia before aug10 according to the register; offered for sale 05jan11 with t/t 6,841 hours |
| | RA-23398 | Mi-2 | not known | rgd | 11nov19 | |
| 52 8909 094 | CCCP-23399 | Mi-2 | AFL/East Siberia | rgd | 30apr85 | canx 1987 |
| 52 8910 094 | CCCP-23400 | Mi-2 | AFL/East Siberia | rgd | 30apr85 | canx 25apr94 |
| 51 8911 104 | 8911 | Mi-2 | Hungarian AF | toc | 23feb85 | reportedly delivered 28feb85; in green/brown/khaki camo c/s with light grey underside; wfu 27oct97; stored in Repüléstörténeti Múzeum (Aircraft Museum) at Szolnok from jun98 and later preserved in front of the tower at Szolnok, seen dec18 |
| 51 8912 104 | 8912 | Mi-2 | Hungarian AF | toc | 23feb85 | reportedly delivered 28feb85; in olive drab/brown camo c/s with light grey underside; wfu 27oct97; sat wfu at Szolnok, seen jul96/jul99, and later at Ujpest, seen aug01; preserved at Kecel, seen dec03; appeared in the "Teen 18+ - New Girls in the Camp" porn video shot at the RSS Studios north-west of Csömör (N47.56713 E19.201585) |
| 51 8913 104 | 8913 | Mi-2 | Hungarian AF | toc | 23feb85 | reportedly delivered 28feb85; wfu 27oct97; sat wfu at Szolnok, seen jul96/jul99, and later at Ujpest, seen aug01; was preserved in Magyar Néphadsereg Múzeális Eszköz és Gépparkja at Zamárdi (N46.88 E17.92), seen aug10/may14; later stored in the compound of a military surplus dealer at Tata (N47.680166 E18.310498), seen jul19/jul20 |

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| 51 8914 104 | 8914 | Mi-2 | Hungarian AF | toc | 23feb85 | reportedly delivered 28feb85; leased to the Hungarian Police in 1989/90 and seen as such with additional 'Rendörség' (police) titles 13aug89; wfu 27oct97; stored at Szolnok, seen jul96/jul99, and later at Ujpest, seen aug01 |
| | HA-BGP | Mi-2 | Turul Aero Club | Dun | 08jul01 | no titles; l/n Dunakeszi 13oct01 |
| | HA-BGP | Mi-2 | Dongó Kft., n/t | rgd | 30oct01 | opb Helikraft Kft.; l/n operational BUD 17dec01; arrived at Hova (Stockholm) apr02; current with the operator feb04, but CofA expired 30oct02 and not renewed |
| | LY-HCS | Mi-2 | Lietuvos ir èved. | rgd | 02jul04 | Lietuvos ir èvedijos; f/n ARN 25mar05; w/o 21jun05 when crashed on take-off from Heby near Västeras, no casualties; canx but date unknown |
| 51 8915 104 | 8915 | Mi-2 | Hungarian AF | toc | 28feb85 | wfu 27oct97; stored at Szolnok, seen jul96/jul99 |
| | HA-BGK | Mi-2 | Hung Fl Ambulance | rgd | 10sep99 | owned and operated by Budapest Air Service; f/n BUD 06may02; damaged 12may02 on a forced landing at Debrecen when rolled over onto its side; repaired and seen again operational BUD 17nov03; l/n BUD 23jun05 |
| | HA-BGK | Mi-2 | OMSZ Legimentö KT | trf | 2006 | owned by Air Market Kft.; in white/blue c/s; f/n Budaörs 28jun06; l/n operational Budaörs 01aug06; sat wfu on the premises of the Counter Terrorism Centre at Pongrác út in Budapest, seen sep17/jul20, later at Kadarkút, seen aug22/feb23, and later seen hangared at Börgönd, 11aug24/sep24 in excellent condition |
| 51 8916 104 | 8916 | Mi-2 | Hungarian AF | toc | 28feb85 | in olive drab c/s with light grey underside; wfu 27oct97; preserved in the Pintér Múvek Haditechnikai Park at Kecel (N46.538736 E19.243000), seen aug98/jul20 |
| 51 8917 104 | 8917 | Mi-2 | Hungarian AF | toc | 28feb85 | wfu 01aug00; stored at Szolnok, seen jul96/nov01 |
| | no reg | Mi-2 | Katasztrófavédelem | | sep02 | stored at Székesfehérvár, seen sep03/jun06 and later at Kiskunlachaza, seen feb11/oct19 |
| 51 8918 104 | 8918 | Mi-2 | Hungarian AF | d/d | 28feb85 | wfu 01aug00; stored at BUD, the was serial removed there 09nov00 |
| | no reg | Mi-2 | Hung Fl Ambulance | h/o | 31aug00 | |
| | HA-BGH (2) | Mi-2 | Hung Fl Ambulance | rgd | 06oct00 | owned by Orszagos Mentoszolgalat and opb Budapest Air Service; registration painted at on BUD 12nov00; l/n active BUD 05may03; stored at Miskolc |
| | HA-BGH (2) | Mi-2 | OMSZ Legimentö KT | trf | 2006 | stored at Miskolc, but by 02apr14 the rotors were attached again; l/n 12oct24 and still there in good condition |
| 52 8919 104 | OK-OIT | Mi-2 | Slov-Air | rgd | 20dec84 | seen Prague 25sep91; l/n BTS 05sep92 without titles |
| | OM-OIT | Mi-2 | Slov-Air | rgd | 08aug94 | f/n BTS 21may95; canx 28nov96 |
| | HA-BGB | Mi-2 | Aiolosz Air Trans | rgd | 27nov96 | to the Tatra Air Group; canx 14mar97; seen BTS 08jul97 |
| | OK-OIT | Mi-2 | Slov-Air | rgd | 07aug97 | |
| | OK-OIT | Mi-2 | Aerocentrum | rgd | 07apr98 | f/n Hradec Králové sep00; l/n Melník-Horín jun02; problem with sightings of OM-OIT 07may02 and 24jul02 as Czech CAA say was current as OK- at this time; canx 13oct03 as sold to Sudan |
| | ST-SAC | Mi-2 | not known | KRT | 2005 | was reportedly used by the government; in white c/s with blue trim on the upper fuselage, no titles; sat wfu at KRT (N15°37'9.37" E32°32'34.46E), seen 10feb09; preserved in the Sudan Military Museum from oct19, l/n mar23 |
| 52 8920 114 | not known | Mi-2 | Iraqi Army Avn | | | c/n known delivered to Iraq but serial unknown |
| 52 8921 114 | not known | Mi-2 | Iraqi Army Avn | | | c/n known delivered to Iraq but serial unknown |
| 52 8922 114 | not known | Mi-2 | Iraqi Army Avn | | | c/n known delivered to Iraq but serial unknown |
| 54 8923 104 | CCCP-23401 | Mi-2 | AFL/Komi | mfd | 30nov84 | rgd 07jan85 |
| | RA-23401 | Mi-2 | Aeroflot | SCW | 13jul94 | trf 22feb94 to Komiavia |
| 54 8924 104 | CCCP-23402 | Mi-2 | AFL/Komi | mfd | 31oct84 | rgd 21dec84; trf 25apr95 to Komiavia |
| | RA-23402 | Mi-2 | titles unreadable | PEX | 01jul13 | wfu |
| 54 8925 104 | CCCP-23403 | Mi-2 | AFL/Komi | mfd | 31oct84 | rgd 30nov84; trf to Komiavia 25apr95; not in 1998 fleet list |
| | RA-23403 | Mi-2 | yellow/grey c/s | Dbr | 09may02 | no titles, stored, no rotors; according to the Russian register with NAK Rossii im. Chkalova; l/n Dubrovitsy 28mar10, wfu; seen without tailboom in a restaurant in Perm 10jul21 |
| 54 8926 104 | CCCP-23404 | Mi-2 | AFL/Komi | mfd | 31oct84 | rgd 30nov84 |
| | RA-23404 | Mi-2 | Aeroflot | AKX | 25apr93 | trf 25apr95 to Komiavia; seen PEX 01jul13 no registration or titles readable any longer |
| 54 8927 104 | CCCP-23405 | Mi-2 | AFL/East Siberia | mfd | 31oct84 | rgd 30nov84 |
| | RA-23405 | Mi-2 | Nizhneudinsk AE | rgd | 05apr07 | included into the operator's certificate of AeroGeo 19may10 |
| 53 8928 104 | CCCP-23406 | Mi-2 | AFL/Leningrad | rgd | 07dec84 | |
| | RA-23406 | Mi-2 | Murmansk Avia | trf | 22nov94 | opb Murmanski OAO; dbr 06aug97 on an unauthorised flight from Kandalaksha when the pilot flew too low so that the main rotor struck a tree, the helicopter crashed in a forest near Kandalaksha, caught fire and burnt out, pilot and the sole passenger (an aircraft mechanic) killed; canx 25dec97 |
| 53 8929 104 | CCCP-23407 | Mi-2 | AFL/Far East | rgd | 18mar85 | crashed on SAR mission 02aug94 in Sakhalin region when forced landed and rolled over, catching fire, no casualties; canx 05apr95 |
| 53 8930 104 | CCCP-23408 | Mi-2 | AFL/East Siberia | rgd | 30apr85 | canx 17oct94 |
| 53 8931 104 | CCCP-23409 | Mi-2 | AFL/Leningrad | mfd | 12nov85 | rgd 14dec84; trf 16nov93 to Vologda Air |
| 53 8932 104 | CCCP-23410 | Mi-2 | AFL/Komi | rgd | 07jan85 | trf to AFL/Ukraine 1991 |
| | UR-23410 | Mi-2 | Merydian | PLV | 21jun99 | based at Poltava; probably no titles; canx 01oct08; l/n PLV 19sep10 no visible titles |
| 53 8933 104 | CCCP-23411 | Mi-2 | AFL/Komi | mfd | 12nov84 | rgd 27dec84 |
| | RA-23411 | Mi-2 | Komiavia | trf | 22feb94 | still in full standard 'blue' Aeroflot c/s; f/n SCW 10jun94; rgd 14jul95; no longer in fleet list by 1999 |
| | RA-23411 | Mi-2 | Rostvertol-Avia | sld | 06jun02 | initially in basic standard 'blue' Aeroflot c/s, no titles; f/n in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03; overhauled by Rostvertol and reflown 13jun13, still in its faded old c/s; repainted in new colours with titles; f/n as such AAQ 05sep14; l/n Rostov-na-Donu-Olkinskaya 05jul20 active |
| 53 8934 104 | CCCP-23412 | Mi-2 | AFL/Komi | mfd | 12nov84 | rgd 21dec84; rolled over on landing Vuktyl 21may91, dbr ?; on the Russian register sep01/mar03 as rgd 30jun98 to Ykhtinsië Aviation Enterprise |
| 53 8935 114 | CCCP-23413 | Mi-2 | AFL/Komi | rgd | 28jan85 | canx 19jan88 |
| | RA-23413 | Mi-2 | | Che | 03jul05 | titles not reported, c/n checked |
| 53 8936 114 | CCCP-23414 | Mi-2 | AFL/Kyrgyzstan | rgd | 15feb85 | |
| | EX-23414 | Mi-2 | Osh Aviation Ent. | trf | unknown | dbr 08jun93 on a flight to Osh when mushed on landing with cross and tail wind, came down very hard and rolled over onto its right side, pilot killed and all 3 passengers injured |
| 53 8937 114 | CCCP-23415 | Mi-2 | AFL/Kyrgyzstan | rgd | 15feb85 | |
| | EX-23415 | Mi-2 | no titles | FRU | 17aug99 | was involved in an accident 09oct95; stored at FRU, seen nov02; still in the fleet list of Kyrgyzstan Airlines may05 |
| | UP-MI208 | Mi-2 | Tyan-Shan | Alb | jun12 | Lyotny tsentr Tyan-Shan; in yellow/black c/s, no titles; CofA expired 30mar09; seen Almaty-Baiserke 05apr15; preserved at Almaty-Baiserke, seen jun16/aug24 |
| 56 8938 114 | not known | Mi-2 | Soviet Air Force | no | reports | 56 is probably wrong |
| 54 8939 114 | "01" white | Mi-2 | DOSAAF | ph. | jun12 | opb Buzulukski ASK; c/n from plate (starting 54, not 56); in olive drab c/s with light grey underside, with titles; preserved on poles at Buzuluk (N52.808673 E52.226378), seen jun12/oct24 |
| 56 8940 124 | 8940 | Mi-2 | Czechoslovak AF | toc | dec84 | seen Plzen-Line 04aug91 |
| | 8940 | Mi-2 | Slovak Air Force | trf | 01jan93 | repainted in yellow c/s with black 'tiger' stripes; sat wfu at POV, seen jun99, and later at TAT, seen jul09/jun10; was preserved on the premises of Craemer Slovakia at Liptovský Mikulás (N49.10002 E19.57796), seen in 2012/13; moved to the premises of Air-Transport Europe at Poprad airport (N49.067701 E20.245736), seen sep15 but no longer visible there on Google Earth jan23 |
| | no reg | Mi-2 | no titles | ph. | 12nov23 | in faded yellow c/s with black 'tiger' stripes, no markings whatsoever; offered for sale by the FD-Nutzfahrzeuge (Franz Donnerbauer) car dealer at Heldengut (Germany) |
| 56 8941 124 | 8941 | Mi-2 | Czechoslovak AF | | | dbr 07jul88 while flying low over the Secská prehrada reservoir near Chrudim when the rotor hit the water surface and the helicopter crashed into the reservoir, 1 of the 3 crew members was killed; the dismantled fuselage and the tailboom are preserved in Muzeum letecké a pozemní techniky at Vyskov, seen jun07/sep24 |
| 56 8942 124 | 8942 | Mi-2 | Czechoslovak AF | PZY | 09aug91 | |
| | 8942 | Mi-2 | Slovak Air Force | trf | 01jan93 | l/n Dunakeszi 28sep99 |
| | HA-BGE (1) | Mi-2 | Turul Aero Club | Dun | 18jun00 | reservation only, but painted on; sat wfu (without markings) at Dunakeszi from jan01, seen as such may01/aug11, repainted in grey c/s without markings, seen as such 19aug12, first 6 digits of c/n read off; see c/n 519412095 |
| 56 8943 124 | 8943 | Mi-2 | Czechoslovak AF | PZY | 09aug91 | |
| | 8943 | Mi-2 | Slovak Air Force | trf | 01jan93 | sat wfu at POV, seen jun99, and later at TAT, seen jan10/jun10; preserved on the premises of Craemer Slovakia at Liptovský Mikulás, seen 2012/aug19, and later at the HQ of Heliport Liptov at Liptovský Mikulás (N49.06793 E19.64747), seen aug22 |
| 56 8944 114 | not known | Mi-2 | Soviet Air Force | mfd | 29nov84 | |
| | YL-LHM | Mi-2 | not known | rgd | 24mar94 | seen Jelgava 04jul94 and 10sep94; canx 06jun97 |
| | LY-HMA | Mi-2 | Aeroklub MaPeikiai | rgd | 21jul98 | in green c/s; l/n operational Moletai 14nov09; CofA expired 20jan11, but still current on register nov13; preserved at Moletai, seen jun15/jun22; canx before jan23 |
| 54 8945 114 | not known | Mi-2U | Soviet Air Force | mfd | 1984 | |
| | "21" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars |
| | RF-91406 | Mi-2U | Russian Air Force | Che | 16dec13 | also carried code "21" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol; in dark green c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n Saratov-Sokol may14 |
| 56 8946 114 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 56 8947 114 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 8948 114 | not known | Mi-2 | DOSAAF | mfd | 30nov84 | |
| | RA-23725 | Mi-2 | ROSTO | rgd | 02may00 | opb Privolzhski Regionalny Aviaotdel (PRAO) ROSTO at Ulyanovsk-Byely Klyuch |
| | RA-23725 | Mi-2 | Aeros | rgd | 23apr01 | to the Russian Federation; opb Privolzhski Regionalny Aviaotdel (PRAO) ROSTO at Ulyanovsk-Byely Klyuch; in olive drab c/s with light grey underside, no titles; f/n Ulyanovsk-Byely Klyuch 14aug01; CofA expired 27nov01, but still current on register by aug10; stored at Ulyanovsk-Byely Klyuch, seen may15/aug15 |
| 54 8949 114 | not known | Mi-2U | Soviet Air Force | mfd | 29nov84 | |
| | RA-15662(2) | Mi-2U | ROSTO | rgd | 16aug96 | opb Privolzhski Regionalny Aviaotdel (PRAO) ROSTO at Ulyanovsk-Byely Klyuch; no titles; f/n Ulyanovsk-Byely Klyuch 14aug01; see c/n 520513087 |
| | "30" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars |
| | RF-91409 | Mi-2U | Russian Air Force | Eng | 23sep11 | also carried code "05" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol; in medium green c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| 54 8950 114 | not known | Mi-2 | DOSAAF | mfd | 22dec84 | |
| | RA-23633 | Mi-2 | Shakhtinski ARZ | rgd | 23apr93 | canx 29mar02 |
| | RF-00854 | Mi-2 | ROSTO | no | reports | entered into Rosimushchestvo (State Property Agency) records 09jul09; registration also used on a Yak-52 |
| | RF-00854 | Mi-2 | DOSAAF | rgd | 16dec09 | opb Shakhtinski ATSK at Shakhty; based at the territory of the "Borishpol" farm from dec09; was involved in several illegal hunting flights in spring 2010; w/o 05feb11 on a flight to hunt down wolves in the "Chornyye zemli" natural reserve in Kalmykia, the helicopter had to land in the steppe 15 km south of |

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|---|---|---|---|---|---|---|
| | | | | | | Naryn-Khuduk (Adykovskoye municipality) because of an engine problem, the crew fixed the problem and took off at night, but the helicopter crashed shortly after take-off and burnt out, both crew killed |
| 56 9001 114 | not known | Mi-2 | Soviet Air Force | mfd | 01nov84 | |
| | RA-23635 | Mi-2 | Shakhtinski ARZ | rgd | 23apr93 | canx 29mar02; c/n in overhaul list with registrations RA-23535 and RA-23636 in error ! |
| 54 9002 114 | "13" yellow | Mi-2 | DOSAAF | Che | 09aug10 | sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen aug10/jul17 |
| 56 9003 114 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 56 9004 114 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 53 9005 124 | B-2405 | Mi-2 | Czech MoI (LS FMV) | d/d | 20jan85 | redesignated LS SNB in 1988, Státní letecký útvar SLÚ in 1990 and Letecká sluPba Federálního policejního sboru (LS FPS) in 1991; f/n PRG 04apr88 |
| | B-2405 | Mi-2 | Slovakian Police | trf | 01jan93 | in dark green c/s with light blue underside; was stored at BTS, seen nov05/mar14; preserved in the private aviation museum at Martin-Tomcany (N49.063120 E18.945801), seen aug15/sep24 |
| 53 9006 124 | B-2406 | Mi-2 | Czech MoI (LS FMV) | d/d | 20jan85 | redesignated LS SNB in 1988, Státní letecký útvar SLÚ in 1990 and Letecká sluPba Federálního policejního sboru (LS FPS) in 1991; f/n PRG 10jun90 |
| | B-2406 | Mi-2 | Slovakian Police | trf | 01jan93 | stored at BTS, seen nov05/mar14; sat wfu at Nitra-Janikovce, seen aug15/mar16; was preserved in all-white c/s without markings at Mnísek nad Hnilcom (N48.80849 E20.80842) from apr19, l/n oct19; preserved with Aero Slovakia at Nitra-Janikovice (N48.280910 E18.135074), seen feb21; seen Aero Muzeum, Martin (N49.063234, E18.946352) sep24 |
| 56 9007 124 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9008 124 | not known | Mi-2U | Soviet Air Force | mfd | 1984 | |
| | "22" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars; stored at Saratov-Sokol, l/n jul10 |
| | RF-91405 | Mi-2U | Russian Air Force | Che | 26dec13 | also carried code "22" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol; in dark green c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| 53 9009 124 | 504 | Mi-2 | Bulgarian Police | BOJ | 18jun88 | initially in red/white c/s; repainted in blue/white c/s with 'Gendarmerie' titles, f/n as such SOF 20may02, l/n operational SOF 30aug06; sat wfu at SOF, seen feb11/aug24 |
| 53 9010 124 | 505 | Mi-2 | Bulgarian Police | SOF | 25may92 | initially in red/white c/s; repainted in blue/white c/s, f/n as such VAR 24may99; sat wfu at SOF, seen may10/oct22 and reportedly tobe returned into service |
| 52 9011 124 | CCCP-23416 | Mi-2 | AFL/Central Region | rgd | 01jul85 | crashed on take-off Pukor 07feb90; canx 09aug90 |
| 52 9012 124 | CCCP-23417 | Mi-2 | AFL/Central Region | rgd | 24may85 | f/n Myachkovo 26sep91; trf 23aug94 to Myachkovo Air Service; was already canx 22jul92 as to Czechia; seen Trencín 05sep92 |
| | OK-OIU | Mi-2 | Bel-Air | rgd | 05oct92 | rgd to Air Transport Europe; seen BTS 30apr93 |
| | OM-OIU | Mi-2 | Bel-Air | r/r | early94 | leased from Air Transport Europe |
| | OM-OIU | Mi-2 | Air Transp. Europe | BTS | 15jul99 | l/n Zilina hospital 04dec04; reportedly by jan05 this was the last operational Slovak registered Mi-2; canx feb10 as wfu |
| 52 9013 124 | CCCP-23418 | Mi-2 | AFL/Central Region | rgd | 01jul85 | in red (sic) c/s with blue cheatline and trim; f/n Myachkovo 13apr92; trf to Myachkovo Air Service 23aug94 (obviously 'on paper'); already canx 22jul92 as to Czechia; seen Trencín 05sep92 with 'OK-OIW' on a sheet of paper in a cabin window |
| | OK-OIW | Mi-2 | Bel-Air | rgd | 16oct92 | |
| | OM-OIW | Mi-2 | Bel-Air | r/r | early94 | seen Zilina 24oct96; current on register nov06, wfu Poprad-Tatry |
| | OM-OIW | Mi-2 | Air Transp. Europe | | | seen in bare metal TAT 04july09, in poor condition; canx feb10 as wfu; sat wfu at the HQ of Heliport Liptov at Liptovský Mikulás (N49.06793 E19.64747), seen aug19/may24 |
| 52 9014 124 | CCCP-23419 | Mi-2 | AFL/Central Region | rgd | 24may85 | f/n Myachkovo 03jun92; l/n Myachkovo 18aug92 |
| | RA-23419 | Mi-2 | Aeroflot | Mya | 01sep93 | trf 23aug94 to Myachkovo Air Service; l/n Myachkovo 15apr97 stored; not seen since, b/u ?; canx but date unknown |
| 52 9015 124 | CCCP-23420 | Mi-2 | AFL/Central Region | mfd | 27dec84 | rgd 01jul85 |
| | RA-23420 | Mi-2 | Lipetsk Avn Ent. | trf | 19oct93 | owned by Alexander Ya. Glushchenko; last overhaul completed in 2004; offered for sale (with spraying equipment) 07jun06 with t/t 3,500 hours and again 22jan08 with t/t 3,844 hours |
| 52 9016 124 | CCCP-23421 | Mi-2 | AFL/Central Region | mfd | 29dec84 | rgd 23may85; opb Yaroslavski OAO |
| | RA-23421 | Mi-2 | Aeroflot | AKX | 25apr93 | |
| | RA-23421 | Mi-2 | Yaroslavl Avn Ent. | trf | 24feb94 | in orange c/s with blue cheatline and trim; stored with MARZ ROSTO at Fedurnovo (Chornoye), seen aug03/jul06 |
| | RA-23421 | Mi-2 | Sokol | rgd | 08nov07 | in white/light grey c/s with blue/orange/blue cheatline, no titles; seen Temryuk sep12, with spraying gear; canx between 22mar18 and 25apr18; sat wfu at Tara, seen jun24 |
| 52 9017 124 | CCCP-23422 | Mi-2 | AFL/Central Region | mfd | 29dec84 | rgd 23may85 |
| | RA-23422 | Mi-2 | Yaroslavl Aviation | trf | 24feb94 | |
| | RA-23422 | Mi-2 | Konvers Avia | rgd | 10mar04 | new CofR issued 14apr05; in orange c/s with blue cheatline and trim, with titles; f/n in MARZ ROSTO at Fedurnovo (Chornoye) 23jul07; l/n Tver-Zmeyovo 28aug10; canx 18jul19 |
| 52 9018 124 | CCCP-23423 | Mi-2 | AFL/Central Region | mfd | 29dec84 | rgd 23may85 |
| | RA-23423 | Mi-2 | Yaroslavl Aviation | trf | 24feb94 | in basic Aeroflot c/s with 'OAO "Aviatsiya Yaroslavlya"' titles; l/n Yaroslavl-Levtsovo aug09, wfu |
| 52 9019 124 | CCCP-23424 | Mi-2 | AFL/Central Region | rgd | 24may85 | f/n Myachkovo 13apr92; l/n Myachkovo 18aug92; trf 23aug94 to Myachkovo Air Service; canx 23jan95 |
| 52 9020 124 | CCCP-23425 | Mi-2 | AFL/Central Region | mfd | 28dec84 | rgd 01jul85; trf 19oct93 to Lipetsk Air |
| | RA-23425 | Mi-2 | not reported | LPK | 16aug01 | no rotors |
| 52 9021 124 | SP-SAW | Mi-2 | ZEUS | rgd | 07feb85 | dbr 16apr87 when crashed at Jaroslawice; canx 19jun87 |
| | no reg | Mi-2 | no titles | STR | aug99 | in white c/s with light blue trim; preserved in the "Albatros" museum on the terrace of Stuttgart Airport (N48.689684 E9.1938974) l/n oct23 |
| 54 9022 015 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9023 015 | not known | Mi-2 | Soviet Air Force | mfd | 28jan85 | |
| | RA-15680(2) | Mi-2 | Sevvostrybvod | rgd | 01sep96 | Severo-vostochnoye basseinoye upravleniye po rybolovstvu i sokhraneniyu vodnykh biologicheskikh resursov (North-Eastern Fisheries and Marine Resources Directorate); based at Khalaktyrka; see c/n 530532107 |
| | RA-15680(2) | Mi-2 | KamchatAviaPatrul | rgd | 13mar97 | dbr 23oct01 on a flight from Ust'-Bolsheretsk to lake Maloye with the MTOW exceeded by 310 kg when did not climb after lift-off, the landing gear touched the ground several times and got stuck, the helicopter pitched and rolled over onto its right side, pilot killed and all 5 passengers slightly injured; t/t 3,357 hours and 8,018 cycles; included (without c/n) into a Rosimushchestvo (State Property Agency) inventory listing 20may10 |
| 54 9024 015 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9025 015 | "18" red | Mi-2 | Soviet Air Force | Wer | 15aug92 | opb 298 ove; as such Werneuchen 19feb93, returned to Russia 23apr94 |
| 54 9026 015 | not known | Mi-2 | DOSAAF | mfd | 1985 | |
| | "26" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | seen in primer under modernisation with Motor Sich at OZH 03aug13 |
| | no reg | Mi-2MSB | Motor Sich | f/f | 04jul14 | from OZH; the first flying prototype of this Ukrainian version with AI-450M engines; 'MSB' stands for 'Motor Sich-Boguslayev' (the CEO of Motor Sich); in primer without any markings; f/n OZH 04jul14 |
| | UR-EXV | Mi-2MSB | Motor Sich | rgd | 03jun15 | in white c/s with blue and red trim, no titles; f/n IEV 16jul15; l/n Mogilyov 22aug15; new CofRs issued 09dec15, 15dec16, 19jul17, 16jan18, 29jul19 and 18feb20; canx 10feb21 |
| 54 9027 015 | "17" red | Mi-2 | Soviet Air Force | Wer | 15aug92 | opb 298 ove at Werneuchen; l/n Werneuchen 19feb93, returned to Russia 23apr94 |
| | "20" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | faded code still visible when seen 04apr18 |
| | "17" white | Mi-2 | Belarus Air Force | Kuk | 07apr18 | in olive drab c/s with light grey underside, code carried on the nose (possibly a kind of inventory number); sat wfu at Kukovyachino (N55.160603 E29.973551), seen apr18 |
| 54 9028 015 | not known | Mi-2 | Soviet Air Force | mfd | 17jan85 | |
| | RA-23734 | Mi-2 | Sokol | rgd | 20jan97 | canx 26mar01 |
| 54 9029 015 | not known | Mi-2 | Soviet Air Force | mfd | 30jan85 | |
| | RA-23735 | Mi-2 | Sokol | rgd | 20jan97 | canx 26mar01 |
| 54 9030 015 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9031 015 | not known | Mi-2U | DOSAAF | no | reports | |
| | EW-354AO | Mi-2U | DOSAAF Belarusi | Msb | 21jun14 | in green/yellow/brown camo c/s with 'DOSAAF' titles and Belarussian flag; l/n Minsk-Borovaya 06sep16 |
| 52 9032 015 | "04" yellow | Mi-2 | Soviet Air Force | Yss | 11sep94 | l/n Yessentuki 18aug08, stored |
| 52 9033 015 | not known | Mi-2 | Soviet Air Force | mfd | 28jan85 | |
| | RA-23727 | Mi-2 | ROSTO | rgd | 02aug95 | opb Privolzhski Regionalny Aviaotdel (PRAO) ROSTO at Ulyanovsk-Byely Klyuch; f/n Ulyanovsk-Byely Klyuch 14aug01, no titles |
| 52 9034 015 | "44" yellow | Mi-2 | DOSAAF | mfd | 28jan85 | opb Penzenski ASK |
| | RA-23726 | Mi-2 | ROSTO | rgd | 02aug95 | opb Privolzhski Regionalny Aviaotdel (PRAO) ROSTO at Ulyanovsk-Byely Klyuch; f/n Ulyanovsk-Byely Klyuch 14aug01, no titles |
| | RF-00574 | Mi-2 | DOSAAF | Noo | 2002 | in dark green c/s with light blue underside, no titles; seen Krasnodar-Byelevtsy 06apr13 and 14jun13 with spraying equipment; stored at Byelevtsy, seen apr19 |
| 54 9035 015 | "20" yellow | Mi-2 | Soviet Air Force | mfd | 28jan85 | f/n Moscow-Tushino 25sep91 |
| | ES-XAC | Mi-2 | LKF Aeroco | rgd | 25mar92 | seen TLL 10jul92/13sep94 still with Soviet Air Force code on; canx 27mar97; l/n sep97 |
| | LY-XCB | Mi-2 | UAB Imelmanas | rgd | 17apr01 | f/n GOT 06dec01; Thomas Glatzel is later owner or operator; l/n STA 27jul08; CofA expired 02aug12; still current on register nov13, but no longer by dec16 |
| 52 9037 015 | CCCP-23268 | Mi-2 | AFL/Ukraine | mfd | 31jan85 | rgd 05jul85 |
| | UR-23268 | Mi-2 | not reported | IEV | 22sep94 | |
| | UR-23268 | Mi-2 | Skif-Avia | DOK | 05sep09 | based at Donetsk; in dark blue c/s with broad yellow cheatline, with titles; canx 01oct08; l/n as such DOK 16mar10; seen without titles Kiev-Chaika 16jul11 |
| | UR-23268 | Mi-2 | Prominterservis | rgd | 05may11 | in yellow/black c/s without titles; f/n Zarichne 05jul12; canx 27oct15; seen Kiev-Chaika 15aug18; stored at Kiev-Chaika, seen oct19/sep21 |
| 52 9038 015 | CCCP-23269 | Mi-2 | AFL/Ukraine | rgd | 18apr85 | |
| | RA-23269 | Mi-2 | 2nd Kazan Avn Ent. | trf | 27mar95 | still in full Aeroflot c/s including titles; f/n KZN 04sep96; l/n as such Kazan-Two 17aug97; wfu at Kazan-Two without titles and rotors, seen 15aug01/25jun02 |
| | UR-23269 | Mi-2 | Universal-avia | no | reports | based at Khmelnytsky; canx 13aug08 |
| 52 9039 015 | CCCP-23270 | Mi-2 | AFL/Ukraine | rgd | 28jun85 | |
| | UR-23270 | Mi-2 | Avialini. Ukrayiny | PLV | 21jun99 | sat wfu at Kharkiv-Korotych, seen sep09/sep21 |
| 52 9040 015 | CCCP-23271 | Mi-2 | AFL/Ukraine | rgd | 28jun85 | |
| | UR-23271 | Mi-2 | Bukovyna | no | reports | based at Chernivtsi; canx 13aug08 |
| 52 9041 015 | CCCP-23272 | Mi-2 | AFL/Ukraine | rgd | 18apr85 | |
| | CCCP-23272 | Mi-2 | Aeroflot c/s, n/t | IEV | 28jun95 | |
| 52 9042 015 | CCCP-23273 | Mi-2 | AFL/Ukraine | rgd | 18mar85 | |
| | UR-23273 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; l/n SIP 07may98; canx 01oct08 |
| 52 9043 015 | CCCP-23274 | Mi-2 | AFL/Ukraine | rgd | 18mar85 | |

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|---|---|---|---|---|---|---|
| | UR-23274 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; l/n SIP 23jun01, titles not reported; canx 13aug08 |
| 52 9044 015 | CCCP-23275 | Mi-2 | AFL/Ukraine | rgd | 18mar85 | |
| | UR-23275 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; involved in an accident 10mar92; canx 13aug08 |
| 52 9045 025 | CCCP-23276 | Mi-2 | AFL/Ukraine | rgd | 02apr85 | |
| | UR-23276 | Mi-2 | Aeroflot | SIP | 15sep96 | l/n Kacha 23aug97 reported without prefix |
| 52 9046 025 | CCCP-23277 | Mi-2 | AFL/Ukraine | rgd | 02apr85 | |
| | UR-23277 | Mi-2 | Universal-avia | SIP | 23jun01 | based at Simferopol; canx 31dec08 |
| 51 9047 025 | 215 | Mi-2 | Bulgarian AF | | | opb 44 VAP at Plovdiv-Krumovo; in white c/s; l/n operational in mid-1991; was stored at PDV, seen sep99/aug02; sat near road 864 south-west of Plovdiv, seen 22aug02; sat wfu, without markings at SOF, seen sep10/sep11 |
| | no serial | Mi-2 | no titles | ph. | 10aug15 | preserved on the premises of hotel "Blyan" at ul. Rusalka at Ravda (N42.642365 E27.681699), initially in white c/s with blue cheatline, no markings whatsoever, seen as such aug15/sep20, repainted in white/blue c/s with red trim in 2023, seen as such aug23/aug24 |
| 51 9048 025 | 216 | Mi-2 | Bulgarian AF | PDV | aug99 | c/n checked; opb 44 VAP at Plovdiv-Krumovo; in white c/s; stored at PDV, seen sep99/aug02; sat near road 864 south-west of Plovdiv, seen 22aug02; sat wfu, without markings at SOF, seen sep10/sep11 |
| 53 9049 025 | CCCP-23278 | Mi-2 | AFL/Far East | mfd | 25feb85 | rgd 23may85; trf 08dec94 to Amuravia |
| | RA-23278 | Mi-2 | unknown | KHV | 02nov97 | immediately after overhaul at KHV, but believed never flown thereafter as the overhaul was not paid for; canx 21mar01 |
| | RF-00454 | Mi-2 | ROSTO Avis-Amur | no | reports | mentioned in a tender 20aug07 |
| 53 9050 025 | CCCP-23279 | Mi-2 | AFL/Uzbekistan | rgd | 28jun85 | |
| | UK-23279 | Mi-2 | Uzbekistan Airways | | apr96 | at the Zarafshan Mine |
| | UK-23279 | Mi-2 | Usta Avia | | | reported in JP-05, but probably never taken up; canx before dec07 |
| | 'UK-23757' | Mi-2 | Uzbekistan Airways | ph. | may16 | in full c/s with 'Uzbekistan' titles; preserved with this fake registration (without hyphen) in the yard of the hotel "Parvoz" (Flight) at Urgench which later became the Airport Management Office (N41.581454 E60.636329), f/n on Google Earth may13 and seen may16/aug24, c/n checked on the plate in the cockpit 04aug24 |
| 54 9101 025 | CCCP-23280 | Mi-2 | AFL/Ukraine | rgd | 05jul85 | |
| | UR-23280 | Mi-2 | Universal-avia | PLV | 20may08 | derelict, with faded paint; opb Bukovyna |
| | UR-23280 | Mi-2 | Bukovyna | no | reports | based at Chernivtsi; canx 13aug08; stored at PLV, seen sep10/sep12, 'Avialiniyi Ukrayiny' titles bleeding through |
| 54 9102 025 | CCCP-23281 | Mi-2 | AFL/Ukraine | rgd | 02apr85 | |
| | UR-23281 | Mi-2 | Universal-avia | SIP | 15sep96 | titles not reported; based at Simferopol; canx 13aug08 |
| 54 9103 025 | CCCP-23282 | Mi-2 | AFL/Ukraine-ODS | rgd | 30apr85 | was on the Ukrainian register, but probably wore no prefix; opb Avialiniyi Ukrayiny by feb92; dbr 27feb92 when the left engine failed (due to a manufacturing defect) while the helicopter was flying at a height of 80 metres, during the emergency landing on a clearing near Smolyaninovo (Novoaidar district of the Lugansk region) the left external tank collided with the trailer of a tractor, the helicopter rolled over onto its side and caught fire, the pilot escaped |
| 54 9104 025 | CCCP-23283 | Mi-2 | AFL/Georgia | rgd | 23may85 | not canx from Soviet register; fate unknown |
| 54 9105 025 | CCCP-23284 | Mi-2 | AFL/Georgia | rgd | 28jun85 | not canx from Soviet register; fate unknown |
| 54 9106 025 | CCCP-23285 | Mi-2 | AFL/Central Region | mfd | 25feb82 | rgd 24may85; f/n Myachkovo 03jun92; canx as to Czechoslovakia 27jul92 |
| | OK-PIY | Mi-2 | Bel-Air | rgd | 15oct92 | canx 26aug93; seen BTS 20apr93 all-white c/s, no titles; owned by Eco-Trends, Russia |
| | RA-23285 | Mi-2 | Aeroflot c/s, n/t | Mya | 01sep93 | l/n Myachkovo 15apr97/16aug99 stored; trf 23aug94 to Myachkovo Air Service; not seen since, b/u ? |
| 54 9107 025 | CCCP-23286 | Mi-2 | AFL/Central Region | mfd | 23feb85 | rgd 28jun85; trf 16mar94 to Ykhtinsië Aviation Enterprise; damaged on forced landing Kalinina 05may90 but repaired; seen derelict UCT 2020 rotorless with faded paintwork |
| 53 9108 025 | CCCP-23287 | Mi-2 | AFL/East Siberia | rgd | 30apr85 | canx 25apr94 |
| 53 9109 025 | CCCP-23288 | Mi-2 | AFL/East Siberia | mfd | 28feb85 | rgd 18apr85; opb Chitinski OAO; w/o 15jun90 on the leg from Goryachi Klyuch to Chara of a round flight from Chara in support of a cartographical and meteorological field team when the both engines flamed out (probably due to the presence of air in the fuel system) some 7 minutes into the flight, the pilot attempted an auto-rotation landing on a sand bar in the river Chara 45 km north-east of Chara, but the helicopter did not make it, collided with trees, suffered major damage, bounced on swampy terrain and came to rest in a lake some 20 metres from the shore (at N57°07'30" E118°53'00"), 1 of the 7 passengers killed and 4 passengers as well as the pilot injured; t/t 2,245 hours and 2,690 cycles; canx 20nov90 |
| 53 9110 025 | CCCP-23289 | Mi-2 | AFL/Komi | mfd | 28feb85 | rgd 25mar85; trf 25apr95 to Komiavia |
| 53 9111 025 | CCCP-23290 | Mi-2 | AFL/Uzbekistan | rgd | 24may85 | crashed after in-flight fire near Gazly 18nov91 but was already canx 06jun91 ! |
| 53 9112 025 | CCCP-23291 | Mi-2 | AFL/Belarus | rgd | 30apr85 | |
| | EW-23291 | Mi-2 | Gomelavia ? | GME | 10oct95 | in basic Aeroflot c/s, no titles; sat wfu at GME, l/n 2011; sold to Vladimir A Meshcherski (the owner of the "Greenway Fruit" farm) in 2012 |
| | no reg | Mi-2 | Greenway Fruit | ph. | 30oct12 | in basic Aeroflot c/s with Belarussian flag, no titles; preserved on the territory of the "Greenway Fruit" farm at Yantarny (N52.50701 E30.98596), seen oct12/jun17 |
| 53 9113 025 | CCCP-23292 | Mi-2 | AFL/Leningrad | mfd | 21mar85 | rgd 30apr85 |
| | RA-23292 | Mi-2 | Vologda Avn Ent. | trf | 16nov93 | owned by Russian Federation; in orange c/s with blue cheatline and trim; leased to unknown operator 10apr95; canx before dec10; was used as a trainer for the fire brigade at Vologda; sat derelict at Vologda, seen dec19 |
| 53 9114 025 | CCCP-23293 | Mi-2 | AFL/Komi | rgd | 25mar85 | dbr on landing Yepa 21oct91; canx 02dec91 |
| 53 9115 025 | CCCP-23294 | Mi-2 | AFL/Privolzhsk | mfd | 14mar85 | rgd 08may85; opb 2-i Kuibyshevski OAO |
| | RA-23294 | Mi-2 | Samarskaya KASP | trf | 07jul93 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; leased to Kolavia in 1993/95; the operator's certificate of Samarskaya KASP was revoked 16oct00; still on register by aug10 as owned by the Russian Federation and opb Samarskaya KASP, without valid CofA |
| | no reg | Mi-2 | no titles | ph. | 25mar12 | in light grey c/s with light blue cheatline, no marking whatsoever; was preserved in the park of military equipment at Kogalym (N62.257185 E74.478701), seen mar12/04may15; moved to an industrial area at Kogalym, seen there 25jul15; to be scrapped |
| 52 9116 025 | CCCP-23295 | Mi-2 | AFL/Ukraine | rgd | 18apr85 | dbr on take-off with 21 ! pax Krasnopolye 01sep90; canx 30jan91 |
| 52 9117 025 | CCCP-23296 | Mi-2 | AFL/Ukraine | rgd | 30apr85 | not canx from Soviet register; fate unknown |
| 52 9118 025 | CCCP-23297 | Mi-2 | AFL/Ukraine | rgd | 30apr85 | opb Odesski OAO |
| | UR-23297 | Mi-2 | Odessa Airlines | Lum | 25aug10 | Odeski avialiniyi; canx 13aug08; was stored as a composite airframe with the tailboom of UR-20949 c/n 528649054 in the museum of the Lugansk repair plant at Lugansk-Ostraya Mogila (had '23297' on a plate in the cockpit), f/n aug10; was damaged during the fighting between Ukrainian and Novorossiya forces in summer 2014; superficially repaired and repainted by the "Zaliv" ship-building factory at Kerch (Crimea) in summer 2020 |
| | 'RF-1472' | Mi-2 | FSB | ph. | 12jun18 | also carried code "100" black; in greyish green/olive drab camo c/s with black underside, Red Stars, a white stripe on the rear fuselage, a Russian flag on the left side and a flag of the FSB naval forces on the right side; preserved in these fake colours with the independent patrol ship brigade of the FSB (military unit 1472, hence the 'registration' number) at Chistopolye (N45.362986 E36.178684) from 12jun18, l/n sep24 |
| 52 9119 025 | CCCP-23298 | Mi-2 | AFL/Ukraine | rgd | 05aug85 | |
| | UR-23298 | Mi-2 | Universal-avia | UMY | 21may98 | based at Sumy; canx 01oct08 |
| 52 9120 035 | CCCP-23299 | Mi-2 | AFL/Ukraine | rgd | 23may85 | f/n Lutsk-Krupy 1985 |
| | OK-PIB | Mi-2 | Helicopter | rgd | 07apr95 | Helicopter s.r.o.; leased from Ternopol Aviation Enterprise; canx 17dec97 |
| | UR-23299 | Mi-2 | Universal-avia | OZH | 28may02 | based at TNL; in blue/white c/s, no titles; sat wfu at OZH, seen may02/oct10; canx 13aug08 |
| | UR-MSX | Mi-2MSB | Motor Sich | Gos | 27sep12 | the non-flying prototype of this Ukrainian version with AI-450M engines; 'MSB' stands for 'Motor Sich-Boguslayev' (the CEO of Motor Sich); in blue/white c/s; l/n Gostomel 29sep12; not on register by jun13/oct14 |
| 52 9121 035 | CCCP-23300 | Mi-2 | AFL/Far East | mfd | 26mar85 | rgd 28jun85; trf to Nikolayevsk-na-Amure Airlines; canx 27may03 |
| 52 9122 035 | CCCP-23301 | Mi-2 | AFL/Krasnoyarsk | mfd | 17may85 | rgd 28jun85 |
| | RA-23301 | Mi-2 | Aeroflot | ABA | 13jul93 | trf 25nov93 to Abakan Avia; rgd 10jan01 to Khakasiya |
| | RA-23301 | Mi-2 | Khakasiya | rgd | 10jan01 | |
| | RA-23301 | Mi-2 | Nord-Avia | Mry | 15aug20 | company based at Norilsk; mentioned in a technical inspection document 17sep08; stored at Omsk-Maryanovka, seen aug20/jun24 |
| 52 9123 035 | CCCP-23302 | Mi-2 | AFL/Krasnoyarsk | mfd | 22may85 | rgd 28jun85; opb Abakanski OAO |
| | RA-23302 | Mi-2 | Abakan Avia | trf | 25nov94 | |
| | RA-23302 | Mi-2 | Khakasiya | rgd | 17apr01 | |
| | RA-23302 | Mi-2 | SibAviaTrade | no | reports | in white/blue/red c/s with titles; severely damaged 22apr09 on a flight from the "Vakhta-40" helipad at Strezhevoi to the "Vakhta-21 Kazanskaya" helipad 35 km from Kedrovy when both engines flamed out due to fuel starvation (probably fuel had been stolen at the "Vakhta-40" helipad), the helicopter force-landed 58 km from Kedrovy airport and rolled over onto its side, the tailboom broke off, all 2 crew members and 5 passengers escaped unhurt |
| | RA-23302 | Mi-2 | Krechet | rgd | 31jul14 | still in full SibAviaTrade c/s including titles; stored at Krasnoyarsk-Solnechny, seen mar20/aug23; canx between 02jul20 |
| 52 9124 035 | CCCP-23303 | Mi-2 | AFL/Krasnoyarsk | mfd | 25mar95 | rgd 05aug85; opb Yeniseiski OAO; in orange c/s with blue cheatline and trim |
| | RA-23303 | Mi-2 | Yeniseiski Merid. | trf | 22dec95 | still in full Aeroflot c/s including titles; awaited overhaul in MARZ ROSTO at Fedurnovo (Chornoye), seen aug02/aug03 |
| | RA-23303 | Mi-2 | Avialesookhrana | Che | 09aug10 | in MARZ ROSTO at Fedurnovo (Chornoye), l/n 06sep10; see below |
| | RA-23303 | Mi-2 | KrasAvia | rgd | 16apr09 | to the Krasnoyarsk region; in full c/s (the sole Mi-2 in KrasAvia colours); overhaul completed in late 2011; stored at EIE, seen apr12; sold to Borus 16jul18 |
| | RA-23303 | Mi-2 | Sibaviatrade | rgd | 30aug18 | in white/blue/red c/s with titles; stored at Krasnoyarsk-Solnechny, seen mar20/aug22 |
| 52 9125 035 | CCCP-23304 | Mi-2 | AFL/Krasnoyarsk | rgd | 14aug85 | canx 30dec88 |
| 52 9126 035 | CCCP-23305 | Mi-2 | AFL/Kyrgyzstan | rgd | 11jul85 | |
| | EX-23305 | Mi-2 | Kyrgyzstan Al | trf | 1993 ? | reported in JP-05 |
| | 'KG 777 HAW' | Mi-2 | no titles | ph. | 11jul19 | in white c/s with blue trim and tailboom; preserved with these fake markings at the "Hawaii" Resort at Tokmok (N42.873244 E75.173871), seen jul19/jan20 |
| 52 9127 035 | CCCP-23306 | Mi-2 | AFL/Belarus | rgd | 23may85 | not canx from Soviet register |
| | EW-23306 | Mi-2 | Bellesavia | | | reported in JP-05; offered for sale by the Belarussian property agency 24sep18 with t/t 7,363 hours, was at Vitebsk-Oktyabrski at the time |
| | no reg | Mi-2 | no titles | MSQ | 10oct19 | in light grey c/s with dark blue tailboom, without any markings whatsoever; displayed in the "Lavazza" café at Minsk-2 airport, f/n still before the opening of the café oct19, l/n jan24 |

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| 52 9128 035 | CCCP-23307 | Mi-2 | AFL/Belarus | rgd | 06jun85 | was involved in an accident 26apr03 |
| 52 9129 035 | CCCP-23308 | Mi-2 | AFL/Central Region | mfd | 30mar85 | rgd 28jun85 |
| | RA-23308 | Mi-2 | Lipetsk Avn Ent. | trf | 19oct93 | f/n LPK 18aug99, titles not reported; leased to Yug Avia 23dec03 |
| | RA-23308 | Mi-2 | Transkhimavia | rgd | 16mar06 | to V.P. Maliyevski; current on register by aug10; later opb Virazh, as such in a Russian CAA listing 15oct13; new CofR issued 20jul16 |
| 52 9130 035 | CCCP-23309 | Mi-2 | AFL/Privolzhsk | rgd | 23may85 | l/n RTW 18sep94 |
| | RA-23309 | Mi-2 | Saravia | trf | 28dec94 | canx 29apr99 |
| | no code | Mi-2 | Soviet Air Force | ph. | 04jul06 | preserved in these fake colours (olive drab c/s) in Muzei boyevoi slavy (Combat Valour Museum) in Park Pobedy (Victory Park) at Saratov-Sokolovaya Gora (N56.104041 E94.578841), seen aug03/aug24 |
| 54 9131 035 | not known | Mi-2 | DOSAAF | mfd | 29mar85 | in olive drab c/s with light grey underside, with titles |
| | "01" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 26aug97, probably without code |
| | "001" yellow | Mi-2 | TSO Ukrayiny | Zas | 22jun99 | in olive drab c/s with light grey underside; seen Zaporizhzhya-Shyroke 09jul07 and 11apr16; sat wfu at Zaporizhzhya-Shyroke, seen 22may18 |
| 54 9132 035 | "50" yellow | Mi-2U | DOSAAF | mfd | 29mar85 | |
| | UR-BBF | Mi-2U | TSO Ukrayiny | Kon | 22aug10 | still carried code "50" yellow; canx before mar12; imported by Motor Sich (Ukraine) from Orshanski ARZ (Belarus) 12dec13 |
| | UR-MST | Mi-2U | Kharkivsky aerokl. | rgd | 25apr14 | to Motor Sich; l/n Chuhuyiv 06dec14; canx dec14; last overhaul completed 30oct15, t/t 1,254 hours by then |
| | "883" black | Mi-2U | Ukraine Army Avn | toc | 2015 | opb 18 obrAA at Poltava (was the second helicopter of the unit); code not painted on, only on a sheet of paper in a cabin window; in olive drab c/s with light blue underside and two white recognition stripes on the tailboom; l/n Poltava 25sep21; probably destroyed by Russian attacks 24feb22 or the following days and weeks |
| 54 9133 035 | "40" yellow | Mi-2 | Soviet Air Force | mfd | 26mar85 | f/n Moscow-Tushino 25sep91 |
| | ES-XAD | Mi-2 | LKF Aeroco | rgd | 25mar92 | camouflaged; l/n TLL 09sep93; canx 30dec96 |
| | "61" yellow | Mi-2 | Estonian Air Force | TLL | 03aug97 | l/n Rubula, Latvia 29aug99 |
| | LY-XCA | Mi-2 | Imemanal Ltd. | rgd | 17apr01 | based at Ska-Edeby (Sweden); in all-black c/s with the registration painted near the rotorhead; f/n Uppsala 22sep01; stored at Vassunda (Sweden), seen jun07/aug17; CofA expired 19sep09; still current on register nov13, but not longer by dec16 |
| 54 9134 035 | not known | Mi-2U | Soviet Air Force | mfd | 30mar85 | |
| | RA-23701 | Mi-2U | ROSTO | rgd | 07oct97 | opb Privolzhski Regionalny Aviaotdyel (PRAO) ROSTO at Ulyanovsk-Byely Klyuch; no titles; f/n Ulyanovsk-Byely Klyuch 14aug01 |
| | "28" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars; stored at Saratov-Sokol, l/n jul10 |
| | RF-91318 | Mi-2U | Russian Air Force | Rtd | 07jun15 | also carried code "06" blue; initially in white c/s with blue trim and 'TsSKA' (Central Sports Club of the Army) titles; l/n in its old c/s over Samara 22aug15; repainted in white/dark blue/light blue 'star' c/s with titles; f/n as such Konakovo 16jul16; l/n Minsk-Borovaya 27jul18 |
| 54 9135 035 | not known | Mi-2U | Soviet Air Force | mfd | 1985 | |
| | "08" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars |
| | RF-91397 | Mi-2U | Russian Air Force | Kub | 05aug17 | also carried code "08" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol; in dark green/olive drab camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| 54 9136 035 | "35" yellow | Mi-2 | DOSAAF | mfd | 27apr85 | in dark green c/s with light blue underside |
| | RA-23769 | Mi-2 | Aeroklub Tatarstan | rgd | 13dec93 | still carried code "35" yellow, no titles; canx 02apr02; sat wfu in MARZ ROSTO at Fedurnovo (Chornoye), seen jul05/jul19 |
| 54 9137 035 | not known | Mi-2 | DOSAAF | no | reports | |
| | RF-00559 | Mi-2 | no titles | Che | 03jul05 | seen in MARZ ROSTO at Fedurnovo (Chornoye) jul/aug05; repainted in light blue/black c/s; f/n as such Izhevsk-Pirogovo 21may11, c/n checked; l/n Izhevsk-Pirogovo 21aug11 stored without rotors |
| 54 9138 035 | not known | Mi-2U | Soviet Air Force | mfd | 31mar85 | |
| | RA-23783 | Mi-2U | Komiavia | rgd | 25apr95 | |
| | "27" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars |
| | RF-91317 | Mi-2U | Russian Air Force | no | reports | also carried code "17" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol |
| 54 9139 035 | "18" yellow | Mi-2 | DOSAAF | mfd | mar85 | year and month in c/n confirmed |
| | RF-00584 | Mi-2 | ROSTO Oberon-klub | Tjp | 16feb10 | also carried code "18" yellow; opb Kurtamyshski ATSK at Kurtamysh; in dark green c/s with light grey underside, 'ROSTO' titles plus an unknown badge on the entry door, with Red Stars; already mentioned in a document dated 03apr07 |
| | RF-00584 | Mi-2 | DOSAAF Rossii | rgd | 29oct09 | opb Kurtamyshski ATSK at Kurtamysh; seen in MARZ ROSTO at Fedurnovo (Chornoye) 15aug11; repainted in medium green/yellow/ochre camo c/s with a 'DOSAAF Rossii' logo on entry door and a Russian flag on the engine cowling; f/n as such Chara 05oct14; stored at Kurtamysh, seen jun22 |
| 54 9140 045 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 52 9141 045 | CCCP-23310 | Mi-2 | AFL/Far East | mfd | 22apr85 | rgd 28jun85 |
| | RA-23310 | Mi-2 | Vladivostok Avia | trf | 23aug94 | initially in basic Aeroflot c/s, no titles; l/n as such VVO 19apr97, in poor condition; repainted in full c/s; preserved at the 'Fantaziya' childrens playground at Vladivostok-Vtoraya Rechka (N43.163951 E131.91111) from about 2004, seen sep07/jul18 |
| 52 9142 035 | CCCP-23311 | Mi-2 | AFL/Azerbaijan | mfd | 12apr85 | rgd 21aug85; opb 109 LO Zabratskogo OAO |
| | CCCP-23311 | Mi-2 | AFL/Tyumen | trf | 04may90 | opb Tobolski OAO |
| | RA-23311 | Mi-2 | Irtyshaviatrans | trf | 30sep94 | new CofR issued 28apr98; CofA expired 17apr01 and CofR returned 14dec05; sold to UTair; canx between 22mar18 and 25apr18 |
| 52 9143 045 | CCCP-23312 | Mi-2 | AFL/Latvia | rgd | 28jun85 | f/n RSC 28aug93; still CCCP- 04jul94 |
| | YL-LHF | Mi-2 | | rgd | 21dec92 | canx 23feb93; allocated but probably ntu |
| | 152 | Mi-2 | Latvian Air Force | Lil | aug99 | used for spares; seen 30may06, very incomplete; l/n dumped sep13 |
| 52 9144 045 | CCCP-23313 | Mi-2 | AFL/Moldova | mfd | 22apr85 | rgd 28jun85; opb 281 LO Beltskogo OAO |
| | ER-23313 | Mi-2 | Moldaeroservice | rgd | 23may94 | sat wfu at Balti-Central, seen feb06/sep10; canx between 11mar16 and 30sep16 |
| 52 9145 045 | CCCP-23314 | Mi-2 | AFL/Far East | mfd | 22apr85 | rgd 05jul85; trf 01sep94 to Nikolayevsk-na-Amure Airlines; canx 14apr01 |
| 52 9146 035 | CCCP-23315 | Mi-2 | AFL/Krasnoyarsk | rgd | 01jul85 | |
| | RA-23315 | Mi-2 | Aeroflot | Kjc | 13jul93 | l/n KJA 12jun94; canx 11apr97 |
| 52 9147 045 | CCCP-23316 | Mi-2 | AFL/Kyrgyzstan | rgd | 11jul85 | trf to Kyrgyzstan Airlines |
| | EX-23316 | Mi-2 | Kyrgyzstan Al | | | reported in JP-05 |
| 52 9148 045 | CCCP-23317 | Mi-2 | AFL/Belarus | rgd | 06jun85 | not canx from Soviet register |
| | EW-23317 | Mi-2 | Bellesavia | | | reported in JP-05; offered for sale by the Belarussian property agency 24sep18 with t/t 3,764 hours, was at Vitebsk-Oktyabrski at the time |
| 52 9149 045 | CCCP-23318 | Mi-2 | AFL/Belarus | rgd | 06jun85 | not canx from Soviet register |
| | EW-23318 | Mi-2 | Bellesavia | VTB | 20may05 | offered for sale by the Belarussian property agency 24sep18 with t/t 2,768 hours, was at Vitebsk-Oktyabrski at the time |
| 52 9150 045 | CCCP-23319 | Mi-2 | AFL/Privolzhsk | rgd | 06jun85 | f/n RTW 18sep94; trf 28dec94 to Saravia; canx 24feb98 |
| 54 9201 045 | not known | Mi-2 | Soviet Air Force | mfd | 24apr85 | |
| | RA-23654 | Mi-2 | Tatarst. Aeroclub | rgd | 17feb93 | Tsentralny Aeroklub Respubliki Tatarstan; owned by the 2nd Kazan Aviation Enterprise; f/n Kazan-2 17aug97, titles not reported; canx 02apr02 |
| | RF-01228 | Mi-2 | red/blue/white c/s | Kzk | 25jun08 | |
| 54 9202 045 | not known | Mi-2 | Soviet Air Force | mfd | 27apr85 | |
| | RA-23784 | Mi-2 | Yugorskavia | trf | 25apr95 | leased from Komiavia |
| | RF-00968 | Mi-2 | no titles | Che | 20apr06 | l/n in MARZ ROSTO at Fedurnovo (Chornoye) 03jul06, bare metal |
| | RF-00968 | Mi-2 | ROSTO | Izp | 21may11 | c/n not confirmed; in white/light blue/dark blue c/s |
| 54 9203 045 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9204 045 | not known | Mi-2 | DOSAAF | mfd | 1985 | |
| | FLA-3765K | Mi-2 | no titles | Sht | 29jun12 | with crop-spraying gear; illegal registration, painted on as 'FLA 3765 K' (prefix in Cyrillic); in light blue c/s with white forward fuselage, no titles; stored with ShARZ DOSAAF, seen jun12/oct21 |
| 54 9205 045 | not known | Mi-2 | Soviet Air Force | mfd | 24may85 | |
| | RA-23779 | Mi-2 | Doninvest | rgd | 31oct94 | in basic Soviet Air Force c/s, no titles; f/n ROV 13may96; sat wfu at ROV, seen 13aug01, titles not reported; reportedly scrapped at ROV after oct08 |
| 54 9206 045 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9207 045 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9208 045 | not known | Mi-2 | Soviet Air Force | mfd | 01apr85 | |
| | RA-14300 | Mi-2 | AS | rgd | 05nov93 | |
| 52 9209 045 | CCCP-23320 | Mi-2 | AFL/North Kavkaz | rgd | 01jul85 | opb 351 LO Nalchikskogo OAO; dbr 01apr86 on a crop-spraying flight from an airstrip near Khurikau (Mozdok district of North Osetia) when lost speed and descended too steeply on final approach due to pilot error and came down hard 110 metres before the helipad, the pilot escaped; canx 04jun86 |
| 52 9210 045 | CCCP-23321 | Mi-2 | AFL/North Kavkaz | mfd | apr85 | rgd 01jul85 |
| | RA-23321 | Mi-2 | Elbrus-Avia | trf | 30mar94 | in orange c/s with blue cheatline and trim, probably no titles; seen with faded 'Aeroflot' titles in MARZ ROSTO at Fedurnovo (Chornoye) apr06/jul06; last overhaul completed 27nov06 |
| | RA-23321 | Mi-2 | Simargl | rgd | 28feb07 | initially in all-blue c/s with titles; repainted in purple/green 'paintbrush' c/s with titles; offered for sale by Ruslan Panzhokov 28apr14/01nov14, with t/t 4,257 hours, was at Nalchik at the time; canx 28mar22 as trf to the state aviation register |
| 52 9211 045 | CCCP-23322 | Mi-2 | AFL/North Kavkaz | mfd | 30apr85 | rgd 01jul85; initially opb 351 LO Nalchikskogo OAO; in orange c/s with blue cheatline and trim; trf to 1 LO Nalchikskogo OAO jul88; slightly damaged may92 on a crop-spraying flight when the tail rotor collided with a high-voltage power-line and the helicopter made a forced landing in a field |
| | RA-23322 | Mi-2 | Elbrus-Avia | trf | 30mar94 | rgd 08aug95 to the Russian Federation; did not have a valid CofR or CofA by aug10; new CofRs issued 17dec15 and 08apr19; canx 08dec20 |
| 52 9212 045 | CCCP-23323 | Mi-2 | AFL/North Kavkaz | rgd | 01jul85 | |
| | CCCP-23323 | Mi-2 | AFL/Kazakhstan | trf | 18apr89 | f/n UKK 22apr93; stored in poor condition at UKK, seen oct99 - with this prefix ? |
| | UN-23323 | Mi-2 | GPS VKO | | | carried these titles (VKO is the abbreviation for 'Eastern Kazakhstan Region') |
| | UP-MI214 | Mi-2 | AP VKO ? | no | reports | details from the Aviation Administration of Kazakhstan |
| 52 9213 045 | CCCP-23324 | Mi-2 | AFL/North Kavkaz | mfd | 30apr85 | rgd 01jul85 |
| | RA-23324 | Mi-2 | Elbrus-Avia | trf | 30mar94 | rgd 30jul95 to the Russian Federation; current on register by aug10, without valid CofA and CofR |
| | RA-23324 | Mi-2 | Katekavia | | photo | in full c/s in the "Air Fleet" magazine No. 1/2002; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), 'Aeroflot' titles and prefix 'CCCP-' becoming visible again through faded paint, seen jul07/aug12 (reported with this c/n but registration RA-23549 jul17); offered for sale by Ruslan Panzhokov of Simargl 28apr14, with t/t 3,067 hours; canx 13feb23; also see c/n 526138059 |

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| 52 9214 045 | CCCP-23325 | Mi-2 | AFL/North Kavkaz | mfd | 29apr85 | rgd 14aug85; trf to Shakhty Air 06jun95; rgd 22feb02 to Y.A. Kostenko; leased to Yug Avia from 18dec03 |
| | RA-23325 | Mi-2 | Yugavia | rgd | 24mar04 | to Yu.A. Kostenko; in white/blue c/s with yellow/red/black cheatline, no titles; stored in MARZ DOSAAF at Fedurnovo (Chornoye), seen apr06/jul17; not on register aug10/apr16 |
| | RA-23325 | Mi-2 | not known | rgd | 21jul16 | new CofR issued 02jul18 |
| 52 9215 045 | CCCP-23326 | Mi-2 | AFL/North Kavkaz | mfd | 17may95 | rgd 14aug85 |
| | RA-23326 | Mi-2 | Shakhty Air | trf | 06jun95 | |
| | EP-353 | Mi-2T | Peruvian Army | | mar02 | opb EAE; in camo c/s with white underside and 'Ejército del Perú' titles; sat wfu at Moquegua (S17.179533 W70.929587), seen mar02/mar20 |
| | 'EP-653' | Mi-2T | Peruvian Army | ph. | 22jul21 | in dark green/dark brown/light grey 'digital' camo c/s with 'Ejército del Perú' titles; preserved with this fake serial outside the gate of the Centro de Mantenimiento Aeronáutico del Ejército Perú (CEMAE) at Arequipa (S16.82302 W71.85750), seen jul21/jan24 |
| 52 9216 045 | CCCP-23327 | Mi-2 | AFL/North Kavkaz | mfd | 17may95 | rgd 14aug85; trf 06jun95 to Shakhty Air |
| 52 9217 045 | CCCP-23328 | Mi-2 | AFL/North Kavkaz | mfd | 17may95 | rgd 14aug85; trf 06jun95 to Shakhty Air |
| 52 9218 055 | CCCP-23329 | Mi-2 | AFL/West Siberia | mfd | 29may85 | rgd 10oct85; trf 19apr95 to Aerokuznetsk and in dec99 fleet list as scrapped but on the Russian register sep01/mar03 as rgd 24apr00 to Kuzbassaviafrakht; leased to Regyonale Airlines 02feb04/31dec05 |
| | RA-23329 | Mi-2 | Sibaviatrade | Che | 23jul07 | in red/blue/white c/s, with titles; l/n TOF 16nov08 |
| | RF-00691 | Mi-2 | Weltall-avia | GOJ | 17mar08 | in yellow/blue c/s; l/n Krasnoyarsk-Cheremshanka 07jul08, c/n confirmed, see above and below !! |
| | RA-23329 | Mi-2 | Sibaviatrade | TOF | 25sep09 | red/blue/white c/s, with titles; l/n 23jun10 |
| | UP-MI225 | Mi-2 | not known | rgd | unknown | c/n given by the Civil Aviation Administration of Kazakhstan |
| 52 9219 055 | CCCP-23330 | Mi-2 | AFL/West Siberia | mfd | 22may85 | rgd 05jul85; f/n OMS 12jun94 |
| | RA-23330 | Mi-2 | Omskavia | trf | 30sep94 | leased to Berdski Aeroklub 04sep00 |
| | -- | Mi-2 | Weltall-avia | Che | 29feb08 | freshly painted in yellow/blue c/s |
| | RA-23330 | Mi-2 | Estate Group | rgd | 26nov09 | offered for sale by Avia Tsentr 16nov11 with t/t 6,856 hours |
| | RA-23330 | Mi-2 | Avia-Sibir | Kal | 05aug12 | in yellow/blue c/s; new CofR issued 21dec16; CofA expired 01sep20 |
| 52 9220 055 | CCCP-23331 | Mi-2 | AFL/West Siberia | mfd | 22may85 | rgd 10sep85; f/n Novosibirsk-Severny 01jul92 |
| | RA-23331 | Mi-2 | NARZ | Che | 20apr06 | in white c/s with blue and purple trim, 'Filial Aviakompanii OAO NARZ' titles; stored with MARZ ROSTO at Fedurnovo (Chornoye), seen sep08/aug09 |
| | RA-23331 | Mi-2 | Aerogeo | rgd | 26feb10 | to Aeroport Ust'-Koksa; current on register 04jul17 |
| | RA-23331 | Mi-2 | Avia-Sibir | ph. | 29nov13 | in yellow/black c/s with blue trim, with titles; seen without rotors in the Mashkomplekt factory at Tolmachovka (N54.9698 E82.7979) 29nov13; seen complete and flyable OVB jun17 |
| | RA-23331 | Mi-2 | not known | rgd | 02aug17 | canx 20jun22 |
| 52 9221 055 | CCCP-23332 | Mi-2 | AFL/Latvia | rgd | 05aug85 | |
| | 157 | Mi-2 | Latvian Air Force | RSC | 28aug93 | still had no serial on by 10sep93, call-sign "Kobra" (Cobra); seen Swidwin 31oct03 on overhaul; l/n operational LWO 06oct15; stored at Lielvarde, seen jan20; donated to Ukraine aug22 |
| 52 9222 055 | CCCP-23333 | Mi-2 | AFL/Latvia | rgd | 05aug85 | |
| | YL-LHE | Mi-2 | Latavio | rgd | 22oct92 | canx 21may93; f/n RSC 28aug93; l/n RSC 22aug96 |
| | 23333 | Mi-2 | | RSC | 20jun98 | |
| | CCCP-23333 | Mi-2 | covered | RSC | aug99 | derelict on the field with old registration visible again ! |
| 52 9223 055 | CCCP-23334 | Mi-2 | AFL/Moldova | mfd | 22may85 | rgd 05jul85; opb 281 LO of Beltski OAO |
| | ER-23334 | Mi-2 | Moldaeroservice | rgd | 23may94 | f/n Balti-Central 23feb06; repainted in white/black c/s with maroon trim, titles on the nose; f/n as such Balti-Central 19sep10; stored at Balti-Central, seen feb15; canx between 21nov22 and 06dec22 |
| 54 9224 055 | not known | Mi-2 | DOSAAF | mfd | 01may85 | |
| | RA-14294 | Mi-2 | ROSTO | rgd | 18oct94 | c/n on the Russian register and in Russian Mi-2 overhaul listing as 9284 in error; f/n Ulyanovsk-Bely Klyutch 14aug01 |
| | RF-00555 | Mi-2 | ROSTO | Blv | 04jun11 | stored; also carried code "19" yellow; in dark green c/s with light blue underside; stored at Krasnodar-Byelevtsy, seen jun11/apr19; registration also used on an Il-103 and on a Yak-52 |
| 54 9225 055 | not known | Mi-2 | DOSAAF | mfd | 28may85 | |
| | RA-23748 | Mi-2 | Gazpromavia | rgd | 04feb98 | in dark blue/black/light blue c/s, initially no titles; f/n PEE 14aug01; l/n without titles PEE apr11; new CofR issued 21feb13; received small titles on the cockpit door; f/n as such UFA 16apr13; l/n PEE 16mar15; CofA expired 12jan17; canx 17dec20 |
| 54 9226 055 | not known | Mi-2 | DOSAAF | mfd | 28may85 | |
| | RA-15669(2) | Mi-2 | ROSTO | rgd | 10oct99 | opb ASK Polyot; operated for SmolenskAeroTrans in 2001; dbr 03jul01 on the unauthorised leg from Pugachovka to the shore of a lake 2 km south-east of Kulikovka of a positioning flight from Pugachovka to Stalnoi Kon when landed on a spot with an inclination, the tail rotor touched the ground and the helicopter rolled over onto its right side, both crew escaped unhurt; see c/n 530521097 |
| 54 9227 055 | "45" yellow | Mi-2 | DOSAAF | Tve | 19may99 | seen in MARZ ROSTO at Fedurnovo (Chornoye) aug02/jul05 |
| | RF-00225 | Mi-2 | DOSAAF Rossii | rgd | 14jan10 | opb Krasnoarmeiski ATSK at Byelevtsy; in dark green c/s with light grey underside, with Russian stars and 'DOSAAF Rossii' titles; f/n Krasnodar-Byelevtsy 04jun11; stored at Byelevtsy, seen apr19 |
| 54 9228 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9229 055 | "21" yellow | Mi-2 | Russian Air Force | Log | 06jul03 | l/n Loginovo 09jul08 |
| 54 9230 055 | "16" white | Mi-2 | ROSTO | ph. | 30aug08 | stored at Barnaul-Bobrovka; code may have been yellow initially; in dark green c/s with light blue underside, code faded; l/n nov08 |
| | RF-00552(2) | Mi-2 | ROSTO | no | reports | entered into Rosimushchestvo (State Property Agency) records 26nov09; see RA-00552 with unknown c/n |
| | RF-00552(2) | Mi-2 | DOSAAF | rgd | 23dec09 | opb Barnaulski ASK at Lesnoi |
| 54 9231 055 | not known | Mi-2 | DOSAAF | mfd | 27may85 | |
| | RF-00508 | Mi-2 | ROSTO | Srr | 22apr11 | stored; based at Starorusskoye; in dark green c/s with light blue underside |
| 54 9232 055 | "04" | Mi-2 | DOSAAF | mfd | 1985 | seen Omsk-Maryanovka 02sep93 |
| | FLA-3523K | Mi-2SKh | privately owned | Sht | 26aug11 | with crop-spraying gear; illegal registration, painted on as 'FLA 3523 K' (prefix in Cyrillic); in black c/s with light grey belly, no titles; stored with ShARZ DOSAAF, seen aug11/oct21 |
| 54 9233 055 | not known | Mi-2 | DOSAAF | mfd | 27may85 | |
| | RF-00507 | Mi-2 | ROSTO | Srr | 17aug08 | opb Sakhalinski ASK at Starorusskoye; in blue/red c/s with white trim, no titles |
| | RF-00507 | Mi-2 | DOSAAF Rossii | Srr | 13oct12 | opb Sakhalinski ASK at Starorusskoye; in blue/red c/s with white trim and Russian stars; w/o 09sep13 on a river monitoring flight from Starorusskoye to Poronaisk when suffered engine problems, crashed on the beach of the Sea of Okhotsk 3 km north-west of Sovyetskoye (Dolinsk district of Sakhalin) and burnt out completely, the pilot and both passengers (observers from SakhNIRO) were killed |
| 54 9234 055 | not known | Mi-2U | Soviet Air Force | no | reports | |
| | "29" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars; stored at Saratov-Sokol, l/n jul10 |
| 54 9235 055 | "25" | Mi-2 | Soviet Air Force | Mry | 02sep93 | month and year reported as 061 |
| 54 9236 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9237 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9238 055 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9239 055 | UR-BWN (1) | Mi-2 | TSO Ukrayiny | Kci | 16may06 | c/n confirmed by cancellation order and checked oct10; opb ASK "Sokol" Vovchansk; in white/blue/grey c/s, no titles; stored without rotors at Kiev-Chaika, seen may07/sep21; canx 01oct08; see UR-BWN with unknown c/n |
| 54 9240 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 51 9241 065 | YN-CCG | Mi-2 | Nicaraguan AF | OPF | 29oct92 | impounded after drug flight; was displayed on a playground at San José (Puerto Rico), seen jan/feb03; see c/n 51 6002 039 |
| 51 9242 065 | YN-... | Mi-2 | Nicaraguan AF | | | |
| 54 9243 055 | CCCP-23335 | Mi-2 | AFL/Ukraine | rgd | 20dec85 | canx 1987 ? |
| 54 9244 065 | CCCP-23336 | Mi-2 | AFL/GosNII GA | rgd | 26mar86 | |
| | CCCP-23336 | Mi-2 | AFL/Ukraine | trf | 02dec86 | |
| | HA-BFL | Mi-2 | Szer Bon Kft. | rgd | 23may95 | leased from Universal-avia; in orange c/s with blue cheatline and trim, no titles; f/n Budaörs 06jun95; CofA expired 23jun96; l/n IFO 30jun99; canx between sep00 and jun01 |
| | UR-23336 | Mi-2 | Agroaviadnipro | no | reports | based at Dnipropetrovsk-Pidhorodnye (Yuvileine); canx 07jul11 |
| 54 9245 065 | CCCP-23337 | Mi-2 | AFL/Ukraine | rgd | 29oct85 | later UR-23337 |
| | HA-BFC | Mi-2 | MALÉV Aero Club | rgd | 18aug94 | leased from Ternopol Aviation Enterprise; damaged 24feb95 on landing at Délegyháza when rolled over; CofA expired 16aug95, not repaired but still current feb04; seen Budaörs 14jul96; l/n Dunakeszi 06jul04; opb Máv Repülö és Ejtöernyös se. as of 2008 |
| 54 9246 065 | CCCP-23338 | Mi-2 | AFL/Georgia | rgd | 02dec85 | |
| | 4L-23338 | Mi-2 | Aeroflot c/s, n/t | TBS | 16may96 | l/n TBS 22aug00; reported for AISI, Georgia |
| 54 9247 065 | CCCP-23339 | Mi-2 | AFL/Georgia | rgd | 02dec85 | not canx from Soviet register; fate unknown |
| 54 9248 065 | CCCP-23340 | Mi-2 | AFL/Georgia | rgd | 02dec85 | not canx from Soviet register; fate unknown |
| 54 9249 065 | CCCP-23341 | Mi-2 | AFL/Central Region | mfd | 26jun85 | rgd 10oct85 |
| | RA-23341 | Mi-2 | Aeroflot | IWA | 1993 | trf to Aviapankh 26jan94; l/n IWA 30mar02; seen in MARZ ROSTO at Fedurnovo (Chornoye) 26aug02, titles not reported |
| | RA-23341 | Mi-2 | Aeros | Che | 25aug03 | leased to Kostroma AE 30jan/31dec04; seen NSK 22oct07 in |
| | RA-23341 | Mi-2 | KomiAviaTrans | NSK | 22oct07 | blue/white/red c/s, titles covered by tarpaulin; mentioned in technical inspection document 13jul07 with this operator |
| | RA-23341 | Mi-2 | Avia Tekhnologii | rgd | 01aug07 | in blue c/s with white and red trim, no titles; f/n SCW 14mar08 |
| | RA-23341 | Mi-2 | Sokol | rgd | 26oct09 | to Avia Tekhnologii; included into the operator's certificate of Sokol 12feb10 |
| | RA-23341 | Mi-2 | Geliks | PEE | 23mar14 | no new CofR issued; in white c/s with blue and black trim, with titles; new CofR issued 30mar18; l/n IJK 18apr18 |
| | RA-23341 | Mi-2 | Kazan Avn Enterpr. | Cho | 24jul19 | in white c/s with blue and black trim, with titles; l/n IJK 10mar23 |
| 54 9250 065 | CCCP-23342 | Mi-2U | AFL/Central Region | mfd | 26jun85 | rgd 10oct85 |
| | RA-23342 | Mi-2U | Aeroflot | IWA | 1993 | l/n IWA jul98 |
| | RA-23342 | Mi-2U | Aviapankh | trf | 26jan94 | no titles; seen in MARZ ROSTO at Fedurnovo (Chornoye) 26aug02 |
| | RA-23342 | Mi-2U | Aeros | rgd | 27dec02 | leased to AviaPANKh 13feb04/13feb05; rgd to AviaPANKh 17mar04, with the operator remaining Aeros; CofR returned 19jan05 as lease ended; CofA expired 13feb05; excluded from the operator's certificate of AviaPANKh 17feb05; f/n Bogorodskoye 04mar07; current on register 06nov19 |
| | 'CCCP-63422' | Mi-2U | Aeroflot | ph. | 25may16 | c/n checked; fake registration; in orange c/s with blue cheatline and trim, with titles; sat wfu (with damaged tailboom) on the premises of the "Night Wolves" at km 17 of the Sevastopol-Yalta highway near Mount Gasforta (N44.519781 E33.682736), seen may16/oct17 |
| 53 9301 065 | CCCP-23343 | Mi-2 | AFL/Uzbekistan | rgd | 10sep85 | opb Urgenchski OAO; dbr 06apr90 on a flight from Muruntau when the right engine caught fire 40 minutes into the flight, the pilot opted for an immediate landing in an area with sand dunes near Zarafshan, but the nose gear sank into the sand so that the main rotor blades collided with the slope of a dune, the helicopter |

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|---|---|---|---|---|---|---|
| | | | | | | came to rest on its right side, caught fire and burnt out, 1 of the 2 passengers seriously injured while the other one and the pilot escaped unhurt; canx 20jan91 |
| 53 9302 065 | CCCP-23344 | Mi-2 | AFL/East Siberia | rgd | 10dec85 | rgd 03feb97 to Bogdanov G.V.; canx 21jun99 |
| 53 9303 065 | CCCP-23345 | Mi-2 | AFL/Leningrad | mfd | 26jun85 | rgd 10oct85 |
| | RA-23345 | Mi-2 | Vologda Avn Ent. | trf | 16nov93 | owned by Russian Federation; leased to unknown operator 13dec93; canx before dec10 |
| 54 9304 065 | "47" white | Mi-2 | Soviet Air Force | mfd | 29jun85 | probably DOSAAF, in fact; f/n Tushino aug95; seen ZIA 25aug95 with the code covered |
| | RA-23721 | Mi-2 | Konvers Avia | rgd | 12nov95 | in orange c/s with blue cheatline and trim, with titles; rgd 29nov01 to NPO "Vzlyot"; leased to Vologda Air 22nov01/31dec03; f/n Tver-Zmeyovo 12aug06; new CofR issued 27jan09 (again to NPO "Vzlyot"); l/n Tver-Zmeyovo 28aug10; dbr 10jul14 on a flight from a site near the TsDNG-5 production facility in the Vatyogan oil and gas field (41 km east of Kogalym) to Kogalym when the pilot got distracted from aviating so that the helicopter collided with a high-voltage power-line 430 metres after take-off, crashed in swampy terrain close to a road (at N62°09'51" E75°18'58") and came to rest on its left side, the pilot was killed; t/t 8,759 hours and 21,996 cycles |
| 54 9305 065 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9306 065 | "23" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars; stored at Saratov-Sokol, l/n jul10 |
| | RF-91403 | Mi-2U | Russian Air Force | Eng | 15sep11 | also carried code "23" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol; in medium green c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| 52 9307 065 | OK-PIN | Mi-2 | Slov-Air | rgd | 22jul85 | crashed while crop-dusting Trebisov 30may92 and canx 14jan98 ! |
| 52 9308 065 | OK-PIO | Mi-2 | Slov-Air | rgd | 22jul85 | l/n Chrudim 05aug91 |
| | OM-PIO | Mi-2 | Slov-Air | r/r | early94 | stored at Bratislava, seen mar95/jul97; canx 22jan99 |
| | OK-PIO | Mi-2 | Slov-Air | ph. | 14jun13 | preserved in the garden of Tamás Fehér at Pákozd (Hungary), seen jun13/sep24 |
| 52 9309 065 | OK-PIP | Mi-2 | Slov-Air | rgd | 06aug85 | |
| | OK-PIP | Mi-2 | Delta System Air | lsd | 1992 | seen 22sep92, leased from Slov-Air; l/n Ustí nad Labem-Heliport may94 |
| | OM-PIP | Mi-2 | Delta System Air | r/r | early94 | leased from Slov-Air, seen Bratislava 21may95; canx 22jan99 |
| | no reg | Mi-2 | all-white | | 07jun99 | was preserved north of Bratislava on the motorway 502 to Brno; reportedly b/u |
| 52 9310 065 | OK-PIQ | Mi-2 | Slov-Air | rgd | 06aug85 | |
| | OM-PIQ | Mi-2 | Slov-Air | r/r | early94 | seen stored Bratislava mar95/jul97; seen active with Regional Heli Service, Zilina hospital 04dec04 |
| | OM-PIQ | Mi-2 | Regional Heli Serv | | 04dec04 | at Zilina hospital; l/n 29jun05/14sep05; current nov06 |
| | YV1866 | Mi-2 | Jesús Cañizales | no | reports | reportedly current by feb07; see next line, ntu ? |
| | YV208A | Mi-2 | Fumig. Aeroagríc. | rgd | 23jan07 | Fumigaciónes Aeroagrícolas SA of Maracay |
| 52 9311 065 | OK-PIR | Mi-2 | Slov-Air | rgd | 22jul85 | photo on the internet, taken at Varnsdorf heliport dated 1981 !; l/n Brno-Cernovice sep92 |
| | OM-PIR | Mi-2 | Slov-Air | r/r | early94 | sat wfu at Bratislava, seen mar95/jul97; canx 22jan99 |
| | no reg | Mi-2 | Rescue Sys Slov | | 07jun99 | was preserved north of Bratislava on the motorway 502 to Brno; reportedly scrapped |
| 52 9312 065 | OK-PIS | Mi-2 | Slov-Air | rgd | 06aug85 | seen Brno 08aug91 |
| | OM-PIS | Mi-2 | Slov-Air | r/r | early94 | l/n operational BTS 11mar98; canx 20jan05 as last operated by Rescue Systems Slovakia; was displayed on a roundabout at the entrance to the airfield at Novy Zamky (Slovakia), seen jun03/jun07; preserved with Aero Slovakia at Nitra-Janikovice (N48.28042 E18.13579), seen jun09/jun24 |
| 52 9313 065 | OK-PIT | Mi-2 | Slov-Air | rgd | 06aug85 | |
| | OM-PIT | Mi-2 | Slov-Air | r/r | early94 | seen stored Bratislava mar95/jul97; canx 20jan05 |
| 54 9314 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9315 075 | not known | Mi-2 | DOSAAF | mfd | 18jul85 | also given as 26jul85 |
| | RA-23728 | Mi-2 | ROSTO | rgd | 02aug95 | opb Privolzhski Regionalny Aviaotdel (PRAO) ROSTO at Ulyanovsk-Byely Klyuch; stored unmarked in MARZ ROSTO at Fedurnovo (Chornoye), seen aug02/aug03 |
| | RA-23728 | Mi-2 | MARZ | rgd | 09aug04 | made a forced landing 88 km from Nadym (Yamal peninsula) 25may05, but not damaged; in white/red/black c/s with 'MARZ' titles; f/n in MARZ ROSTO at Fedurnovo (Chornoye) 29feb08; rgd 30jan09 to the Russian Federation; leased to Geliks 12dec17; w/o 22jun18 when crashed near Langepas (Nizhnevartovsk district of the Tyumen region), the pilot was killed; t/t 4,079 hours; canx 23mar20 |
| 54 9316 075 | not known | Mi-2 | DOSAAF | mfd | 15jul85 | toc 26jul85 |
| | RF-01169 | Mi-2 | DOSAAF | rgd | 20oct09 | opb Kamchatski ATSK at Petropavlovsk Kamchatski-Nikolayevka |
| 54 9317 075 | not known | Mi-2 | DOSAAF | mfd | 1995 | |
| | RA-23713 | Mi-2 | Sakhal. AviaTrassy | rgd | 26feb96 | in red/blue/white c/s, no titles; photo exists |
| | RA-23713 | Mi-2 | DOSAAF ? | Sht | 18aug12 | in green c/s with light grey underside and Russian flag on engine cowling, no titles but unknown logo behind cockpit; seen in ShARZ DOSAAF at Shakhty 27aug12 |
| | RF-00287 | Mi-2 | DOSAAF | rgd | 23dec09 | opb ShARZ ROSTO at Shakhty; see above |
| 54 9318 075 | "18" yellow | Mi-2 | DOSAAF | | | |
| | RF-00571 | Mi-2 | ROSTO | ph. | 05nov14 | opb Buzulukski ASK; also carried code "18" yellow; in olive drab c/s with light grey underside, with titles; sat wfu at Buzuluk, seen nov14/oct24 |
| 54 9319 075 | "19" blue | Mi-2 | TSO Ukrayiny | mfd | 30jul85 | opb Sevastopolski ASK; f/n Sevastopol 16sep96; seen Sevastopol 24may06 in freshly painted dark green c/s with light blue underside, no markings |
| | UR-BJU | Mi-2 | Sevastopolski ASK | res | | probably never taken up |
| | UR-NVI | Mi-2 | not known | Sef | sep09 | |
| | UR-NVIH | Mi-2 | privately owned | rgd | 31mar11 | see rgd below |
| | UR-NVH | Mi-2 | V.I. Neshchiri | rgd | 31mar11 | owner is of Sevastopol; in black/white c/s with yellow cheatline, no titles; new CofR issued 08nov13; f/n overhead Sevastopol 12sep14; kept on register for political reasons, but finally canx between 04aug17 and 10aug17; sat wfu at Sevastopol-Yukharina Balka, seen dec20/sep24, in good condition |
| 54 9320 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9321 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9322 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9323 075 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9324 065 | "47" white | Mi-2 | Soviet Air Force | Tno | 20aug95 | l/n 20aug96 |
| 54 9325 075 | not known | Mi-2 | DOSAAF | mfd | 31jul85 | |
| | RA-15663(2) | Mi-2 | ROSTO | rgd | 16aug96 | opb Privolzhski Regionalny Aviaotdel (PRAO) ROSTO at Ulyanovsk-Byely Klyuch; w/o 31jul98 on an unauthorised pleasure flight from Penza-Sosnovka with the MTOW exceeded by 275 kg when descended too fast, came down hard due to pilot error, bounced, came to rest on its right side, caught fire and burnt out, the pilot and all 3 passengers were killed; still current on register sep01; see c/n 520514087 |
| 54 9326 065 | CCCP-23346 | Mi-2 | AFL/Latvia | rgd | 14nov85 | |
| | YL-LHG | Mi-2 | Latavio | rgd | 22oct92 | f/n RIX 28aug93; l/n RIX 20sep98 as such, see next line ! |
| | YL-LHG | Mi-2 | Akoti | rgd | 14oct94 | see previous line !; current 08feb02; seen in MARZ ROSTO at Fedurnovo (Chornoye) 26aug02 without markings; canx 13nov03 |
| 54 9327 075 | CCCP-23347 | Mi-2 | AFL/North Kavkaz | mfd | 31jul85 | rgd 30dec85; in orange c/s with blue cheatline and trim |
| | RA-23347 | Mi-2 | Elbrus-Avia | trf | 30mar94 | rgd 16dec94 (always with this rgd on the register); still in full Aeroflot c/s including titles; stored with MARZ ROSTO at Fedurnovo (Chornoye), seen aug02/aug12; without a valid CofA by aug10; offered for sale in non-airworthy condition may11 and sold to ASK Albatros-Aero; stored at Tushino, seen may14, and later at Stupino, seen nov14/aug15 |
| | RA-23347 | Mi-2 | not known | rgd | 03oct17 | Albatros-Aero ?; canx 05nov19 |
| 54 9328 075 | CCCP-23348 | Mi-2 | AFL/North Kavkaz | mfd | 30jul85 | rgd 16dec85 |
| | RA-23348 | Mi-2 | Shakhty Avn Ent. | trf | 06jun95 | canx 04apr04 as sold to Peru |
| | EP-354 | Mi-2T | Peruvian Army | Plp | mar20 | in black c/s with 'Ejército del Perú titles'; peserved at Lima-Las Palmas (S12.169682 W77.004065), seen mar20/feb24, c/n checked on the plate |
| 54 9329 075 | CCCP-23349 | Mi-2 | AFL/Latvia | rgd | 19apr86 | late registration date |
| | YL-LHH | Mi-2 | Latavio | rgd | 22oct92 | f/n RIX 28aug93 |
| | YL-LHH | Mi-2 | Akoti | rgd | 07jan94 | in blue/grey/blue c/s with 'star and bar' emblem; stored at RIX, seen mar06/dec08; offered for sale nov09, for € 60,000; preserved in the museum at Riga-Skive, seen sep13; current on register jan14, but technically 'dead'; no longer on register jan17 |
| 54 9330 075 | CCCP-23427 | Mi-2 | AFL/North Kavkaz | mfd | 15aug85 | rgd 20dec85 |
| | RA-23427 | Mi-2 | Elbrus-Avia | trf | 30mar94 | |
| | RA-23427 | Mi-2 | RosNeftyeProdukt | rgd | 07feb01 | in green c/s with white and olive drab trim and an 'RN' logo; seen ROV 08/13aug01; canx 30aug02; CofA expired 02feb03 |
| | RA-23427 | Mi-2 | Yugavia | rgd | 08dec09 | to Sistema; canx 11feb19 |
| 54 9331 075 | no code | Mi-2 | Soviet Air Force | Vot | 15aug97 | l/n Vologda-Truvanovo may99/aug14 stored |
| 54 9332 075 | "58" yellow | Mi-2 | DOSAAF | mfd | 01jul85 | |
| | RA-23617 | Mi-2 | Aviakompan. Letus | trf | 28may93 | |
| | RA-23617 | Mi-2 | ROSTO | rgd | 23may95 | to the Russian Federation; opb Privolzhski Regionalny Aviaotdel (PRAO) ROSTO at Ulyanovsk-Byely Klyuch; leased to Aeroservis; in olive drab c/s; current on register by aug10, but without valid CofA; stored at Ulyanovsk-Byely Klyuch (with the code still visible, but faded to white), seen may15 |
| 54 9333 075 | no code | Mi-2 | Soviet Air Force | Vot | 15aug97 | |
| | "54" white | Mi-2 | Soviet Air Force | Vot | 25may99 | |
| 54 9334 085 | "18" yellow | Mi-2 | DOSAAF | mfd | aug85 | in dark green c/s with light blue underside, with titles; stored at Irkutsk-Oyok, seen aug07/jun16 |
| | RA-23622 | Mi-2 | not known | rgd | 27apr93 | not taken up (see above); canx 17apr00 |
| 54 9335 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9336 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9337 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-15664(2) | Mi-2 | Edelweiss TOO | rgd | 05sep96 | see c/n 520515087 |
| 54 9338 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | no code | Mi-2 | | Che | 26aug02 | l/n in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03 |
| 54 9339 085 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23665 | Mi-2 | Delta-K | rgd | 22jan93 | canx but date unknown |
| 54 9340 085 | not known | Mi-2 | DOSAAF | mfd | 1985 | |
| | RF-00585 | Mi-2 | ROSTO Avis-Amur | rgd | 26apr01 | based at Khabarovsk-Dinamo; in light blue c/s with white cheatline, 'Avis-Amur' titles; f/n Khabarovsk-Dinamo 13nov03; stored at Khabarovsk-Dinamo, seen apr09/aug10 |
| 56 9341 085 | 314 | Mi-2 | E.G. Grenztruppen | mfd | aug85 | d/d 30aug85; opb HS-16 at Salzwedel (relocated to Nordhausen 14oct86); received 'Polizei' titles and 'DDR-VP' aug90; ferried to SXF 14sep90 |
| | DDR-VGF | Mi-2 | East German Police | rgd | 24sep90 | was to be opb Zentrale Polizeifliegerstaffel at SXF, but not taken up; stored at SXF, seen 02oct90, still as '314'; f/n SXF 27nov90 |

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| | D-HZPK | Mi-2 | Brandenburg Police | rgd | 23may91 | f/n DRS 10sep91; l/n active SXF 11may02; wfu in 2003 and stored at SXF, l/n 05sep03, without rotors; sold to Armeeshop Viktor Freer of Osterrönfeld 23mar04; canx 08jun04; no export licence issued but sold to the Congo; arrived at Swidnik from Germany for overhaul feb08 |
| | TN-659 | Mi-2 | Congo Police | PNR | 13oct09 | blue/white c/s with inverse yellow triangle behind passenger door, 'Police Nationale' titles, being re-assembled after overhaul; l/n BZV 02aug10 |
| 56 9342 085 | 322 | Mi-2 | E.G. Grenztruppen | d/d | 30aug85 | opb HS-16 at Salzwedel (relocated to Nordhausen 14oct86); ferried to SXF 14sep90; l/n SXF 02oct90 |
| | DDR-VGH | Mi-2 | East German Police | rgd | 24sep90 | was to be opb Zentrale Polizeifliegerstaffel at SXF, but not taken up; f/n SXF 05may91 |
| | D-HZPL | Mi-2 | Brandenburg Police | rgd | sep92 | last flight in 2001; was preserved at the Police Flight Station at SXF, seen feb01/jul03, and later in Luftfahrtmuseum Finow, seen may10/jul24; c/n checked; see c/n 562248032 |
| 52 9343 085 | CCCP-23428 | Mi-2 | AFL/Azerbaijan | mfd | 30aug85 | rgd 05nov85; opb 109 LO Zabratskogo OAO |
| | CCCP-23428 | Mi-2 | AFL/Tyumen | trf | 26apr90 | opb Tobolski OAO |
| | RA-23428 | Mi-2 | Irtyshaviatrans | trf | 30sep94 | in orange c/s with blue cheatline and trim, with titles; new CofR issued 09jun00; CofA expired 30may01 and CofR returned 14dec05; sold to UTair; canx between 22mar18 and 25apr18 |
| 52 9344 085 | CCCP-23429 | Mi-2 | AFL/Moldova | mfd | 29aug85 | rgd 17mar86; opb 281 LO Beltskogo OAO |
| | ER-23429 | Mi-2 | Moldaeroservice | rgd | 21mar94 | sat wfu at Balti-Central, seen jun07/feb15; canx between 11mar16 and 30sep16 |
| 52 9345 085 | CCCP-23430 | Mi-2 | AFL/Moldova | mfd | 25aug85 | rgd 17mar86; opb 281 LO Beltskogo OAO; was involved in an accident 04aug93 |
| | ER-23430 | Mi-2 | Moldaeroservice | rgd | 16aug98 | canx as written off, date unknown |
| 52 9346 085 | CCCP-23431 | Mi-2 | AFL/Moldova | rgd | 17mar86 | opb 281 LO Beltskogo OAO; dbr 23may87 on a flight in the Oryol region when an engine failed and the helicopter made a forced landing; canx 1987 |
| 52 9347 085 | CCCP-23432 | Mi-2 | AFL/North Kavkaz | rgd | 30dec85 | opb Nalchikski OAO; stored jan92/mar93 |
| | RA-23432 | Mi-2SKh | Nalchikski AO | no | reports | converted to crop-spraying version 23mar93; opb 1 AE; w/o 27apr93 on an unauthorised survey flight from Prokhladny (Kabardino-Balkaria) with 4 representatives of the "Pobyeda" sovkhoz (state farm) on board when ran out of fuel 2 km from the helipad and crash-landed on the territory of the "Kavkazkabel" factory, pilot and 1 of the 4 passengers killed and all 3 survivors injured; canx 10jan94 |
| 52 9348 085 | CCCP-23433 | Mi-2 | AFL/North Kavkaz | mfd | 31aug85 | rgd 30dec85; initially opb 351 LO Nalchikskogo OAO; in orange c/s with blue cheatline and trim; trf to 1 LO Nalchikskogo OAO jul88; damaged aug88 on a power-line patrol flight in mountainous terrain when made a hard landing, suffering damage to the nose gear and the forward belly; photo as such at Pyatigorsk aug88; repaired |
| | RA-23433 | Mi-2 | Elbrus-Avia | trf | 30mar94 | probably still in full Aeroflot c/s including titles |
| | RA-23433 | Mi-2 | Konvers Avia | Tve | 28jul10 | in orange c/s with blue cheatline and trim |
| 52 9349 085 | CCCP-23434 | Mi-2 | AFL/Kazakhstan-UKK | rgd | 30dec85 | w/o 14feb91 on a pipeline patrol flight from Tauchik (Mangyshlak district of Kazakhstan) when crashed 26 km from Tauchik, pilot and both passengers killed, the cause of the accident could not be established, probably one of the passengers (weighing 160 kg) had moved from the right seat in the cockpit to the passenger cabin, touching the pilot in the process so that the pilot inadvertently moved the steering column and the helicopter went out of control; canx 21may91 |
| 52 9350 085 | CCCP-23435 | Mi-2 | AFL/North Kavkaz | mfd | 31aug85 | rgd 30dec85 |
| | CCCP-23435 | Mi-2 | AFL/Kazakhstan | trf | 18apr8 | opb Ust'-Kamenogorski OAO; f/n UKK 22apr93; l/n UKK 08jun94 |
| | UN-23435 | Mi-2 | Kazakhstan aue zh. | no | reports | based at Oskemen |
| | UN-23435 | Mi-2 | Euro-Asia Air | trf | 09jul97 | with 4,996 hours left; in basic Aeroflot c/s, no titles; stored at UKK, seen oct99 |
| | UP-MI204 | Mi-2 | AP VKO | toc | 04feb04 | AP VKO is the abbreviation for 'Aviation Enterprise of the Eastern Kazakhstan Region'; rgd 21feb08; in orange c/s with blue cheatline and trim; f/n UKK 26apr12; was due for disease control checks according to documents dated 28nov13 and 10dec14 |
| 52 9401 085 | CCCP-23436 | Mi-2 | AFL/North Kavkaz | mfd | aug85 | rgd 20dec85; opb Nalchikski OAO |
| | RA-23436 | Mi-2 | Elbrus-Avia | trf | 30mar94 | in orange c/s with blue cheatline and trim, probably no titles; seen with faded 'Aeroflot' titles in MARZ ROSTO at Fedurnovo (Chornoye) apr06/jul06; last overhaul completed 04dec06 |
| | RA-23436 | Mi-2SKh | Simargl | rgd | 05jun07 | originally in basic 'blue' Aeroflot c/s with own titles; l/n as such NAL 20mar10; repainted in green/white/blue/red c/s with titles; offered for sale by Ruslan Panzhokov 28apr14/01nov14, with t/t 4,306 hours, was at Nalchik at the time; canx 28mar22 as trf to the state aviation register |
| 52 9402 085 | CCCP-23437 | Mi-2 | AFL/North Kavkaz | rgd | 30dec85 | trf to AFL/Arkhangelsk 16feb90 |
| | RA-23437 | Mi-2 | Aeroflot | trf | 21apr94 | to Arkhangelsk Aviation; f/n ARH 1994 in poor condition; canx 21dec95 |
| 52 9403 085 | CCCP-23438 | Mi-2 | AFL/North Kavkaz | rgd | 30dec85 | |
| | CCCP-23438 | Mi-2 | AFL/Kazakhstan | trf | 18sep89 | opb Ust'-Kamenogorski OAO; f/n UKK 22apr93; stored at UKK, seen oct99 |
| | UP-MI205 | Mi-2 | AP VKO | toc | 04feb04 | AP VKO is the abbreviation for 'Aviation Enterprise of the Eastern Kazakhstan Region'; c/n from the Kazakh CAA; rgd 21feb08; in orange c/s with blue cheatline and trim, with titles; included in sanitary inspection task lists dated 28nov13 and 10dec14; last overhaul completed 28feb18; CofA expired 01jul18; photo at UKK in 2019, in operational condition |
| 52 9404 085 | CCCP-23439 | Mi-2 | AFL/North Kavkaz | rgd | 30dec85 | opb Nalchikski OAO; w/o 23sep86 on a crop-spraying flight in the Predgorny district of the Stavropol region when collided with a high-voltage power-line near Bekeshevskaya and crashed, pilot killed; canx 03mar87 |
| 52 9405 095 | CCCP-23440 | Mi-2 | AFL/North Kavkaz | mfd | 10sep85 | rgd 20dec85 |
| | RA-23440 | Mi-2 | Elbrus-Avia | trf | 30mar94 | rgd 08aug95 to the Russian Federation; on register aug10 without current CofR and CofA |
| | RA-23440 | Mi-2 | Abkhazskiye Avial. | rgd | 19feb14 | in white/red/blue c/s, no titles; f/n SUI 08jul16 |
| 52 9406 095 | CCCP-23441 | Mi-2 | AFL/West Siberia | mfd | 20sep85 | rgd 22nov85; trf 04jul94 to Gornii Altai; seen IWA 04aug01, titles not reported |
| 52 9407 095 | CCCP-23442 | Mi-2 | AFL/North Kavkaz | mfd | 12sep85 | rgd 20dec85 |
| | RA-23442 | Mi-2 | Aeroflot | AKX | 25apr93 | |
| | RA-23442 | Mi-2 | Elbrus-Avia | trf | 30mar94 | seen IWA 04aug01, titles not reported; canx 20mar03 |
| | RF-14404 | Mi-2 | Simargl | Che | 23jul07 | in basic 'blue' Aeroflot c/s, no titles; '23442' in cockpit; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen jul07/jun14; offered for sale by Ruslan Panzhokov 28apr14, with t/t 3,452 hours |
| 51 9408 095 | 9408 | Mi-2 | Hungarian AF | toc | 29jul86 | in olive drab/grey camo c/s with light grey underside; wfu 01aug00; sat wfu at Szolnok, seen mar98/jul99, later on the premises of the Counter Terrorism Centre at Pongrác út in Budapest, seen sep17/jul20, later in a hangar at Siófok-Kiliti, seen nov21/aug22 and later at Kadarkút, seen jul23/jun24 |
| 51 9409 095 | 9409 | Mi-2 | Hungarian AF | toc | 29jul86 | wfu 27oct97; sat wfu at Szolnok, seen jul96/jul99, and later at Ujpest, seen aug01 |
| 51 9410 095 | 9410 | Mi-2 | Hungarian AF | toc | 29jul86 | in dark green/ochre camo c/s with light blue underside; wfu 27oct97; was preserved in Repüléstörténeti Múzeum (Aircraft Museum) at Szolnok, seen jul96/oct13; preserved in RepTár - Szolnoki Repülömúzeum from mar16 (officially opened 01sep16), seen 27mar16/jul20 |
| 51 9411 095 | 9411 | Mi-2 | Hungarian AF | toc | 29jul86 | in green/brown/grey camo c/s with light grey underside; wfu 27oct97; sat wfu at Szolnok, seen jul97/jul99, and at Ujpest, seen aug01; was preserved in Magyar Néphadsereg Múzeális Eszköz és Gépparkja at Zamárdi, seen aug10/aug12 and later at Budaörs, seen mar14; repainted for a film in fantasy dark grey/medium grey/light grey camo c/s with low-viz Hungarian stars, seen 02jun16 |
| | '01-045897' | Mi-2 | US Army Aviation | Bua | 29apr22 | in fantasy dark grey/medium grey/light grey camo c/s with 'United States Army' titles; stored (without rotors) in these fake colours at Budaörs, seen as such 20apr22/26may24 |
| 51 9412 095 | 9412 | Mi-2 | Hungarian AF | toc | 29jul86 | wfu 01aug00; stored at BUD, the serial was removed there 09nov00 |
| | no reg | Mi-2 | Hung Fl Ambulance | h/o | 31aug00 | |
| | HA-BGE (2) | Mi-2 | Hung Fl Ambulance | rgd | 06oct00 | owned by Orszagos Mentoszolgalat and opb Budapest AS; registration painted on at BUD 12nov00; l/n BUD 23apr03; see c/n 568942124 |
| | HA-BGE (2) | Mi-2 | OMSZ Legimentö KT | trf | 2006 | in white c/s with blue top of fuselage and tailboom; no titles; wfu apr06; CofA expired 03mar07; sat wfu in the Air Ambulance shelter at Debrecen, seen dec19/oct20 |
| 51 9413 095 | 9413 | Mi-2 | Hungarian AF | toc | 29jul86 | wfu 01aug00; stored at BUD, the serial was removed there 09nov00; handed over to the Hungarian Flying Ambulance 31aug00 |
| | HA-BGF (2) | Mi-2 | Hung Fl Ambulance | rgd | 06oct00 | owned and operated by Budapest Air Service; registration painted on at BUD 12nov00; l/n BUD 15nov00; current on register (with current CofA) feb04; l/n BUD 29jan05; see c/n 518215053 |
| | HA-BGF (2) | Mi-2 | OMSZ Legimentö KT | rgd | 26apr08 | OMSZ Légimentö Közhasznú Társaság; canx 2014; sat wfu on the premises of the Counter Terrorism Centre at Pongrác út in Budapest, seen sep17, and later at a Rescue Training Facility at Jászberény (N47.508021 E19.926173), seen nov19/sep23 |
| 51 9414 095 | 9414 | Mi-2 | Hungarian AF | toc | 29jul86 | wfu 01aug00; handed over to the Hungarian Flying Ambulance 31aug00; stored at BUD, the serial and the roundels were removed there 14sep00 |
| | HA-BGM | Mi-2 | Hung Fl Ambulance | rgd | 15sep00 | owned by Országos Mentöszolgálat and operated by Budapest Air Service; seen without titles BUD 08nov02; stored at BUD, seen may04/sep05 |
| | HA-BGM | Mi-2 | OMSZ Legimentö KT | rgd | 18aug07 | OMSZ Légimentö Közhasznú Társaság; in white/blue c/s; canx in 2014; sat wfu on the premises of the Counter Terrorism Centre at Pongrác út in Budapest, seen sep17/jul20, and later at Kadarkút, seen aug22/jun23; transported from Kadarkút to Dömsöd 13sep23 and preserved there, l/n nov24 |
| 51 9415 095 | 9415 | Mi-2 | Hungarian AF | toc | 29jul86 | wfu 01aug00; stored at BUD, the serial and the roundels were removed there 14sep00 |
| | no reg | Mi-2 | Hung Fl Ambulance | h/o | 31aug00 | |
| | HA-BGL | Mi-2 | Hung Fl Ambulance | rgd | 15sep00 | f/n BUD 13nov00; l/n BUD 22oct02, still no titles; owner Orszagos Mentoszolgalat and opb Budapest Air Service; current feb04 with expired CofA; damaged beyond repair 01apr05 on a flight from the hospital at Kürtl street at Pécs to its home base when lost height just after take-off, cut power-lines and collided with buildings next to the heliport, the pilot (Mátyás Martinec) was seriously injured while the medic (Gábor Bauer) suffered minor injuries |
| 53 9416 095 | CCCP-23443 | Mi-2 | AFL/Leningrad | mfd | 25sep85 | rgd 19nov85 |
| | RA-23443 | Mi-2 | Murmanaviakom | trf | 22nov94 | in orange c/s with blue cheatline and trim; f/n MMK 17jun98, titles not reported; stored without titles in MARZ DOSAAF at Fedurnovo (Chornoye), seen aug03/jul19; offered for sale 14nov11 |
| 53 9417 095 | CCCP-23444 | Mi-2 | AFL/Leningrad | mfd | 30sep85 | rgd 19nov85 |
| | RA-23444 | Mi-2 | Murmanaviakom | trf | 22nov94 | rgd 14jun00; operated by Murmanaviakom from 20dec02; offered for sale 14nov11 |
| 53 9418 095 | CCCP-23445 | Mi-2 | AFL/Komi | mfd | 30sep85 | rgd 16dec85; trf 25apr95 to Komiavia |
| | RA-23445 | Mi-2 | Aeroflot | UCT | 07aug08 | wfu, many parts missing and prefix faded; seen derelict UCT 2020 rotorless with faded paintwork |
| 53 9419 095 | CCCP-23446 | Mi-2 | AFL/Leningrad | mfd | sep85 | rgd 19nov85; in orange c/s with blue cheatline and trim; was involved in an accident 26aug92 |
| | RA-23446 | Mi-2 | Vologda Avn Ent. | trf | 16nov93 | in orange c/s with blue cheatline and trim; did not have a current CofR and CofA aug10; current on register 01aug23; the hulk sat at Vologda, seen jul24 |
| 53 9420 095 | CCCP-23447 | Mi-2 | AFL/West Siberia | rgd | 10dec85 | trf 26jan94 to Kolpashevo Air; canx but date unknown |
| 53 9421 095 | CCCP-23448 | Mi-2 | AFL/North Kavkaz | mfd | 29sep85 | rgd 30dec85 |
| | RA-23448 | Mi-2 | Elbrus-Avia | trf | 30mar94 | new CofR issued 18may95; sold to P.G. Malkin 24sep10; canx 29dec21 |
| 53 9422 095 | CCCP-23449 | Mi-2 | AFL/North Kavkaz | mfd | 30sep85 | rgd 30dec85; opb Nalchikski OAO; photo in 1986 |
| | RA-23449 | Mi-2 | Elbrus-Avia | trf | 30mar94 | seen in MARZ ROSTO at Fedurnovo (Chornoye) aug02/jul05, titles not reported |
| | RA-23449 | Mi-2 | Simargl | rgd | 11jan06 | to Ruslan Panzhokov; in a Russian CAA listing 15oct13; CofA expired 08dec17; canx 28mar22 as trf to the state aviation register |
| 54 9423 095 | CCCP-20957 | Mi-2 | AFL/Far East | mfd | 02oct85 | rgd 17feb86 |

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| | RA-20957 | Mi-2 | Aeroflot | | | last overhaul completed 26feb93 |
| | RA-20957 | Mi-2 | Amuravia | trf | 08feb94 | still in full Aeroflot c/s including titles; l/n BQS 20apr97 |
| | RA-20957 | Mi-2 | Biznes Partner | rgd | 02jun00 | leased to Blagoveshchenskiye avialinii; fitted with VIP interior |
| | RA-2356K | Mi-2 | Aeroklub "Twist" | rgd | 10oct03 | also used the English designation TwistAirClub; with VIP interior; based at Ozyornyye Klyuchi; put into long-term storage 15oct02; offered for sale 20jan04 with t/t 4,638 hours, for € 255,000; CofA expired 31aug05; sat wfu at 322 ARZ at VVO, l/n nov08 |
| | 2356K | Mi-2 | Algos | VVO | 17may09 | owned by the director of the Algos sausage factory; with VIP interior; in blue/white/light grey c/s with blue/red/blue cheatline, with titles; sat wfu at 322 ARZ at VVO, seen may09/feb12; bought by Avialift Vladivostok at an unknown date (reportedly from the director of the Algos factory in 1998, but but that cannot be correct, looking at the dates above); sat wfu on the apron of Avialift Vladivostok at VVO, seen jul12 |
| | 'CCCP-15677' | Mi-2 | Aeroflot | VVO | 31aug17 | repainted in standard 'blue' c/s with titles; preserved in these fake colours on the apron of Avialift Vladivostok at VVO, seen aug17/may21; see c/ns 530529107 and 547950122 |
| 54 9424 095 | CCCP-20958 | Mi-2 | AFL/Uzbekistan | rgd | 02dec85 | f/n TBS 16may96; trf to Spetsialny Avia, Uzbekistan |
| | UK-20958 | Mi-2 | Usta Avia | | | reported in JP-05; canx before dec07 but date unknown |
| 51 9425 105 | 9425 | Mi-2RCh | Czechoslovak AF | | apr91 | opb 15. vrtulníkový odrad at Bechyne; w/o 17jul92 on a video flight for Czechoslovakian TV when the left engine failed, the crew attempted an emergency landing near Ostelec nad Vltavou, but the helicopter came down hard, roller over onto its right side, caught fire and burnt out, both pilots and both passengers slightly injured |
| 51 9426 105 | 9426 | Mi-2 | Czechoslovak AF | Pll | 14aug91 | |
| | 9426 | Mi-2 | Slovak Air Force | trf | 01jan93 | dumped at Trencín in a compound (which was initially full of vehicles but empty by sep24), seen jul98/sep24 |
| 51 9427 105 | 9427 | Mi-2RCh | Czechoslovak AF | d/d | 1985 | radiation reconnaissance helicopter; initially opb 52. ltvpz; trf to 51. vrp at Prostejov oct92 |
| | 9427 | Mi-2 | Czech Air Force | trf | 01jan93 | initially opb 51. vrp at Prostejov; initially in olive drab/ochre/medium grey camo c/s with light grey belly; trf to 332. vrl / 33. zVrL dec94; opb 34. zSL, 342. lt at Pardubice in 1999/2003; l/n PED 2003, flying; reportedly flown to Russia inside an Il-76 for rebuild to a Mi-2A; repainted in olive drab/medium grey/dark grey camo c/s with light grey underside and yellow tail; f/n as such Hradec Králové 27may06; l/n as such OSR 20sep08; opb the Flight Training Centre (Centrum leteckého výcviku), a public-private partnership with LOM Praha, at Pardubice from an unknown date; received a yellow nose and 'CLV' titles on the door (but retained its roundels); f/n as such PED 07sep09; l/n operational PED 29apr16; wfu before 2019; l/n stored PED (N50.016872 E15.742725) sep20 |
| 51 9428 105 | 9428 | Mi-2RCh | Czechoslovak AF | d/d | 1985 | radiation reconnaissance helicopter; initially opb 52. ltvpz; trf to 51. vrp at Prostejov oct92 |
| | 9428 | Mi-2RCh | Czech Air Force | trf | 01jan93 | initially opb 51. vrp at Prostejov; in olive drab/ochre/medium grey camo c/s with light blue belly; trf to 332. vrl / 33. zVrL dec94; suffered a bird-strike 15jun95; opb 34. zSL, 342. lt at Pardubice in 1999/2003; l/n PED 2003, still with the 'RCh' aerials on the rear fuselage; stored from 2003 |
| | 9428 | Mi-2T | Czech Air Force | | | demodified during overhaul; opb the Flight Training Centre (Centrum leteckého výcviku), a public-private partnership with LOM Praha, at Pardubice from 2009; in olive drab/light grey/medium grey camo c/s with light grey underside and yellow nose and tail, with 'CLV' titles on the door (but retained its roundels); f/n as such Hradec Králové 04sep10; l/n operational PRV 16jul16; wfu before 2019; was stored at PED, seen sep20; preserved with the Vojenská strední skola a Vyssí odborná skola MNO at Moravská Trebová (N49.751690 E16.671570), l/n oct22 |
| 51 9429 105 | 9429 | Mi-2RCh | Czechoslovak AF | mfd | 06nov85 | radiation reconnaissance helicopter; opb 1. letka velení a pruzkumu (military unit 8502) at Brno; in dark olive drab/medium olive drab/ochre camo c/s with light grey belly; used by 2 pilots (1st Lieutenant Milan Komárek and 2nd Lieutenant Robert Goryl) to defect to Western Germany while on a training flight from Dobrany 04mar87, landimg in a field near Regensburg (Bavaria); was flown underslung by a German Army CH-53G to Manching 06mar87 and returned to Czechoslovakia on a flat-bed trailer via Schafberg border control post 13mar87 |
| | 9429 | Mi-2RCh | Czech Air Force | trf | 01jan93 | l/n BRQ 06sep03, stored; airfreighted by an Il-76 to Russia, probably in 2005 |
| | RA-15741(2) | Mi-2 | Barkol | rgd | 13may05 | in white c/s with trim in three shades of blue; f/n BKA 11jul05; new CofR issued 19nov12; l/n Ivanovskaya apr14; new CofR issued 11nov19; see c/n 542518072 |
| 53 9430 105 | B-2530 | Mi-2 | Czech MoI (LS FMV) | d/d | 10nov85 | redesignated LS SNB in 1988, Státní letecký útvar SLÚ in 1990 and Letecká sluPba Federálního policejního sboru (LS FPS) in 1991; repainted in blue/white c/s with 'Policie' titles in 1992 |
| | B-2530 | Mi-2 | Czech Police | trf | 01jan93 | in blue/white c/s with 'Policie' titles; canx 27sep94; preserved in the aviation museum at Prague-Kbely, seen aug02/aug24 |
| 53 9431 105 | B-2531 | Mi-2 | Czech MoI (LS FMV) | d/d | 10nov85 | redesignated LS SNB in 1988, Státní letecký útvar SLÚ in 1990 and Letecká sluPba Federálního policejního sboru (LS FPS) in 1991 |
| | B-2531 | Mi-2 | Czech Police | trf | 01jan93 | canx 30jul93 as wfu; seen stored outside Police hangar Prague sep97/sep99 |
| | no reg | Mi-2 | faded c/s, n/t | ph. | 15may08 | used as a ground instructional airframe by the SOU Odolena Voda comprehensive school (N50.218870 E14.409183), two big eyes and a red tongue painted on, l/n jun18 |
| 54 9432 095 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9433 105 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9434 105 | not known | Mi-2 | DOSAAF | mfd | 1985 | exported by Motor Sich to Orshanski ARZ 24sep13 and back 27dec13 |
| | UR-MSS | Mi-2 | Kharkiv Aeroklub | rgd | 25apr14 | to Motor Sich; canx dec14 |
| | "05" blue | Mi-2 | Ukraine Air Force | Plw | 20apr17 | in green c/s with light blue underside and two white recognition stripes on the tailboom |
| 54 9435 105 | not known | Mi-2 | DOSAAF | no | reports | |
| 54 9436 105 | "27" yellow | Mi-2 | DOSAAF | no | reports | |
| | "147" yellow | Mi-2 | Ukraine Air Force | ph. | 29aug09 | at Chuhuyiv; possibly opb TSO Ukrayiny, but also reported as being opb 203 UABr; in dark green c/s with light blue underside, former code "27" yellow and faded 'DOSAAF' titles still visible; l/n Chuhuyiv 26jul10, operational |
| 54 9437 105 | not known | Mi-2 | Soviet Air Force | mfd | 1985 | |
| | UR-MSE | Mi-2 | Motor Sich | rgd | 10apr13 | in green c/s with light blue underside and a 'Motor Sich' logo on the rear fuselage; f/n OZH 17aug13; l/n operational LWO 31dec14; stored at OZH, seen mar17; canx 03dec18 |
| 54 9438 105 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9439 105 | not known | Mi-2 | DOSAAF | no | reports | |
| | EW-359AO | Mi-2 | DOSAAF Belarusi | Kuk | 03sep16 | in green/yellow/brown camo c/s with 'DOSAAF' titles |
| | UR-VBJ | Mi-2 | Motor Sich | rgd | 24may21 | in blue/pink c/s with white trim, with titles; f/n at Zaporizhzhya-Shyroke in 2021; current on register 10mar23 |
| 54 9440 105 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9441 105 | not known | Mi-2 | Soviet Air Force | mfd | 31oct85 | |
| | UR-MSQ | Mi-2 | Motor Sich | rgd | 10apr13 | last overhaul completed 05feb13; in white c/s with dark blue and pink trim, with titles; f/n IEV 17jul15; severely damaged 23jun16 on a flight from Kharkiv-Korotych during the Ukrainian Helicopter Championships when lost height on approach to the site where a load had to be dropped (due to pilot error), came down hard and rolled over onto its right side, 1 of the 2 crew and 1 person on the ground injured; t/t 1,710 hours; canx between 07jun19 and 29jun19 |
| 54 9442 105 | not known | Mi-2 | DOSAAF | mfd | 1985 | |
| | RA-23632 | Mi-2 | AviaPANKh | rgd | 29apr93 | current on register by feb98/sep01 |
| | RA-05528 | Mi-2 | ROSTO | ph. | 18aug99 | at Nördlingen for the World Helicopter Championships; also carried code "26" yellow; registration correct ?, see next line |
| | RF-00528(1) | Mi-2 | ROSTO | Ygr | 08jan06 | c/n correct ?, see the c/s for this and the next line; opb the Yegoryevsk Flying School; in green/brown camo c/s, carried a bank's sticker; l/n Yegoryevsk-Shuvoye 09apr06; see c/n 548449123 |
| | RF-00528(1) | Mi-2 | DOSAAF | Che | 13aug12 | also carried code "26" yellow; in olive drab c/s with light grey underside, 'DOSAAF' and 'ROSTO' titles visible; stored with MARZ DOSAAF at Fedurnovo (Chornoye), seen aug10/jul19, c/n checked |
| 54 9443 105 | not known | Mi-2 | DOSAAF | mfd | 15nov85 | |
| | not known | Mi-2 | TSO Ukrayiny | trf | 1992 | |
| | "64" white | Mi-2MSB | Ukraine Army Avn | | | last overhaul completed 02may18 (overhauled by ViAZ at Vinnytsya and converted by Motor Sich) |
| | "881" black | Mi-2MSB | Ukraine Army Avn | Plw | 23jan19 | opb 18 obrAA at Poltava; code not painted on, only on a sheet of paper in a cabin window; in olive drab c/s with light blue underside and a unit badge behind the cockpit; l/n Poltava 25sep21; probably destroyed by Russian attacks 24feb22 or the following days and weeks |
| 54 9444 105 | not known | Mi-2 | DOSAAF | no | reports | |
| | UR-BWO | Mi-2 | TSO Ukrayiny | trf | 1992 | opb ASK "Sokol" Vovchansk; canx 13aug08; tailboom seen on UR-BWN (2) at Vovchansk 24jul11 |
| 54 9445 105 | not known | Mi-2 | DOSAAF | mfd | 1985 | c/n exported by Motor Sich to Orshanski ARZ 30jan13 |
| | EW-345AO | Mi-2 | DOSAAF Belarusi | Msb | 14sep13 | 3rd digit of c/n difficult to read on photo; in green/yellow/brown camo c/s with 'DOSAAF' titles |
| | UR-MSY | Mi-2 | Motor Sich | rgd | 19jun15 | f/n OZH 27mar17; canx between 07jun19 and 29jun19 |
| 54 9446 115 | "53" yellow | Mi-2 | DOSAAF | no | reports | |
| | UR-BWP | Mi-2 | TSO Ukrayiny | ph. | 24apr10 | opb ASK "Sokol" Vovchansk; in dark green c/s with light blue underside, former code "53" yellow and faded 'DOSAAF' titles still visible; canx 13aug08; l/n Vovchansk apr10/aug10, wfu |
| 54 9447 115 | not known | Mi-2 | Soviet Air Force | mfd | 1985 | |
| | UR-MSO | Mi-2 | Motor Sich | rgd | 10apr13 | opb the Kremenchug Flying College of the National Aviation University (KLK NAU); in blue/white c/s with pink trim, with titles; f/n Kharkiv-Korotych 13sep13; l/n Kharkiv-Korotych 19jun15; canx 15nov17 |
| 52 9448 115 | 5600 | Mi-2 | Iraqi Army Avn | | | |
| 52 9449 115 | 5601 | Mi-2 | Iraqi Army Avn | | | |
| | YI-APC | Mi-2 | | | | request for overhaul sent to Swidnik dec03 |
| 52 9450 115 | 5602 | Mi-2 | Iraqi Army Avn | | | |
| 51 9501 115 | 5603 | Mi-2 | Iraqi Army Avn | | | |
| | YI-APE | Mi-2 | | | | request for overhaul sent to Swidnik dec03 |
| 51 9502 115 | 5604 | Mi-2 | Iraqi Army Avn | | | |
| 51 9503 115 | 5605 | Mi-2 | Iraqi Army Avn | | | |
| 51 9504 115 | 5606 | Mi-2 | Iraqi Army Avn | | | |
| 51 9505 115 | 5607 | Mi-2 | Iraqi Army Avn | | | |
| 54 9506 115 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9507 115 | "20" yellow | Mi-2 | DOSAAF | no | reports | |
| | UR-BYS | Mi-2 | TSO Ukrayiny | Krh | sep09 | opb Aeroklub im. V.S. Grizodubovoi at Kharkiv-Korotych; canx 13aug08; sat wfu at Kharkiv-Korotych, sep09/sep21 |
| 54 9508 115 | not known | Mi-2 | Soviet Air Force | mfd | 1985 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | UR-VBB | Mi-2 | Motor Sich | rgd | 11jul17 | in white c/s with orange/blue/orange cheatline and trim, with logo but no titles; f/n TSE 20may18; l/n TSE 23may18; canx between 03jul18 and 13jul18; offered for sale by Motor Sich in 2020, with t/t 1,771 hours |
| | UP-MI226 | Mi-2 | not known | rgd | unknown | c/n given by the Civil Aviation Administration of Kazakhstan |
| 54 9509 115 | not known | Mi-2 | Soviet Air Force | mfd | 1985 | |
| | UR-MSC | Mi-2 | AgroaviaDnipro | rgd | 19mar12 | to Motor Sich; in light blue/white c/s with yellow trim and a Red Cross, no titles; f/n IEV 13may12; l/n OZH 03aug13; canx 27oct15 |
| 54 9510 115 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9511 115 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9512 115 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9513 115 | "10" yellow | Mi-2 | DOSAAF | | 22jun86 | seen during World Championships at Castle Ashby, UK |
| | UR-AAG | Mi-2 | TSO Ukrayiny | Krh | 15jul93 | |
| | UR-BAG | Mi-2 | TSO Ukrayiny | Krh | 21jun99 | opb Aeroklub im. V.S. Grizodubovoi at Kharkiv-Korotych; canx 13aug08; sat wfu at Kharkiv-Korotych, seen sep09/sep12; new CofR issued 17feb16; repainted in olive drab c/s, no titles; f/n as such in Vinnytsky aviatsiny zavod 26feb16; l/n Zaporizhzhya-Shirokye 18aug18; canx between 07aug21 and 21aug21 |
| 54 9514 115 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9515 115 | CCCP-20959 | Mi-2 | AFL/East Siberia | mfd | 30nov85 | rgd 13jan86; trf 28mar94 to Nizhneudinsk Air Enterprise; f/n in MARZ ROSTO at Fedurnovo (Chornoye) 03jul05 |
| 54 9516 115 | CCCP-20960 | Mi-2 | AFL/East Siberia | rgd | 11jun86 | canx 17may95 |
| 54 9517 115 | CCCP-20961 | Mi-2 | AFL/Belarus | rgd | 13jan86 | reported for Gomelavia |
| 54 9518 115 | CCCP-20962 | Mi-2 | AFL/Leningrad | mfd | 30nov85 | rgd 07jan86 |
| | RA-20962 | Mi-2 | Vologda Avn Ent. | trf | 16nov93 | owned by Russian Federation; leased to unknown operator 22mar00; canx before dec10 |
| 54 9519 115 | CCCP-20963 | Mi-2 | AFL/Leningrad | mfd | 30nov85 | rgd 21jan86 |
| | RA-20963 | Mi-2 | Vologda Avn Ent. | trf | 16nov93 | f/n in MARZ ROSTO at Fedurnovo (Chornoye) 03jul05; mentioned in technical inspection document 27jun07 |
| 54 9520 115 | CCCP-20964 | Mi-2 | AFL/Komi | mfd | 20nov85 | rgd 11mar86 |
| | RA-20964 | Mi-2 | Komiavia | trf | 22feb94 | f/n SCW 13jul94, Aeroflot c/s and titles |
| 53 9521 115 | not known | Mi-2 | Iraqi Army Avn | | | c/n known delivered to Iraq but serial unknown |
| 53 9522 115 | not known | Mi-2 | Iraqi Army Avn | | | c/n known delivered to Iraq but serial unknown |
| 53 9523 115 | not known | Mi-2 | Iraqi Army Avn | | | c/n known delivered to Iraq but serial unknown |
| 53 9524 115 | not known | Mi-2 | Iraqi Army Avn | | | c/n known delivered to Iraq but serial unknown |
| 54 9525 125 | CCCP-20965 | Mi-2 | AFL/Komi | mfd | 20dec85 | rgd 17mar86; trf 25apr95 to Komiavia |
| | RA-20965 | Mi-2 | Aeroflot | UCT | 07aug08 | wfu, many parts missing; sat derelict (with faded paintwork) at UCT, seen in 2020 |
| 54 9526 125 | CCCP-20966 | Mi-2 | AFL/North Kavkaz | mfd | 20dec85 | rgd 20mar86 |
| | RA-20966 | Mi-2 | Shakhtinski OAO | trf | 06jun95 | did not have a valid CofR and CofA by aug10 |
| | RA-20966 | Mi-2 | privately owned | Blv | 09apr19 | in 'digital' camo c/s; current on register nov19, still with the rgd 20mar86 |
| 54 9527 125 | not known | Mi-2 | DOSAAF | mfd | 23dec85 | |
| | RF- | Mi-2 | ROSTO | Che | 01jun14 | opb TsAK im. Chkalova; in green c/s; t/t 1,413 hours; stored with MARZ DOSAAF at Fedurnovo (Chornoye), seen jun14 |
| 54 9528 125 | "52" yellow | Mi-2 | DOSAAF | mfd | dec85 | in dark green c/s with light blue underside, with titles; stored at Irkutsk-Oyok, seen jul07/jun16 |
| | RA-23621 | Mi-2 | not known | rgd | 27apr93 | never taken up, see above; canx 17apr00 |
| 54 9529 125 | "53" yellow | Mi-2 | DOSAAF | | | |
| | RF-00547(1) | Mi-2 | ROSTO | Vot | 22mar12 | still carried the code "53" yellow; based at Vologda-Trufanovo; in olive drab c/s with light grey underside, still with 'DOSAAF' titles; stored at Vologda-Trufanovo, seen mar12/jul24; see c/n 528308083 |
| 54 9530 125 | not known | Mi-2 | DOSAAF | mfd | 19dec85 | |
| | RA-23736 | Mi-2 | Sokol | rgd | 20jan97 | canx 26mar01 |
| 54 9531 125 | "27" yellow | Mi-2 | ROSTO | | | opb Smolenski ASK; h/o by MARZ ROSTO oct93; f/n Smolensk-Severny 21aug02 |
| | RF-00524 | Mi-2 | ROSTO | LNX | 30jun08 | opb Smolenski ASK; in red/blue c/s, no titles; sat wfu in MARZ ROSTO at Fedurnovo (Chornoye), seen aug10/jul19 |
| 54 9532 125 | not known | Mi-2 | DOSAAF | mfd | 1985 | |
| | UR-23649 | Mi-2 | TSO Ukrayiny | rgd | 27apr93 | f/n Kiev-Chaika 28aug97; l/n Kiev-Chaika 12jun99; canx only 13aug08, see below |
| | LA-23649 | Mi-2 | Chaika Avia | Kci | 09may01 | 'LA-' prefix is the Ukrainian Sports Aviation register; in white c/s with blue/yellow 'lightning-bolt' and blue belly, no titles; l/n Kiev-Chaika 06aug02 |
| | 01149(2) | Mi-2 | privately owned | | 29may03 | at Meaux Esbly; registration painted on as '01149 RU'; in basic Chaika Avia c/s with logo, no titles; see c/n 548633044 |
| | RA-1149K | Mi-2 | privately owned | ph. | 21may04 | at Meaux Esbly; in white c/s with dark blue belly and trim, no titles; l/n Lognes-Emerainville 01aug10 |
| | RA-1149 | Mi-2 | privately owned | ph. | 15sep17 | illegal registration; in black c/s, no titles; f/n Pont-sur-Yonne (France) 15sep17; c/n checked Pont-sur-Yonne 29apr22 |
| | 'ER-20257' | Mi-2 | privately owned | ph. | 29aug22 | illegal registration as not on the Moldovan register 30jan23; reported by the photographer to be ex RA-1149; in black c/s, no titles; f/n Toussus-Le-Noble 29aug22; l/n Toussus-Le-Noble jul24 see c/n 547215071 |
| 54 9533 125 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9534 125 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9535 125 | no code | Mi-2 | ROSTO ? | Che | 09aug10 | in olive drab c/s with light grey underside, no markings whatsoever visible; stored with MARZ ROSTO at Fedurnovo (Chornoye), seen aug10/aug12 |
| | no reg | Mi-2 | DOSAAF Rossii | Che | 01jun14 | in dark green c/s with light grey underside, with titles |
| | RF-00534(2) | Mi-2 | DOSAAF Rossii | Kug | 05oct14 | in dark green c/s with light grey underside, with titles and logo; seen Kurgan-Logovushka may15; see c/n 5410848039 |
| 54 9536 125 | not known | Mi-2U | Soviet Air Force | mfd | 1985 | |
| | "10" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in olive drab c/s with Red Stars |
| | RF-91399 | Mi-2U | Russian Air Force | Che | 16jul13 | also carried code "10" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol; in dark green c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n Saratov-Sokol may14 |
| 52 9537 125 | SP-SAZ | Mi-2 | ZEUS | rgd | 20feb86 | canx 11oct88 after crash Bardle ? 30jun88 |
| 52 9538 125 | SP-SAY | Mi-2 | ZEUS/Heliseco | rgd | 20feb86 | canx 05feb97; preserved in the Helicopter Museum at Weston-super-Mare, seen nov97/jul18 |
| 52 9539 125 | SP-SAX | Mi-2 | ZEUS/Heliseco | rgd | 30jan86 | canx 05feb97; seen CCS may92 |
| | YV-796C | Mi-2 | Com. Aeropolka | no | reports | |
| | YV-895C | Mi-2 | Helicaribe | CCS | 06feb95 | |
| | YV-2677P | Mi-2 | Enrique Benedetti | no | reports | |
| | YV1461 | Mi-2 | Enrique Benedetti | rgd | 03jul06 | in black/silver c/s; f/n Charallave jun08; l/n Charallave 25nov12 |
| 52 9540 125 | SP-SAV | Mi-2 | ZEUS/Heliseco | rgd | 30jan86 | canx 05feb97; already in Caracas may92 |
| | YV-797C | Mi-2 | | no | reports | |
| | YV-794CP | Mi-2 | Com. Aeropolka | no | reports | |
| | YV-894C | Mi-2 | Helicaribe | CCS | 06feb95 | reported stolen from MUN19may95 |
| | YV-549A | Mi-2 | Helioca | no | reports | full operator Helicoptera de Occidente |
| 52 9541 125 | SP-SBA (2) | Mi-2 | ZEUS/Heliseco | rgd | 30jan86 | see c/n 524738046; l/n Swidnik sep96/26oct07, stored; canx 11mar02 as wfu |
| 54 9542 125 | "55" | Mi-2 | Soviet Air Force | Tno | 10apr91 | l/n KUN 10sep94 |
| | YL-LHS | Mi-2 | Latgales Avio | rgd | 23feb96 | seen Riga-Rumbula 22sep97, reported as Latgales Alus which is a brewery, so probably carried advertising of that brewery; canx 07apr98 |
| | 5R-MVO | Mi-2 | | | | no official information available; f/f in Madagascar 15oct98 |
| 54 9543 016 | not known | Mi-2U | DOSAAF | mfd | jan86 | |
| | RF-00592(2) | Mi-2U | ROSTO | Sam | jul07 | opb Samarski AK at Samara-Bobrovka; in dark blue/white/blue c/s with titles; l/n Samara-Bobrovka 09may09; see RF-00592(1) with unknown c/n |
| | RF-00592(2) | Mi-2U | DOSAAF Rossii | rgd | 19mar09 | opb Samarski AK at Samara-Bobrovka; in dark blue/white/blue c/s with titles and Russian stars; f/n Samara-Bobrovka 22aug14; l/n operational Samara-Bobrovka aug20; stored (with the registration either faded away or scrubbed out) at Samara-Bobrovka, seen oct24 |
| 54 9544 125 | no code | Mi-2 | DOSAAF | Rtd | 20aug01 | opb Saratovski UATs |
| | RF-00542 | Mi-2 | ROSTO | Rtd | 04jul06 | opb Saratovski AK at Saratov-Dubki; in dark green c/s with light blue underside; l/n Saratov-Dubki 07jun15 |
| | RF-00542 | Mi-2 | DOSAAF Rossii | rgd | 29apr09 | opb Saratovski AK at Saratov-Dubki; initially in medium green c/s with light grey underside, with 'DOSAAF' titles and Russian stars; f/n Saratov-Dubki 01jun12; l/n in its old c/s Saratov-Dubki 12apr14; repainted in orange c/s with thick yellow cheatline, 'DOSAAF' and 'San. Aviatsiya' titles, the inscription 'Minzdrav Saratovskoi oblasti', Russian stars and Red Crosses; f/n as such Saratov-Dubki 12apr15; l/n as such Engels 19aug17; repainted in red c/s with thick yellow cheatline, 'DOSAAF Rossii' titles and a 'DOSAAF' badge, but without stars now; f/n as such in MARZ DOSAAF at Fedurnovo (Chornoye) 26aug23; l/n Saratov-Dubki 10aug24 |
| 54 9545 125 | not known | Mi-2 | DOSAAF | mfd | 1985 | |
| | RF-00612 | Mi-2 | ROSTO | ph. | 24jul21 | in olive drab c/s with light grey underside, with titles; preserved on a pole at skver Veteranov (N56.752 E38.886) at Pereslavl-Zalesski, seen jul21/apr22 |
| 54 9546 016 | "51" yellow | Mi-2 | ROSTO | Rtd | 20aug01 | |
| | RF-14410 | Mi-2 | ROSTO | Rtd | 04jul06 | opb Saratovski AK at Saratov-Dubki; in dark green c/s with light grey underside, with Red Star, Russian flag on engine cowling and 'ROSTO' titles; l/n Saratov-Dubki 26may09 |
| | RF-14410 | Mi-2 | DOSAAF | rgd | 29apr09 | opb Saratovski AK at Saratov-Dubki; f/n Saratov-Sokol 20jun099; l/n Saratov-Dubki 08may10 |
| 54 9547 125 | not known | Mi-2 | DOSAAF | mfd | dec85 | |
| | "52" yellow | Mi-2 | ROSTO | Rtd | 20aug01 | |
| | RF-14409 | Mi-2 | ROSTO Oberon-klub | no | reports | opb Kurtamyshski ATSK at Kurtamysh; mentioned in a document dated 03apr07 |
| | RF-14409 | Mi-2 | DOSAAF Rossii | rgd | 29oct09 | opb Kurtamyshski ATSK at Kurtamysh; in olive drab/medium green/ochre camo c/s with Red Stars, no titles; f/n Kurtamysh sep13; l/n Kurtamysh 28jun20; stored at Kurtamysh, seen jun22 |
| 54 9548 016 | not known | Mi-2 | DOSAAF | no | reports | |
| | RF-00504 | Mi-2 | DOSAAF | rgd | 10dec09 | opb Blagoveshchenski ASK at Tambovka |
| 54 9549 016 | "44" yellow | Mi-2 | Russian Air Force | Che | 20apr06 | in dark green c/s with light blue underside, 'STINS.. CON..A' titles (four letters not readable); sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen apr06/jul19 |
| 54 9550 016 | "36" yellow | Mi-2 | DOSAAF | | 22jun86 | seen during World Championships at Castle Ashby, UK |
| | UR-AAF | Mi-2 | TSO Ukrayiny | Krh | 15jul93 | |
| | UR-BAF | Mi-2 | TSO Ukrayiny | Krh | 12sep96 | opb Aeroklub im. V.S. Grizodubovoi at Kharkiv-Korotych; seen UMY 21may98, still with Red Stars; l/n Kharkiv-Korotych 21jun99, c/n checked; canx 13aug08 |
| 54 9601 016 | not known | Mi-2 | Soviet Air Force | no | reports | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 54 9602 016 | "48" yellow | Mi-2 | DOSAAF | mfd | 24jan86 | opb Penzenski ASK; in olive drab c/s with light grey underside, with titles; last overhaul completed 28nov94; t/t 736 hours; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen sep10/jul19 |
| 54 9603 016 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-00526 | Mi-2 | | ph. | 18aug99 | at Nördlingen for the World Helicopter Championships, carried also code "14" yellow; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen jul17/sep17 |
| 54 9604 016 | not known | Mi-2 | Soviet Air Force | mfd | 1986 | |
| | RA-23780 | Mi-2 | Tver Avn Enterpr. | rgd | 21sep94 | to the Russian Federation; without current CofR and CofA by aug10; canx between 23may18 and 20jul18 |
| 52 9605 016 | SP-SCA | Mi-2 | ZEUS/Heliseco | rgd | 20feb86 | l/n Swidnik sep96/apr11 stored; canx 04mar02 as wfu |
| 52 9606 016 | SP-SCB | Mi-2 | ZEUS/Heliseco | rgd | 20feb86 | l/n Swidnik sep96/jul00 stored; canx 16jan97 as wfu; sold to WISTAL scrap company oct00 |
| 52 9607 016 | SP-SCC | Mi-2 | ZEUS/Heliseco | rgd | 20feb86 | used by ICONA, Spain summer 1991; canx 11mar02 as wfu; l/n Swidnik oct07/jul11, stored |
| 52 9608 016 | SP-SCD | Mi-2 | ZEUS/Heliseco | rgd | 20feb86 | canx 20nov98 after crash Ujscie 24sep98; on Heliseco sales list as sold for scrap mar00 |
| 52 9609 016 | SP-SCF | Mi-2 | ZEUS/Heliseco | rgd | 20feb86 | l/n Swidnik oct95/sep96 stored; canx 16jan97 as wfu; b/u ? |
| 52 9610 016 | SP-SCG | Mi-2 | ZEUS | rgd | 20feb86 | canx 01jul87 after accident |
| 52 9611 016 | SP-SCH | Mi-2 | ZEUS | rgd | 25feb86 | canx 24nov88 after crash Krzywiczyny 12oct88 |
| 52 9612 016 | SP-SCI | Mi-2 | ZEUS/Heliseco | rgd | 26feb86 | l/n Swidnik sep96/jul00 stored; canx 05dec00; sold to WISTAL scrap company oct00 |
| 52 9613 016 | SP-SCK | Mi-2 | ZEUS/Heliseco | rgd | 26feb86 | canx 05feb97; l/n Swidnik sep96, stored; preserved as a restaurant near a gas station at Piaski on road 17 near Lublin, l/n may02 |
| | no reg | Mi-2 | no titles | ph. | 16may13 | in faded red/light green c/s with red trim, no markings whatsoever; was preserved on premises of Centrum Przyjec Okolicznosciowych "Wrzosowy Dwór" at Wrzosowa (N50.75394 E19.16293), seen may13/09jan14; later preserved at Pszczew, seen jan14 |
| 52 9614 016 | SP-SCL | Mi-2 | ZEUS/Heliseco | rgd | 26feb86 | canx 05feb97 as wfu; was stored at Escobar (Argentina), seen 1993/nov98 but gone by 2001; preserved in Museo Aeronautico "Estancia Santa Romana" at San Luis (Argentina, S33.779077 W65.243903), seen early 2004/nov06 |
| 54 9615 016 | not known | Mi-2 | Soviet Air Force | mfd | 01feb86 | |
| | RA-23766 | Mi-2 | Tver Avn Enterpr. | rgd | 15nov93 | to the Russian Federation; severely damaged 24apr95 on a pipeline-patrol flight when came down hard on landing near Kuvshinovo and rolled over onto its right side, both pilots and all 3 passengers escaped unhurt; current on register aug10 (with the remark 'accident 24apr95') and dec16; canx between 23may18 and 20jul18 |
| | "03" yellow | Mi-2 | ROSTO ? | Ygr | 05jul14 | c/n checked on the tailboom; in olive drab c/s with light grey underside; sat wfu at Yegoryevsk-Shuvoye, seen jul14; preserved in the "Gamayun" aviation museum at Gatchina (N59.557278 E30.102536), seen oct23/mar24 |
| 54 9616 016 | no code | Mi-2 | | Che | 09aug10 | sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen aug10/aug19 (RF-00512 on the tailboom jul17/jul19 ) but given c/n reported on documents attached to the chopper |
| 54 9617 016 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-00525 | Mi-2 | no titles | Che | 26aug02 | in red blue/white c/s with light grey cheatline; stored in MARZ ROSTO at Fedurnovo (Chornoye), seen aug02/aug03 |
| | RF-00525 | Mi-2 | Ksenyevski priisk | Mon | may04 | illegal registration; the second letter of the prefix had been visibly altered; in red blue/white c/s with light grey cheatline, no titles; l/n Monino 13aug04, flying; in a court order 12apr07 as having been operated in the Chita region 17jun06/11nov06 without CofR and CofA (as RF-00525, see below) |
| | RF-14412 | Mi-2 | no titles | Syt | 28may05 | in blue/red/white c/s; sat wfu in MARZ ROSTO, seen apr06/aug07/aug09/aug12/jul17/jul19, c/n checked and photo proof that it is the same Mi-2 as RA-00525 |
| 54 9618 016 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9619 016 | not known | Mi-2 | DOSAAF | mfd | 27feb86 | |
| | RA-15665(2) | Mi-2 | Kubanspetsavia | rgd | 05sep96 | to Edelweiss; see c/n 520516097 |
| | RF-00556 | Mi-2 | DOSAAF | Blv | 04jun11 | in dark green c/s with light blue underside, no titles; seen Byelevtsy 06apr13 and 12apr14 with spraying equipment; stored at Byelevtsy, seen apr19 |
| 54 9620 026 | not known | Mi-2 | DOSAAF | mfd | 18feb86 | also given as 27feb86 |
| | RA-15655(2) | Mi-2 | Aviapankh | rgd | 15may96 | to TsS OSTO RF; in olive drab c/s with light grey underside, no titles; CofA expired 14jul00, but still current on register by aug10; f/n Vladimir-Semyazino 21aug03; sat wfu at Vladimir-Semyazino (N56.124765 E40.321493), seen aug05/aug18; see c/n 520506087 |
| 54 9621 026 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9622 026 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9623 026 | not known | Mi-2 | Soviet Air Force | mfd | 1986 | probably DOSAAF; l/n KUN 10sep94 |
| | UN-23729(2) | Mi-2 | Air Almaty | Alb | 24sep99 | titles not reported; reported in JP-05 as opb Tyan-Shan; see c/n 5410645078 |
| | UP-MI212 | Mi-2 | Tyan-Shan | Alb | 09may08 | Lyotny tsentr Tyan-Shan; c/n from the Kazakh CAA; in yellow/black c/s, no titles; used for forest patrol flights from the bases Almaty and Shaldai; l/n near Astana 24jun17; w/o 22sep17 on a forest patrol flight from Maloaleksandrovka to Akkol (Akmola region) when crashed 6 km west of Akkol on approach at night, caught fire and burnt out, both pilots slightly and the sole passenger (an aircraft mechanic) seriously injured |
| 52 9624 026 | SP-SCM | Mi-2 | ZEUS/Heliseco | rgd | 27mar86 | l/n Swidnik sep96/jul00 stored; canx 16jan97 as wfu; sold to WISTAL scrap company oct00 |
| 52 9625 026 | SP-SCN | Mi-2 | ZEUS/Heliseco | rgd | 27mar86 | stored at Swidnik, seen apr92/oct07; canx 16jan97 as wfu |
| 52 9626 026 | SP-SCO | Mi-2 | ZEUS/Heliseco | rgd | 27mar86 | in red/yellow c/s with an 'Agro' logo on the side 'panniers'; stored at Swidnik, seen aug98/oct07; canx 11mar02 as wfu; preserved in Muzeum Rolnictwa i Przemyslu Rolno-Spozywczego at Komorniki (N52.312642 E16.794783), seen apr12/jun24 |
| 52 9627 026 | SP-SCP | Mi-2 | ZEUS/Heliseco | rgd | 27mar86 | l/n Swidnik oct95/26oct07, stored; canx 16jan97 as wfu |
| 52 9628 026 | SP-SCR | Mi-2 | ZEUS | rgd | 27mar86 | canx 14nov89 after crash Legi 17apr89 |
| 52 9629 026 | SP-SCS | Mi-2 | ZEUS/Heliseco | rgd | 25mar86 | l/n Swidnik sep96 stored; canx 16jan97 as wfu; sold to Zlom scrap company nov97 |
| 52 9630 026 | SP-SCT | Mi-2 | ZEUS/Heliseco | rgd | 25mar86 | l/n Swidnik oct95/26oct07, stored; canx 16jan97 as wfu |
| 52 9631 026 | SP-SCU | Mi-2 | ZEUS/Heliseco | rgd | 27mar86 | damaged 30jun95; repaired; new CofA issued 06mar97 (expired 09feb01; stored at Swidnik, seen aug01/jul11; canx 04mar08; seen in a hangar at Casa Rubios (Portugal) 22may18 |
| 52 9632 026 | SP-SCW | Mi-2 | ZEUS/Heliseco | rgd | 27mar86 | canx 09sep94 after an accident; preserved at the Lotos gas station near route 19 at Lucka-Kolonia (N51.422230 E22.640923), seen sep98/may18 |
| 52 9633 026 | SP-SCZ | Mi-2 | ZEUS/Heliseco | rgd | 24apr86 | stored at Swidnik, seen jul00/aug11; canx 11mar02 as wfu; stored without registration at the Heliseco compound at Swidnik, seen nov14/mar21 |
| 52 9634 026 | SP-SCY | Mi-2 | ZEUS/Heliseco | rgd | 27mar86 | already in Caracas by may92; canx 05feb97 |
| | YV-795CP | Mi-2 | Heli. del Caribe | no | reports | accident 14aug92, repaired |
| | YV-795C | Mi-2 | Heli. del Caribe | no | reports | canx 04may94 as exported |
| 52 9635 026 | SP-SCX | Mi-2 | ZEUS/Heliseco | rgd | 24apr86 | in red/yellow c/s, no titles; stored at Swidnik, seen sep96/oct07; canx 11mar02 as wfu; preserved near Swidnik, f/n 16mar14 |
| 52 9636 026 | SP-SCV | Mi-2 | ZEUS/Heliseco | rgd | 27mar86 | stored at Swidnik, seen aug99/jul11; canx 11mar02 as wfu; stored with a dealer at Buk, seen aug14 |
| 54 9637 026 | "42" yellow | Mi-2 | Soviet Air Force | | 22jun86 | seen during Championships Castle Ashby, UK |
| 54 9638 026 | not known | Mi-2U | DOSAAF | mfd | 19mar86 | |
| | HA-BFS | Mi-2U | Natalex Trade | res | 1996 | never taken up |
| | RA-15670(2) | Mi-2U | ROSTO | rgd | 02dec96 | initially based at Izhevsk, opb Samarski AK at Samara-Bobrovka by 2007; in white/light grey c/s with blue cheatline, no titles; c/n checked KSZ 09jun98; l/n in 356 ARZ at Engels apr07, without main rotor |
| | RF-14005 | Mi-2U | ROSTO | r/r | jul07 | opb Samarski AK at Samara-Bobrovka; in blue/white/blue c/s; f/n Samara-Bobrovka 19aug07; l/n flying over Samara 03aug08; registration also used on an EC 120B |
| | RF-14005 | Mi-2U | DOSAAF Rossii | rgd | 19mar09 | opb Samarski AK at Samara-Bobrovka; in blue/white/blue c/s with titles; f/n Samara-Bobrovka 09may09; l/n Samara-Bobrovka 05oct24 |
| 54 9639 026 | not known | Mi-2U | DOSAAF | mfd | 1986 | |
| | RA-14295 | Mi-2U | ROSTO | rgd | 18oct94 | opb Privolzhski Regionalny Aviaotdel (PRAO) ROSTO at Ulyanovsk-Byely Klyuch; w/o 10mar95 on an ambulance flight from Ulyanovsk to Pavlovka when encountered below-minima weather conditions (fog), the pilot failed to return, descended in order to keep visual contact with the ground and lost spatial orientation in white-out conditions so that the helicopter crashed while flying a steep right turn, both crew and the sole passenger killed; canx date on Russian register as 10mar95 |
| 53 9640 026 | CCCP-20967 | Mi-2 | AFL/East Siberia | mfd | 19mar86 | rgd 29apr86; trf 28mar94 to Nizhneudinsk Air Enterprise |
| 53 9641 036 | CCCP-20968 | Mi-2 | AFL/East Siberia | mfd | 19mar86 | rgd 07may86; opb Nizhneudinski OAO |
| | RA-20968 | Mi-2 | Nizhneudinsk AE | trf | 28mar94 | rgd 02apr98 to the Russian Federation; CofA expired 10jun98; in white/black c/s, no titles; seen at the helipad of Novgorodskoye LPUMG 21oct14; still current on register 01aug23; the cockpit was cut off, repainted in greyish green c/s and is preserved in the restaurant "Mimino" of the hotel "Aviabaza" at Kamyshin, seen aug24 |
| 53 9642 026 | CCCP-20969 | Mi-2 | AFL/Far East | mfd | 19mar86 | rgd 11may86 |
| | RA-20969 | Mi-2 | Aeroflot | BQS | 20apr97 | trf 08dec94 to Amuravia; not in 2000 fleet list, fate unknown |
| 54 9643 036 | CCCP-20970 | Mi-2 | AFL/Far East | mfd | 24mar86 | rgd 17jul86 |
| | RA-20970 | Mi-2 | Nikolayevsk-n-A AE | trf | 01sep94 | Nikolayevsk-na-Amure Aviation Enterprise |
| | RA-20970 | Mi-2 | Khabarovsk Avia | rgd | 21apr04 | to the Khabarovsk region; in orange c/s with blue cheatline and trim, 'Khabarovskiye Avialinii' titles and 'Khabarovsk Avia' logo; CofA expired 23aug08; stored at Nikolayevsk-na-Amure, f/n 22oct12 |
| 53 9644 036 | CCCP-20971 | Mi-2 | AFL/Komi | mfd | 19mar86 | rgd 04jun86 |
| | RA-20971 | Mi-2 | Komiavia | trf | 25apr95 | owned by Russian Federation; not in 1999 fleet list; reportedly sold to South Korea in 2003; canx before dec10 |
| 53 9645 036 | CCCP-20972 | Mi-2 | AFL/Komi | mfd | 19mar86 | rgd 04jun86; trf 25apr95 to Komiavia |
| 53 9646 036 | CCCP-20973 | Mi-2 | AFL/Leningrad-RVH | rgd | 29apr86 | w/o 05apr92 on a sight-seeing flight from Rzhevka to Petrodvorets with 5 passengers (4 of them being Western European members of the EU food aid mission to Russia), the flight permit was outdated and because of that the helicopter landed off-airport to take the passengers aboard, while flying low over the Gulf of Finland in below-minima weather conditions the helicopter collided with the water surface 2 km from Vasilyevski ostrov and came to rest at a depth of 2.5 metres, all 6 occupants killed (the pilot and 3 passengers survived the impact but drowned) |
| 53 9647 036 | CCCP-20974 | Mi-2 | AFL/Leningrad | mfd | 24mar86 | rgd 29apr86; opb Vologodski OAO |
| | RA-20974 | Mi-2 | Vologda Avn Ent. | trf | 16nov93 | owned by Russian Federation; leased to unknown operator 21jul00; canx before dec10 |
| 53 9648 036 | CCCP-20975 | Mi-2 | AFL/Leningrad | mfd | 24mar86 | rgd 12may86; opb Vologodski OAO |
| | RA-20975 | Mi-2 | Vologda Avn Ent. | trf | 16nov93 | seen in MARZ ROSTO at Fedurnovo (Chornoye) 26aug02 in bare metal; f/n VGD 27jul11; l/n VGD 21aug12 |
| 53 9649 036 | CCCP-20976 | Mi-2 | AFL/Leningrad | mfd | 24mar86 | rgd 12may86; opb Vologodski OAO |
| | RA-20976 | Mi-2 | Vologda Avn Ent. | trf | 16nov93 | |
| | RA-20976 | Mi-2 | not known | Che | 04aug08 | |

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|---|---|---|---|---|---|---|
| | RA-20976 | Mi-2 | Granat | rgd | 14oct10 | in red/golden c/s with light grey underside, no titles; f/n Novonezhino 04feb12; l/n active Zonalnoye 12may16; stored at Novorossiya, seen oct16; canx 18jul22 |
| 52 9650 036 | CCCP-20977 | Mi-2 | AFL/Central Region | mfd | 25mar86 | rgd 12may86 |
| | RA-20977 | Mi-2 | not known | rgd | 26jan94 | no titles; seen with the prefix faded back to 'CCCP-' IWA 04aug01 and in MARZ ROSTO at Fedurnovo (Chornoye) 26aug02 |
| | RA-20977 | Mi-2 | Aeros | rgd | 27dec02 | leased to Aviapankh 25dec03/25dec04; in white/blue c/s with red trim; seen with titles Bogorodskoye 04mar07 and without titles GOJ 06aug07; offered for sale by Andrei A. Stannov 06mar09/30nov09 with t/t 4,208 hours |
| | RA-20977 | Mi-2 | A.N. Kapichnikov | rgd | 31may10 | |
| | RA-20977 | Mi-2 | Transkhimavia | rgd | 07jul10 | to V.V. Maliyevski; in basic 'blue' Aeroflot c/s, no titles; last overhaul completed 28feb11; severely damaged 21may13 on a crop-spraying flight from Severskaya (Krasnodar region) with an unqualified pilot at the controls when hit a high-voltage power-line 2 km south of Severskaya airstrip, came down hard in a wheat field 180 metres further on (at N44°50'24" E38°37'41") and rolled over onto its right side, the tailboom broke off, the pilot escaped unhurt; t/t 4,271 hours by 21may13; repaired |
| | RA-20977 | Mi-2 | Mal-Avia | ph. | 23apr16 | no new CofR issued; in basic 'blue' Aeroflot c/s, no titles; f/n Kumatyr (Krasnodar region) 23apr16; w/o 17apr21 on an unauthorised crop-spraying flight in the Severskaya district of the Krasnodar region when a blade of the tail rotor came off and the helicopter crashed in a field 2.4 km south of Severskaya airstrip (N44.834926 E38.638387), the pilot was killed; t/t 4,680 hours; canx 18may22 |
| 52 9651 056 | SP-SRA | Mi-2 | ZEUS/Heliseco | rgd | 20jun86 | stored at Swidnik, seen aug98/jul00; canx 28sep00; sold to a motel at Wichrowe Wzgorze (south of Ostrowiec Swietokrzyski) sep00; preserved in its original c/s with additional 'Wichrowe Wzgorze' titles at the motel (N50.913995 E21.389203), seen sep02/mar14 |
| 52 9701 038 | YI-AMG | Mi-2 | Dept of Agricult. | | | |
| 52 9702 038 | YI-AMH | Mi-2 | Dept of Agricult. | | | |
| 52 9703 036 | CCCP-20978 | Mi-2 | AFL/Central Region | mfd | 25mar86 | rgd 12may86 |
| | RA-20978 | Mi-2 | Bryansk Avn Ent. | trf | 31dec93 | still in full Aeroflot c/s including titles; l/n as such BZK 12jul94 |
| | RA-20978 | Mi-2 | Barkol | BKA | 11aug03 | l/n BKA 27aug03; rgd only 23sep03; damaged 23aug07 when the oil temperature in the main gear-box rose and the oil pressure fell, force-landed near Stepnoye village (Engels district of the Saratov region), tail-boom broke off, windows destroyed and right external tank damaged, both pilots and the sole passenger escaped unhurt; repair by 356 ARZ at Engels completed feb08; l/n operational BKA 16aug09; sat on the dump at Ryazan-Protasovo, seen jul13; the hulk was repainted in fake green/khaki/yellow camo c/s with light blue belly and without any markings and sat at the car park of the "Rus" park at Molokovo (N55.547589 E37.883471), seen jun22 |
| 52 9704 036 | CCCP-20979 | Mi-2 | AFL/Central Region | mfd | 28mar86 | rgd 12may86 |
| | RA-20979 | Mi-2 | Bryansk Avn Ent. | trf | 31dec93 | still in full Aeroflot c/s including titles; l/n as such BZK 12jul94; leased to Donskaya transportnaya aviakompaniya 28jul04/31dec06 |
| 52 9705 036 | CCCP-20980 | Mi-2 | AFL/Central Region | mfd | 28mar86 | rgd 12may86; trf 01jan93 to Yaroslavl Aviation |
| 52 9706 036 | CCCP-20981 | Mi-2 | AFL/Central Region | mfd | 28mar86 | rgd 28nov86; canx 18apr91 as leased to Poland |
| | SP-FHF | Mi-2 | EXIN | rgd | 06jul91 | canx 07aug92 |
| | RA-20981 | Mi-2 | SibAviaTrade | no | reports | damaged 17may95 when rolled over during an emergency landing; seen unmarked in MARZ ROSTO at Fedurnovo (Chornoye) aug02/aug03, with the tailboom of c/n 524016025 |
| | RA-20981 | Mi-2 | Konvers Avia | rgd | 29oct03 | based at Tver-Zmeyovo; in orange c/s with blue cheatline and trim, with titles; leased to Krasnoyarskavia 19may05; last overhaul completed 03apr07; w/o 12jan09 on the leg from the Direktsiya helipad to Karkateyevo (Khanty-Mansisk region) of a pipeline patrol flight from Poikovski in support of "Yuganskneftyegaz" when the pilot suffered from a sudden medical problem (possibly a heart attack) and was no longer able to control the helicopter so that the helicopter crashed in a sparse forest near the Yuganskaya Ob' arm (at N60°58.561 E72°56.487) 22 km west of Ust'-Yugan, both crew and both passengers killed; t/t 5,169 hours |
| 52 9707 036 | CCCP-20982 | Mi-2 | AFL/North Kavkaz | mfd | 28mar86 | rgd 04jun86; trf 06jun95 to Shakhty Air; canx 21jan98 as to Mexico and according the Russian register feb04 also under contract in South Korea 11nov03 ! |
| | FAM- | Mi-2 | Mexican Air Force | | | ever delivered to Mexico ?, see previous and next line |
| | HL9480 | Mi-2 | Sky Airlines | rgd | 29dec08 | to Peolkoriah; based at Seoul-Kimpo; current jul11 |
| 52 9708 036 | CCCP-20983 | Mi-2 | AFL/North Kavkaz | rgd | 04jun86 | trf 06jun95 to Kudymkar Air; canx 10dec97 as to Mexico |
| | FAM- | Mi-2 | Mexican Air Force | | | |
| 52 9709 036 | CCCP-20984 | Mi-2 | AFL/North Kavkaz | rgd | 07may86 | |
| | CCCP-20984 | Mi-2 | AFL/Kazakhstan | trf | 18apr89 | opb Ust'-Kamenogorski OAO; f/n UKK 22apr93 |
| | UN-20984 | Mi-2 | Aeroflot | UKK | 25may94 | still in full 'Aeroflot' c/s including titles |
| | UN-20984 | Mi-2 | no titles | UKK | oct99 | in basic Aeroflot c/s; stored at UKK, seen summer 1999/oct99 |
| | UP-MI203 | Mi-2 | AP VKO | toc | 04feb04 | AP VKO is the abbreviation for 'Aviation Enterprise of the Eastern Kazakhstan Region'; rgd 21feb08; was due for disease control checks according to documents dated 28nov13 and 10dec14; last overhaul completed 14dec18; photo at UKK in 2019, in operational condition |
| 54 9710 036 | not known | Mi-2 | DOSAAF | mfd | 1985 | |
| | EW-322AO | Mi-2 | DOSAAF Belarusi | Dra | 26aug12 | initially in green/yellow/ochre camo c/s with 'DOSAAF' titles; l/n as such Kukovyachino 03sep16; repainted in blue/white/red c/s with 'DOSAAF' titles; f/n as such Konakovo 15jul17; l/n Lipki 19oct24 |
| 54 9711 036 | not known | Mi-2 | DOSAAF | mfd | 1986 | |
| | EW-323AO | Mi-2 | DOSAAF Belarusi | Che | mar15 | in blue/red/white c/s with 'DOSAAF' titles; l/n Minsk-Lipki 19oct24 |
| 54 9712 036 | not known | Mi-2 | DOSAAF | no | reports | seen in bare metal under overhaul with Orshanski ARZ 11jul18; auctioned from the assets of Orsha Air 23sep19; was with Orshanski ARZ at the time |
| 54 9713 046 | "24" yellow | Mi-2 | DOSAAF | no | reports | |
| | EW-029AO | Mi-2 | DOSAAF Belarusi | Kuk | 18jul08 | c/n checked; in dark green c/s with light grey underside and 'DOSAAF' titles, former code "24" yellow still visible; l/n Kukovyachino 21jul08; seen Lipki 17nov18 in a new red/green/white c/s an no code worn; l/n Lipki dec23, flying |
| 54 9714 046 | "31" yellow | Mi-2 | DOSAAF | Che | 25aug03 | in MARZ ROSTO |
| | EW-030AO | Mi-2 | DOSAAF Belarusi | Kuk | 26aug06 | initially in dark green c/s with light grey underside and 'DOSAAF' titles; c/n checked Kukovyachino 18jul08; repainted in blue/white/red c/s with 'DOSAAF' titles; f/n as such Kukovyachino aug19 |
| 54 9715 036 | not known | Mi-2 | Soviet Air Force | mfd | 1986 | |
| | "50" yellow | Mi-2MSB | Ukrainian Navy | Mkk | 23sep21 | c/n checked; opb 10 omabr at Mykolayiv-Kulbakino; probably destroyed by Russian attacks 24feb22 or the following days and weeks |
| 54 9716 046 | not known | Mi-2 | Soviet Air Force | mfd | 1986 | exported by Motor Sich to Orshanski ARZ 24sep13 and back 27dec13 |
| | UR-MSV | Mi-2 | Motor Sich | rgd | 16may14 | operated by the Kremenchug Flying College of the National Aviation University (KLK NAU); severely damaged 21jan16 on a training flight from Kremenchug when entered a snow vortex shortly after take-off so that the crew lost visual contact with the ground, as there seemed to be a problem with the hydraulics system in addition the flight instructor decided to make an emergency landing, but the right main gear sank into deep snow, the helicopter banked right, the main rotor touched the ground and the helicopter rolled over onto its right side, both pilots escaped unhurt; canx 28apr16 |
| 54 9717 046 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "21" yellow | Mi-2 | TSO Ukrayiny | Dnp | 07may97 | |
| 54 9718 046 | not known | Mi-2 | Soviet Army Avn | mfd | 24apr86 | |
| | not known | Mi-2 | Ukraine Army Avn | trf | 06dec91 | overhaul (by ViAZ at Vinnytsya) completed 17nov17 and converted by Motor Sich in 2018 |
| | "681" black | Mi-2MSB | Ukraine Army Avn | ph. | 16aug19 | opb 16 obrAA at Brody; code not painted on, only on a sheet of paper in a cabin window; in 'digital' medium green/beige/brown camo c/s with light blue underside; damaged 16aug19 on a training flight from Brody when started to rotate anti-clockwise while hovering before landing and came to rest on its right side, both pilots escaped unhurt |
| 54 9719 046 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "30" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | stored at Minsk-Borovaya, seen may05 |
| 52 9720 046 | CCCP-20985 | Mi-2 | AFL/Azerbaijan | rgd | 20aug86 | |
| | 20985 | Mi-2 | Aeroflot c/s, n/t | ZXT | 17may96 | in official fleet list may94; current on Azerbaijani register 22nov05 marked as 'to be deregistered' |
| | 4K-20985 | Mi-2 | Azerbaijan Al | ZXT | mar08 | operational; sat wfu at ZXT, seen feb12 |
| 52 9721 046 | CCCP-20986 | Mi-2 | AFL/Azerbaijan | rgd | 23jul86 | opb 109 LO Zabratskogo OAO |
| | 4K-20986 | Mi-2 | Azalaero | | | in official fleet list may94 |
| | no reg | Mi-2 | all-green c/s, n/t | ZXT | 17may96 | |
| | 4K-20986 | Mi-2 | not reported | ZXT | 22sep01 | in dark grey/white c/s with red cheatline; sat wfu at ZXT, seen sep01/mar08, titles not reported; current on the Azerbaijani register 22nov05, with the remark 'to be deregistered'; sat wfu in MARZ ROSTO at Fedurnovo (Chornoye), seen aug10/jul17 |
| 52 9722 046 | CCCP-20987 | Mi-2 | AFL/West Siberia | mfd | 29apr86 | rgd 26jun86 |
| | RA-20987 | Mi-2 | Altai Airlines | trf | 04apr94 | leased to Krasnoyarskavia 19jun03/30sep04 |
| | RA-20987 | Mi-2 | Sibaviatrade | rgd | 03jul03 | also operated by the owner from 22aug06; in white/blue/red c/s with titles; f/n Tura-Gorny 28jul09; CofA expired 29may19; seen Tura-Gorny 16jul19; overhauled in 2024; based at Krasnoyarsk-Solnechny |
| 52 9723 046 | CCCP-20988 | Mi-2 | AFL/West Siberia | rgd | 26jun86 | canx 10feb93 but seen LNX 21aug02 |
| 52 9724 046 | CCCP-20989 | Mi-2 | AFL/West Siberia | mfd | 28apr86 | rgd 26jun86; opb Omski OAO; l/n OMS 12jun94 |
| | RA-20989 | Mi-2 | Omskavia | trf | 30mar94 | rgd 23apr96 |
| | RA-20989 | Mi-2 | Estate Group | rgd | 26nov09 | offered for sale by Avia Tsentr 16nov11 with t/t 5,726 hours |
| | RA-20989 | Mi-2 | Avia-Sibir | OMS | 05jun12 | in yellow/dark blue c/s with medium blue trim; l/n in MARZ ROSTO at Fedurnovo (Chornoye) feb15; new CofR issued 21dec16; CofA expired 17dec20 |
| 52 9725 046 | CCCP-20990 | Mi-2 | AFL/Belarus | rgd | 25jul86 | in standard 'blue' c/s |
| | EW-20990 | Mi-2 | Bellesavia | | | reported in JP-05; in olive drab c/s with light grey underside; the hulk was offered for sale by the Belarussian property agency 31may21 with t/t 3,527 hours |
| 52 9726 046 | CCCP-20991 | Mi-2 | AFL/Belarus-VTB | mfd | 30apr86 | rgd 25jul86; opb 423 LO Vitebskogo OAO; w/o 24feb87 on a pipeline patrol flight from Polotsk to Disna when encountered below-minima weather conditions (poor visibility and snowfall), the pilot tried to land in a snow-covered field 1.2 km west of Polyudovichi (Polotsk district of the Vitebsk region), but lost visual contact with the ground so that the helicopter came down very hard and came to rest on its right side, both crew killed (one of them died in hospital 09mar74); t/t 354 hours and 775 cycles; canx 07jul87 |
| 52 9727 046 | CCCP-20992 | Mi-2 | AFL/Georgia | mfd | 29apr86 | rgd 17jul86; opb 4 LO Kutaisskogo OAO; w/o 13sep88 on an observation flight from Gegechkori during crop-spraying operations for the kolkhoz (collective farm) "Mikha Tskhakaya" in the Gegechkori district of Georgia when was caught by a strong down-stream in the gorge of the river Nogela (7 km north of |

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| | | | | | | Khuntsi), collided with a high-voltage power-line and crashed some 60 metres further on, the pilot was seriously injured and the sole passenger killed; t/t 789 hours and 6,225 cycles; canx 26jan89 |
| 52 9728 046 | CCCP-20993 | Mi-2 | AFL/Krasnoyarsk | rgd | 23jul86 | damaged 30jan90 on landing at Sulomai when entered a snow vortex at an altitude of 5 m and the pilot lost orientation and control, the tail rotor hit the ground and the main rotor cut off the tailboom, the helicopter rolled over onto its left side; no casualties; f/n Krasnoyarsk-Cheremshanka 09jul94 |
| | RA-20993 | Mi-2 | Cheremshanka Al | rgd | 22dec95 | canx 10jul96 |
| 52 9729 046 | CCCP-20994 | Mi-2 | AFL/Krasnoyarsk | rgd | 23jul86 | rgd 22dec95 to Cheremshanka Airlines; rolled over on landing Krasnoyarsk 09sep91; canx 10jul96 |
| 52 9730 046 | CCCP-20995 | Mi-2 | AFL/Krasnoyarsk | mfd | 19may86 | rgd 23jul86 |
| | RA-20995 | Mi-2 | Aeroflot | Kjc | 13jul93 | trf to Cheremshanka 22dec95; in orange c/s with blue cheatline and trim; was stored in a compound at KJA, seen jun01/jun03; used as a ground instructional airframe by the Siberian State Aerospace University (SibGAU) at Krasnoyarsk-Yemelyanovo (N56.18284 E92.46274), seen aug07/sep19 (with the prefix 'CCCP-' again) |
| 52 9731 046 | CCCP-20996 | Mi-2 | AFL/North Kavkaz | mfd | 30apr86 | rgd 30may86 |
| | RA-20996 | Mi-2 | Kubanaviausluga | trf | 22feb94 | |
| | RA-20996 | Mi-2 | Kubanspetsavia | trf | 10nov98 | Kubanspetsavia was declared bankrupt 31aug06; current on register aug10, but without current CofR and CofA |
| 52 9732 046 | CCCP-20997 | Mi-2 | AFL/North Kavkaz | mfd | 30apr86 | rgd 30may86 |
| | RA-20997 | Mi-2 | Kubanaviausluga | trf | 22feb94 | |
| | RA-20997 | Mi-2 | Kubanspetsavia | trf | 10nov98 | rgd 06mar00 to the Russian Federation; CofA expired 27sep01; Kubanspetsavia was declared bankrupt 31aug06 |
| | RA-20997 | Mi-2 | Transkhimavia | no | reports | no new CofR issued; in orange c/s with blue cheatline and trim, no titles; stored at Krasnodar-Enem, seen may11; in a Russian CAA listing 15oct13; on register 11mar22 still with the rgd 06mar00 |
| 54 9733 046 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 54 9734 046 | "42" yellow | Mi-2 | DOSAAF | mfd | 1986 | f/n Vyazma-Dvoyevka 22jul97; l/n Vyazma-Dvoyevka 18may99 |
| | RA-00530 | Mi-2 | ROSTO | Vya | 18aug99 | based at Vyazma-Dvoyevka; in dark green c/s with light blue underside; l/n Vyazma-Dvoyevka 15aug01 |
| | RF-00530 | Mi-2 | ROSTO | Vya | 17dec09 | based at Vyazma-Dvoyevka; in dark green c/s with light blue underside; left Vyazma-Dvoyevka on a trailer for overhaul 17dec09; not on DOSAAF register 20jan10; stored with MARZ DOSAAF at Fedurnovo (Chornoye), seen aug10/aug12 and seen after overhaul without registration 01jun14 |
| | RF-00530 | Mi-2 | DOSAAF Rossii | Kug | may15 | opb Kurganski ASK; in dark green c/s with light grey underside, with titles and Russian stars; l/n Kurgan-Logovushka jul19 |
| 54 9735 046 | not known | Mi-2 | DOSAAF | mfd | 1986 | |
| | UR-BBB | Mi-2 | TSO Ukrayiny | UMY | 21may98 | still carried Red Stars; canx before mar12 |
| | no code | Mi-2MSB | Ukraine Air Force | VIN | 30oct17 | in 'digital' medium green/beige/brown camo c/s with light blue underside; converted by ViAZ at Vinnytsya in 2017; was to be handed over dec17; possibly became "91" yellow; probably destroyed by Russian attacks 24feb22 or the following days and weeks |
| 54 9736 056 | not known | Mi-2 | DOSAAF | mfd | 20may86 | |
| | not known | Mi-2 | TSO Ukrayiny ? | trf | 1992 | |
| | "887" black | Mi-2MSB | Ukraine Army Avn | | | last overhaul completed 21dec18; code not painted on, only on a sheet of paper in a cabin window; opb 18 obrAA at Poltava |
| | "180" red | Mi-2MSB | Ukraine Army Avn | KHE | 29sep21 | opb 11 obrAA at Kherson-Chornobayivka; in dark greyish green/olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom; was captured by Russian troops when they occupied Kherson-Chornobayivka 27feb22 and was transported to Russia |
| 54 9737 056 | not known | Mi-2 | DOSAAF | mfd | 28may86 | |
| | RA-15721(2) | Mi-2 | | trf | 20may93 | leased to (MARZ ?) ROSTO 06mar98/06mar02; canx 18mar02; see c/n 522325032 |
| | RF-00378 | Mi-2 | ROSTO | URS | 07mar08 | |
| | RF-00378 | Mi-2S | DOSAAF | rgd | 29dec09 | opb Kurski AK at Ryshkovo; in 'Russian flag' c/s with 'DOSAAF Rossii' titles, Russian stars and Red Crosses; f/n Dmitriyev-Lgovski 25may12; l/n sep13 |
| 54 9738 056 | not known | Mi-2 | Soviet Air Force | mfd | 1986 | |
| | "9." yellow | Mi-2MSB | Ukraine Air Force | | | opb 203 NABr at Chuhuyiv; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| 54 9739 056 | not known | Mi-2 | Soviet Air Force | mfd | 1986 | |
| | "9." yellow | Mi-2MSB | Ukraine Air Force | | | opb 203 NABr at Chuhuyiv; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| 54 9740 056 | not known | Mi-2 | DOSAAF | no | reports | code probably "30" yellow |
| | RA-15657(2) | Mi-2 | ROSTO ? | rgd | 16may96 | canx 17apr00; see c/n 520508087 |
| | RF-00961 | Mi-2 | ROSTO | Iko | 29aug07 | still carried code "30" yellow; in dark green c/s with light blue underside; stored at Irkutsk-Oyok, seen jul09/jun12; entered into Rosimushchestvo (State Property Agency) records 21dec09 |
| | RF-00961 | Mi-2 | DOSAAF Rossii | rgd | 29dec09 | opb Irkutski ASK at Irkutsk-Oyok; f/n Irkutsk-Oyok 29mar14; repainted in dark green c/s with light blue underside and Russian stars, with titles; f/n as such Irkutsk-Oyok 09may15; l/n Irkutsk-Oyok 11jun16 |
| 54 9741 056 | not known | Mi-2 | Soviet Air Force | mfd | 28may86 | |
| | RA-23720 | Mi-2 | Smolenskaerotrans | rgd | 24nov95 | f/n Smolensk-Severny 09aug99, titles not reported |
| 54 9742 056 | not known | Mi-2 | Soviet Air Force | mfd | 01may86 | |
| | RA-23765 | Mi-2 | AS | rgd | 05nov93 | |
| 52 9743 056 | CCCP-20998 | Mi-2 | AFL/Central Region | mfd | 26may86 | rgd 25aug86 |
| | RA-20998 | Mi-2 | Smolensk Avn Ent. | trf | 30mar93 | l/n KGD 12apr08, orange/blue c/s, no titles, active; mentioned in technical inspection document 16oct08 |
| | RA-20998 | Mi-2 | white/black c/s | ph. | 21jan14 | active, but no titles |
| 52 9744 056 | CCCP-20999 | Mi-2 | AFL/Central Region | rgd | 25aug86 | |
| | RA-20999 | Mi-2 | Bryansk Avn Ent. | trf | 31dec93 | canx 27may99 |
| 52 9745 056 | CCCP-20350 | Mi-2 | AFL/Central Region | mfd | 26may86 | rgd 25aug86; trf 19oct93 to Lipetsk Air |
| | RA-20350 | Mi-2 | not reported | Che | 25aug03 | leased to Yug Avia since 26feb04; mentioned in technical inspection document 23may08 as opb Yug Avia |
| 52 9746 056 | CCCP-20351 | Mi-2 | AFL/Central Region | mfd | 30may86 | rgd 17jul86 |
| | RA-20351 | Mi-2 | Argo | rgd | 05sep94 | trf 24feb95; CofA expired 25feb98; canx 28mar22 |
| 52 9747 056 | CCCP-20352 | Mi-2 | AFL/Central Region | mfd | 23jun86 | rgd 28nov86; canx 18apr91 as to Poland |
| | SP-FHD | Mi-2 | EXIN | rgd | 15jul91 | canx 20jan93 and returned to Russia |
| | RA-20352 | Mi-2 | Yava | rgd | 17may94 | |
| | RA-20352 | Mi-2 | Kostroma Avn Ent. | rgd | 22sep02 | to the Russian Federation; initially in blue c/s with yellow trim and full titles; l/n as such in MARZ ROSTO at Fedurnovo (Chornoye) 09jun07; repainted in dark blue/light blue c/s with 'Russian flag' trim and full titles; f/n as such in MARZ ROSTO 07sep07; l/n KMW 19aug23 wfu; CofA expired 17mar20; stored with MARZ DOSAAF at Fedurnovo by may24 |
| 52 9748 056 | CCCP-20353 | Mi-2 | AFL/North Kavkaz | rgd | 27aug86 | rgd 27aug86 |
| | RA-20353 | Mi-2 | Sakhal. AviaTrassy | trf | 06jun95 | canx 11oct00 as to Mexico; the hulk without any markings sat on the premises of the "Zombie Adventure" paintball site at Colonia Heroes de 1910 near San Nicolas Totolapan (N19.246888 W99.243053), seen apr18 |
| 52 9749 056 | CCCP-20354 | Mi-2 | AFL/North Kavkaz | mfd | 01jun86 | rgd 20aug86 |
| | RA-20354 | Mi-2 | Shakhtinski OAO | no | reports | owned by the Russian Federation; current on register by aug10, but without valid CofA and CofR and still with the rgd 20aug86 |
| | "04" yellow | Mi-2 | ROSTO | Blv | 04jun11 | c/n read off tailboom; in dark green c/s with light blue underside and titles, former code ".8" yellow visible under paint; the hulk sat at Krasnodar-Byelevtsy, seen jun11/apr19 |
| 52 9750 056 | CCCP-20355 | Mi-2 | AFL/North Kavkaz | mfd | 30jun86 | rgd 15aug86 |
| | RA-20355 | Mi-2 | Elbrus-Avia | trf | 30mar94 | owned by Russian Federation; leased to unknown operator 03jul95; canx before dec10 |
| 52 9801 056 | CCCP-20356 | Mi-2 | AFL/North Kavkaz | mfd | 23jun86 | rgd 15aug86 |
| | RA-20356 | Mi-2 | Elbrus-Avia | trf | 30mar94 | owned by Russian Federation; leased to unknown operator 10apr95; canx before dec10 |
| 52 9802 056 | CCCP-20357 | Mi-2 | AFL/North Kavkaz | rgd | 27aug86 | based at KRR |
| | RA-20357 | Mi-2 | Kubanaviausluga | trf | 22feb94 | dbr 01aug94 on a crop-spraying flight near El Mahmudie (Egypt) when the left engine failed while the helicopter was flying a turn at a height of 30 metres, the helicopter lost height and speed, made a forced landing with tail-wind and rolled over onto its side, the pilot escaped unhurt |
| 52 9803 056 | CCCP-20358 | Mi-2 | AFL/North Kavkaz | mfd | 28may86 | rgd 27aug86 |
| | RA-20358 | Mi-2 | Kubanaviausluga | trf | 22feb94 | rgd 20feb97 to the Russian Federation |
| | RA-20358 | Mi-2 | Kubanspetsavia | trf | 10nov98 | Kubanspetsavia was declared bankrupt 31aug06; current on register aug10, but without valid CofR and CofA |
| 52 9804 056 | CCCP-20359 | Mi-2 | AFL/North Kavkaz | mfd | 27may86 | rgd 27aug86 |
| | RA-20359 | Mi-2 | Kubanaviausluga | trf | 22feb94 | rgd 02oct95 to the Russian Federation; severely damaged 17oct95 when rolled over on landing near Froly; current on register aug10, but without valid CofR and CofA; possibly it is this helicopter which is preserved at Nikolayevsk-na-Amure (N53°9'18" E140°40'39"), seen jan10/jul11 |
| 52 9805 056 | CCCP-20360 | Mi-2 | AFL/Ukraine | rgd | 13aug86 | |
| | UR-20360 | Mi-2 | Avialini. Ukrayiny | HRK | 30aug93 | l/n UMY 21may98; handed over by Universal-Avia of Kiev to ViAZ at Vinnytsya for overhaul 04apr07 |
| 52 9806 056 | CCCP-20361 | Mi-2 | AFL/Ukraine | rgd | 13aug86 | |
| | UR-20361 | Mi-2 | Universal-avia | UMY | 21may98 | based at Sumy; canx 13aug08 |
| 52 9807 066 | CCCP-20362 | Mi-2 | AFL/Ukraine | rgd | 13aug86 | |
| | UR-20362 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; canx 13aug08 |
| 52 9808 056 | CCCP-20363 | Mi-2 | AFL/Ukraine | rgd | 25sep86 | |
| | 20363 | Mi-2 | Avialini. Ukrayiny | UMY | 21may98 | opb Universal-avia Sumy |
| | UR-20363 | Mi-2 | Universal-avia | no | reports | based at Sumy; canx 13aug08, c/n confirmed as 529808056 in canx order; see c/n 529944106 |
| 52 9809 066 | CCCP-20364 | Mi-2 | AFL/Ukraine | rgd | 01aug86 | |
| | 99 | Mi-2 | Ras al-Khaimah Pol | ph. | 22jul04 | at the Ras al-Khaimah Police HQ; l/n feb06 |
| 53 9810 066 | DDR-VPI | Mi-2 | East German Police | rgd | 30jul86 | f/n SXF 13may88; crashed Berlin-Lichterfelde 08jan91 |
| 53 9811 066 | DDR-VPJ | Mi-2 | East German Police | rgd | 30jul86 | l/n SXF 20may90 |
| | D-HZPE | Mi-2 | S.-Anhalt Police | ZMG | 15sep91 | rgd 13oct92; call-sign 'Ikarus 94'; l/n Magdeburg operational 15oct95; canx jan96; preserved in Technikmuseum "Hugo Junkers" at Dessau from apr96, l/n nov20 |
| | DDR-VPJ | Mi-2 | East German Police | ph. | dec22 | preserved in its original colours in Technikmuseum "Hugo Junkers" at Dessau (N51.835271 E12.208751), seen dec22 |
| 52 9812 056 | CCCP-20365 | Mi-2 | AFL/Ukraine | rgd | 13aug86 | |
| | UR-20365 | Mi-2 | Avialini. Ukrayiny | IEV | 29aug93 | opb Universal-avia at IFO; in basic 'blue' Aeroflot c/s, no titles |
| | UR-20365 | Mi-2 | Universal-avia | | | based at IFO; in basic 'blue' Aeroflot c/s with 'Universal-Avia' titles; canx 20jul10 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | HA-BFV | Mi-2 | Quick Air Trans | rgd | 19feb96 | leased from Universal-avia Ivano-Frankivsk; in basic 'blue' Aeroflot c/s, no titles ('Universal-Avia' titles painted out, but still visible); f/n Dunaújváros-Kisapostag 22jun96; CofA expired 16feb97, but current on register feb04, CofA never renewed; seen IFO 30jun99; stored at IFO, l/n aug08 |
| | UR-20365 | Mi-2 | Aviatek | rgd | 01jun12 | Aviatek of Simferopol; in dark blue c/s with three thin white cheatlines and light grey belly, no titles; f/n NLV 01nov12; l/n NLV 23jan13; canx 03dec18 |
| 52 9813 066 | CCCP-20366 | Mi-2 | AFL/Azerbaijan | rgd | 20aug86 | opb 109 LO Zabratskogo OAO; in orange c/s with blue cheatline and trim |
| | 4K-20366 | Mi-2 | Azalaero | ZXT | 13apr94 | in basic Aeroflot c/s, no titles; sat wfu at ZXT, seen apr01/sep01; current on the Azerbaijani register 22nov05, with the remark 'to be deregistered'; sat wfu in MARZ ROSTO at Fedurnovo (Chornoye), seen aug10/jul19, the prefix 'CCCP-' and 'Aeroflot' titles becoming visible again through faded paint |
| 52 9814 066 | CCCP-20367 | Mi-2 | AFL/Azerbaijan | rgd | 04oct86 | in orange c/s with blue cheatline and trim |
| | 20367 | Mi-2 | Aeroflot | ZXT | 13apr94 | in orange c/s with blue cheatline and trim; l/n operational ZXT 17may96; sat wfu at ZXT, prefix 'CCCP-' becoming visible again through faded paint, seen sep01/mar08; current on Azerbaijani register 22nov05 with the remark 'to be deregistered'; sold to Geoatom; sat wfu in MARZ ROSTO at Fedurnovo (Chornoye), 'Aeroflot' titles and prefix 'CCCP-' becoming visible again through faded paint, seen aug10/jul19 |
| 52 9815 066 | CCCP-20368 | Mi-2 | AFL/Azerbaijan | rgd | 27aug86 | opb 109 LO Zabratskogo OAO |
| | 4K-20368 | Mi-2 | Azalaero | ZXT | 13apr94 | in basic Aeroflot c/s, no titles; l/n ZXT 17may96 |
| | 4K-20368 | Mi-2 | Azerbaijan Helic. | ZXT | 13apr01 | in brown/white c/s with red cheatline, titles not reported; sat wfu at ZXT, seen 22sep01; current on the Azerbaijani register 22nov05, with the remark 'to be deregistered'; sat wfu in MARZ ROSTO at Fedurnovo (Chornoye), seen aug10/jul17 |
| 52 9816 066 | CCCP-20369 | Mi-2 | AFL/Belarus | rgd | 02sep86 | canx 12dec88 |
| 52 9817 066 | CCCP-20370 | Mi-2 | AFL/Belarus | rgd | 21oct86 | not canx from Soviet register; fate unknown |
| 52 9818 066 | CCCP-20371 | Mi-2 | AFL/Belarus | rgd | 15dec86 | |
| | EW-20371 | Mi-2 | Aeroflot c/s, n/t | GME | 10oct95 | reported for Gomelavia; probably seen at Gomel 24apr11 (last digit of registration not read) |
| 52 9819 066 | CCCP-20372 | Mi-2 | AFL/Georgia | rgd | 09oct86 | |
| | 4L-20372 | Mi-2 | AISI | Cae | 25mar98 | titles not reported |
| 52 9820 066 | CCCP-20373 | Mi-2 | AFL/Krasnoyarsk | mfd | 27jun86 | rgd 08sep86; f/n EIE 11jun94; trf 22feb95 to Yeniseiski Meridian |
| | RA-20373 | Mi-2 | not reported | Che | 26aug02 | in a technical inspection document 16jun08 as Avialesoochrana; CofA expired 03mar09 |
| | RA-20373 | Mi-2 | KrasAvia | rgd | 16apr09 | to the Krasnoyarsk region; new CofR issued 26jul18 |
| 52 9821 066 | CCCP-20374 | Mi-2 | AFL/Krasnoyarsk | mfd | 28jun86 | also given as 25jun86; rgd 08sep86 |
| | RA-20374 | Mi-2 | Yeniseiski Merid. | trf | 22feb95 | Yeniseiski Meridian |
| | RA-20374 | Mi-2 | Krasnoyarskavia | rgd | 09jul02 | CofA expired 19jun08 |
| | RA-20374 | Mi-2 | KrasAvia | rgd | 16apr09 | to Krasnoyarski krai (Krasnoyarsk region); new CofR issued 25apr18 |
| 52 9822 066 | CCCP-20375 | Mi-2 | AFL/Central Region | mfd | 28jun86 | rgd 09oct86; opb Ryazanski OAO; last overhaul completed 26mar93 |
| | RA-20375 | Mi-2 | Ryazanaviatrans | trf | 31dec93 | stored at RZN, seen aug03; current on register by aug10, still with the rgd 09oct86 and without CofR and CofA; t/t 3,931 hours |
| | RA-20375 | Mi-2 | APK Vektor | rgd | unknown | was stored with MARZ DOSAAF at Fedurnovo (Chornoye) from 05sep12, l/n jun14; in orange c/s with broad blue and thin white cheatline; preserved inside the restaurant "Ekspeditsiya" at ul. Rozhdestvenskaya 1 at Nizhni Novgorod, seen apr18 |
| 53 9823 066 | CCCP-20376 | Mi-2 | AFL/East Siberia | rgd | 13aug86 | canx 25apr94 |
| 53 9824 066 | CCCP-20377 | Mi-2 | AFL/East Siberia | rgd | 28nov86 | |
| | RA-20377 | Mi-2 | Aeroflot | HTA | 18apr97 | seen derelict this date; was already canx 17nov94 |
| 53 9825 066 | CCCP-20378 | Mi-2 | AFL/Far East | mfd | 30jun86 | rgd 20aug86; trf 01sep94 to Nikolayevsk-na-Amure Airlines; canx 12apr01 |
| 53 9826 066 | CCCP-20379 | Mi-2 | AFL/Far East | rgd | 02sep86 | canx but date unknown |
| | HK-3668P | Mi-2 | Cosminas Ltd | rgd | 15nov91 | to Archila Tunjano Luis Camilo |
| | HK-3668 | Mi-2 | Colombian Army ? | VVC | 11feb97 | in all-white c/s; l/n without titles VVC 11feb97; on a later (undated) photo with small 'Alcol' titles; canx 07apr00; stored (without titles) in Aerovanguardia's hangar at VVC, seen feb07/mar08, registration without hyphen but looked as if it was taped on; repainted in silver c/s, registration now on the tailboom instead of the upper fuselage; was preserved near Colegio José Max León at km 3.6 on the Sibera-Cota road (N4.776983 W74.140587), seen feb16; later preserved at Chia (N4.8484176 W74.052648), seen jan18 |
| 53 9827 066 | CCCP-20380 | Mi-2 | AFL/Komi | mfd | 30jun86 | rgd 27aug86; trf to Komiavia 25apr95 |
| 52 9828 066 | CCCP-20381 | Mi-2 | AFL/Central Region | mfd | 28jun86 | rgd 09oct86 |
| | RA-20381 | Mi-2 | Bryansk Avn Ent. | trf | 31dec93 | still in full Aeroflot c/s including titles; l/n as such BZK 12jul94 |
| | RA-20381 | Mi-2 | Dontransavia | | 18apr07 | mentioned in technical inspection document |
| 52 9829 066 | CCCP-20382 | Mi-2 | AFL/Central Region | mfd | 23jul86 | rgd 09oct86; trf to Lipetsk Air 19oct93 |
| | RA-20382 | Mi-2 | not reported | Che | 25aug03 | |
| | RA-20382 | Mi-2 | Yugavia | lsd | 16feb04 | mentioned in a technical inspection document 22jan08; seen in 2009 at Temryuk Golubitskaya, Krasnodar region, no titles and active |
| 52 9830 066 | CCCP-20383 | Mi-2 | AFL/Central Region | mfd | 23jul86 | rgd 25aug86 |
| | RA-20383 | Mi-2 | Yaroslavl Avn Ent. | trf | 24feb93 | in basic 'blue' Aeroflot c/s, no titles; seen in MARZ ROSTO at Fedurnovo (Chornoye) aug03/jul07 |
| | RA-20383 | Mi-2 | Sokol | rgd | 19jun08 | f/n Tarasovskoye 23dec09; in a Russian CAA listing 15oct13; canx between 22mar18 and 25apr18 |
| 52 9831 076 | CCCP-20384 | Mi-2 | AFL/Central Region | mfd | 23jul86 | rgd 28nov86; canx 18apr91 as to Poland |
| | SP-FHG | Mi-2 | EXIN | rgd | 25jun91 | canx 07aug92 as returned to Russia, see next line |
| | SP-FHG | Mi-2 | Blue Sky Carrier | ZNZ | dec04 | photo proof |
| | RA-20384 | Mi-2 | Kostroma Avn Ent. | trf | 17may94 | see the date of the sighting above; in light blue/dark blue c/s with red trim; f/n in MARZ ROSTO at Fedurnovo (Chornoye) 03jul05; seen GOJ 05sep06; sat wuf at KMW, seen jul13/aug23 |
| 52 9832 076 | CCCP-20385 | Mi-2 | AFL/North Kavkaz | mfd | 23jul86 | rgd 24dec86 |
| | RA-20385 | Mi-2 | Samarskaya KASP | trf | 03aug93 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; the operator's certificate of Samarskaya KASP was revoked 16oct00; current on register jan01 |
| 52 9833 076 | CCCP-20386 | Mi-2 | AFL/North Kavkaz | mfd | 28jul86 | rgd 25sep86; trf to Shakhty Air, date unknown |
| 52 9834 076 | CCCP-20387 | Mi-2 | AFL/North Kavkaz | rgd | 24dec86 | trf 06jun95 to Shakhty Air; canx 20jan98 as to Mexico |
| | FAM- | Mi-2 | Mexican Air Force | | | |
| 52 9835 076 | CCCP-20388 | Mi-2 | AFL/North Kavkaz | mfd | 28jul86 | rgd 21oct86 |
| | RA-20388 | Mi-2 | Elbrus-Avia | trf | 30mar94 | owned by Russian Federation; leased to unknown operator 18may95; canx before dec10 |
| 52 9836 076 | CCCP-20389 | Mi-2 | AFL/North Kavkaz | mfd | 28jul86 | rgd 21oct86 |
| | RA-20389 | Mi-2 | Elbrus-Avia | trf | 30mar94 | owned by Russian Federation; leased to unknown operator 08aug95; canx before dec10 |
| 52 9837 076 | CCCP-20390 | Mi-2 | AFL/North Kavkaz | mfd | 28jul86 | rgd 28nov86 |
| | RA-20390 | Mi-2 | Kubanaviausluga | trf | 22feb94 | current on register aug10, but without valid CofR and CofA (still with the rgd 28nov86) |
| 52 9838 076 | CCCP-20391 | Mi-2 | AFL/North Kavkaz | mfd | 28jul86 | rgd 28nov86 |
| | RA-20391 | Mi-2 | Kubanaviausluga | trf | 22feb94 | still in full Aeroflot c/s including titles; l/n as such VOG 18sep94; canx before aug10 |
| 52 9839 076 | CCCP-20392 | Mi-2 | AFL/Ukraine | rgd | 25sep86 | |
| | UR-20392 | Mi-2 | Universal-avia | UMY | 21may98 | based at Sumy; canx 13aug08 |
| 52 9840 076 | CCCP-20393 | Mi-2 | AFL/Ukraine | rgd | 25sep86 | |
| | UR-20393 | Mi-2 | Avialini. Ukrayiny | UMY | 21may98 | opb Universal-avia Sumy |
| | UR-20393 | Mi-2 | Universal-avia | no | reports | based at Sumy; canx 13aug08 |
| 52 9841 076 | CCCP-20394 | Mi-2 | AFL/Ukraine | rgd | 25sep86 | |
| | UR-20394 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; canx 01oct08 |
| 52 9842 076 | CCCP-20395 | Mi-2 | AFL/Ukraine | rgd | 28nov86 | |
| | UR-20395 | Mi-2 | Universal-avia | TNL | 20sep96 | based at TNL; in basic Aeroflot c/s, no titles; canx 13aug08; sat wfu at TNL, seen aug09/jul12 |
| 52 9843 076 | CCCP-20396 | Mi-2 | AFL/Ukraine | rgd | 25sep86 | |
| | UR-20396 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; l/n SIP 07may98; canx 01oct08 |
| 52 9844 076 | CCCP-20397 | Mi-2 | AFL/Ukraine | rgd | 16sep86 | canx 29mar88 |
| 51 9845 076 | SP-SXF | Mi-2 | Polish Air Rescue | rgd | 20aug86 | wfu in 1992; converted to a Mi-2plus |
| | SP-SXF | Mi-2plus | Polish Air Rescue | rgd | 24jun04 | in yellow c/s with diagonal blue/red/blue bands around fuselage and tailboom; initially no titles and logo; received 'LPR' titles and a 'Ratownictwo Medyczne' logo; f/n as such GDN 14jan06; w/o 06dec07 on a positioning flight from Gdansk to Suwalki at night when thick fog came up rapidly in the area of Suwalki so that the pilot had to go around on the first approach and lost spatial orientation in the fog on the second approach, the helicopter crashed in a field and came to rest on its left side after 97 metres (some 1,040 metres north of the air rescue base at Suwalki airfield, at N54°55'00" E22°55'00"), the pilot was seriously injured; t/t 2,783.45 hours and 7,139 cycles; canx 07jan08 |
| 54 9846 076 | CCCP-20398 | Mi-2 | AFL/Far East | mfd | 31jul86 | rgd 25sep86 |
| | RA-20398 | Mi-2 | Nikolayevsk-n-A AE | trf | 01sep94 | Nikolayevsk-na-Amure Aviation Enterprise; in basic Aeroflot c/s, no titles; preserved at Nikolayevsk-na-Amure (N53.148355 E140.66165), seen apr08/oct12 |
| 54 9847 076 | CCCP-20399 | Mi-2 | AFL/Far East | rgd | 15oct86 | |
| | RA-20399 | Mi-2 | Avia Trans | trf | 26may93 | canx 22feb96 |
| 54 9848 076 | CCCP-20400 | Mi-2 | AFL/Komi | mfd | 31jul86 | rgd 27aug86 |
| | RA-20400 | Mi-2 | Komiavia | trf | 25apr95 | reported in an incident report at Pechora 08apr03 |
| | RA-20400 | Mi-2 | KomiAviaTrans | SCW | 26feb11 | in full c/s; l/n SCW 07sep20; canx 24apr23 |
| 54 9849 076 | CCCP-20401 | Mi-2 | AFL/Leningrad | rgd | 25aug86 | |
| | RA-20401 | Mi-2 | Bryansk Avn Ent. | trf | 31dec93 | canx 10nov94 |
| 54 9850 076 | CCCP-20402 | Mi-2 | AFL/GosNII GA | mfd | 30sep86 | in standard 'blue' c/s; rgd 12mar87; f/n SVO 18jul91; l/n SVO 07sep93; see c/n 544538125 |
| | RA-20402 | Mi-2 | 2nd Sverdlovsk AE | rgd | 20apr95 | seen without markings in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03; canx 02feb04 |
| | RF-00770 | Mi-2 | ROSTO | Nzt | 17may12 | based at Nizhni Tagil-Byngi; in white/blue/black c/s with titles; not on DOSAAF register 20jan10; stored at Nizhni Tagil-Byngi, seen in 2014 |
| | RF-00770 | Mi-2 | DOSAAF Rossii | ph. | 20sep15 | in yellow c/s with black and blue trim, with titles; f/n Severnoye (Novosibirsk region) 20sep15 |
| 54 9901 086 | CCCP-20403 | Mi-2 | AFL/Georgia | rgd | 28nov86 | f/n TBS 16may96; l/n TBS 17jun97; reported for AISI, Georgia |
| 54 9902 086 | CCCP-20404 | Mi-2 | AFL/Georgia | rgd | 15dec86 | not canx from Soviet register; fate unknown |
| 54 9903 086 | CCCP-20405 | Mi-2 | AFL/North Kavkaz | mfd | 21aug86 | rgd 04oct86 |
| | RA-20405 | Mi-2 | Kubanaviausluga | trf | 22feb94 | |
| | RA-20405 | Mi-2 | Kubanspetsavia | trf | 10nov98 | rgd 23jul99 to the Russian Federation; CofA expired 25aug02; CofR returned 01feb05; Kubanspetsavia was declared bankrupt 31aug06; current on register aug10, but without valid CofR and CofA |
| 54 9904 086 | CCCP-20406 | Mi-2 | AFL/Leningrad | mfd | 21aug86 | given as 28aug86 in the accident report; rgd 04oct86 |
| | RA-20406 | Mi-2 | Vologda Avn Ent. | trf | 16nov93 | |
| | RA-20406 | Mi-2 | Konvers Avia | rgd | 06aug03 | in orange c/s with dark blue cheatline and trim, with titles; seen Tver-Zmeyovo 04jun11; new CofR issued 27jun19; last overhaul completed 08jul20; w/o 25nov21 on the leg from Pokachi to the abandoned drilling |

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| | | | | | | site No. 11 P of the Severo-Yeguryakhskoye oil and gas field 28 km north-east of Pokachi (N61°43'34.16" E76°05'45.87") of a flight from and to Langepas when the pilot waited for the disembarked passengers with running engines, the right main gear sank into the snow-covered soft ground after some 10 minutes, the main rotor collided with the ground and the helicopter started to rotate uncontrolledly, came to rest on its right side, caught fire and burnt out, the pilot escaped unhurt; t/t 10,353 hours; canx 28mar22 |
| 54 9905 086 | CCCP-20407 | Mi-2 | AFL/Ukraine | rgd | 28nov86 | |
| | UR-20407 | Mi-2 | Karpaty-Avia | UDJ | 08sep96 | Karpaty-Avia is part of MNS Ukrayiny, based at Uzhhorod; canx 07jul11; stored at Nizhyn, seen 24apr17 |
| 52 9906 086 | CCCP-20408 | Mi-2 | AFL/Ukraine | rgd | 28nov86 | not canx from Soviet register |
| | UR-20408 | Mi-2 | Universal-avia | no | reports | based at UDJ; canx 13aug08 |
| 52 9907 086 | CCCP-20409 | Mi-2 | AFL/Ukraine | rgd | 28nov86 | |
| | UR-20409 | Mi-2 | Karpaty-Avia | UDJ | 08sep96 | Karpaty-Avia is part of MNS Ukrayiny, based at Uzhhorod; in white/light grey c/s with blue/yellow cheatline, no titles; canx 07jul11; seen on a flat-bed trailer in Uzhhorod and on the road from Chop to Kiev 06nov11; l/n Nizhyn nov11/apr17 |
| 52 9908 086 | CCCP-20410 | Mi-2 | AFL/West Siberia | mfd | 27aug86 | rgd 24dec86; trf 26jan94 to Kolpashevo Air; seen Ryazan-Turlatovo 25aug03 wfu |
| 52 9909 086 | CCCP-20411 | Mi-2 | AFL/West Siberia | mfd | 26aug86 | rgd 26nov86; f/n OMS 12jun94; trf 30mar94 to Omskavia; canx 30apr04 and seen wfu AKX 03may15 still as CCCP- and Aeroflot |
| 52 9910 086 | CCCP-20412 | Mi-2 | AFL/Central Region | mfd | 27aug86 | rgd 31mar87 |
| | RA-20412 | Mi-2 | Bryansk Avn Ent. | trf | 31dec93 | still in full Aeroflot c/s including titles; l/n as such BZK 12jul94 |
| | RA-20412 | Mi-2 | Stroimontasch | ZIA | 17aug01 | Stroimontasch is Russian for Building Construction Company; was leased from ?? 06aug01/31dec03; canx 15apr04 |
| 52 9911 086 | CCCP-20413 | Mi-2 | AFL/Central Region | mfd | 27aug86 | rgd 08apr87; trf to Smolensk Avia 24feb95; f/n Smolensk-Severny 05sep95; l/n Smolensk-Yuzhny 21aug02 |
| | RA-20413 | Mi-2 | Smolenskaerotrans | rgd | 02sep02 | no titles; f/n Smolensk-Severny 21aug02; w/o 08jul09 on a patrol flight along the Smolensk-Kholm Zhirkovski pipeline when the tail rotor touched the ground on landing 1 km south of Lisichino (35 km from Smolensk), the helicopter rolled over onto its side, caught fire and burnt out, the pilot (the sole occupant) escaped unhurt |
| 52 9912 086 | CCCP-20414 | Mi-2 | AFL/Central Region | mfd | 27aug86 | rgd 28apr87 |
| | RA-20414 | Mi-2 | Smolensk Avn Ent. | trf | 30mar93 | |
| | RA-20414 | Mi-2 | Smolenskaerotrans | rgd | 26dec02 | in orange c/s with blue cheatline and trim, no titles; f/n Smolensk-Yuzhny 30jun08; new CofR issued 28aug08 |
| | RA-20414 | Mi-2 | not known | rgd | 10jun13 | possibly again to Smolensk Aerotrans; in white/black c/s, no titles; f/n KGD 23aug16; l/n KGD 16sep16; new CofR issued 16nov17; CofA expired 11jun20; canx 05mar21 as sold abroad |
| 52 9913 086 | CCCP-20277(2) | Mi-2 | AFL/Ukraine | rgd | 26nov86 | registration issued out of sequence; see c/n 547317091 |
| | UR-20277(2) | Mi-2 | Avialini. Ukrayiny | UMY | 21may98 | c/n checked; handed over by Universal-Avia of Kiev to ViAZ at Vinnytsya for overhaul 04oct06 |
| | 86 | Mi-2 | Libyan Air Force | MRA | 12jul18 | opb the GNA Air Force; based at Misurata; in dark grey/sand camo c/s with light blue underside and light grey serial; identified by '20277' on the instrument panel; l/n MRA 25sep18 |
| 52 9914 086 | CCCP-20416 | Mi-2 | AFL/Central Region | mfd | 29aug86 | rgd 06mar87; opb Ryazanski OAO |
| | RA-20416 | Mi-2 | Ryazanaviatrans | trf | 31dec93 | seen Ryazan Turlatovo 01may95 no titles |
| | RA-20416 | Mi-2 | not reported | RZN | 28aug03 | stored; probably Ryazanaviatrans |
| | RA-20416 | Mi-2 | Kamchatskiye Avia. | PKC | 21aug11 | Kamchatskiye Avialinii; in a c/s similar to the basic 'blue' Aeroflot one, no titles; already mentioned in a technical inspection document 23jul08; the operator's certificate of Kamchatskiye avialinii was annulled 24jan14; l/n on Kamchatka 28feb14 |
| | RA-20416 | Mi-2 | Vityaz-Aero | ph. | 2015 | in blue/white/light grey c/s with blue/white/red cheatline, no titles; reflown in bare metal after overhaul by MARZ DOSAAF at Fedurnovo (Chornoye) 02apr19; painted in full c/s with titles; f/n as such Nikolayevka-2 28jan21; l/n Nikolayevka-2 14jun24 |
| 52 9915 086 | CCCP-20417 | Mi-2 | AFL/Central Region | rgd | 06mar87 | |
| | RA-20417 | Mi-2 | Bryansk Avn Ent. | trf | 31dec93 | canx 30sep97 |
| 52 9916 086 | CCCP-20418 | Mi-2 | AFL/Centr.Reg.-LPK | rgd | 28nov86 | opb Lipetski OAO; dbr 16oct92 on a crop-spraying flight in the Dolgorukovo district of the Lipetsk region when the left engine failed while the helicopter was flying a turn at a height of 50 metres, the pilot attempted an emergency landing near Krasnoye Utro, but the right main gear hit a concrete fence post, the helicopter came down and rolled over onto its side, the pilot escaped |
| 54 9917 086 | not known | Mi-2 | Soviet Air Force | mfd | 29aug86 | |
| | RA-23717 | Mi-2 | Malaya Av. Dona | rgd | 22jan96 | to Doninvest; in olive drab c/s with light blue underside, no titles; f/n ROV 13may96; CofA expired 04nov99; was stored on the premises of the MGTUGA i UTTs college at prospekt Sholokhova 270/1 at Rostov-na-Donu (N47.25503 E39.79944), seen jun99/mar13; later owned by Igor A. Raspevalov; requisitioned by the State Property Agency 19jun09 and auctioned by Karavella at Rostov-na-Donu 16dec11 |
| | 'RA-20500' | Mi-2 | MGTUGA | ph. | 10oct13 | in olive drab c/s with light blue underside a MGTUGA logo and this fake registration; displayed without rotors in the yard of the MGTUGA i UTTs college at Rostov-na-Donu (N47.25494 E39.79819), seen oct13/feb15 |
| 54 9918 086 | "23" yellow | Mi-2 | Soviet Air Force | mfd | 29aug86 | |
| | no reg | Mi-2 | no titles | ROV | 13may96 | in basic Soviet Air Force c/s |
| | RA-15712(2) | Mi-2 | Malaya Av. Dona | rgd | 16jun98 | to Yugavia; CofA expired 14jan01; f/n ROV 13aug01, stored; later stored on the premises of the MGTUGA college at prospekt Sholokhova 270/1 at Rostov-na-Donu; later owned by Igor A. Raspevalov; requisitioned by the State Property Agency 19jun09 and auctioned by Karavella at Rostov-na-Donu 16dec11; reportedly scrapped at ROV, but current on register 11mar22; see c/n 522316032 |
| 54 9919 086 | not known | Mi-2 | DOSAAF | mfd | 29aug86 | |
| | RA-15671(2) | Mi-2 | MARZ ROSTO | rgd | 02dec96 | f/n KSZ 09jun98; rgd 18apr02 to the Russian Federation; damaged 19jul04 on landing 15 km from Kogalym; t/t 7,953 hours and 6,455 cycles by 10sep13; see c/ns 530523097 and 5410741108 |
| | RA-15671(2) | Mi-2 | MARZ DOSAAF | Che | 01jun14 | in white c/s with red and black trim, with 'MARZ' titles; l/n in MARZ DOSAAF 01jun14; registration and CofA were illegally used on c/n 5410741108 in 2015 |
| | RA-15671(2) | Mi-2 | Aviasoyuz | Che | may16 | no new CofR issued; in red c/s with white and blue trim, with 'Aviasoyuz', 'Arktika' and 'Arcticaero' titles; l/n Fedurnovo (Chornoye) 02sep16; new CofR issued 12dec17 |
| | RA-15671(2) | Mi-2 | Kazan Avn Ent. | rgd | 09oct20 | bought 10sep20; new CofR issued 18jan21; last overhaul completed 25mar21; in white c/s with blue trim; f/n IJK 14may21, still without titles; f/n with full titles IJK 09jul21; w/o 27dec21 on the return leg of a pipeline patrol flight from Izhevsk to Vyatka and back when the main gear box failed (due to wear and tear and negligent maintenance) so that the tail rotor was not powered any more, the helicopter started to rotate anti-clockwise and crashed in a forest 2 km east of Azino (at N56°58'18.00" E52°45'03.50"), coming to rest on its left side, the pilot and the sole passenger (the observer) were seriously injured and died some hours after the accident resp. 13jan22; t/t 9,339 hours and 17,647 cycles; canx 29dec22 |
| 54 9920 086 | not known | Mi-2 | Soviet Air Force | mfd | 19sep86 | |
| | RA-14287 | Mi-2 | Kemerovski aerokl. | trf | 25dec92 | canx 05dec01 |
| 52 9921 086 | CCCP-20415 | Mi-2 | AFL/Central Region | rgd | 10feb87 | out of sequence |
| | RA-20415 | Mi-2 | Bryansk Avn Ent. | trf | 31dec93 | canx 30sep97 |
| 52 9922 096 | CCCP-20419 | Mi-2 | AFL/Central Region | mfd | 10sep86 | rgd 28apr87; opb Lipetski OAO |
| | RA-20419 | Mi-2 | Lipetsk Avn Ent. | trf | 19oct93 | leased to Yug Avia 05mar04/31dec05 |
| | RA-20419 | Mi-2 | Virazh | rgd | 21feb06 | to V.V. Maliyevski; in a Russian CAA listing 15oct13; new CofR issued 20jul16; CofA expired 25jun20; canx 23dec21 |
| 52 9923 096 | CCCP-20420 | Mi-2 | AFL/Central Region | mfd | 19sep86 | rgd 03apr87 |
| | RA-20420 | Mi-2 | Lipetsk Avn Ent. | trf | 19oct93 | no titles; seen in MARZ ROSTO at Fedurnovo (Chornoye) aug02/jul07 |
| | RA-20420 | Mi-2 | MARZ ROSTO | rgd | 14may08 | in red/blue/white c/s; f/n Eisenbach (Germany) 12aug08; l/n GOJ 05sep08; severely damaged 17mar10 on a patrol flight along the Langepas-Agan pipeline (Yugra region) when took off from a snow-covered field close to the pipeline and a high-voltage power-line near Langepas and entered a snow vortex so that the pilots lost visual contact with the ground, the helicopter moved in the direction of the power-line, the tail rotor collided with a cable of the line, the helicopter started to rotate uncontrolledly, crash-landed and rolled over onto its right side, both pilots and the sole passenger escaped unhurt; seen in MARZ DOSAAF at Fedurnovo (Chornoye) aug10/sep10; new CofRs issued 24jun15 and 21may18 |
| 52 9924 096 | CCCP-20421 | Mi-2 | AFL/Central Region | mfd | 23sep86 | rgd 18apr87; opb Yaroslavski OAO |
| | RA-20421 | Mi-2 | Yaroslavl Avn Ent. | trf | 30dec92 | in basic Aeroflot c/s, no titles; seen in MARZ ROSTO at Fedurnovo (Chornoye) jul05/jul07 |
| | RA-20421 | Mi-2 | Sokol | rgd | 01jun10 | on register aug10 without valid CofA; in a Russian CAA listing 15oct13; CofA expired 21may16; canx between 22mar18 and 25apr18 |
| | RA-20421 | Mi-2 | not known | rgd | 03jun19 | new CofR issued 29oct19 |
| 52 9925 086 | CCCP-20422 | Mi-2 | AFL/North Kavkaz | rgd | 24dec86 | trf 06jun95 to Shakhty Air; canx 20jan98 as to Mexico |
| | FAM- | Mi-2 | Mexican Air Force | | | |
| 52 9926 096 | CCCP-20423 | Mi-2 | AFL/North Kavkaz | rgd | 24dec86 | |
| | RA-20423 | Mi-2 | Shakhty Avn Ent. | trf | 06jun95 | canx 20jan98 as to Mexico; the hulk without any markings sat on the premises of the "Zombie Adventure" paintball site at Colonia Heroes de 1910 near San Nicolas Totolapan (N19.246888 W99.243053), seen apr18 |
| 52 9927 096 | CCCP-20424 | Mi-2 | AFL/North Kavkaz | mfd | 27sep86 | rgd 24dec86; trf 06jun95 to Shakhty Air |
| 52 9928 096 | CCCP-20425 | Mi-2 | AFL/North Kavkaz | mfd | 27sep86 | rgd 28nov86; initially opb 351 LO Nalchikskogo OAO; trf to 1 LO Nalchikskogo OAO jul88 |
| | RA-20425 | Mi-2 | Elbrus-Avia | trf | 30mar93 | rgd to the Russian Federation 18may95; in orange c/s with blue cheatline and trim, no titles; was stored in MARZ ROSTO at Fedurnovo (Chornoye), seen aug02/sep08; reflown after overhaul 16may13, still in its old faded c/s; seen Smolensk-Yuzhni 20oct20 no rotors or titles |
| 52 9929 096 | CCCP-20426 | Mi-2 | AFL/North Kavkaz | mfd | 27sep86 | rgd 28nov86 |
| | RA-20426 | Mi-2 | Aeroflot | AKX | 25apr93 | |
| | RA-20426 | Mi-2 | Elbrus-Avia | trf | 30mar94 | owned by Russian Federation; leased to unknown operator 12may98; canx before dec10 |
| 52 9930 096 | CCCP-20427 | Mi-2 | AFL/North Kavkaz | mfd | 29sep86 | rgd 28nov86 |
| | RA-20427 | Mi-2 | Elbrus-Avia | trf | 30mar93 | owned by Russian Federation; leased to unknown operator 18may95; canx before dec10 |
| 52 9931 096 | CCCP-20428 | Mi-2 | AFL/North Kavkaz | mfd | 27sep86 | rgd 28nov86 |
| | RA-20428 | Mi-2 | Elbrus-Avia | trf | 30mar93 | owned by Russian Federation; leased to unknown operator 04oct01; canx before dec10 |
| 52 9932 096 | CCCP-20429 | Mi-2 | AFL/North Kavkaz | mfd | 27sep86 | rgd 28nov86 |
| | RA-20429 | Mi-2 | Elbrus-Avia | trf | 30mar93 | owned by Russian Federation; leased to unknown operator 08aug95; canx before dec10 |
| 52 9933 096 | CCCP-15600 | Mi-2 | AFL/North Kavkaz | rgd | 09jan87 | canx but date unknown |
| 52 9934 096 | CCCP-15601 | Mi-2 | AFL/North Kavkaz | mfd | 25sep86 | rgd 09jan87 |
| | RA-15601 | Mi-2 | Kubanaviausluga | trf | 22feb94 | initially still in full Aeroflot c/s including titles; l/n as such VOG 18sep94; f/n without titles GDZ sep96 |

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| | RA-15601 | Mi-2 | Kubanspetsavia | trf | 10nov98 | rgd 06mar00 to the Russian Federation; CofA expired 25aug02; CofR returned 01feb05; Kubanspetsavia was declared bankrupt 31aug06; current on register aug10, but without valid CofR and CofA |
| 52 9935 096 | CCCP-15602 | Mi-2 | AFL/Ukraine | rgd | 10feb87 | |
| | UR-15602 | Mi-2 | Avialini. Ukrayiny | DOK | 1993 | |
| 52 9936 096 | CCCP-15603 | Mi-2 | AFL/Ukraine | mfd | 30sep86 | rgd 10feb87 |
| | UR-15603 | Mi-2 | Megaline | DOK | 04may98 | in basic Aeroflot c/s, no titles, wfu; based at Donetsk; l/n 20jun99; canx 13aug08 |
| | UR-15603 | Mi-2 | not known | rgd | 22apr11 | current on register 30jan12, but no longer by 26apr13 |
| | HL9471 | Mi-2 | Yecheon ASC | rgd | 19apr12 | Yecheon Astro-Space Center; preserved in the Yecheon Theme Park, seen jun13/oct15 |
| 52 9937 096 | CCCP-15604 | Mi-2 | AFL/Ukraine | mfd | 30sep86 | rgd 10feb87 |
| | UR-15604 | Mi-2 | Megaline | CKC | 05aug08 | no titles; based at Donetsk; canx 13aug08 |
| | UR-15604 | Mi-2 | AgroaviaDnipro | rgd | 15apr10 | |
| | UR-15604 | Mi-2 | AS | rgd | 19jun12 | to Avia-Stil; in blue/red c/s; w/o 11jul13 on a forest-spraying flight in the Hola Prystan district of the Kherson region when got caught in a wind shear while landing in a field near Velyka Kardashynka, rolled over onto its left side, caught fire and burnt out, pilot and both passengers slightly injured; canx only 27oct15 |
| 52 9938 096 | CCCP-15605 | Mi-2 | AFL/Ukraine | rgd | 10feb87 | |
| | UR-15605 | Mi-2 | Megaline | DOK | 28apr99 | based at Donetsk; probably no titles; canx 13aug08; l/n HRK 08sep09, only showing CCCP-15605 |
| | UR-15605 | Mi-2 | Polit Servis | rgd | 27jun19 | PP Polit Servis of Dnipro; current on register 10mar23 |
| 52 9939 096 | CCCP-15606 | Mi-2 | AFL/Ukraine | mfd | 20oct86 | rgd 10feb87 |
| | UR-15606 | Mi-2 | not known | DOK | 04may98 | in basic Aeroflot c/s, no titles; l/n DOK 20jun99, stored |
| | UR-15606 | Mi-2 | Avia-Stil | rgd | 05feb07 | new CofR issued 19jun12; dbr 13jul16 on a crop-spraying flight from an airstrip near Kozelne (Nedryhailiv district of the Sumy region) when manoeuvred energetically in order to evade a flock of birds while flying at low height, lost speed and height, came down hard in a field and caught fire, the pilot was slightly injured; canx 03dec18 |
| 52 9940 096 | CCCP-15607 | Mi-2 | AFL/Georgia | rgd | 30dec86 | canx as to Georgia but date unknown; was damaged on landing Ambkel 06jul91 |
| 52 9941 096 | CCCP-15608 | Mi-2 | AFL/Georgia | rgd | 15may87 | canx as to Georgia but date unknown |
| 52 9942 106 | SP-SOB | Mi-2 | PGR | rgd | 04nov86 | canx 08jan92 |
| | SP-FST | Mi-2 | Ryszard Hornik | rgd | 08jan92 | seen on overhaul at Swidnik 05jul00; canx 11feb02 as wfu, but restored 03jul02 (for LIMA); in yellow/black c/s; seen flying POZ 26sep04; f/n with small 'BACO' titles POZ 29jan05; l/n operational Bialystok-Krywlany 19jun09; CofA expired 06may10; stored at Wielkie Lniska (N53.474142 E18.840844), seen aug13; canx 13jun17 as sold |
| | UR-SUS | Mi-2 | V.S. Ostapenko | rgd | 16nov17 | V.S. Ostapenko of Pervomaisk; in yellow c/s with black trim, no titles; was to be transported on a flat-bed trailer from Poland to Berdychiv (Ukraine) 11mar20, but was stopped by Ukrainian Customs at the Krakivets border crossing |
| | UR-SUS | Mi-2 | Avia-Stil | rgd | 19may20 | to Piotr F. Miarka of Poland |
| | UR-MAH | Mi-2 | Avia-Stil | rgd | 19may20 | to Piotr F. Miarka of Poland; the same rgd date as for UR-SUS |
| | UR-MAH | Mi-2 | Meridian Avia | rgd | 08sep21 | in yellow/blue c/s; seen Bila Tserkva 31oct21; current on register 10mar23 |
| 51 9943 106 | SP-SXG | Mi-2 | Polish Air Rescue | rgd | 19nov86 | converted to Mi-2plus 30sep03; last overhaul completed 30sep07; l/n QYO 22sep10; wfu by 31mar11; offered for sale sep11 with t/t 4,090 hours, for $ 50,000; sold to Heliseco 27dec11 and ferried from Warsaw-Bemowo to Lublin-Radawiec 26jan12 |
| | SP-SXG | Mi-2plus | Heliseco | h/o | 24jan12 | CofA expired 22may13; l/n Brynec 16jul15; stored at the Heliseco compound at Swidnik, seen mar21 |
| 52 9944 106 | CCCP-15609 | Mi-2 | AFL/Ukraine | mfd | 20oct86 | rgd 08apr87 |
| | UR-15609 | Mi-2 | Avialini. Ukrayiny | UMY | 21may98 | c/n checked as 529808056, tailbooms swapped ?; opb Universal- avia Sumy |
| | UR-15609 | Mi-2 | Universal-avia | no | reports | based at Sumy; canx 13aug08, c/n confirmed as 529944106 in canx order |
| | UR-15609 | Mi-2 | Mykolayiv-Aero | rgd | 22dec10 | no titles; f/n NVL 16oct12 |
| | UR-15609 | Mi-2 | Avia-Plaza Plyus | rgd | 11jul14 | current on register 10mar23 |
| 52 9945 106 | CCCP-15610 | Mi-2 | AFL/Ukraine | mfd | 20oct86 | rgd 10feb87 |
| | UR-15610 | Mi-2 | Air Ukraine | | photo | in basic 'blue' Aeroflot c/s with own titles |
| | UR-15610 | Mi-2 | Megaline | DOK | 28apr99 | based at Donetsk; probably no titles; canx 13aug08 |
| | UR-15610 | Mi-2 | Avia-Stil | rgd | 03mar11 | new CofR issued 19jun12; canx between 07jun19 and 29jun19 |
| 52 9946 106 | CCCP-15611 | Mi-2 | AFL/Ukraine | rgd | 08apr87 | |
| | UR-15611 | Mi-2 | Avialini. Ukrayiny | HRK | 30aug93 | l/n UMY 21may98; handed over by Universal-Avia of Kiev to ViAZ at Vinnytsya for overhaul 04oct06 |
| | 06 | Mi-2 | Libyan Air Force | MRA | 14aug18 | opb the GNA Air Force; based at Misurata; in dark grey/sand camo c/s with light blue underside and green serial serial; identified by '15611' on the instrument panel |
| 52 9947 106 | CCCP-15612 | Mi-2 | AFL/Ukraine | rgd | 14apr87 | |
| | UR-15612 | Mi-2 | Avialini. Ukrayiny | UMY | 21may98 | |
| | UR-15612 | Mi-2 | Universal-avia | no | reports | based at Sumy; offered for sale by Ukrainian privatisation agency 18apr01 |
| | UR-15612 | Mi-2 | Aviakon | Kon | 07aug08 | based at Konotop; canx 30apr09 |
| 52 9948 106 | CCCP-15613 | Mi-2 | AFL/Ukraine | rgd | 10feb87 | canx as to Ukraine but date unknown |
| | UR-15613 | Mi-2 | Megaline | no | reports | based at Donetsk; canx 13aug08 |
| 52 9949 106 | CCCP-15614 | Mi-2 | AFL/Ukraine | mfd | 28oct86 | rgd 10feb87 |
| | UR-15614 | Mi-2 | Avialini. Ukrayiny | DOK | 1993 | l/n DOK 28apr99, titles not reported |
| | UR-15614 | Mi-2 | Megaline | no | reports | based at Donetsk; canx 13aug08 |
| | UR-15614 | Mi-2 | not known | rgd | 21apr11 | in blue/silver c/s with yellow trim, no titles; f/n Dnipropetrovsk-Pidhorodnye 05jul11 |
| | UR-15614 | Mi-2 | Avia-Stil | rgd | 19jun12 | in blue/silver c/s with yellow trim, no titles; f/n Kharkiv-Korotych 09sep13; canx between 07jun19 and 29jun19 |
| 52 9950 106 | CCCP-15615 | Mi-2 | AFL/Ukraine | rgd | 15may87 | |
| | UR-15615 | Mi-2 | Universal-avia | TNL | 20sep96 | based at TNL; in basic Aeroflot c/s, no titles; canx 13aug08; sat wfu at TNL, l/n 31aug09 |
| 5210001 106 | CCCP-15616 | Mi-2 | AFL/Ukraine | mfd | 30oct86 | rgd 10feb87; canx as to Ukraine but date unknown |
| | UR-15616 | Mi-2 | Megaline | CKC | 05aug08 | based at Donetsk; no titles; canx 13aug08; l/n HRK 08sep09 |
| | UR-MSMR | Mi-2 | privately owned | rgd | 13jan11 | modernised by Motor Sich; in blue/silver c/s with yellow trim, no titles; f/n OZH 26apr12; l/n OZH 25sep12 |
| | UR-MSM | Mi-2 | Motor Sich | rgd | 24apr13 | in blue/silver c/s with yellow trim, no titles; f/n OZH 03aug13; l/n operational OZH 12nov15; stored at OZH, seen mar17 |
| | UR-MSM | Mi-2MSB-1 | Motor Sich | rgd | 11feb19 | to R.O. Dorodnykh of Zaporizhzhya; in olive drab/khaki camo c/s with light grey underside, no titles; f/n Gostomel 10oct19; l/n Gostomel 18oct19; new CofR issued 04nov19; l/n in Kiev city 17jun21; new CofR issued 03nov21, again to R.O. Dorodnykh; current on register 01aug23; confiscated jun23 |
| | UR-MSM | Mi-2MSB-1 | Ukraine military | h/o | 03oct23 | by the Ukrainian FBI; in olive drab/khaki camo c/s with light grey underside, still with registration |
| 5210002 106 | CCCP-15617 | Mi-2 | AFL/Ukraine | rgd | 30dec86 | destroyed when impacted the ground at Odessa 27jul90; canx 12may91 |
| 5210003 106 | CCCP-15618 | Mi-2 | AFL/Ukraine | rgd | 30jan87 | |
| | UR-15618 | Mi-2 | Avialini. Ukrayiny | Bua | 07sep94 | |
| | HA-BFG | Mi-2 | Long Star 2000 Kft | rgd | 19sep94 | leased from Avialiniyi Ukrayiny; seen Budaörs 06jun95; damaged 18may96 when crash-landed at Pákozd; CofA expired 04oct96, but still current on register jan04; later in dark red/gold c/s with small 'Aerocaritas' titles |
| 5210004 106 | CCCP-15619 | Mi-2 | AFL/Ukraine | rgd | 12mar87 | based at UDJ; canx as to Ukraine, date unknown |
| | HA-BCY | Mi-2 | ALBA Helicopter | rgd | 02jun94 | leased from Avialiniyi Ukrayiny; initially in basic 'blue' Aeroflot c/s, no titles; repainted in white/dark blue c/s with light grey belly, no titles; l/n Székesfehérvár 06jun95; canx 27mar97 |
| | UR-15619 | Mi-2 | Skif-Avia | DOK | 05sep09 | based at DOK; canx 07jul11; stored at TNL, seen jul12, prefix 'CCCP-' bleeding through; see below |
| | UR-15619 | Mi-2 | Aviatek | rgd | 18may12 | Aviatek of Simferopol; canx 03dec18 |
| 5210005 106 | CCCP-15620 | Mi-2 | AFL/Ukraine-UDJ | rgd | 12mar87 | canx as to Ukraine, but date unknown |
| | HA-BCS | Mi-2 | Reparautó Kft. | rgd | 16aug93 | in full ambulance c/s with Red Cross and 'For Life' titles; f/n Budakeszi 20oct96; canx 09oct98 |
| | UR-15620 | Mi-2 | Karpaty-Avia | UDJ | mar07 | Karpaty-Avia is part of MNS Ukrayiny, based at Uzhhorod; in blue/white c/s with blue/yellow cheatline; canx 08oct10 |
| 5210006 106 | CCCP-15621 | Mi-2 | AFL/Ukraine | rgd | 12mar87 | based at UDJ; in green camo c/s; canx as to Ukraine, date unknown; stored without rotor at UDJ, seen 08sep96; sat wfu (with the prefix painted out) at Nizhyn, seen apr17 |
| 5110007 106 | SP-SXH | Mi-2 | Polish Air Rescue | rgd | 28nov86 | canx 10feb98; last overhaul completed 04mar98; restored 20apr98; converted to Mi-2plus 29nov03; l/n Suwalki 26jun10; wfu by 31mar11; offered for sale sep11 with t/t 4,449 hours, for $ 20,000; sold to Heliseco 27dec11 and ferried from Warsaw-Bemowo to Lublin-Radawiec 26jan12 |
| | SP-SXH | Mi-2plus | Heliseco | h/o | 24jan12 | wfu 31oct12; stored without serial at the Heliseco compound at Swidnik, seen nov14/mar21 |
| 5210008 106 | SP-SFF | Mi-2 | ZEUS/Heliseco | rgd | 15dec86 | f/n Schopes 28apr90; repainted in blue/white/red c/s; f/n as such Torun 20sep09; l/n Bemowo 17mar15; stored at the Heliseco compound at Swidnik, seen mar21 |
| 5210009 106 | SP-SFG | Mi-2 | ZEUS/Heliseco | rgd | 16dec86 | stored at Swidnik, seen oct95/26oct07; new CofA issued 10mar09 and renewed annually since then; repainted in conventional blue c/s with red/white/blue trim, no titles; f/n as such Trzebiez 28aug14, active; l/n Bemowo 04sep14; stored at the Heliseco compound at Swidnik, seen mar21; to be sold to Ukraine and seen 21may22 at the at Chocznia/M-Air heliport, Poland |
| 5210010 106 | SP-SFH | Mi-2 | ZEUS | rgd | 15dec86 | canx 23apr90 after crash Wapnik 27jun89 |
| 5210011 116 | SP-SFI | Mi-2 | ZEUS/Heliseco | rgd | 16dec86 | l/n Swidnik oct95/26oct07, stored; canx 16jan97 as wfu |
| 5210012 116 | SP-SFK | Mi-2 | ZEUS | rgd | 16dec86 | canx 05oct89 after crash Lakowo 30jun89 |
| 5210013 116 | SP-SFL | Mi-2 | ZEUS/Heliseco | rgd | 15dec86 | l/n Swidnik 29aug98 stored; canx 11feb02 as wfu |
| 5210014 116 | SP-SFM | Mi-2 | ZEUS/Heliseco | rgd | 15dec86 | l/n Swidnik oct95/26oct07, stored; canx 16jan97 as wfu |
| 5210015 116 | SP-SFN | Mi-2 | ZEUS/Heliseco | rgd | 12dec86 | |
| | SP-SFN | Mi-2 | Ace Aviation | trf | 14sep95 | seen Plock 01may96 with 'Ace' titles; sold by PZL mar01; canx 03apr01; preserved on route 48 near Tomaszów Mazowiecki (N51.554691 E20.027717), seen feb08/apr13 |
| 5210016 116 | SP-SFO | Mi-2 | ZEUS/Heliseco | rgd | 12dec86 | l/n Swidnik oct95/26oct07, stored; canx 16jan97 as wfu |
| 5210017 116 | SP-SFP | Mi-2 | ZEUS/Heliseco | rgd | 16dec86 | l/n Swidnik oct95/26oct07, stored; canx 11mar02 as wfu |
| 5210018 116 | SP-SES (2) | Mi-2 | ZEUS/Heliseco | rgd | 12dec86 | in dark blue c/s with white, light blue and red trim, no titles; f/n as such Poznan-Bednary 25apr04; l/n operational Bemowo 17mar15; stored at the Heliseco compound at Swidnik, seen mar21; seen Chocznia nov22/sep24, looked operational; see c/n 525519028 |
| 5210019 116 | SP-SET (2) | Mi-2 | ZEUS/Heliseco | rgd | 11dec86 | in blue c/s with red upper fuselage and white trim; used by ICONA in summer 1991; l/n Swidnik 05jul00; canx 03apr01; see c/n 544533125 |
| | SP-SET (2) | Mi-2 | Lima Sp. z o.o. | rgd | 23aug01 | f/n Warsaw-Bemowo jun02; l/n Leznica Wielka 31aug13; canx 08feb19 |
| 5210020 116 | SP-SEW | Mi-2 | ZEUS/Heliseco | rgd | 16dec86 | l/n Swidnik oct95/26oct07, stored; canx 16jan97 as wfu |
| 5210021 116 | SP-SEZ | Mi-2 | ZEUS/Heliseco | rgd | 12dec86 | l/n Swidnik oct95/26oct07, stored; canx 16jan97 as wfu; seen off airport at Krzesimów 09jun18 |
| 5210022 116 | SP-SEY | Mi-2 | ZEUS/Heliseco | rgd | 12dec86 | l/n Swidnik oct95/26oct07, stored; canx 16jan97 as wfu |
| 5410023 116 | not known | Mi-2 | Soviet Air Force | mfd | 30nov86 | probably DOSAAF |

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|---|---|---|---|---|---|---|
| | RA-15747(2) | Mi-2 | Zonalnoye | rgd | 30may05 | to A.N. Lichnikov; in dark blue/light blue c/s, no titles; f/n BQS 02nov10; leased or transferred to MostAvia in 2015; l/n in the Amur region 27oct23; see c/n 532524082 |
| 5410024 116 | "48" white | Mi-2 | Soviet Air Force | KLF | 17aug99 | l/n KLF aug01; see next line |
| | RA-15689(2) | Mi-2 | Severo-Kavk. UMTs | rgd | 27oct97 | see previous line; see c/n 531932061 |
| 5410025 116 | not known | Mi-2 | Soviet Air Force | mfd | nov86 | |
| | RA-15698(2) | Mi-2 | Orenburg Airlines | rgd | 30dec97 | initially in basic 'blue' Aeroflot c/s; seen in MARZ ROSTO at Fedurnovo (Chornoye) jul06/aug08; rgd 24dec07 to the Russian Federation; repainted in white/dark blue c/s with thin red cheatline, no titles; f/n as such REN 01jul11; new CofR issued 01feb13; l/n SVX 14jun15; CofA expired 07jul18; canx between 16oct18 and 23nov18; see c/n 522302022 |
| 5410026 116 | not known | Mi-2 | Soviet Air Force | mfd | 30nov86 | |
| | RA-15697(2) | Mi-2 | Orenburg Airlines | rgd | 30dec97 | initially in basic Aeroflot c/s; seen in MARZ ROSTO at Fedurnovo (Chornoye) apr06/aug08; rgd 04dec07 to the Russian Federation; repainted in white/blue c/s with thin red cheatline, no titles; f/n as such REN 05sep11; l/n REN feb12; CofA expired 12nov18; canx 23apr19 as sold abroad; see c/n 522301022 |
| 5410027 116 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | MR-301 | Mi-2 | Mexican Navy | ACA | 07feb99 | |
| | AMHP-142 | Mi-2 | Mexican Navy | | sep10 | at La Paz; c/n confirmed; in light grey/medium grey/dark grey camo c/s; preserved without markings in Museo Nacional de la Aviación y el Espacio, la Ciencia y la Tecnología at Torreón (Coahuila, N25.523577 W103.43804) since 23feb11 |
| 5110028 116 | 10028 | Mi-2 | Hungarian AF | d/d | 05mar87 | sat wfu at Szolnok, seen jul96/aug01, later on the premises of the Counter Terrorism Centre at Pongrác út in Budapest, seen sep17, and later at a Rescue Training Facility at Jászberény (N47.508021 E19.926173), seen nov19/sep23 |
| 5110029 116 | 10029 | Mi-2 | Hungarian AF | d/d | 05mar87 | in dark olive drab/ochre camo c/s with light grey belly; sat wfu at Szolnok, seen jul96/aug01, and later on the premises of the Counter Terrorism Centre at Pongrác út in Budapest, seen sep17/mar20; transported on a flat-bed trailer to the Aeropark Budapest at Ferihegy 19may23 |
| | 'R-13' | Mi-2 | Hungarian Police | BUD | 17jul23 | repainted in blue c/s with white trim and 'Police' titles 17jul23; preserved in these fake markings (and with the fake c/n 5361190 on the tailboom) in the Aeropark Budapest at Ferihegy (N47.423582 E19.262452); see c/n 536119059; l/n 01sep24 |
| 5110030 116 | 10030 | Mi-2 | Hungarian AF | d/d | 05mar87 | repainted in olive drab/greyish green camo c/s with light grey belly; sat wfu at Szolnok, seen jul96/aug01, and later on the premises of the Counter Terrorism Centre at Pongrác út (N47.497701 E19.115643) in Budapest, seen sep17/jul20; transported to Készenléti by oct22 and from Készenléti to the Aeropark Budapest at Ferihegy 21mar24 |
| 5110031 116 | 10031 | Mi-2 | Hungarian AF | d/d | 05mar87 | sat wfu at BUD, seen oct99, and at Szolnok, seen aug01; used for training at a Hungarian Police training area along Vágóhíd utca in the IX district of Budapest (47.472944 19.084694), seen mar11/sep21 |
| 5410032 126 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | AP-BFZ | Mi-2 | Murad Velani S.Avn | sold | feb99 | |
| | AP-BFZ | Mi-2 | Sierra Aviation | rgd | 04jun99 | based at Karachi; l/n KHI operational 05aug09; canx 12may11; stored at KHI, seen jan14 (very dusty) |
| 5410033 126 | "44" white | Mi-2 | Russian Air Force | Rtd | 20aug01 | opb Syzranskoye VVAUL; overhauled by Rostvertol between 2004 and 2007; sold as scrap metal 29nov12 |
| 5410034 126 | not known | Mi-2U | Soviet Air Force | mfd | 1986 | |
| | "47" white | Mi-2U | Russian Air Force | Rtd | 20aug01 | |
| | "06" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars; stored at Saratov-Sokol, seen jul10 |
| | RF-91392 | Mi-2U | Russian Air Force | no | reports | also carried code "06" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol |
| 5410035 126 | "04" white | Mi-2 | Soviet Air Force | KLF | aug01 | |
| 5410036 126 | not known | Mi-2U | Soviet Air Force | mfd | 1986 | |
| | "03" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in olive drab c/s with Red Stars; stored at Saratov-Sokol, seen jul10 |
| | RF-91414 | Mi-2U | Russian Air Force | Eng | 29aug11 | also carried code "03" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol; in medium green c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| 5210037 126 | CCCP-15622(1) | Mi-2 | AFL/Central Region | mfd | 31dec86 | rgd 06mar87; see c/n 5410741108 |
| | RA-15622(1) | Mi-2 | Kirov Avn Enterpr. | trf | 24feb95 | later rgd to Toplivnye Resursy |
| | RA-15622(1) | Mi-2 | Barkol | rgd | 06jun05 | in white c/s with light blue and dark blue trim, with titles; f/n Saratov-Dubki 04jul06; l/n BKA 18aug09; registration and CofA were illegally used on c/n 5410741108 in 2013 |
| | RA-15622(1) | Mi-2 | privately owned | rgd | 03aug15 | new CofR issued 13apr16; CofA expired 11nov18; canx 09jul21 |
| 5210038 126 | CCCP-15623 | Mi-2 | AFL/Central Region | mfd | 31dec86 | rgd 06mar87; trf 28apr94 to Yaroslavl Aviation |
| | RA-15623 | Mi-2 | Efirnoye AON | rgd | 20dec00 | in green/white/blue c/s, no titles; f/n PKV 18aug03 |
| | RA-15623 | Mi-2 | Lukiaviatrans | rgd | 23dec02 | reported in a technical inspection document 09jul07 as owned by A.N. Luchnikov, but current on register as Lukiaviatrans by aug10; in yellow/blue c/s, no titles; f/n PKV 27nov07; l/n operational Petrozavodsk-Peski 22jul13; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen jul17/jul19 |
| 5210039 126 | CCCP-15624 | Mi-2 | AFL/Belarus | rgd | 14apr87 | canx as to Belarus but date unknown |
| | EW-15624 | Mi-2 | Aeroflot c/s, n/t | GME | 10oct95 | reported for Gomelavia |
| 5210040 126 | CCCP-15625 | Mi-2 | AFL/Ukraine | mfd | 31dec86 | rgd 04jun87 |
| | UR-15625 | Mi-2 | Avialini. Ukrayiny | UMY | 21may98 | |
| | UR-KIN | Mi-2 | Aviatek | rgd | 25feb10 | canx 10jan14 |
| | UR-KIN | Mi-2 | Avia-Plaza Plyus | rgd | 17jun14 | operator given as Mykolayiv-Aero jun14/oct20, no operator given on register nov20/feb22; current on register 10mar23 |
| 5210041 126 | CCCP-15626 | Mi-2 | AFL/Ukraine | rgd | 12jun87 | |
| | UR-15626 | Mi-2 | Avialini. Ukrayiny | UMY | 21may98 | opb Universal-avia Sumy |
| | UR-15626 | Mi-2 | Universal-avia | no | reports | based at Sumy; canx 13aug08 |
| 5310042 027 | 6001 | Mi-2 | Cuban Police | HAV | 27oct89 | preserved in Musee del Minesterio del Interior, seen sep99/mar00 |
| 5410043 126 | not known | Mi-2U | Soviet Air Force | mfd | 1988 | |
| | "01" yellow | Mi-2U | Russian Air Force | Sso | 20jun09 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars, with a small Russian flag on the engine cowling; l/n Saratov-Sokol 04apr11 |
| | RF-91394 | Mi-2U | Russian Air Force | no | reports | also carried code "01" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol |
| 5410044 017 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 5410045 017 | not known | Mi-2U | Soviet Air Force | mfd | 1988 | |
| | "02" yellow | Mi-2U | Russian Air Force | Sso | 20jun09 | opb 131 uvp SVVAUL at Saratov-Sokol; in medium green c/s with Red Stars, Russian flag on engine cowling; l/n Saratov-Sokol 10jul10 |
| | RF-91395 | Mi-2U | Russian Air Force | Che | 16jul13 | also carried code "02" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol; in dark green c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n in MARZ DOSAAF 26dec13 |
| 5410046 126 | not known | Mi-2 | Soviet Air Force | mfd | dec86 | |
| | "04" blue | Mi-2 | Russian Air Force | Che | 25aug03 | opb Central Sports Club (TsSK) of the Air Force; in white/blue c/s with 'TsSK VVS' titles and several advertisement stickers, no Red Stars; l/n Saratov-Dubki 26may07 |
| | RF-15312 | Mi-2 | Russian Air Force | Eng | 30nov11 | also carried code "04" blue; opb Central Sports Club (TsSK) of the Air Force; in white/blue c/s, no titles; l/n Samara-Bobrovka 17aug12 |
| 5410047 017 | not known | Mi-2 | Soviet Air Force | mfd | jan87 | |
| | "02" blue | Mi-2 | Russian Air Force | Che | 26aug02 | opb Central Sports Club (TsSK) of the Air Force |
| | RF-15307 | Mi-2 | Russian Air Force | Eng | 30nov11 | also carried code "02" blue; opb Central Sports Club (TsSK) of the Air Force; in white/blue c/s; l/n without titles Samara-Kryazh 23may12; f/n with 'TsSKA' titles AER 31may15; l/n in its old c/s Samara-Kryazh 22aug15; repainted in white/dark blue/light blue 'star' c/s with titles; f/n as such Saratov-Dubki 05jun16; l/n Minsk-Borovaya 25jul18 |
| 5210048 017 | CCCP-15627 | Mi-2 | AFL/North Kavkaz | rgd | 15may87 | canx but date unknown |
| 5210049 017 | CCCP-15628 | Mi-2 | AFL/North Kavkaz | rgd | 15may87 | canx 06jun89 |
| 5210050 017 | CCCP-15629 | Mi-2 | AFL/North Kavkaz | mfd | 19jan87 | also given as 29jan87; rgd 12jun87 |
| | RA-15629 | Mi-2 | Elbrus-Avia | trf | 30apr94 | rgd 08aug95; current on register by aug10, without valid CofA; offered for sale in non-airworthy condition may11, was at Nalchik at the time |
| | RA-15629 | Mi-2M | Omski aeroklub | rgd | 15apr14 | in register as YeEVS.03.2571; bought by Omski aeroklub 05nov12; offered for sale 09jan14, with t/t 3,018 hours, was at Omsk at the time; rebuilt by Omski aeroklub; rebuild date 04apr14; in bordeaux red c/s with light grey underside, no titles; f/n Omsk-Maryanovka 31may14 |
| | RA-15629 | Mi-2M | Weltall-avia | lsd | 15sep16 | from Omski aeroklub; f/n OMS 29jun18; equipped with crop-spraying gear jul18; severely damaged 06aug18 on the leg from Osinnik to Nagorny of a pipeline patrol flight in the Tyumen region when the left engine flamed out 6 minutes into the flight (due to a malfunction of a solenoid valve in the fuel system), the helicopter made a forced landing in swampy terrain 5 km north of Uvat (at N59°11'30.51" E68°57'41.37"), the tail rotor touched the ground and the helicopter came to rest on its right side, the pilot and the sole passenger escaped unhurt; t/t 415 hours since the rebuild; repainted in purple c/s with light grey underside, no markings whatsoever; f/n as such Omsk-Maryanovka jul19, without rotors and engines; l/n Omsk-Maryanovka 15jul23, operational |
| 5210101 017 | CCCP-15630 | Mi-2 | AFL/North Kavkaz | mfd | 29jan87 | rgd 04jun87 |
| | RA-15630 | Mi-2 | Elbrus-Avia | trf | 30apr94 | leased to Simargl 23aug04/31dec04 |
| | RA-15630 | Mi-2 | Simargl | rgd | 02sep04 | to the Russian Federation; leased from Elbrus-Avia; CofA expired 05jun08; excluded from the operator's certificate 27oct08; canx between 22mar18 and 25apr18 |
| 5210102 017 | CCCP-15631 | Mi-2 | AFL/North Kavkaz | mfd | 23jan87 | also given as 29jan87; rgd 06mar87 |
| | RA-15631 | Mi-2 | Kubanaviausluga | trf | 22feb94 | |
| | RA-15631 | Mi-2 | Kubanspetsavia | trf | 10nov98 | |
| | RA-15631 | Mi-2 | KoMMEYa | rgd | 15mar00 | leased to Yugavia 18dec03/31dec04 |
| | RA-15631 | Mi-2 | Yugavia | rgd | 22apr05 | to Aero Kas; in green c/s, no titles; seen with crop-spraying equipment in the Krasnodar region 10aug18, active |
| 5210103 017 | CCCP-15632(1) | Mi-2 | AFL/North Kavkaz | rgd | 06mar87 | opb 2-i Krasnodarski OAO |
| | RA-15632(1) | Mi-2 | KubanSpetsAvia | | | dbr 27mar93 on a crop-spraying flight for the "Engels" kolkhoz (collective farm) near Maikop with the MTOW exceeded by 49 kg when lost speed and height while flying a turn (due to pilot error), collided with a high-voltage power-line, came down hard and rolled over onto its right side, the tailboom broke off, the pilot was slightly injured; canx 10jun94; see c/n 521032908 |
| | RA-15632(1) | Mi-2 | Kubanaviausluga | trf | 22feb94 | see the accident date above; canx 10jun94 |
| 5210104 017 | CCCP-15633 | Mi-2 | AFL/Belarus | rgd | 16apr87 | |
| | EW-15633 | Mi-2 | Aeroflot c/s, n/t | GME | 10oct95 | reported for Gomelavia |

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| 5210105 017 | CCCP-15634 | Mi-2 | AFL/Ukraine | mfd | 23jan87 | rgd 02aug87 |
| | UR-15634 | Mi-2 | Avialini. Ukrayiny | UMY | 21may98 | |
| | UR-KIP | Mi-2 | Aviatek | rgd | 22dec10 | |
| | UR-KIP | Mi-2 | Avia-Plaza Plyus | rgd | 15jul14 | operator given on register as Mykolayiv-Aero until dec21; no operator given on register jan22/feb22; current on register 10mar23 |
| 5210106 017 | CCCP-15635 | Mi-2 | AFL/Ukraine | mfd | 30jan87 | rgd 06oct87; canx as to Ukraine but date unknown |
| | UR-15635 | Mi-2 | Avialini. Ukrayiny | rgd | 27apr93 | Avialiniyi Ukrayiny; in basic 'blue' Aeroflot c/s with logo; f/n Kiev-Chaika 13mar04; l/n Kiev-Chaika 22may04 |
| | UR-15635 | Mi-2 | Prominterservis | rgd | 12apr07 | in white/light blue c/s, no titles; seen with spray booms in the Krasnogvardeiskoye district of the Crimea 06mar13; canx 23jul13 |
| 5210107 017 | CCCP-15636 | Mi-2 | AFL/Ukraine | mfd | 30jan87 | rgd 06oct87 |
| | UR-15636 | Mi-2 | Aeroflot c/s, n/t | DOK | 04may98 | l/n DOK 20jun99, stored; l/n Dnp 28may02, titles not noted |
| | UR-15636 | Mi-2 | Avia-Stil | rgd | 01jul03 | |
| | UR-15636 | Mi-2 | Dniproaviakhim | rgd | 20apr16 | current on register 10mar23 |
| 5410108 017 | CCCP-15637 | Mi-2 | AFL/Ukraine | rgd | 08apr87 | canx as to Ukraine but date unknow |
| 5410109 017 | CCCP-15638 | Mi-2 | AFL/Central Region | mfd | 31jan87 | rgd 27jul87 |
| | RA-15638 | Mi-2 | Lipetsk Avn Ent. | trf | 19oct93 | rgd 13dec95 to the Russian Federation; CofR returned 26feb04, but still current on register by aug10; seen without registration in MARZ DOSAAF aug10/aug11; repainted in white/blue/black c/s with red trim, no titles; seen as such in MARZ DOSAAF at Fedurnovo (Chornoye) feb13 |
| | RA-15638 | Mi-2 | Geliks | rgd | 05jun12 | in orange c/s with blue cheatline and trim, with titles; f/n KGP 23jan18; l/n KGP 30jan18, still with titles |
| | RA-15638 | Mi-2 | AeroGeo | Kjc | 01nov18 | in orange c/s with blue cheatline and trim, initially no titles; received small titles on the cheatline on the left side; f/n as such in the Krasnoyarsk region 11sep20 |
| 5410110 017 | CCCP-15639(1) | Mi-2 | AFL/Central Region | mfd | 31jan87 | rgd 26oct87; see c/n 544906076 |
| | RA-15639(1) | Mi-2 | Lipetsk Avn Ent. | trf | 19oct93 | f/n LPK 18aug99, titles not reported; repainted in green/black c/s, no titles; f/n as such LPK 28jun06 |
| | RA-15639(1) | Mi-2 | Barkol | rgd | 25jun09 | to the Russian Federation; probably a case of tailboom swapping as a tailboom with RA-15639 and c/n 529213045 on was seen in MARZ ROSTO at Fedurnovo (Chornoye) aug08/sep10; canx between 04aug17 and 13sep17 |
| 5410111 017 | CCCP-15640 | Mi-2 | AFL/Ukraine-DOK | mfd | 31jan87 | rgd 15may87; opb Donetski OAO; w/o 15jul90 on a patrol flight from a helipad 4 km south-east of Artyomovsk in support of the traffic police (GAI) when both engines failed (due to corrosion) on final approach to that helipad and the helicopter crashed from a height of some 30-40 metres close to the helipad, pilot and all 3 passengers killed; t/t 1,949 hours and 6,512 cycles; canx 20jan91 |
| 5410112 017 | CCCP-15641 | Mi-2 | AFL/Krasnoyarsk | mfd | 10feb87 | rgd 30jun87; opb Yeniseiski OAO; in standard 'blue' c/s |
| | RA-15641 | Mi-2 | Aeroflot | EIE | 11jun94 | never received a new CofR; based at EIE; trf to Yeniseiski Meridian 22dec95/08apr03, handed over 18feb04; the operator was renamed Cheremshanka 15jul04; the derelict hulk (still with 'Aeroflot' titles) sat at EIE, seen oct10/apr12; canx 15mar22 |
| 5410113 017 | CCCP-15642 | Mi-2 | AFL/Central Region | mfd | jan87 | rgd 28apr87 |
| | RA-15642 | Mi-2 | Bryansk Avn Ent. | trf | 31dec93 | still in full Aeroflot c/s including titles; l/n as such BZK 12jul94 |
| | RA-15642 | Mi-2 | Barkol | Che | 03jul05 | in white c/s with light blue, grey and dark blue trim, with titles; new CofR issued 07aug06; l/n Fedurnovo (Chornoye) 15jul08; CofA expired 05aug08, but still current on register by aug10 |
| | RA-15642 | Mi-2 | DOSAAF Rossii | Stu | sep12 | in 'Russian flag'/light grey c/s with light blue cheatline, with titles; l/n Stupino oct14; stored in MARZ DOSAAF at Fedurnovo (Chornoye), seen jul17/jul19; new CofR issued 18jul22 |
| 5410114 017 | CCCP-15643 | Mi-2 | AFL/Krasnoyarsk | mfd | 23feb87 | also given as 06feb87; toc 16feb87; rgd 01jun87 |
| | RA-15643 | Mi-2 | Aeroflot | ABA | 13jul93 | |
| | RA-15643 | Mi-2 | Khakasiya | trf | 25nov93 | |
| | RA-15643 | Mi-2 | Okhotnichny klub | rgd | 16aug04 | f/n Solntsevo 14aug05; l/n Solntsevo 08jul06, titles not reported either time |
| | RA-15643 | Mi-2 | Kazan Avn Enterpr. | GOJ | 17apr08 | in white/blue c/s, initially no titles; force-landed near Prosvet (Samara region) 06jun07 because of engine problems, but probably not damaged; new CofR issued 12aug08; l/n without titles Engels 13jul09; seen IJK 14jun11 with unknown titles; severely damaged 26dec14 on the leg from Aznakayevo to Almetyevsk of a pipeline patrol flight from Samarnovo when hovered at a height of 2-3 metres over the pipeline near Nizhnyaya Maktama (Almetyevsk district of Tatarstan), collided with a high-voltage power-line, made a forced landing in a snow-covered field and suffered substantial damage (the tailboom broke off), the pilot and both passengers escaped unhurt; t/t 9,110 hours by 26dec14; repaired and f/n active again CSY 08jul17; l/n KZN 15jul17 |
| 5410115 027 | CCCP-15644 | Mi-2 | AFL/Krasnoyarsk | mfd | 23feb87 | rgd 28apr87 |
| | RA-15644 | Mi-2 | Aeroflot | Kjc | 09jul94 | trf 22dec95 to Cheremshanka Aero Club |
| 5410116 017 | CCCP-15645 | Mi-2 | AFL/Kazakhstan | rgd | 08apr87 | f/n AKX 25apr93; l/n AKX 14jul93 |
| | RA-15645 | Mi-2 | Zavod 406 | rgd | 30mar94 | Zavod 406 is Aktyubinsk, Kazakhstan ! |
| | UN-15645 | Mi-2 | brown c/s, n/t | Tjp | 14may95 | |
| 5410117 027 | CCCP-15646 | Mi-2 | AFL/Kazakhstan-UKK | mfd | 23mar87 | rgd 15may87; opb Ust'-Kamenogorski OAO; l/n UKK 22apr93; canx as to Belarus !, see below |
| | UN-15646 | Mi-2 | Kazakhstan aue zh. | UKK | 08jun94 | still in full Aeroflot c/s; based at Oskemen |
| | UN-15646 | Mi-2 | Euro-Asia Air | trf | 09jul97 | with 3,888 hours left; l/n UKK oct99, active, in basic Aeroflot c/s, no titles |
| | UP-MI202 | Mi-2 | AP VKO | toc | 04feb04 | AP VKO is the abbreviation for 'Aviation Enterprise of the Eastern Kazakhstan Region'; rgd 21feb08; was due for disease control checks according to documents dated 28nov13 and 10dec14 |
| 5310118 027 | CCCP-15647 | Mi-2 | AFL/Far East | mfd | 28feb87 | rgd 15may87 |
| | RA-15647 | Mi-2 | Vladivostok Avia | trf | 30mar94 | last overhaul completed 04jun97; canx 05sep02 |
| | RF-01231 | Mi-2 | Granat | ph. | 01nov07 | in Antarctica; based at Artyom-Knevichi; returned to Russia from abroad 10apr03; initially in grey/metallic blue c/s with white stripe; operated in Argentina by 2007/11; visited McMurdo Sound base in Antarctica 27dec08, being operated off the icebreaker "Kapitan Khlebnikov" on tourist flights; received 'Quark Expeditions' advertising; f/n as such over an ice field 15nov09; titles; t/t 4,495 hours and 6,747 cycles by 07oct11; repainted in red/golden c/s with light grey underside and 'Quark Expeditions' advertising; f/n as such Novonezhino 04feb12; l/n operational Novonezhino 31mar12; hulk without tailboom sat at Novorossiya; seen oct16 |
| 5310119 037 | CCCP-15648 | Mi-2 | AFL/Leningrad | mfd | 16mar87 | also given as 20mar87; rgd 02sep87; l/n RVH 17apr92 |
| | RA-15648 | Mi-2 | Aeroflot | rgd | 25nov93 | already f/n RVH 11sep93; seen RVH 08dec98, stored; new CofR issued 07feb01; leased to Konvers Avia 20jan03/31dec04; seen in bare metal in MARZ ROSTO at Fedurnovo (Chornoye) 23jul07 |
| | RA-15648 | Mi-2 | Komiavia | SCW | 15mar08 | in orange c/s with blue cheatline and trim, with titles; already mentioned in a technical inspection document 02oct07; rgd 26oct09 to Avia Tekhnologii; excluded from the operator's certificate 16dec09; stored at Tver-Zmeyovo, seen apr10/apr17 |
| 5310119 037 | CCCP-15648 | Mi-2 | AFL/Leningrad | mfd | 20mar87 | rgd 02sep87; f/n RVH 17apr92 |
| | RA-15648 | Mi-2 | Aeroflot | RVH | 11sep93 | was rgd as RA- 25nov93; l/n RVH 08dec98 derelict/wfu but present on the Russian register sep01 as rgd 07feb01 to later leased to Konvers Avia 20jan03/31dec04; l/n in MARZ ROSTO at Fedurnovo (Chornoye) 23jul07, bare metal in rework |
| | RA-15648 | Mi-2 | Komiavia | | 02oct07 | mentioned in technical inspection document; f/n SCW 15mar08 |
| 5310120 027 | CCCP-15649 | Mi-2 | AFL/Far East | rgd | 17jun87 | opb Vladivostokski OAO |
| | RA-15649 | Mi-2 | Vladivostok Avn E. | trf | 30mar93 | severely damaged 07jan93 on a flight from the ice-breaker "Kapitan Khlebnikov" off the Antarctic coast to Mirny ice station when cross wind changed suddenly while the helicopter was on final approach at a height of some 10-12 metres so that it came down hard and rolled over onto its side, no casualties; it is not clear which prefix the helicopter carried at the time of the accident; canx but date unknown |
| 5310121 027 | CCCP-23200 | Mi-2 | AFL/Far East | mfd | 16mar87 | rgd 15may87 |
| | RA-23200 | Mi-2 | Vladivostok Avia | trf | 30mar94 | |
| | RA-23200 | Mi-2 | Zonalnoye | | | damaged beyond repair 18oct04 when crash-landed near the river Pursh-Pursh (Sakhalin), was about to land when pilot reported sudden loss of power of the left engine and the helicopter fell to the ground from an altitude of some metres, caught fire and burnt out, the sole occupant escaped unhurt |
| 5310122 037 | CCCP-23201(1) | Mi-2 | AFL/Leningrad | mfd | mar87 | rgd 01jun87; f/n RVH 07apr91 |
| | RA-23201(1) | Mi-2 | Aeroflot | RVH | 11sep93 | trf 31dec93 to ??; dbr 25nov93 when hit power lines near Kirovsk; canx 25jan94; see RA-23201 with unknown c/n |
| 5310123 027 | CCCP-23202 | Mi-2 | AFL/Leningrad | mfd | 16mar87 | rgd 08apr87; seen RVH 02jul90 with additional 'GAI' titles; canx 08dec95; l/n RVH 08dec98, stored |
| | RA-23202 | Mi-2 | NPO "Vzlyot" | rgd | 29jun01 | leased to Konvers Avia from 15jun01 and to Vologda Aviation Enterprise from 11aug03 |
| | RA-23202 | Mi-2 | Konvers Avia | rgd | 18mar05 | to NPO "Vzlyot"; in orange c/s with blue cheatline and trim; f/n Chornoye 23jul07; seen KGP 18aug16; stored without rotors and engines at Novorossiya, seen sep22 |
| 5310124 037 | CCCP-23203 | Mi-2 | AFL/Far East | mfd | 17mar87 | also given as 23mar87; rgd 17jun87 |
| | RA-23203 | Mi-2 | Vladivostok Avia | trf | 30mar94 | f/n VVO 19apr97; the tailboom with RA-23203 on was seen on the scrapyard at Novorossiya feb14 |
| | RF-01042 | Mi-2 | ROSTO | mfd | 1987 | in blue/white c/s with light grey underside, no titles; last overhaul completed 12jul97 (probably included fitting the tailboom from a different Mi-2); f/n VVO 18aug07 |
| | RF-01042 | Mi-2 | DOSAAF | rgd | 24may11 | opb Tikhookeanski ATSK at Artyom-Knevichi from 30nov10; in blue/silver c/s, no titles; donated to the Russian Federation 18may11; t/t 4,238 hours and 4,273 cycles by 07oct11; stored at Novonezhino, seen 04feb12/mar12; received 'Quark Expeditions' advertising; f/n as such Novorossiya 16oct16, operational; stored without rotors and engines at Novorossiya, seen sep22 |
| 5310125 027 | CCCP-23204 | Mi-2 | AFL/Leningrad | mfd | 16mar87 | rgd 02sep87; f/n RVH 17apr92 |
| | RA-23204 | Mi-2 | Aeroflot | RVH | 11sep93 | canx 08dec95; l/n RVH 08dec98, wfu, CCCP/RA- prefix faded |
| | RA-23204 | Mi-2 | no titles | Tve | aug00 | crop-sprayer; rgd 16feb01 to NPO "Vzlyot"; leased to Konvers Avia |
| | RA-23204 | Mi-2 | NPO "Vzlyot" | rgd | 16feb01 | leased to Konvers Avia 22jun00/31dec08 |
| | RA-23204 | Mi-2 | Konvers Avia | Tve | 12aug06 | in orange c/s with blue cheatline and trim, with titles; rgd 16jun08 to NPO "Vzlyot; l/n KGP 14jul17 |
| 5210126 027 | CCCP-23205 | Mi-2 | AFL/North Kavkaz | rgd | 11may88 | canx 24dec92 as to Turkey |
| | TC-MED | Mi-2 | Red Star Air Amb | rgd | 25oct93 | f/n ADB 12feb05, no titles; l/n IST 27mar06; was the only one of the fleet of five not put on sale feb07 |
| | HL9492 | Mi-2 | Yecheon ASC | rgd | 28dec10 | Yecheon Astro-Space Center; preserved in the Yecheon Theme Park, seen oct15; canx 19jul21 as scrapped |
| 5210127 027 | CCCP-23206 | Mi-2 | AFL/Ukraine | rgd | 15oct87 | |
| | UR-23206 | Mi-2 | Avialini. Ukrayiny | UMY | 21may98 | |
| | UR-23206 | Mi-2 | Universal-avia | no | reports | based at Sumy; canx 01oct08 |
| 5210128 027 | CCCP-23207 | Mi-2 | AFL/Central Region | mfd | 16mar87 | rgd 09sep87; trf to Aviapankh 26jan94 |
| | RA-23207 | Mi-2 | Nord-Avia | lsd | 31mar03 | company based at Norilsk; in blue c/s with white trim, titles washed out; mentioned in a technical inspection document 13aug07; f/n VLE 16jun07; seen without titles VLE nov08; stored at Omsk-Maryanovka seen aug20/jul23 |
| 5210129 037 | CCCP-23208 | Mi-2 | AFL/Centr.Reg.-KMW | mfd | 19mar87 | rgd 16feb87 |
| | RA-23208 | Mi-2 | Kostroma Avn Ent. | trf | 17may94 | in dark blue/light blue c/s, no titles; f/n KMW 27may07 |

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| 5210130 027 | CCCP-23209 | Mi-2 | AFL/North Kavkaz | mfd | 19mar87 | rgd 27jul87 |
| | RA-23209 | Mi-2 | Elbrus-Avia | trf | 30mar94 | did not have a current CofR and CofA aug10; sold to P.G. Malkin 24sep10; canx 15mar21 |
| 5210131 037 | CCCP-23210 | Mi-2 | AFL/North Kavkaz | mfd | 19mar87 | rgd 02aug87 |
| | RA-23210 | Mi-2 | Elbrus-Avia | trf | 30mar94 | new CofR issued 03jul95; still in full Aeroflot c/s including titles; sat wfu (with faded titles) in MARZ ROSTO at Fedurnovo (Chornoye), seen aug02/aug12; current on register by aug10, but without a valid CofA; offered for sale in non-airworthy condition may11; sold ROO ASK Albatros-Aero; stored at Tushino, seen may14/oct14; canx between 07jun17 and 04jul17; fully stripped fuselage seen Kaluga 04jun20 |
| 5210132 037 | CCCP-23211 | Mi-2 | AFL/Moldova | mfd | 23mar87 | rgd 28apr87; opb 281 LO Beltskogo OAO |
| | ER-23211 | Mi-2 | Moldaeroservice | rgd | 20apr94 | sat wfu at Balti-Central, seen feb06/feb15; canx between 11mar16 and 30sep16 |
| 5210133 037 | CCCP-23212 | Mi-2 | AFL/Central Region | mfd | 25mar87 | rgd 26oct87 |
| | RA-23212 | Mi-2 | Lipetsk Avn Ent. | trf | 19oct93 | not airworthy as of 10may00; new CofR issued 13may14; canx between 23may18 and 20jul18 |
| 5210134 037 | CCCP-23213 | Mi-2 | AFL/North Kavkaz | mfd | 23mar87 | rgd 15may87 |
| | RA-23213 | Mi-2 | Kubanaviausluga | trf | 22feb94 | |
| | RA-23213 | Mi-2 | Kubanspetsavia | trf | 10nov98 | w/o 04jul00 on a crop-spraying flight from a field of the "Svetly put'" farm in the Temryuk district of the Krasnodar region when the 'low fuel' indicator did not work so that the helicopter ran out of fuel, both engines flamed out, the helicopter made an auto-rotation landing and came down very hard in a flooded rice field 15 km east of Temryuk, pilot killed; canx 29may02 |
| 5210135 037 | CCCP-23214 | Mi-2 | AFL/North Kavkaz | mfd | 23mar87 | rgd 15may87 |
| | RA-23214 | Mi-2 | Kubanaviausluga | trf | 22feb94 | rgd 31oct95 to the Russian Federation |
| | RA-23214 | Mi-2 | Kubanspetsavia | trf | 10nov98 | Kubanspetsavia was declared bankrupt 31aug06; current on register aug10, but without valid CofR and CofA |
| 5210136 037 | CCCP-23215 | Mi-2 | AFL/East Siberia | rgd | 27jul87 | canx 17oct94 |
| 5210137 037 | CCCP-23216 | Mi-2 | AFL/Ukraine | rgd | 02aug87 | |
| | UR-23216 | Mi-2 | Megaline | DOK | 28apr99 | based at Donetsk; probably no titles; canx 13aug08; stored at Kharkiv-Korotych, stripped of paint, seen oct09/sep10 ? |
| | UR-BYO (2) | Mi-2 | TSO Ukrayiny | Krh | 24apr10 | c/n checked Kharkiv-Korotych 24jul11; in dark green c/s with light blue underside, no titles; seen Kharkiv-Korotych 03jul11 with spraying equipment; l/n Kharkiv-Korotych 23sep12; see c/n 546326099 |
| 5410138 037 | not known | Mi-2 | Soviet Air Force | mfd | 25mar87 | |
| | RA-15702(2) | Mi-2 | Severo-Kavk. UMTs | rgd | 12jan98 | see c/n 522306022 |
| 5410139 037 | not known | Mi-2U | Soviet Air Force | mfd | 05may87 | |
| | RA-15709(2) | Mi-2U | Sokol | rgd | 05may98 | new CofR issued 07apr03; in white/light grey c/s with blue/orange/blue cheatline, no titles; f/n ROV 16sep10; t/t 4,105 hours by 01jan11; see c/n 522313032; l/n KGP 11may14; canx between 22mar18 and 25apr18 |
| 5410140 037 | not known | Mi-2 | DOSAAF | mfd | 29mar87 | seen without code in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03 |
| | RA-15740(2) | Mi-2 | no titles | Khd | 03jun06 | in white/blue/grey c/s; seen without registration in MARZ ROSTO at Fedurnovo (Chornoye) aug10/sep10; see c/n 542517072 |
| | RA-15740(2) | Mi-2 | Avis-Amur | rgd | 11feb08 | in blue/white/orange c/s; f/n KHV 07may12 |
| | RA-15740(2) | Mi-2 | Pochta Rossii | rgd | 23dec11 | opb Avis-Amur for the Russian Post Office from autumn 2013; in dark blue c/s with light grey belly and large 'Pochta Rossii' titles; f/n KXK 03jul14; made only one demonstration flight for the Russian Post Office; new CofR issued 10sep19 (to which operator ?) |
| 5410141 037 | not known | Mi-2 | DOSAAF | mfd | 1987 | |
| | RF-00501(1) | Mi-2 | privately owned | Ovm | 21apr11 | c/n from russianplanes.net; in metallic purple/blue c/s, no titles; l/n Novosibirsk-Mochishche 05aug17; see rgd date below;see c/n 5410915049 |
| | RA-1433G | Mi-2 | privately owned | rgd | 28mar11 | c/n from russianplanes.net; in register as Mi-2OAN YeEVS03.0915; in metallic purple/blue c/s, no titles; f/n Novosibirsk-Mochishche 05aug18; CofA expired 01dec20; l/n Novosibirsk-Mochishche 27jul24 |
| 5410142 037 | not known | Mi-2 | Soviet Air Force | mfd | 1987 | |
| | 3965 | Mi-2 | no titles | Sht | 24oct21 | with crop-spraying gear; illegal registration (the full registration was probably FLA-3965K); in black c/s with white and red trim, no titles; stored with ShARZ DOSAAF, seen oct21 |
| 5410143 037 | "05" blue | Mi-2 | ROSTO | Che | 25aug03 | already seen in MARZ ROSTO at Fedurnovo (Chornoye) 26aug02, stripped of paint |
| | RF-00184 | Mi-2 | Russian Air Force | ph. | 17aug05 | at Rouen-Boos; opb the Central Sports Club (TsSK) of the Air Force; former code "05" covered in logo; l/n Saratov-Sokol 19mar11 |
| | RF-15311 | Mi-2 | Russian Air Force | Eng | 24jun11 | also carried code "05" blue; opb the Central Sports Club (TsSK) of the Air Force; in white c/s with blue trim; l/n without titles Borki 10aug13; f/n with 'TsSKA' titles Saratov-Dubki 07jun15; l/n as such Kubinka aug17; overhauled by MARZ DOSAAF at Fedurnovo (Chornoye) and repainted in white/blue c/s with an outlined Red Star on the forward fuselage 'TsSKA' titles; again carried code "05" blue; f/n as such Chornoye 22aug19 |
| 5410144 037 | not known | Mi-2U | Soviet Air Force | mfd | 1987 | |
| | "14" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars |
| | RF-91408 | Mi-2U | Russian Air Force | ph. | 08jun19 | also carried code "14" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol; in khaki/olive drab camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars; f/n Saratov-Dubki 08jun19; l/n Vitebsk-Kukvyachno 10aug19 |
| 5410145 037 | not known | Mi-2 | Soviet Air Force | mfd | 31mar87 | |
| | RA-15693(2) | Mi-2 | Malaya Avia. Dona | rgd | 06nov97 | seen ROV 08aug01 and ROV 13aug01 in ex Soviet Air Force c/s, no titles; see c/n 531936071 |
| 5410146 037 | not known | Mi-2U | Soviet Air Force | mfd | 1987 | |
| | "07" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars |
| | RF-91396 | Mi-2U | Russian Air Force | Che | 22jun17 | also carried code "07" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n Saratov-Dubki 08jun19, flying |
| 5410147 037 | not known | Mi-2U | Soviet Air Force | mfd | 1987 | |
| | "27" yellow | Mi-2U | Russian Air Force | Tno | 09may94 | l/n Moscow-Tushino 05jul94 |
| | "31" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars |
| | RF-91404 | Mi-2U | Russian Air Force | no | reports | also carried code "15" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol |
| 5410148 037 | not known | Mi-2U | Russian Air Force | mfd | 1987 | seen stripped of paint in MARZ ROSTO at Chornoye 26aug02 |
| | "04" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars; stored at Saratov-Sokol, seen jul10 |
| | RF-91415 | Mi-2U | Russian Air Force | Kln | 2017 | also carried code "04" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol; in a camo c/s of two shades of olive drab with light blue underside, with 'VVS Rossii' titles and Russian stars |
| 5410149 037 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23794 | Mi-2 | 2nd Kazan Avn Ent. | rgd | 14jul95 | f/n Kazan-Two mid-1996; l/n Kazan-Two 17aug97; dbr 11jul98 when crashed on take-off from Kazan 2; canx 11sep98 |
| 5410150 037 | not known | Mi-2 | Russian Air Force | no | reports | sold as scrap metal 29nov12 |
| 5410201 037 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 5410202 037 | not known | Mi-2 | Soviet Air Force | mfd | 1987 | |
| | RF-00582 | Mi-2 | ROSTO | Ovm | 23jul00 | registration without hyphen; in dark blue/yellow c/s with additional 'Sluzhba Spaseniya' (Rescue Service) titles and the code "001" (in fact the telephone number of the Rescue Service); stored in MARZ ROSTO at Fedurnovo (Chornoye), seen jul05/aug11 |
| | RA-15758(2) | Mi-2 | DOSAAF | rgd | 06jul12 | in MARZ DOSAAF at Fedurnovo (Chornoye); in white/blue/black c/s with orange trim, no titles; f/n Fedurnovo (Chornoye) 13aug12; l/n as such in the Novosibirsk region 24may17; repainted in white/blue/black c/s with Red Crosses, no titles; f/n as such in MARZ ROSTO at Fedurnovo (Chornoye) feb19; see c/n 532535082 |
| | RA-15758(2) | Mi-2 | Vyatkaavia | rgd | 07sep21 | in white/blue/black c/s with Red Crosses, no titles; f/n Pinyug 04nov22; new CofR issued 24nov22; w/o 26oct24 on return from an ambulance flight to Darovski (Kirov region) when crashed in a forest near Beleyenki, caught fire and burnt out, the pilot (the CEO of Vyatkaavia, Valentin Komlev) and all 3 passengers (a doctor and two paramedics) were killed |
| 5210203 037 | CCCP-23217 | Mi-2 | AFL/Komi | mfd | 24apr87 | rgd 15may87; trf 25apr95 to Komiavia |
| 5210204 047 | CCCP-23218 | Mi-2 | AFL/Azerbaijan | rgd | 11nov87 | opb 109 LO Zabratskogo OAO; not canx from Soviet register; fate unknown |
| 5210205 047 | CCCP-23219 | Mi-2 | AFL/Kazakhstan | rgd | 04jun87 | canx 05may92 |
| 5210206 047 | CCCP-23220 | Mi-2 | AFL/Kazakhstan | mfd | 24apr87 | rgd 04jun87; opb Ust'-Kamenogorski OAO; f/n UKK 22apr93; l/n UKK 08jun94 |
| | UN-23220 | Mi-2 | Kazakhstan aue zh. | no | reports | based at Oskemen |
| | UN-23220 | Mi-2 | Euro-Asia Air | trf | 09jul97 | with 4,100 hours left; in basic Aeroflot c/s, no titles; seen UKK oct99, active |
| | UP-MI218 | Mi-2 | AP VKO | toc | 04feb04 | AP VKO is the abbreviation for 'Aviation Enterprise of the Eastern Kazakhstan Region'; rgd 12may08; was due for disease control checks according to documents dated 28nov13 and 10dec14; photo at UKK in 2019, in operational condition |
| 5210207 047 | CCCP-23221 | Mi-2 | AFL/Ukraine | rgd | 22jun87 | in dark green c/s; f/n Kiev-Chaika 09jun06; l/n CKC 05aug08 (prefix still 'CCCP-' ?) |
| | UR-23221 | Mi-2 | Megaline | no | reports | based at DOK; canx 13aug08 |
| | UR-23221 | Mi-2 | O.M. Ponikarevych | no | reports | O.M. Ponikarevych of Dnipropetrovsk; canx 07jul11 |
| | UR-EXM | Mi-2AM-1 | O.M. Ponikarevych | rgd | 30may17 | ambulance version |
| | UR-AMI | Mi-2AM-1 | O.M. Ponikarevych | rgd | 13dec17 | new CofR issued 20dec21; in blue c/s with silver belly and thin yellow line, no titles; as such on a photo, location and date unknown; handed over to the Ukrainian military 19aug22; canx between 01sep22 and 01oct22 |
| | no code | Mi-2AM-1 | Ukraine Air Force | ph. | 2023 | c/n not confirmed, but this seemed to be the sole Mi-2AM-1 at that time; in black c/s with two white stripes on the tailboom, Ukrainian flags on the external tanks and hundreds of yellow and white inscriptions (e.g. 'GENESIS', 'PERON', 'NOVA POSHTA' and 'OKKO' on the left side and 'I SEE YOU', 'DRAGON CAPITAL', 'PERON' and 'ASTERS' on the right side) |
| 5210208 047 | CCCP-23222 | Mi-2 | AFL/Central Region | mfd | 27apr87 | rgd 16feb87 |
| | RA-23222 | Mi-2 | Lipetsk Avn Ent. | trf | 19oct93 | |
| | RA-23222 | Mi-2 | R.R. Ismailov | rgd | 26may10 | last overhaul completed 12feb10 |
| | RA-23222 | Mi-2 | Aerogeo | rgd | 23jun10 | in blue/white c/s with orange trim, with titles and the URL 'www.ag24.ru'; severely damaged 18jun11 on a forest patrol flight from Osinovy mys (Krasnoyarsk region) when took off from a forest clearing near fire No. 51 in the Takuchet forest district with equipment of fire-fighters on board, the helicopter hovered at a height of one metre backwards for some 5-7 metres in order to use the ground effect during take-off, the right main gear collided with the stump of a tree, the tail rotor touched the ground, the helicopter started to rotate anti-clockwise and came to rest on its right side (at N57°36.095' E96°31.206'), the tailboom broke off, both pilots were injured; total time 3,643 hours 04 minutes and 17,229 cycles; new CofR issued 12jul11; stored at Krasnoyarsk-Severny, seen jul17/aug19; CofA expired 31aug21 |

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|---|---|---|---|---|---|---|
| | RA-23222 | Mi-2 | Kazan Avn Enterpr. | rgd | 13oct21 | in orange c/s with blue cheatline and trim, no titles; f/n Sarmanovo 18mar22 |
| 5210209 047 | CCCP-23223 | Mi-2 | AFL/West Siberia | mfd | 27apr87 | rgd 22jun87; trf 14apr94 to Gornii Altai |
| 5210210 047 | CCCP-23224 | Mi-2 | AFL/West Siberia | mfd | 27apr87 | rgd 22jun87; trf to Altai Airlines 04apr94 |
| | RA-23224 | Mi-2 | Sibaviatrans | rgd | 17sep04 | to SibAviaTrade; in white/blue/red c/s; f/n in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03, titles not reported; reported in incident report at TOF 18oct06 |
| | RA-23224 | Mi-2 | SibAviaTrade | rgd | 31jul14 | in white/blue/red c/s with titles; named 'Kristina'; stored at Krasnoyarsk-Solnechny, seen mar20/aug23; made airworthy again by aug24 |
| 5210211 047 | CCCP-23225 | Mi-2 | AFL/Kazakhstan | rgd | 12jun87 | crashed in fog near Sargamys 10jan91 |
| 5210212 047 | CCCP-23226 | Mi-2 | AFL/Privolzhsk | rgd | 15jun87 | canx 11apr91 |
| | RA-23226 | Mi-2 | Samarskaya KASP | trf | 22feb94 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; dbr 25jun97 when collided with power-lines near Parfyonovka; canx 23sep97 |
| 5210213 047 | CCCP-23227 | Mi-2 | AFL/West Siberia | rgd | 27jul87 | canx 25apr94 |
| 5210214 047 | CCCP-23228 | Mi-2 | AFL/Komi | rgd | 01jun87 | canx 1991 as to Ukraine; c/n seen unmarked PLV 19sep10 |
| 5410215 047 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 5410216 047 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 5410217 047 | not known | Mi-2 | DOSAAF | mfd | 08may87 | |
| | RA-15735(2) | Mi-2 | ROSTO | rgd | 23mar01 | canx 27mar01 as to Latvia; see c/n 542510072 |
| | YL-LHV | Mi-2 | Latgales Avio | rgd | 30apr01 | canx 23jan03 |
| | SP-SEV | Mi-2 | E & K Sp. z o. o. | rgd | 29jan04 | f/n Warsaw-Bemowo 07mar04; l/n Warsaw-Bemowo 17apr04; canx 27sep05 |
| | ER-MLT | Mi-2 | Moldaeroservice | rgd | 21nov05 | toc 01jan06; in white/black c/s with maroon trim, titles on the nose; f/n KIV 26jan06; l/n Balti-Central 19sep10 |
| | ER-MLT | Mi-2 | Aviasan | rgd | unknown | in orange c/s with blue cheatline and trim, no titles; f/n KIV 02oct14; l/n KIV 28feb15; canx between 01jan16 and 11mar16 |
| | HL9622 | Mi-2 | Star Aerospace | rgd | 18jan16 | in orange c/s with blue cheatline and trim; f/n GyeongGi-Do 28feb21; l/n GyeongGi-Do 08feb23, active as water bomber |
| 5410218 047 | not known | Mi-2 | Soviet Air Force | mfd | 30apr87 | |
| | RA-15710(2) | Mi-2 | Sokol | rgd | 05may98 | in white/light grey c/s with orange/blue/orange cheatline, no titles; seen in MARZ ROSTO at Fedurnovo (Chornoye) aug03/sep10; in a Russian CAA listing 15oct13; CofA expired 27oct16; stored at Oimyakon, seen jan20/jun20; see c/n 522314032 |
| 5410219 047 | not known | Mi-2 | Soviet Air Force | mfd | 1987 | |
| | RP-C2667 | Mi-2 | Philavia Industr. | rgd | 08may01 | no titles; CofA expired 10may02; stored at Manila Domestic, seen may03; canx only 02apr13 |
| 5410220 047 | "38" white | Mi-2 | DOSAAF ? | KLF | 17aug99 | the code had probably faded from yellow to white; l/n KLF aug01, code reported as "38" yellow; reportedly exported to Sudan |
| 5410221 047 | not known | Mi-2 | DOSAAF ? | mfd | 01oct87 | |
| | RF-49406 | Mi-2 | Weltall-avia | OMS | 29aug09 | in spectacular landscape airbrush c/s; offered for sale by Avia Tsentr 16nov11 with t/t 882 hours |
| 5410222 057 | "24" white | Mi-2 | DOSAAF ? | mfd | 10jan87 | the code had probably faded from yellow to white; f/n KLF 17aug99; l/n KLF aug01; reportedly exported to Sudan |
| 5410223 057 | not known | Mi-2 | DOSAAF ? | mfd | 25may87 | |
| | RA-15700(2) | Mi-2 | Severo-Kavk. UMTs | rgd | 12jan98 | see c/n 522304022 |
| | RA-15700(2) | Mi-2 | Yuniavia | rgd | 23nov00 | |
| | RA-15700(2) | Mi-2 | Atlas | rgd | 21may03 | to Severo-Kavkazski UMTs; CofA expired 15feb05, but still current on register aug10; canx before dec10; reportedly exported to Sudan |
| 5410224 057 | not known | Mi-2 | DOSAAF ? | mfd | 25may87 | |
| | RA-15691(2) | Mi-2 | Severo-Kavk. UMTs | rgd | 27oct97 | see c/n 531934071 |
| | RA-15691(2) | Mi-2 | Kodaavia | rgd | 23sep98 | to Severo-Kavkazskoye UMTs; leased to SIBIA, date unknown; current on register aug10, but without current CofA; reportedly exported to Sudan |
| 5410225 057 | "30" white | Mi-2 | DOSAAF ? | KLF | 17aug99 | the code had probably faded from yellow to white; l/n in MARZ ROSTO at Fedurnovo (Chornoye) 03jul05; reportedly exported to Sudan |
| | 373 | Mi-2 | Sudanese Air Force | UYL | 28feb10 | in olive drab c/s |
| | 057 | Mi-2 | Libyan Air Force | ph. | dec18 | c/n from photos of the log book; opb the LNA Air Force; marked in the cockpit as '373' |
| 5410226 057 | not known | Mi-2 | Soviet Air Force | mfd | 28may87 | |
| | RA-15751(2) | Mi-2 | Barkol | rgd | 29aug07 | in white c/s with light blue/grey and dark blue trim, with titles; l/n Yaroslavl-Tunosha 19aug09; current on register by aug10; see c/n 532528082 |
| | RA-15751(2) | Mi-2 | Virazh | rgd | unknown | in basic 'blue' Aeroflot c/s, no titles; in a Russian CAA listing 15oct13; f/n Prikubanski 03jun14; l/n off airport in the Krasnodar region in us as crop duster 27jul19 |
| 5410227 057 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 5410228 057 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-02629 | Mi-2 | Inter-Biznes | RVH | 08dec98 | in grey c/s with VIP interior; crashed near Shlyuz Gremuchi (Vyborg district, Leningrad region) 26dec98 in bad weather at night |
| 5410229 057 | not known | Mi-2 | DOSAAF ? | mfd | 28may87 | |
| | RA-15701(2) | Mi-2 | Severo-Kavk. UMTs | rgd | 12jan98 | canx before dec10; reportedly exported to Sudan; see c/n 522305022 |
| 5410315 077 | "15" white | Mi-2 | DOSAAF ? | KLF | 17aug99 | the code had probably faded from yellow to white; l/n KLF aug01; reportedly exported to Sudan |
| 5210230 057 | CCCP-23229 | Mi-2 | AFL/Privolzhsk | mfd | 28may87 | rgd 11aug87 |
| | RA-23229 | Mi-2 | Samarskaya KASP | trf | 03aug93 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; new CofR issued 16nov94; in basic 'blue' Aeroflot c/s, no titles; still current on register 20jul21 with the rgd date 16nov94; stored with ShARZ DOSAAF at Shakhty, seen oct21 |
| 5210231 057 | CCCP-23230 | Mi-2 | AFL/North Kavkaz | rgd | 11aug87 | canx 24dec92 as to Turkey |
| | TC-BBJ | Mi-2 | Red Star Air Amb | rgd | 11jun93 | f/n SAW 03may05; l/n SAW 04jul07; offered for sale feb07, with t/t 3.647 hours |
| | HL9469 | Mi-2 | not known | rgd | 30apr08 | |
| | no reg | Mi-2 | no titles | ph. | 10may18 | preserved with the Korea Aviation Polytechnic College at Sacheon (does not have a c/n plate, identified by the call-plate TC-BBJ), seen may18; l/ as such Gyeongsangnam-do 26jul22 |
| 5210232 057 | CCCP-23231 | Mi-2 | AFL/North Kavkaz | rgd | 22sep87 | canx 30dec88 |
| 5210233 057 | CCCP-23232 | Mi-2 | AFL/Belarus | rgd | 02sep87 | opb 409 LO of Gomelski OAO; in orange c/s with blue cheatline and trim |
| | EW-23232 | Mi-2 | Gomelavia | GME | 10oct95 | in basic Aeroflot c/s, no titles; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen apr08/jul19, with a faded olive drab c/s being visible along with the faded orange c/s |
| 5210234 057 | CCCP-23233 | Mi-2 | AFL/Ukraine | rgd | 07jul87 | |
| | UR-23233 | Mi-2 | Megaline | no | reports | based at Donetsk; canx 13aug08 |
| | UR-KVG | Mi-2 | AgroaviaDnipro | rgd | 12feb13 | to PPA "Miluvatska" of the Lugansk region; canx between 07jun19 and 29jun19 |
| 5210235 057 | CCCP-23234 | Mi-2 | AFL/Ukraine-DOK | mfd | 29may87 | rgd 02aug87; opb Donetski OAO; opb Avialiniyi Ukrayiny by 1991; w/o 20jun91 on a crop-spraying flight from Lisichye (Amvrosiyevka district of the Donetsk region) in support of the sovkhoz (state farm) "Amvrosiyevski" when the VR-2 main gear-box failed (due to a manufacturing defect) and the helicopter crashed, pilot killed; t/t 1,573 hours and 12,446 cycles |
| 5210236 057 | CCCP-23235 | Mi-2 | AFL/Ukraine | rgd | 07jul87 | |
| | UR-23235 | Mi-2 | Megaline | DOK | 04may98 | in basic Aeroflot c/s, no titles; based at Donetsk; wfu at DOK, l/n 20jun99; canx 13aug08; sat derelict at Kharkiv-Korotych, seen sep09/jul11 |
| 5210237 057 | CCCP-23236 | Mi-2 | AFL/Ukraine | rgd | 06oct87 | |
| 5210238 057 | CCCP-23237 | Mi-2 | AFL/Moldova | mfd | 25jun87 | rgd 22dec87; opb 281 LO of Beltski OAO |
| | ER-23237 | Mi-2 | Moldaeroservice | rgd | 19apr94 | f/n Balti-Central 17jun07; repainted in white/black c/s with maroon trim, titles on the nose; f/n as such BZY 07aug10; l/n Balti-Central 28feb15; canx between 21nov22 and 06dec22 |
| 5210239 057 | CCCP-23238 | Mi-2 | AFL/Moldova | mfd | 25jun87 | rgd 22dec87; opb 281 LO Beltskogo OAO |
| | ER-23238 | Mi-2 | Moldaeroservice | rgd | 07nov94 | stored at Balti-Central, seen feb06/sep10; canx between 09oct14 and 26jan15; seen Calarasi 03may21 no rotors, faded paint and Aeroflot titles visible again |
| 5110240 067 | 0240 | Mi-2 | Czechoslovak AF | mfd | 22jun87 | |
| | 0240 | Mi-2 | Czech Air Force | trf | 01jan93 | l/n BRQ 06sep03 stored; flown to Russia inside an Il-76 |
| | OK-SAA | Mi-2 | LPS | res | aug03 | temporary registration, never officially registered; seen in MARZ ROSTO at Fedurnovo (Chornoye) jul05/sep08, c/n not checked, see c/n 518218063 |
| | RA-15743(2) | Mi-2 | Avialesookhrana | rgd | 19may05 | to the Russian Federation; trf to the Altai Republic later; CofA expired 19apr07; see c/n 532520072 |
| | RA-15743(2) | Mi-2 | Avialesookhrana | rgd | 15apr14 | in register now as Mi-2 Berkut YeEVS.03.2573; new CofR issued 06jun21; in full c/s; f/n Omsk-Maryanovka 14may22; l/n Omsk-Maryanovka 06jun24 |
| 5110241 067 | 0241 | Mi-2 | Czechoslovak AF | mfd | 22jun87 | f/n Plzen-Líne 04aug91 |
| | 0241 | Mi-2 | Czech Air Force | trf | 01jan93 | l/n BRQ 06sep03, stored; flown to Russia inside an Il-76 |
| | RA-15745(2) | Mi-2 | Avialesookhrana | rgd | 30jul07 | to the Altai Republic; CofA expired 19apr09; excluded from the operator's certificate of Avialesookhrana 26may09; see c/n 532522082 |
| | RA-15745(2) | Mi-2 | Atrium Kino | ph. | 27jun13 | in basic Avialesookhrana c/s with 'Atrium Kino' titles and some advertising; was displayed in front of the "Atrium Kino" cinema at ul. 10 let Oktyabrya at Omsk (N54.98422 E73.38847), seen 27jun13; l/n Omsk-Maryanovka 18aug18; l/n Omsk-Maryanovka 15jul23, active |
| 5110242 067 | 0242 | Mi-2 | Czechoslovak AF | Pll | 04aug91 | |
| | 0242 | Mi-2 | Czech Air Force | trf | 01jan93 | l/n PED 28aug98; still on strength 1998; seen oct04/sep05 stored in yard at suburb of Písek (location is on the way from Písek to Ceské Budejovice, about 2 km from Písek); l/n apr08 |
| 5110243 067 | 0243 | Mi-2 | Czechoslovak AF | Dob | aug91 | |
| | 0243 | Mi-2 | Czech Air Force | trf | 01jan93 | l/n PED 28aug98; was stored in a yard in a suburb of Písek (on the way from Písek to Ceské Budejovice, about 2 km from Písek), seen oct04/apr08; preserved in a garden at ul. Boleslavská at Tisice (N50.266954 E14.561468) probably from mar14, seen jun19/sep23 |
| 5110244 067 | 0244 | Mi-2 | Czechoslovak AF | | sep91 | |
| | 0244 | Mi-2 | Czech Air Force | trf | 01jan93 | l/n Hradec Králové 29aug98; still on strength 1998; was stored in a yard in a suburb of Písek (on the way from Písek to Ceské Budejovice, about 2 km from Písek), seen oct04/jul13 |
| 5410245 067 | CCCP-23239 | Mi-2 | AFL/Far East | mfd | 29jun87 | rgd 15oct87 |
| | RA-23239 | Mi-2 | Vladivostok Avia | trf | 30mar94 | last overhaul completed 06jun97; f/n VVO-Ozyornyye Klyuchi 17aug97; canx 05sep02 |
| | RF-01232 | Mi-2 | Granat | ph. | 27dec08 | based at Artyom-Knevichi; returned to Russia from abroad 10apr03; in grey/metallic blue c/s with white stripe; visited McMurdo Sound base in Antarctica 27dec08, being operated off the icebreaker "Kapitan Khlebnikov" on tourist flights |
| | RF-01232 | Mi-2 | DOSAAF Rossii | rgd | 24may11 | opb Tikhookeanski ATSK at Artyom-Knevichi from 30nov10; in basic 'blue' Aeroflot c/s, no titles; donated to the Russian Federation 18may11; t/t 3,982 hours and 5,376 cycles by 07oct11; f/n Novonezhino 04feb12; received 'Quark Expeditions' advertising; f/n as such Novorossiya 06oct16; l/n on an expedition |

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| | | | | | | to Snow Hill Island - take off from the icebreaker "Kapitan Khlebnikov" 23oct18; wreck (and gold) stored without rotors and engines at Novorossiya, seen sep22 |
| 5410246 067 | CCCP-23240 | Mi-2 | AFL/Far East | rgd | 18aug87 | |
| | RA-23240 | Mi-2 | Blagoveshchensk AE | trf | unknown | w/o 30oct94 on a flight from Zlatoustovsk to Fevralsk (Amur region) with a cargo of 60 kg of gold on board and the MTOW exceeded by 258 kg when the right engine flamed out and the left engine lost power 15 minutes into the flight and the helicopter crashed almost vertically into the wooded slope of a hill near the river Makcherga (25 km south-east of Ekimchan), pilot and all 7 passengers killed, the cause of the accident could not be established; found only 24oct95; canx 26dec95 |
| 5410247 067 | CCCP-23241 | Mi-2 | AFL/Leningrad | mfd | 30jul87 | rgd 03feb88 |
| | RA-23241 | Mi-2 | Aeroflot | MMK | 19jun95 | see next line |
| | RA-23241 | Mi-2 | Murmanaviakom | trf | 22nov94 | offered for sale 14nov11 |
| 5210248 067 | CCCP-23242 | Mi-2 | AFL/North Kavkaz | mfd | 30jun87 | rgd 11aug87 |
| | RA-23242 | Mi-2 | Kubanaviausluga | trf | 22feb94 | |
| | RA-23242 | Mi-2 | Y.A. Kostenko | rgd | 22feb02 | leased to Yug Avia 18dec03/31dec04 |
| | RA-23242 | Mi-2 | Barkol | rgd | 27nov07 | in red/white c/s with blue/yellow cheatlines, no titles; seen Saratov-Dubki 26may09; excluded from the operator's certificate 16apr10; sat derelict at Ryazan-Rotazovo |
| 5210249 067 | CCCP-23243 | Mi-2 | AFL/Central Region | rgd | 16feb88 | |
| | RA-23243 | Mi-2 | Bryansk Avn Ent. | trf | 31dec93 | still in full Aeroflot c/s including titles; l/n as such BZK 12jul94; canx 30sep97 |
| 5210250 067 | CCCP-23244 | Mi-2 | AFL/Kazakhstan | mfd | 29jun87 | rgd only 13jan88; probably opb Guryevski OAO |
| | UN-23244 | Mi-2 | Kazakhstan aue zh. | no | reports | opb Atyrauavia |
| | UN-23244 | Mi-2 | Euro-Asia Air | trf | 09jul97 | with 4,208 hours left |
| | UP-MI222 | Mi-2 | Skylink Arabia | FJR | 04may09 | stored at FJR, seen 10oct09; operated in Iraq and later in Congo |
| | RA-23244 | Mi-2 | not known | rgd | 11jan17 | new CofR issued 08oct19 |
| 5410735 108 | not known | Mi-2 | Soviet Air Force | mfd | 29aug88 | also given as 29oct88; or DOSAAF |
| | RA-23746 | Mi-2 | Helix | rgd | 25may95 | initially in basic Air Force c/s; f/n PEE 23aug95; l/n as such PEE 16aug99; repainted in yellow c/s with black and white trim, initially no titles; f/n as such PEE 14aug01; new CofR issued 07feb08; f/n with titles Aramil-Uktus 09aug08; excluded from the operator's certificate of the 2nd Sverdlovsk Aviation Enterprise 26aug08; new CofR issued 26oct17; l/n near Kogalyn 21jun18; CofA expired 03jun19; new CofR issued 13nov19; canx 09jul21 as sold abroad |
| 5210301 067 | CCCP-23245 | Mi-2 | AFL/Kazakhstan | rgd | 13jan88 | f/n BXJ 23apr93 |
| | UN-23245 | Mi-2 | Aeroflot c/s, n/t | ALA | 04jun97 | l/n ALA 24sep99, titles not reported |
| | UN-23245 | Mi-2 | Aero Eko | Alb | 01sep02 | no rotors |
| | UP-MI209 | Mi-2 | Tyan-Shan ? | Alb | 16aug08 | in all-blue c/s, no titles but had a badge on the engine cowling (not identifiable on photo) |
| | UP-MI209 | Mi-2 | Tyan-Shan | Alb | 20jun10 | Lyotny tsentr Tyan-Shan; in yellow/black c/s, no titles; l/n Almaty-Baiserke 02may15 |
| 5210302 067 | CCCP-23246 | Mi-2 | AFL/Privolzhsk | mfd | 27jun87 | also given as 17jul87; rgd 29jan88 |
| | RA-23246 | Mi-2 | Samarskaya KASP | trf | 03aug94 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; the operator's certificate of Samarskaya KASP was revoked 16oct00; current on register jan01 |
| | RA-23246 | Mi-2 | Ilin | rgd | 07aug03 | in light blue c/s with black top of the tailboom, white and red trim and green belly, with a logo only; f/n GYG 14aug03; CofA expired 09apr09; offered for sale 24mar11, but could not be sold; Ilin was declared bankrupt 05may14; again offered for sale 02oct14, but again could not be sold; seen Novorossiya oct16/may22 in what seems an operational condition |
| 5210303 067 | CCCP-23247 | Mi-2 | AFL/Privolzhsk | mfd | 28jun87 | rgd 29jan88; trf 03aug94 to Saratov Special Aviation |
| | RA-23247 | Mi-2 | Amuravia | rgd | 02dec00 | new CofR issued 17dec00; CofAexpired 24mar08; f/n in MARZ ROSTO at Fedurnovo (Chornoye) 05jun10; new CofRs issued 17oct14 and issued 15jul16 |
| 5210304 067 | CCCP-23248 | Mi-2 | AFL/North Kavkaz | mfd | 30jun87 | rgd 11aug87 |
| | RA-23248 | Mi-2 | Aeroflot | VOG | 31aug94 | |
| | RA-23248 | Mi-2 | Kubanaviausluga | trf | 22feb94 | |
| | RA-23248 | Mi-2 | Kubanspetsavia | trf | 10nov98 | |
| | RA-23248 | Mi-2 | V.M. Kramarov | rgd | 04apr03 | opb PANKh, as such in a technical inspection document 19feb07; in blue/white/blue c/s with red cheatline, no titles; f/n KRR 31jan08; l/n near Murmansk aug08; CofA expired 18feb09; canx between aug10 and dec10 |
| | RA-23248 | Mi-2 | AviaPANKh ? | rgd | 17jun14 | new CofR issued 18may18 |
| | RA-23248 | Mi-2 | Vostochnaya GRE | rgd | 05jul22 | |
| 5210305 067 | CCCP-23249 | Mi-2 | AFL/Central Region | mfd | 29jun87 | rgd 16feb88 |
| | RA-23249 | Mi-2 | Bryansk Avn Ent. | trf | 31dec94 | in orange c/s with blue cheatline and trim, no titles; seen in MARZ ROSTO at Fedurnovo (Chornoye) 03jul06, awaiting overhaul |
| | RA-23249 | Mi-2 | Vologda Avn Ent. | rgd | 21jan10 | in orange c/s with blue cheatline and trim, no titles; seen 2015 with crop-spraying gear; canx between 01dec16 and 10mar17 |
| | 3998K | Mi-2 | privately owned | Sht | 24oct21 | with crop-spraying gear; illegal registration; in orange c/s with blue cheatline and trim, no titles; stored with ShARZ DOSAAF, seen oct21 |
| 5210306 067 | SP-SFZ | Mi-2 | ZEUS/Heliseco | rgd | 23jul87 | l/n Swidnik oct95/26oct07, stored; canx 11mar02 as wfu |
| 5210307 067 | SP-SFY | Mi-2 | ZEUS/Heliseco | rgd | 25jul87 | l/n Swidnik apr92/15jun24, stored; canx 11mar02 as wfu |
| 5210308 087 | SP-SFX | Mi-2 | ZEUS/Heliseco | rgd | 10sep87 | l/n Swidnik sep98/26oct07, stored; canx 11mar02 as wfu |
| 5210309 077 | CCCP-23250 | Mi-2 | AFL/East Siberia | rgd | 26feb88 | crashed 09jan93 |
| 5410310 077 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-15682(2) | Mi-2 | Kubanaviausluga | rgd | 25mar97 | leased from TBN-Avia; dbr 01nov97 on an illegal poaching flight from Nyagan to the area of the drilling sites 28 and 29 (with the MTOW exceeded) when both engines failed due to a technical malfunction while the helicopter was flying at a height of some 20-30 metres at low speed, the helicopter made an auto-rotation landing 100 km south-east of Oktyabrskoye (Tyumen region), coming down very hard and rolling over onto its left side, 1 of the 3 passengers killed and the other 2 and the pilot seriously injured; the wreck and the survivors were found after several days only; canx 17dec98; see c/n 530534117 |
| 5410311 077 | not known | Mi-2 | Soviet Air Force | mfd | 27jul87 | given in the accident report as 17aug87 |
| | RA-15715(2) | Mi-2 | Aeroflot | KLF | 17aug99 | according to the Russian register sep01 rgd 11nov00 to Atlas; see c/n 522319032 |
| | RA-15715(2) | Mi-2 | 2nd Kazan Avn Ent. | no | reports | |
| | RA-15715(2) | Mi-2 | Tulpar Helicopters | rgd | 29apr08 | excluded from the operator's certificate 01jul10 |
| | RA-15715(2) | Mi-2 | Ozernovski RKZ 55 | rgd | 10jul14 | Ozernovski rybokonservny zavod No. 55 (Ozernovsk Fish Canning Plant No. 55); in white/blue with light grey belly (?); new CofR issued 21feb17; last overhaul completed 06jul17; leased by the private owner to Ozernovski RKZ No. 55 25aug17; based at the "Izluchina" helipad at Avachinski; w/o 08may21 on a supply flight from the "Izluchina" helipad to the tourist base of Andrei Pyatko on the river Ostrovnaya in the Nalychevo Park when encountered poor visibility (low clouds and fog), the pilot descended and finally decided to return, but while flying a left turn the helicopter collided with tree-tops and crashed in snow-covered terrain north of lake Sinichkino 18.7 km ESE of Yelizovo airport (at N53°05'20" E158°41'51"), caught fire and burnt out, the pilot (the owner) and the sole passenger (businessman Andrei Pyatko) were killed; t/t 5,698 hours; the wreck was found 09may21 |
| 5410312 077 | not known | Mi-2 | Soviet Air Force | mfd | 27jul87 | |
| | RA-15695(2) | Mi-2 | Ryazanski Pivzavod | rgd | 26nov97 | f/n Ryazan-Turlatovo 25aug03, titles not reported; see c/n 531938071 |
| | RA-15695(2) | Mi-2 | Aviatest | rgd | 03jun10 | probably had a CofR dated 17jul07 before; leased to AviaPANKh 11jan10/14may10; in white/black/pink/blue c/s with titles; f/n Myachkovo 11nov12; l/n operational Protasovo jul13; stored with MARZ DOSAAF at Fedurnovo (Chornoye), seen jul17 and bare metal by 24jul19 |
| | RA-15695(2) | Mi-2 | Borisfen | rgd | 10jul18 | f/n Kubinka 28aug20; l/n Fedurnovo 23may21 |
| 5410313 077 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-15690(2) | Mi-2 | Severo-Kavk. UMTs | rgd | 27oct97 | see c/n 531933061 |
| 5410314 077 | not known | Mi-2 | Soviet Air Force | mfd | 29jul87 | |
| | RA-15692(2) | Mi-2 | Severo-Kavk. UMTs | rgd | 27oct97 | see c/n 531935071 |
| 5410315 077 | "15" white | Mi-2 | Soviet Air Force | KLF | 17aug99 | l/n KLF aug01 |
| 5410316 077 | not known | Mi-2 | Soviet Air Force | mfd | 29jul87 | |
| | RA-15749(2) | Mi-2 | Tulpar | rgd | 29apr08 | to the Kazan Aviation Enterprise; in red/yellow/black c/s, with 'Tulpar-Air' titles; seen Samara-Smyshlyayevka 03sep10; see c/n 532526082 |
| | RA-15749(2) | Mi-2 | Kazan Avn Enterpr. | rgd | 15feb16 | initially still in red/yellow/black c/s, no titles; f/n KZN 04jul16; l/n as such CSY 03jun17; repainted in white c/s with blue and black trim, with full titles; f/n as such GOJ 01jun20; l/n as such IJK 18dec20; f/n without titles Sarmanovo 18mar22, reportedly owned by Konvers Avia now; l/n Tver-Zmeyovo 01may23 |
| 5410317 077 | not known | Mi-2 | Soviet Air Force | mfd | 07aug87 | also given as 31jul87 |
| | no code | Mi-2 | no titles | Che | 26aug02 | |
| | "41" white | Mi-2 | Russian Air Force | Che | 25aug03 | seen in MARZ ROSTO at Fedurnovo (Chornoye) 03jul05/22aug05; seen stripped in the paintshop 03jul06 and in primer 04aug08 |
| | RA-15755(2) | Mi-2 | Orenburg Airlines | rgd | 13mar09 | to Vektor APK; in red/white c/s with blue trim and 'Meditsina Katastrof Orenburgskoi Oblasti' titles; last overhaul completed 27jul12; f/n Novoalekseyevskoye dec12; offered for sale 10jul15, with t/t 2,257 hours; l/n Alapayevsk 15jun17; CofA expired 27jul18; canx 09jul21 as sold abroad |
| 5410318 077 | not known | Mi-2 | Soviet Air Force | mfd | 30jul87 | |
| | RA-15717(2) | Mi-2 | Sibir-Avia | rgd | 31may01 | lst Katek Avia 10oct03/10oct04; see c/n 522321032 |
| | RA-15717(2) | Mi-2 | Nord-Avia | VLE | 10jun07 | the company was based at Norilsk; in blue c/s with white trim; l/n VLE nov08 |
| | RA-15717(2) | Mi-2 | privately owned | Tjp | 15oct09 | in light blue/medium blue c/s with white cheatline and trim, no titles; sat wfu at Omsk-Maryanovka, seen aug20/jun23 |
| 5410319 077 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | MR-302 | Mi-2 | Mexican Navy | ph. | dec01 | |
| | AMHP-141 | Mi-2 | Mexican Navy | ACA | 10apr07 | re-serialled, tie-up confirmed; l/n Veracruz sep10; preserved in front of the main terminal building at Veracruz (N19.1518 W96.18260) |
| 5410320 077 | not known | Mi-2 | Soviet Air Force | mfd | 05aug87 | |
| | "36" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | in olive drab c/s with light grey underside; seen Zaporizhzhya-Shyroke 09jul07; sat wfu at Zaporizhzhya-Shyroke, seen apr16/may18 |
| 5410321 077 | not known | Mi-2 | DOSAAF | mfd | 05aug87 | |
| | "37" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | l/n Zaporizhzhya-Shyroke 09jul07 |
| | UP-MI221 | Mi-2 | Beibars | | | c/n given by the Civil Aviation Administration of Kazakhstan as 54 0321 077, but only this c/n is possible; was on charge in 2013 |

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| | RA-15767(2) | Mi-2 | Kostroma Avn Ent. | rgd | 11jun13 | in silver c/s with blue trim, no titles; new CofR issued 08aug16; f/n Tver-Zmeyovo apr17; new CofR issued 12sep17; l/n KGP 30apr19; see c/n 522821023 |
| | RA-15767(2) | Mi-2 | Konvers Avia | ph. | 13sep24 | at Petrozavodsk-Peski, active; in orange c/s with blue cheatline and trim, with titles |
| 5410322 077 | "38" yellow | Mi-2 | DOSAAF | mfd | 05aug87 | |
| | "38" yellow | Mi-2 | TSO Ukrayiny | ph. | 28may96 | at Vovchansk; opb ASK "Sokol" Vovchansk; in dark green c/s with light blue underside; reportedly still operational by 2007/08; sat wfu at Vovchansk, seen apr10/sep21 |
| 5410323 087 | not known | Mi-2 | Soviet Air Force | mfd | 22aug87 | |
| | "39" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen without code Zaporizhzhya-Shyroke 26aug97; seen with code Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke jul18 |
| 5410324 087 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 5210325 087 | CCCP-23251 | Mi-2 | AFL/Komi | mfd | 22aug87 | rgd 22sep87 |
| | RA-23251 | Mi-2 | Aeroflot | SCW | 10jun94 | trf 22feb94 to Komiavia |
| 5210326 087 | CCCP-23252 | Mi-2 | AFL/Komi | mfd | 28aug87 | rgd 06oct87 |
| | RA-23252 | Mi-2 | Aeroflot | SCW | 10jun94 | trf 22feb94 to Komiavia; see dumped Prchora 01jul13 |
| 5210327 087 | CCCP-23253 | Mi-2 | AFL/Azerbaijan | rgd | 11apr88 | opb Zabratski OAO |
| | 4K-23253 | Mi-2 | Aeroflot c/s, n/t | ZXT | 13apr94 | l/n ZXT 17may96 |
| | 4K-23253 | Mi-2 | Azerbaijan Al | Che | 09aug10 | current on Azerbaijani register 22nov05, marked as 'to be deregistered'; severely damaged 14feb07 on a training flight from Zabrat when crashed from low altitude (but did not catch fire on the ground as sometimes reported), all 3 crew members (an instructor and two student pilots) escaped with minor injuries; the tailboom with this registration and c/n was seen attached to 4K-14148 c/n 5210406097 which was seen stored in MARZ DOSAAF at Fedurnovo (Chornoye) aug10/jul19, explaining the sightings of 4K-23253 after its mishap |
| 5210328 087 | CCCP-23254 | Mi-2 | AFL/Azerbaijan | rgd | 10mar88 | opb Zabratski OAO |
| | 4K-23254 | Mi-2 | Aeroflot c/s, n/t | ZXT | 13apr94 | stored without rotors at ZXT, seen 14apr01/22sep01; current on Azerbaijani register 22nov05 with the remark 'to be deregistered'; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen aug10/jul19, with the prefix 'CCCP-' and 'Aeroflot' titles becoming visible again through faded paint |
| 5210329 087 | CCCP-23255 | Mi-2 | AFL/Azerbaijan | rgd | 04mar88 | opb Zabratski OAO |
| | no reg | Mi-2 | all-green c/s, n/t | ZXT | 17may96 | |
| | 4K-23255 | Mi-2 | Azerbaijan Al | ZXT | 13apr01 | l/n ZXT 22sep01, titles not reported; current on register by 22nov05, marked as 'to be deregistered'; seen in bad condition ZXT mar08; seen in MARZ ROSTO at Fedurnovo (Chornoye) aug10/sep10 |
| | RA-15632(2) | Mi-2 | DOSAAF Rossii | Che | 31may14 | in red/white/blue c/s with titles; stored in MARZ DOSAAF at Fedurnovo (Chornoye), seen oct14/jul19; new CofR issued 18jul22; repainted in medium blue c/s with light blue trim, no titles; seen as such in MARZ DOSAAF at Fedurnovo (Chornoye) 24aug23 and 12sep23; see c/n 5210103017 |
| 5210330 087 | CCCP-23256 | Mi-2 | AFL/North Kavkaz | mfd | 28aug87 | rgd 04mar88 |
| | RA-23256 | Mi-2 | Elbrus-Avia | trf | 30mar94 | rgd 26jul00 to the Russian Federation; CofA expired 08oct00; CofR returned 10may06; canx between 22mar18 and 25apr18 |
| 5210331 087 | CCCP-23257 | Mi-2 | AFL/Belarus | rgd | 22jan88 | not canx from Soviet register |
| | EW-23257 | Mi-2 | Bellesavia | no | reports | reported in JP-05; sat wfu (without markings) in MARZ ROSTO at Fedurnovo (Chornoye), seen aug12; l/n VTB mar21 |
| 5210332 087 | CCCP-23258 | Mi-2 | AFL/Belarus | rgd | 22jan88 | in standard 'blue' c/s |
| | EW-23258 | Mi-2 | Bellesavia | | | reported in JP-05; in olive drab c/s with light grey underside; the hulk was offered for sale by the Belarussian property agency 31may21 with t/t 1,984 hours |
| 5210333 087 | CCCP-23259 | Mi-2 | AFL/Uzbekistan | rgd | 13nov87 | trf to Spetsialny Avia, Uzbekistan; canx before dec07 but date unknown |
| 5210334 087 | CCCP-23260 | Mi-2 | AFL/Uzbekistan | rgd | 07dec87 | trf to Spetsialny Avia, Uzbekistan; canx before dec07 but date unknown |
| 5210335 087 | CCCP-23261 | Mi-2 | AFL/Uzbekistan | rgd | 28oct87 | trf to Spetsialny Avia, Uzbekistan; canx before dec07 but date unknown |
| 5210336 087 | CCCP-23262 | Mi-2 | AFL/Ukraine | mfd | 31aug87 | rgd 28oct87 |
| | UR-23262 | Mi-2 | Megaline | DOK | 04may98 | based at Donetsk; in basic Aeroflot c/s, no titles; stored at DOK, l/n 20jun99; canx 13aug08; seen HRK 08sep09 |
| | UR-23262 | Mi-2 | Merydian | rgd | 25mar11 | to Polit servis of Dnipropetrovsk; initially opb Kharkivski aeroklub; damaged 13jul18 on a crop-spraying flight in the Bobrovytsya district of the Chernihiv region when collided with a high-voltage power-line near Lidyn and crash-landed, pilot seriously injured; current on register 13feb22 |
| 5210337 087 | CCCP-23263 | Mi-2 | AFL/Ukraine | mfd | 31aug87 | rgd 28oct87 |
| | UR-23263 | Mi-2 | Avialini. Ukrayiny | DOK | 1993 | |
| | UR-23263 | Mi-2 | Megaline | DOK | 28apr99 | in basic Aeroflot c/s, no titles; based at Donetsk; stored at DOK, l/n 20jun99; canx 13aug08 |
| | UR-23263 | Mi-2 | Kharkivsky aerokl. | rgd | 17jun09 | initially in basic Aeroflot c/s, no titles; f/n HRK 08sep09; canx jan14; rgd 16jun15 to Polit Servis of Dnipropetrovsk; operator given on register as Kharkivsky aeroklub until dec16; no operator given on register jan17/feb17 |
| | UR-23263 | Mi-2 | Meridian | lsd | 2017 | still owned by Polit Servis, no new CofR issued; operator given on register as Meridian from may17; in olive drab c/s, no titles; f/n Bashtanka 27jul17, as a sprayer; l/n Pidhorodnye 10apr18; current on register 13feb22 |
| 5210338 087 | CCCP-23264 | Mi-2 | AFL/Moldova | mfd | 17sep87 | rgd 11apr88; opb 281 LO Beltskogo OAO |
| | ER-23264 | Mi-2 | Moldaeroservice | rgd | 25mar94 | in orange c/s with blue cheatline and trim, with titles; sat wfu at Balti-Central, seen feb06/feb15; canx between 15jul14 and 09oct14 |
| 5210339 087 | CCCP-23265 | Mi-2 | AFL/Moldova | mfd | 18sep87 | rgd 11apr88; opb 281 LO Beltskogo OAO |
| | ER-23265 | Mi-2 | Moldaeroservice | rgd | 07nov94 | sat wfu at Balti-Central, seen feb06/feb15; canx between 11mar16 and 30sep16 |
| 5210340 087 | CCCP-23266 | Mi-2 | AFL/Komi | mfd | 18sep87 | rgd 07dec87 |
| | RA-23266 | Mi-2 | Aeroflot | SCW | 10jun94 | trf 22feb94 to Komiavia; seen PEX 27jun13 titles faded |
| 5210341 097 | CCCP-23267 | Mi-2 | AFL/Komi | mfd | 18sep87 | rgd 28oct87 |
| | RA-23267 | Mi-2 | Komiavia | trf | 22feb94 | initially still in full Aeroflot c/s including titles; l/n as such SCW 10jun94; no longer in fleet list by 1999; current on register mar03; reportedly sold to South Korea in 2003 |
| | RA-23267 | Mi-2 | Ozyorn. rybzavod | rgd | 23nov06 | to Preobrazhenskaya BTF; Ozyornovski rybzavod (Ozyornov fish factory); in light blue/white c/s with a golden ring around the rear fuselage and tailboom, no titles; seen Avachinski 04aug11; seen in bare metal under overhaul with MARZ DOSAAF at Fedurnovo (Chornoye) may19; repainted in basic 'blue' Aeroflot c/s with large black exhaust areas, no titles; f/n as such Nikolayevka-HE73 08feb23 |
| 5210342 087 | CCCP-14138 | Mi-2 | AFL/Komi | mfd | 18sep87 | rgd 11dec87; in orange c/s with blue cheatline and trim; f/n SCW 10jun94; sat wfu at SCW, seen jan11/aug13 |
| | RA-14138 | Mi-2 | Komiavia | trf | 22feb94 | no longer airworthy by 22mar00; see dates above |
| 5310343 097 | B-2743 | Mi-2 | Czech MoI (LS FMV) | d/d | 15oct87 | redesignated LS SNB in 1988, Státní letecký útvar SLÚ in 1990 and Letecká sluPba Federálního policejního sboru (LS FPS) in 1991 |
| | B-2743 | Mi-2 | Czech Police | trf | 01jan93 | crashed 05aug93 near Slany; tailboom now in the Air Park at Zruc |
| 5310344 097 | B-2744 | Mi-2 | Czech MoI (LS FMV) | d/d | 15oct87 | redesignated LS SNB in 1988, Státní letecký útvar SLÚ in 1990 and Letecká sluPba Federálního policejního sboru (LS FPS) in 1991 |
| | B-2744 | Mi-2 | Slovakian Police | trf | 01jan93 | l/n operational Zilina 25apr09; sat wfu at BTS, seen oct12/jul19; preserved with the Akadémia Policajného zboru (Police Academy) at Bratislava (N48.201704 E17.170260) 29jun20, l/n sep24 |
| 5310345 097 | B-2745 | Mi-2 | Czech MoI (LS FMV) | d/d | 15oct87 | redesignated LS SNB in 1988, Státní letecký útvar SLÚ in 1990 and Letecká sluPba Federálního policejního sboru (LS FPS) in 1991 |
| | B-2745 | Mi-2 | Czech Police | trf | 01jan93 | in medium blue c/s with white and light blue trim, with 'Policie' titles; preserved in Muzeum letecké a pozemní techniky at Vyskov (N49.301847 E17.023189), seen aug98/sep24; aslo se c/n 513830114 |
| 5310346 097 | CCCP-14139 | Mi-2 | AFL/Far East | rgd | 16feb88 | canx 27jul88 |
| 5210347 097 | CCCP-14140 | Mi-2 | AFL/Komi | mfd | 28sep87 | rgd 13nov87 |
| | RA-14140 | Mi-2 | Aeroflot | SCW | 10jun94 | in orange c/s with blue cheatline and trim; trf to Komiavia 22feb94; not airworthy by 22mar00; sat wfu at SCW, seen aug13 |
| 5210348 097 | CCCP-14141 | Mi-2 | AFL/Komi | mfd | 30nov87 | rgd only 06apr90; in orange c/s with blue cheatline and trim |
| | RA-14141 | Mi-2 | Aeroflot | SCW | 10jun94 | trf to Komiavia 22feb94; in red c/s; sat wfu at SCW, seen oct07/aug13 |
| 5210349 097 | CCCP-14142 | Mi-2 | AFL/Komi | mfd | 30sep87 | rgd 26oct87 |
| | RA-14142 | Mi-2 | Komiavia | trf | 25apr95 | in orange c/s with blue cheatline and trim, no titles |
| | RA-14142 | Mi-2 | Komiaviatrans | rgd | 24jul01 | to the Russian Federation; CofA expired 28nov02; sat wfu at PEX, seen jul13 |
| 5210350 097 | CCCP-14143 | Mi-2 | AFL/Komi | mfd | 28sep87 | rgd 26oct87; trf to Komiavia 25apr95 |
| | RA-14143 | Mi-2 | Aeroflot | Che | 26aug02 | in standard but faded c/s; wfu at MARZ ROSTO, l/n 25aug03/03jul06 |
| | RA-14143 | Mi-2 | KomiAviaTrans | | 23sep08 | mentioned in technical inspection document; seen stored rotorless UCT 2020 |
| 5210401 097 | SP-STA (2) | Mi-2 | Aeropol | rgd | 08oct87 | canx, but date unknown; see c/n 533503044 |
| | SP-FSY | Mi-2 | White Eagle | rgd | 30apr96 | canx 11feb02 as wfu; in dark red c/s with 'Miss Saigon' and 'ROMA teatr muzyczny' advertisements; stored without registration in White Eagle's hangar at Goraszka, seen oct01/may13; transported on a flat-bed loader to Technikum nr. 9 Lotnicze w Zespole Szkól im. Bohaterów Narwiku in Warsaw 21jun16 |
| | no reg | Mi-2 | no titles | ph. | aug17 | in dark red c/s with a 'Miss Saigon' advertisement; preserved at Technikum nr. 9 Lotnicze w Zespole Szkól im. Bohaterów Narwiku (N52.187309 E20.959512) in Warsaw, seen aug17/jun18; repainted in very dark grey c/s, no markings whatsoever, seen jul19/mar24 |
| 5210402 097 | CCCP-14144 | Mi-2 | AFL/Centr.Reg.-BZK | rgd | 10mar88 | opb UGATs by jul92; w/o 16jul92 on a pipeline patrol flight when got caught in a strong downdraught on final approach to a helipad on the banks of the river Snezhet' near Karachev (Bryansk region), the pilot did not duly counteract so that the helicopter came down very hard, was destroyed and burnt out, both pilots injured and both passengers killed |
| 5210403 097 | CCCP-14145 | Mi-2 | AFL/Central Region | rgd | 05apr88 | canx 13may89 |
| 5210404 097 | CCCP-14146 | Mi-2 | AFL/Central Region | rgd | 26apr88 | |
| | RA-14146 | Mi-2 | Bryansk Avn Ent. | trf | 31dec93 | dbr 20mar95 on an SAR flight from Nizhnevartovsk via Megion to Pogorelskoye when the right engine developed problems some 30 minutes after take-off, the pilot opted for an immediate emergency landing and the helicopter touched down in a forest 40 km from Nizhnevartovsk, suffering substantial damage, the pilot and all 3 passengers escaped unhurt; canx 30sep97 |
| 5210405 097 | CCCP-14147 | Mi-2 | AFL/Central Region | mfd | 21oct87 | rgd 05apr88 |
| | RA-14147 | Mi-2 | Aeroflot | BZK | 12jul94 | |
| | RA-14147 | Mi-2 | Bryansk Avn Ent. | trf | 31dec93 | seen in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03, titles not reported |
| | RA-14147 | Mi-2 | Barkol | rgd | 03mar04 | damaged beyond repair 15dec07 on a positioning flight from Bykovo to Turlatovo when both engines flamed out while the helicopter was flying at a height of some 100-150 metres 5 km from Turlatovo airport and the helicopter made an auto-rotation landing, coming down very hard, the pilot survived; the hulk was seen in MARZ ROSTO at Fedurnovo (Chornoye) 04aug08; canx before aug10 |
| 5210406 097 | CCCP-14148 | Mi-2 | AFL/Azerbaijan | rgd | 31may88 | opb Zabratski OAO |

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|---|---|---|---|---|---|---|
| | 4K-14148 | Mi-2 | Azalaero | | | in fleet list may94 |
| | no reg | Mi-2 | all-green c/s, n/t | ZXT | 17may96 | |
| | 4K-14148 | Mi-2 | Azerbaijan Al | ZXT | 22sep01 | in full c/s; current on Azerbaijani register 22nov05, with the remark 'to be deregistered'; sat wfu (with the tailboom of Mi-2 4K-23253) in MARZ ROSTO at Fedurnovo (Chornoye), seen sep10/jul19 and the c/n 5210406097 checked on the plate in the cockpit |
| 5210407 107 | CCCP-14149 | Mi-2 | AFL/East Siberia | rgd | 16feb88 | dbr 08aug88 on a flight in the Chara district of the Chita region when flew too low and crashed near Syulban railway station; canx 07dec88 |
| 5210408 107 | CCCP-14150 | Mi-2 | AFL/West Siberia | mfd | 21oct87 | rgd 05apr88; damaged on landing in snow Tevriz 06jan91 |
| | RA-14150 | Mi-2 | Omskavia | trf | 30mar94 | canx 30apr04 as wfu |
| 5210409 107 | CCCP-14151 | Mi-2 | AFL/West Siberia | mfd | oct87 | rgd 22jan88 |
| | RA-14151 | Mi-2 | Altai Airlines | trf | 04apr94 | canx 02feb00 |
| 5210410 107 | CCCP-14152 | Mi-2 | AFL/Privolzhsk | mfd | 19oct87 | also given as 28oct87; rgd 11may88 |
| | RA-14152 | Mi-2 | Aeroflot | RTW | 18sep94 | |
| | RA-14152 | Mi-2 | Saravia | trf | 28dec94 | |
| | RF-00890 | Mi-2 | ROSTO | ph. | 2006 | owned by Ust'-Kamchatsk ryba (resp. its owner, Boris Nevzorov); opb Kamchatski ATSK at Petropavlovsk-Kamchatski-Nikolayevka; was to be overhauled in 2009; not on DOSAAF register 20jan10 |
| | RA-14152 | Mi-2 | Ustkamchatryba | rgd | 01apr09 | in basic 'blue' Aeroflot c/s with large black exhaust areas, no titles; f/n Yelizovo-Avachinski 04aug11; new CofR issued 16may19; l/n Novonezhino 15feb20 |
| 5210411 107 | CCCP-14153 | Mi-2 | AFL/Privolzhsk | mfd | 28oct87 | rgd 21apr88 |
| | RA-14153 | Mi-2 | Saravia | trf | 28dec94 | rgd 22mar95 to the Russian Federation; CofA expired 18jan99 and CofR returned 29apr05, but still current on register may18; sold to MV-Kavkaz |
| 5310412 107 | CCCP-14154 | Mi-2 | AFL/Far East | rgd | 26feb88 | |
| | RA-14154 | Mi-2 | Sakhal. AviaTrassy | trf | 26may93 | canx 22feb96 |
| 5310413 107 | CCCP-14155 | Mi-2 | AFL/Leningrad | mfd | 28oct87 | rgd 22jan88 |
| | RA-14155 | Mi-2 | Murmansk Avia | trf | 22oct94 | still in full Aeroflot c/s including titles; seen on TV jun00 |
| | RA-14155 | Mi-2 | Murmanaviakom | rgd | 20dec02 | in white c/s with red and blue trim, no titles; CofA expired 04mar07, but still current on register aug10; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen jun10/jul19; reported for Aviatsionnyye transportnyye tekhnologii by jun14 |
| 5310414 107 | CCCP-14156 | Mi-2 | AFL/Leningrad | mfd | 28oct87 | rgd 22jan88 |
| | RA-14156 | Mi-2 | Murmanaviakom | trf | 22oct94 | in white/blue/red/yellow c/s, no titles; f/n MMK 19jun95; rgd 28jun01 to Sibaviatrans; CofA expired 30may02, but still current on register by aug10; offered for sale 14nov11 |
| 5210415 107 | SP-SGA | Mi-2 | ZEUS/Heliseco | rgd | 04jan88 | l/n Swidnik apr92/26oct07, stored; canx 11mar02 as wfu |
| 5210416 107 | SP-SGB | Mi-2 | ZEUS/Heliseco | rgd | 04jan88 | in white/light grey c/s with red cheatline and trim; stored at Swidnik, seen oct95/oct07; canx 11mar02 as wfu; displayed at Paintballarena.CH at Schänis (N47.153661 E9.041209), seen jul16 |
| 5210417 107 | SP-SGC | Mi-2 | ZEUS/Heliseco | rgd | 04jan88 | l/n Swidnik oct95/26oct07, stored; canx 11mar02 as wfu |
| 5210418 107 | SP-SGD | Mi-2 | ZEUS/Heliseco | rgd | 04jan88 | l/n Swidnik sep96/aug11, stored; canx 11mar02 as wfu |
| 5210419 107 | SP-SGE | Mi-2 | ZEUS/Heliseco | rgd | 04jan88 | l/n Swidnik oct95/26oct07, stored; canx 16jan97 as wfu |
| 5210420 107 | SP-SGF | Mi-2 | ZEUS/Heliseco | rgd | 04jan88 | canx 11dec96 after crash Wloclawek-Kruszyn 09aug96 |
| 5210421 107 | SP-SGG | Mi-2 | ZEUS/Heliseco | rgd | 12jan88 | stored at Swidnik, seen apr92/oct07; canx 11mar02 as wfu |
| | UR-WIS | Mi-2 | Mykolayiv-Aero | rgd | 29mar19 | to Piotr F. Miarka of Poland; probably based at Chocznia (Poland) |
| | UR-WIS | Mi-2 | Avia-Stil | rgd | 03jul20 | to Piotr F. Miarka of Poland; in metallic blue c/s with 'GTD 350' on the engine cowling; f/n Kepa (Poland) 04jul20, flying |
| | UR-WIS | Mi-2 | Meridian Avia Agro | rgd | 14dec21 | to Piotr F. Miarka of Poland; in red/black c/s with 'GTD 350' on the engine cowling; f/n at the Chocznia/M-Air heliport in Poland may22; l/n Chocznia 01may23, active; canx between 01sep23 and 29sep23 |
| 5410422 117 | not known | Mi-2 | Soviet Air Force | no | reports | probably DOSAAF, in fact |
| | RA-23799 | Mi-2 | Kubanaviausluga | trf | 25apr95 | |
| | RA-23799 | Mi-2 | Aeros | no | reports | based at Bogorodsk; dbr 04nov96 on an unauthorised pleasure flight from the helipad at Pochinki (Nizhni Novgorod region) when the pilot performed unauthorised manoeuvres at low height and lost control, the helicopter lost height and crashed 621 metres south-east of the helipad, both crew members were injured while all 3 passengers escaped unhurt |
| 5410423 117 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | MR-300 | Mi-2 | Mexican Navy | ACA | 07feb99 | |
| | AMHP-140 | Mi-2 | Mexican Navy | f/n | 2004 | re-serialled; tie-up confirmed; preserved at Guaymas (N27.972328 W110.91948), seen jan14 |
| 5410424 117 | not known | Mi-2 | Soviet Air Force | mfd | 15nov87 | |
| | RA-23797 | Mi-2 | Kubanaviausluga | trf | 25apr95 | |
| | RA-23797 | Mi-2 | Aviatest | rgd | 28feb96 | |
| 5410425 117 | not known | Mi-2U | Soviet Air Force | mfd | 17nov87 | also given as 15dec87; probably DOSAAF |
| | RA-23798 | Mi-2U | Kubanaviausluga | trf | 25apr95 | |
| | RA-23798 | Mi-2U | Aviatest | rgd | 28feb96 | seen Ryazan-Turlatovo 28aug03, titles not reported; seen without titles in MARZ ROSTO at Fedurnovo (Chornoye) 20apr06 |
| | RA-23798 | Mi-2U | Aviapankh | rgd | 27mar02 ? | in white/pink/blue c/s with black trim, with titles; f/n BKA 01jul06; rgd 13mar09 to Aviatest; included into the operator's certificate 24sep09; l/n BKA 21jan10; CofA expired 30mar10 |
| | RA-2046G | Mi-2RR | privately owned | rgd | 05nov15 | in register as YeEVS.03.2263; in white/pink/blue c/s with black trim, no titles; involved in an incident 25apr15 when smoke entered the cockpit while the helicopter was flying near Vnukovo, but the helicopter managed to land safely; c/n checked on the tailboom at Kudinovo 07mar16 (no c/n plate in cockpit); current by apr16 |
| 5410426 117 | not known | Mi-2 | Soviet Air Force | mfd | 15dec87 | |
| | RA-15681(2) | Mi-2 | Kubanaviausluga | rgd | 25mar97 | see c/n 530533107 |
| | RA-15681(2) | Mi-2 | Kubanspetsavia | trf | 10nov98 | |
| | RA-15681(2) | Mi-2 | Aviapankh | RZN | 12aug05 | still mentioned in a technical inspection document 03aug07; CofA expired 11mar09 |
| | RA-15681(2) | Mi-2 | Aviatest | rgd | 03jun10 | current on register aug10, but without valid CofA |
| 5410427 117 | not known | Mi-2 | Soviet Air Force | mfd | 15dec87 | probably DOSAAF |
| | RA-15650(2) | Mi-2 | Uraltransgaz | rgd | 18feb96 | leased to the 2nd Sverdlovsk Aviation Enterprise 29apr02/07jul04 |
| | RA-15650(2) | Mi-2 | 2nd Sverdlovsk AE | rgd | 15jul05 | in olive drab c/s; did not carry titles, seen as such Aramil-Uktus 05jul03/24aug03; CofA expired 19may08; stored at Aramil-Uktus, seen jul08/aug09; new CofR issued 06may14 (to the same owner ?); canx between 27aug18 and 16oct18; see c/n 520501087 |
| 5410428 117 | not known | Mi-2 | Soviet Air Force | mfd | 15dec87 | |
| | RA-15651(2) | Mi-2 | Uraltransgaz | rgd | 18feb96 | leased to 2nd Sverdlovsk Aviation Enterprise 29apr02/07jul04; rgd 10feb06 to 2nd Sverdlovsk Aviation Enterprise; initially in dark green c/s with light blue underside, no titles; seen Aramil-Uktus 05jul03/24aug03; stored at Aramil-Uktus, seen aug08; see c/n 520502087 |
| | RA-15651(2) | Mi-2 | Sokol | rgd | 13oct10 | to Annushka; in white/light grey c/s with thin blue/red/blue cheatline, no titles; f/n ROV 08dec10; seen ROV 21oct11 with a small 'Sokol' logo on the engine cowling; new CofR issued 06may14; canx between 27aug18 and 16oct18 |
| 5410429 117 | not known | Mi-2 | Soviet Air Force | mfd | 15dec87 | probably DOSAAF |
| | RA-15652(2) | Mi-2 | Uraltransgaz | trf | 18feb96 | leased to 2nd Sverdlovsk Aviation Enterprise 29apr02/07jul04; new CofR issued 15jul05; CofA expired 19may08, but still current on register aug10 (still owned by Uraltransgaz and opb 2nd Sverdlovsk Aviation Enterprise); in dark olive drab c/s, no titles; f/n Aramil-Uktus 05jul03; l/n Aramil-Uktus 09jul08, stored; see c/n 520503087 |
| | RA-15652(2) | Mi-2 | Nikolai N. Lysenko | rgd | unknown | last overhaul completed 14jan12; in a Russian CAA listing 15oct13 |
| | RA-15652(2) | Mi-2 | Kavkaztrans | rgd | 06may14 | in white/light grey c/s with blue/orange/blue cheatline, no titles; f/n Perm-Froly 12mar16; leased to Annushka jul16; t/t 2,514 hours by 28feb17; CofA expired and time between overhauls exceeded 14jan18; excluded from the operator's certificate 06apr18; leased to a pilot on behalf of IP Lysenko N.N. 22may18 (both Annushka and IP Lysenko N.N. were owned by Nikolai N. Lysenko and Kavkaztrans by his daughter); w/o 02aug18 on a crop-spraying flight from an airstrip 6 km south of Novomyshastovskaya (Poltavskaya district of the Krasnodar region) for the "Agrokompleks im. N.I. Tkachova" farm with the MTOW exceeded when the pilot who was inexperienced on helicopters flew too low, the main landing gear touched the surface of a rice paddy and the embankment of a dirt road 6 km south-west of Novomyshastovskaya and the helicopter crashed upside-down on the slope of an irrigation canal on the opposite side of the road (at N45°08'54.31" E38°32'50.22"), with the cockpit coming to rest under water while the rest of the helicopter caught fire and burnt out, the pilot drowned; the t/t of the helicopter could not be established; canx between 24dec18 and 19feb19 |
| 5410430 117 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-15653(2) | Mi-2 | Uraltransgaz | trf | 18feb96 | opb 2nd Sverdlovsk Aviation Enterprise; dbr 19sep96 on the leg from Aramil-Uktus to the helipad at Yekaterinburg-Maly Istok of a pipeline patrol flight when entered a layer of ground fog on final approach, the pilot decided to go around but the helicopter plunged due to pilot error, struck the ground 50 metres from the helipad and rolled over onto its left side, both crew injured (the pilot died in hospital 15oct96); canx only 18jan99; see c/n 520504087 |
| 5410431 117 | not known | Mi-2 | Soviet Air Force | mfd | 15dec87 | probably DOSAAF |
| | RA-15654(2) | Mi-2 | Uraltransgaz | rgd | 18feb96 | leased to the 2nd Sverdlovsk Aviation Enterprise 29apr02/07jul04; did not carry titles, seen as such Aramil-Uktus 05jul03 |
| | RA-15654(2) | Mi-2 | 2nd Sverdlovsk AE | rgd | 10feb06 | in olive drab c/s; CofA expired 24mar06; stored at Aramil-Uktus, seen wfu jul08/aug09; see c/n 520505087 |
| | RA-15654(2) | Mi-2 | Sokol | rgd | 13oct10 | to Annushka; new CofR issued 06may14; was probably never operational; canx between 27aug18 and 16oct18 |
| 5210432 029 | SP-SGI | Mi-2 | ZEUS/Heliseco | rgd | 20may89 | c/ns 10432 to 10441 were intended for the Iraqi military but not delivered, they were completed in camo c/s but stored and given later build dates in their c/ns; in Heliseco fleet list in early 2000; initially in blue c/s with red/white trim, no titles; f/n Swidnik jul00; l/n as such Piotrków Trybunalski 29apr07; repainted in yellow c/s with blue and red trim, 'BAMBI' titles on the external tank; f/n as such La Iglesuela 04jul09; l/n operational Wloclawek 22apr12; current on register with current CofA by apr12; stored at the Heliseco compound at Swidnik, seen aug13/mar21 |
| 5210433 039 | SP-SGK | Mi-2 | ZEUS | rgd | 20may89 | canx 30dec91; exported to Nigeria |
| | 5N-KIN | Mi-2 | Okada Air | BNI | mar93 | l/n BNI apr09/may10 derelict |
| 5210434 049 | SP-SGL | Mi-2 | ZEUS/Heliseco | rgd | 20may89 | l/n operational Poznan-Bednary 25apr04; stored at Swidnik, seen oct07/feb14; stored at the Heliseco compound at Swidnik, seen nov14/mar21 |
| | UR-VIS | Mi-2 | Meridian Avia Agro | rgd | 05dec23 | to Piotr F. Miarka of Poland |

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|---|---|---|---|---|---|---|
| 5210435 069 | SP-SGM | Mi-2 | ZEUS/Heliseco | rgd | 05apr90 | canx 28aug90 |
| | YV-634CP | Mi-2 | PZL Aeropotoco | rgd | aug90 | f/n CCS 06feb95 |
| | YV-864C | Mi-2 | Helicaribe | no | reports | Helicópteros del Caribe |
| | YV1628 | Mi-2 | Helioca | CCS | 30nov07 | in white c/s with black star and trim, no titles; was involved in a minor incident at Lagunillas 13apr10 |
| 5210436 069 | SP-SGN | Mi-2 | ZEUS/Heliseco | rgd | 05apr90 | initially in blue/white/red c/s with logo, no titles; seen as such Swidnik 26oct07; damaged 11sep08 on a forest patrol flight from Trzebiez to a former airstrip near Rokita east of Przybiernów when came down hard (at N53°46'7.3416" E14°51'41.7024") due to pilot error and suffered damage to the tail, both crew members escaped unhurt, t/t 1,407 hours and 2,966 cycles by then; CofA expired 04mar14; received composite rotor blades like a Mi-2plus, but in documents still as a Mi-2; repainted in blue/white c/s; f/n as such Deblin 05aug10, with spraying gear; seen Bemowo 15apr14 and 19oct14; stored at the Heliseco compound at Swidnik, seen mar21 |
| 5210437 089 | SP-SGO | Mi-2 | ZEUS/Heliseco | rgd | 26feb90 | in Heliseco fleet list early 2000; l/n Swidnik 07may03; canx 25jan05 as sold to the Indonesian Police |
| | P-5002 | Mi-2 | Indonesian Police | | oct06 | l/n Pondok Cabe 02nov07 |
| 5210438 069 | SP-SGP | Mi-2 | ZEUS/Heliseco | rgd | 26feb90 | crashed Dziezgon 22may99; canx 16jul99 |
| 5210439 069 | SP-SGR | Mi-2 | ZEUS/Heliseco | rgd | 26feb90 | l/n Swidnik 12oct95 |
| | SP-SGR | Mi-2 | FAASA Aviación | | 28jun98 | seen at Slanno; nothing in register, just leased ? |
| | SP-SGR | Mi-2 | ZEUS/Heliseco | Swd | 28sep98 | stored; in Heliseco fleet list early 2000; CofA expired 23feb05; stored at Swidnik, seen oct07/aug11; canx 04mar08; stored at the Heliseco compound at Swidnik, seen nov14/mar21 |
| | no serial | Mi-2 | Polish Air Force | ph. | 23feb24 | in dark greyish green c/s with 'Kiermasz Militarny' titles; preserved in these fake colours in a garden at Bialka Tatrzanska, seen feb24 |
| 5210440 099 | SP-SGS | Mi-2 | ZEUS/Heliseco | rgd | 26feb90 | l/n Warsaw-Bemowo 19apr98 |
| | SP-SGS | Mi-2 | UNGAR sp. z o.o. | rgd | 29apr98 | in blue/yellow c/s, no titles; l/n operational WAW 13mar01; CofA expired 03dec04; canx 05mar08; stored at Wielkie Lniska (N53.474128 E18.84089), seen aug13 |
| 5210441 099 | SP-SGT | Mi-2 | ZEUS/Heliseco | rgd | 20mar90 | stored at Swidnik, seen oct95/sep07; canx 11mar02 as wfu |
| | SP-SFC (2) | Mi-2 | privately owned | | | illegal registration, the helicopter did not have either CofR, CofA or documents confirming it had civil liability insurance; in red/blue c/s, no titles; was stored at Zegrze Pomorskie nov13/apr14; w/o 01may14 on a positioning flight from Zegrze Pomorskie to Witkowo when the engines flamed out some 40 minutes into the flight, the pilot attempted an auto-rotation landing in a field on the outskirts of Czysta, but had to 'hop' over a row of trees and a power-line so that the main rotor slowed down and the helicopter came down hard close to a building and rolled over onto its left side, 5 of the 7 occupants (1 pilot and 6 passengers) were injured; the wreck sat in the Fort Marian Military History Museum at Malechowo, seen oct22; see c/n 526506010 |
| 5210442 117 | CCCP-14157 | Mi-2 | AFL/Belarus | rgd | 09feb88 | opb 409 LO Gomelskogo OAO; dbr 20mar89 on the leg from Sosnovoye to Khanty-Mansisk of a flight from Potymets to Khanty-Mansisk when the pilot decided to return due to poor weather at Khanty-Mansisk, but lost spatial orientation while flying a turn over the snow-covered flood basin of the river Ob' near Sosnovo so that the helicopter lost height and crashed, both pilots escaped; canx 04aug89 |
| 5210443 117 | CCCP-14158 | Mi-2 | AFL/Belarus | rgd | 10mar88 | |
| | EW-14158 | Mi-2 | Aeroflot c/s, n/t | GME | 10oct95 | l/n Gomel 01jul96; reported for Gomelavia |
| 5210444 117 | CCCP-14159 | Mi-2 | AFL/Belarus | rgd | 11apr88 | |
| | EW-14159 | Mi-2 | Aeroflot c/s, n/t | MHP | 09sep94 | l/n Gomel 10oct95; reported for Gomelavia |
| 5210445 127 | CCCP-14160 | Mi-2 | AFL/Kazakhstan | rgd | 16feb88 | |
| | UN-14160 | Mi-2 | brown c/s, n/t | Tjp | 14may95 | trf to Factory No. 406 16sep94 |
| | UP-MI232 | Mi-2 | Tyan-Shan | Alb | 28mar24 | in yellow/black c/s with blue external tanks, no titles; l/n Almaty-Baiserke 18aug24, active |
| 5210446 127 | CCCP-14161 | Mi-2 | AFL/Belarus | rgd | 23mar88 | |
| | EW-14161 | Mi-2 | Bellesavia | | | reported in JP-05; in olive drab c/s with light grey underside; offered for sale by the Belarussian property agency 24sep18 with t/t 8,123 hours, was at Vitebsk-Oktyabrski at the time; sat wfu at Vorotynsk-Oreshkovo, seen in 2019 |
| | no reg | Mi-2 | no titles | ph. | 19nov22 | in light grey/blue c/s with red trim, no markings apart from 'Mi-2'; preserved on the premises of Polytechnical College No. 8 in Moscow, seen 19nov22 |
| 5210447 127 | CCCP-14162 | Mi-2 | AFL/Kazakhstan | rgd | 16feb88 | probably opb Ust'-Kamenogorski OAO; f/n UKK 22apr93 |
| | UN-14162 | Mi-2 | not reported | UKK | sum1999 | stored in poor condition |
| | UP-MI216 | Mi-2 | AP VKO | toc | 04feb04 | AP VKO is the abbreviation for 'Aviation Enterprise of the Eastern Kazakhstan Region'; rgd 12may08; was due for disease control checks according to documents dated 28nov13 and 10dec14; seen UKK 2019 in operational condition |
| 5210448 127 | CCCP-14163 | Mi-2 | AFL/Kazakhstan | rgd | 16feb88 | not canx from Soviet register; see c/n 5410524028 |
| | UN-14163 | Mi-2 | no titles | AKX | 03may15 | |
| 5210449 127 | CCCP-14164 | Mi-2 | AFL/Krasnoyarsk | rgd | 03jun88 | f/n Krasnoyarsk-Cheremshanka 13jun93; l/n Krasnoyarsk-Cheremshanka CCCP- 09jul93; rgd 22dec95 to Cheremshanka Airlines; canx 11apr97 |
| 5210450 127 | CCCP-14165 | Mi-2 | AFL/Krasnoyarsk | rgd | 03jun88 | |
| | RA-14165 | Mi-2 | Aeroflot | Kjc | 09jul94 | rgd 22dec95 to Cheremshanka Airlines; canx 11apr97 |
| 5210501 127 | CCCP-14166 | Mi-2 | AFL/Krasnoyarsk | mfd | 12jan88 | rgd 03jun88; f/n KJA 12jun94 |
| | RA-14166 | Mi-2 | Aeroflot | Kjc | 09jul94 | trf 22dec95 to Cheremshanka Aero Club |
| 5210502 127 | CCCP-14167 | Mi-2 | AFL/Ukraine | rgd | 07jul88 | |
| | UR-14167 | Mi-2 | Avialini. Ukrayiny | UMY | 21may98 | handed over by Universal-Avia of Kiev to ViAZ at Vinnytsya for overhaul 04apr07 |
| 5210503 127 | CCCP-14168 | Mi-2 | AFL/Ukraine | rgd | 24jun88 | f/n IEV 14apr92 |
| | UR-14168 | Mi-2 | Universal-avia | no | reports | based at Sumy; involved in an accident in Kazakhstan 07jan93; canx 01oct08 |
| 5210504 127 | CCCP-14169 | Mi-2 | AFL/Privolzhsk | mfd | 20jan88 | rgd 04oct88 |
| | RA-14169 | Mi-2 | Samarskaya KASP | trf | 03aug93 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; still in full Aeroflot c/s including titles; l/n as such RTW 18sep94; the operator's certificate of Samarskaya KASP was revoked 16oct00; current on register jan01 |
| 5210505 127 | CCCP-14170 | Mi-2 | AFL/Privolzhsk | mfd | 21jan88 | rgd 04oct88 |
| | RA-14170 | Mi-2 | Samarskaya KASP | trf | 03aug93 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; the operator's certificate of Samarskaya KASP was revoked 16oct00 |
| | RA-14170 | Mi-2 | MARZ ROSTO | rgd | 22dec00 | to AP im. Fyodorova; leased already 04nov00; canx 20dec01 |
| | RA-14170 | Mi-2 | privately owned | no | reports | had neither CofR nor CofA; w/o 13aug14 on a flood monitoring flight from Yuchyugyai to Tomtor (Oimyakon district of Yakutiya) with a commission from the Yakutian government on board when the left engine failed, the helicopter made a forced landing 20 km west of Tomtor, rolled over onto its side, caught fire and burnt out, both pilots and all 7 passengers escaped unhurt |
| 5210506 127 | CCCP-14171 | Mi-2 | AFL/Privolzhsk | mfd | 20jan88 | rgd 26apr88 |
| | RA-14171 | Mi-2 | Aeroflot | RTW | 18sep94 | |
| | RA-14171 | Mi-2 | Saravia | trf | 28dec94 | canx between oct04 and nov09 |
| | UP-MI227 | Mi-2 | privately owned | Alb | 02apr24 | in yellow/black c/s, no titles |
| 5210507 127 | CCCP-14172 | Mi-2 | AFL/Privolzhsk | mfd | 21jan88 | rgd 11may88 |
| | RA-14172 | Mi-2 | Aeroflot | RTW | 18sep94 | |
| | RA-14172 | Mi-2 | Saravia | rgd | 28sep94 | to the Russian Federation; trf 28dec94 ?; CofA expired 13jan99; CofR returned 29apr05; sold to OOO "MV-Kavkaz" |
| | RA-14172 | Mi-2 | not known | ph. | 12aug20 | in dark olive drab c/s, no titles; f/n Kanevskaya 12aug20, crop-dusting |
| 5210508 127 | SP-SKB | Mi-2 | PGR | rgd | 10mar88 | canx 05jul90 after crash Rychow 30apr90 |
| 5210509 018 | CCCP-14173 | Mi-2 | AFL/Privolzhsk | mfd | 28jan88 | rgd 11apr88 |
| | RA-14173 | Mi-2 | Aeroflot | RTW | 18sep94 | |
| | RA-14173 | Mi-2 | Saravia | trf | 28dec94 | the hulk without tailboom and markings sat at Novorossiya, seen oct21 |
| | UP-MI228 | Mi-2 | not known | rgd | unknown | c/n given by the Civil Aviation Administration of Kazakhstan |
| | no reg | Mi-2 | privately owned | Nvs | 17sep22 | c/n checked on the plate, but something is wrong here, see above; in white/light grey c/s with blue cheatline and trim, no markings whatsoever |
| 5210510 018 | CCCP-14174 | Mi-2 | AFL/Central Region | rgd | 26apr88 | canx 30sep97 |
| 5210511 018 | CCCP-14175 | Mi-2 | AFL/Central Region | mfd | 28jan88 | rgd 26feb88; f/n SXF 10jul90; trf 17may94 to Krechet |
| 5210512 018 | CCCP-14176 | Mi-2 | AFL/Central Region | mfd | 01jan88 | rgd 04jul88 |
| | RA-14176 | Mi-2 | Yaroslavl Avn Ent. | trf | 24feb95 | l/n Smolensk-Severny 21aug02 |
| 5210513 018 | CCCP-14177 | Mi-2 | AFL/Central Region | mfd | 27jan88 | rgd 10mar88 |
| | RA-14177 | Mi-2 | Yaroslavl Aviation | trf | 24feb95 | |
| | RA-14177 | Mi-2 | Konvers Avia | rgd | 14aug03 | in orange c/s with blue cheatline and trim, no titles; f/n Tver-Zmeyovo 31may09; l/n PEX 01jul13 |
| 5210514 018 | CCCP-14178 | Mi-2 | AFL/Central Region | mfd | 03feb88 | rgd 14jun88 |
| | RA-14178 | Mi-2 | Lipetsk Avn Ent. | trf | 19oct93 | in dark green c/s; rgd 05may97 to the Russian Federation; severely damaged 27may97 on a hard landing, no casualties; did not have a CofR or CofA by aug10; stored at Byelevtsy, seen apr19; current on register 01aug23 |
| 5410515 018 | not known | Mi-2 | Soviet Air Force | mfd | 03feb88 | probably DOSAAF |
| | FLARF02096 | Mi-2 | Tsirkon Ltd. | rgd | 12feb97 | based at Chelyabinsk; did it ever carry this registration ?, see sighting below |
| | RA-23711 | Mi-2 | 2nd Sverdlovsk AE | rgd | 17jul97 | to Tsirkon Ltd.; f/n Kazan-2 in mid-1996, titles not reported |
| | RA-23711 | Mi-2 | APK Vektor | Che | 23jul07 | in red/blue/black c/s with small 'Aviatsionno-promyshlennaya kompaniya Vektor' titles; displayed during the "HeliRussia" exhibitions at the Crocus City IEC in Moscow 15may08 and 23may09; new CofR issued 30dec09; l/n operational near Yekaterinburg 19aug12; still current on register oct18; preserved on the premises of the MOOShI s PLP im. A.I. Pokryshkina Aviation Cadet School at Monino (55.83757, 38.19037), seen nov18 |
| 5410516 018 | not known | Mi-2 | Soviet Air Force | mfd | 03feb88 | |
| | RA-23710 | Mi-2 | 2nd Kazan Avn Ent. | rgd | 18sep96 | f/n Kazan-Two in mid-1996; leased to Tsirkon 24mar97/24mar02; l/n Engels 06aug07; w/o 02may09 on an ambulance flight from the RKB (Republican Clinical Hospital of Tatarstan) at Kazan to Mamadysh when one engine failed shortly after take-off and the helicopter crash-landed in wasteland some 700 metres from the hospital, caught fire and burnt out, both pilots and the sole passenger (a doctor) injured |
| 5410517 018 | not known | Mi-2 | Soviet Air Force | mfd | 19feb88 | opb UVVAUL |
| | RA-14325(2) | Mi-2 | 2nd Kazan Avn Ent. | rgd | 28feb96 | f/n Kazan-Two 15aug01, no titles; l/n as such Kazan-Two 25jun02; seen without tail-boom, so without registration on overhaul in MARZ ROSTO 26aug02; repainted in white c/s with blue cheatline, f/n as such KZN 11aug03; new CofR issued 26may04; seen with titles in 356 ARZ at Engels 23apr07; l/n KZN 24aug09; l/n IJK 23sep11, active; the tailboomm was seen in bare metal in MARZ DOSAAF at Fedurnovo (Chornoye) 24jul19; see c/n 548311083 |
| 5410518 028 | not known | Mi-2 | Soviet Air Force | mfd | 05feb88 | |

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|---|---|---|---|---|---|---|
| | RA-15667(2) | Mi-2 | Kodaavia | rgd | 19sep96 | seen in bare metal in MARZ ROSTO at Fedurnovo (Chornoye) 26aug02; canx 18apr03; see c/n 530520097 |
| | 15667(2) | Mi-2 | Rostvertol | rgd | unknown | on the Russian experimental aviation register; in blue/white/silver c/s with titles; f/n 2004; l/n Rostov-na-Donu-Severny 01jul14 |
| 5410519 028 | not known | Mi-2U | Soviet Air Force | mfd | 09feb88 | also given as 19feb88 |
| | RA-15668(2) | Mi-2 | Kodaavia | rgd | 19sep96 | in blue/yellow c/s, no titles; f/n Tyumen-Plekhanovo 26aug03; canx 26mar04; l/n ROV 28jun06; in a technical inspection document 20may08 as Dontransavia; see c/n 530519097 |
| | RA-15668(2) | Mi-2 | Simargl | rgd | 20feb09 | in orange c/s with white and green trim, with titles; CofA expired 19jan10; excluded from the operator's certificate 24feb10; offered for sale by Ruslan Panzhokov 28apr14/21oct14 with t/t 1,503 hours; |
| | RA-15668(2) | Mi-2 | privately owned | rgd | 30may16 | new CofR issued 16aug16; in white/light grey c/s with blue top of fuselage, no titles; f/n Magadan-13 kilometre 02nov21, active; still present Magadan-13 kilometre 27mar24 in operational condition |
| 5210520 028 | CCCP-14179 | Mi-2 | AFL/Georgia | rgd | 15jul88 | |
| | 4L-14179 | Mi-2 | AISI | TBS | mar96 | l/n Cairo-Embaba 25mar98 |
| 5410521 028 | CCCP-14180 | Mi-2 | AFL/Kazakhstan-UKK | mfd | 19feb88 | |
| | UN-14180 | Mi-2 | Kazakhstan aue zh. | UKK | 25may94 | still in full Aeroflot c/s; based at Oskemen |
| | UN-14180 | Mi-2 | Euro-Asia Air | trf | 09jul97 | with 5,182 hours left |
| | UN-14180 | Mi-2 | AP VKO | toc | 04feb04 | AP VKO is the abbreviation for 'Aviation Enterprise of the Eastern Kazakhstan Region'; in orange c/s with blue cheatline and trim; seen 08sep06 |
| | UP-MI201 | Mi-2 | AP VKO | rgd | 21feb08 | was due for disease control checks according to documents dated 28nov13 and 10dec14 |
| 5410522 028 | CCCP-14181 | Mi-2 | AFL/Kazakhstan | mfd | feb88 | rgd 01apr88; f/n AKX 25apr93 |
| | UN-14181 | Mi-2 | ARZ No. 306 | rgd | unknown | dbr 04aug95 on a positioning flight when landed at a site near Goluboi Fakel (Dombarovski district of the Orenburg region) and rolled over onto its side due to pilot error, suffering substantial damage, both crew escaped unhurt |
| 5410523 028 | CCCP-14182 | Mi-2 | AFL/Ukraine | rgd | 14jun88 | f/n UKK 22apr93 |
| | UR-14182 | Mi-2 | Universal-avia | UMY | 21may98 | based at Sumy; canx 13aug08 |
| 5410524 028 | CCCP-14183 | Mi-2 | AFL/Ukraine | rgd | 14sep88 | |
| | UR-14183 | Mi-2 | Universal-avia | UMY | 21may98 | c/n checked (but registration reported as UR-14163); handed over by Universal-Avia of Kiev to ViAZ at Vinnytsya for overhaul 04apr07 |
| 5410525 028 | CCCP-14184 | Mi-2 | AFL/Central Region | mfd | 02mar88 | rgd 26apr88; trf to Ryazanaviatrans 31dec93; seen Ryazan-Turlatovo 28aug03, hangared in poor condition |
| | RA-14184 | Mi-2 | A.F. Ivanchei | rgd | 28jul06 | in blue/white/grey c/s with blue/white/red cheatline, no titles; f/n in MARZ ROSTO at Fedurnovo (Chornoye) 03jul06 |
| | RA-14184 | Mi-2 | Kamchatskiye Avia. | lsd | 30jan07 | Kamchatskiye Avialinii; in blue/white/light grey c/s with red cheatline, no titles; f/n PKC 28aug11 |
| 5410526 028 | CCCP-14185 | Mi-2 | AFL/Central Region | mfd | 29feb88 | rgd 14jun88; opb Kostromskoi OAO |
| | RA-14185 | Mi-2 | Kostroma Avn Ent. | trf | 17may94 | initially in medium blue/dark blue c/s with red trim and full titles; stored with MARZ ROSTO at Fedurnovo (Chornoye), seen aug03 and again sep10; new CofR issued 27apr06; last overhaul completed 10dec19; repainted in white c/s with black belly and trim; f/n as such KMW 06apr22; w/o 08nov22 on an ambulance flight from Sharya to Kostroma when descended too early on approach to Kostroma-Sokerkino in poor weather (low clouds and rain) at dusk, collided with tree tops, crashed in a forest near Shchetnikovo (at N57°48'41" E41°02'11", 1,875 metres north-east of the airport) and came to rest on its left side, 1 of the 5 occupants (the patient) was killed while both pilots and both paramedics were seriously injured (one of the pilots succumbed to his injuries 06feb23); t/t 6,767 hours |
| 5410527 028 | CCCP-14186 | Mi-2 | AFL/Krasnoyarsk | mfd | 27feb88 | rgd 03jun88 |
| | RA-14186 | Mi-2 | Aeroflot | ABA | 13jul93 | trf to Khakasiya 25nov93; rgd 26aug04 to Nordinvest |
| | RA-14186 | Mi-2 | Nord-Avia | VLE | 16jun07 | company based at Norilsk; in blue c/s, no titles; l/n VLE 21jul07 |
| 5410528 028 | CCCP-14187 | Mi-2 | AFL/Krasnoyarsk | mfd | 26feb88 | rgd 03jun88 |
| | RA-14187 | Mi-2 | Khakasiya | trf | 25nov93 | seen stripped of paint in MARZ ROSTO at Fedurnovo (Chornoye) 20apr06 |
| | RF-00343 | Mi-2R | ROSTO | Iko | 29aug07 | tie-up correct ?, see above and below; in light blue/white/light blue c/s, no titles; l/n Irkutsk-Oyok 26jun11, active |
| | RA-14187 | Mi-2 | not known | Iko | 29mar14 | reported by Russianplanes for Khakasia; not on register by aug10; in white/light blue/black c/s, titles covered by tarpaulin; l/n Irkutsk-Oyok 11jun16, titles still covered by tarpaulin; new CofR issued 11dec18; seen active in MARZ DOSAAF at Fedurnovo (Chornoye) 22feb22 in orange/grey c/s no titles |
| 5410529 028 | CCCP-14188 | Mi-2 | AFL/North Kavkaz | mfd | 02mar88 | rgd 11may88 |
| | RA-14188 | Mi-2 | Elbrus-Avia | trf | 30mar94 | leased to Simargl from 05may04; rgd 12aug04 to the Russian Federation; CofR returned 16may06 due to the end of the lease; CofA expired 22may06; sold to P.G. Malkin 24sep10 |
| | RA-14188 | Mi-2 | not known | rgd | 18jan16 | new CofR issued 24jan19 |
| 5410530 028 | CCCP-14189 | Mi-2 | AFL/North Kavkaz | mfd | 02mar88 | rgd 11may88 |
| | RA-14189 | Mi-2 | Elbrus-Avia | trf | 30mar94 | leased to Simargl 05may04; rgd 23jul04 to the Russian Federation; opb Simargl; CofA expired 06may08, but current on register by aug10; offered for sale by Jupiter Consulting 06aug10 and sold to P.G. Malkin 24sep10 |
| | RA-14189 | Mi-2 | Sokol | rgd | unknown | in a Russian CAA listing 15oct13; in white/light grey c/s with black/orange/black cheatline, no titles; slightly damaged 16jul15 on take-off from a site on the shore of lake Kurilskoye when the main rotor hit trees, the pilot (the sole occupant) escaped unhurt |
| 5310531 038 | CCCP-14190 | Mi-2 | AFL/Far East | rgd | 30sep88 | |
| | RA-14190 | Mi-2 | Aeroflot | UUS | 07jul94 | trf 26may94 to Sakhalin Air Transport; canx 17jul95 |
| 5310532 038 | CCCP-14191 | Mi-2 | AFL/Far East | rgd | 31may88 | |
| | RA-14191 | Mi-2 | Aeroflot | Khm | 12may95 | trf 12jan94 to Vostok Air; dbr 11oct98 when rolled over on a forced landing; canx 23apr99 |
| 5310533 038 | CCCP-14192 | Mi-2 | AFL/Far East | mfd | 25mar88 | rgd 23may88; trf 01sep94 to Nikolayevsk-na-Amure Airlines; canx 14apr01 |
| 5310534 038 | CCCP-14193 | Mi-2 | AFL/Komi | mfd | 28mar88 | rgd 21apr88; trf 25apr95 to Komiavia |
| | RA-14193 | Mi-2 | | Che | 26aug02 | rgd 23apr03 to KomiAviaTrans |
| | RA-14193 | Mi-2 | KomiAviaTrans | rgd | 23apr03 | f/n USK 25jul11; l/n PEX 29jul13 |
| 5310535 038 | CCCP-14194 | Mi-2 | AFL/Komi | mfd | 28mar88 | rgd 16apr88 |
| | RA-14194 | Mi-2 | Komiavia | trf | 25apr95 | in orange c/s with blue cheatline and trim, no titles; CofA expired 29sep97; on register by aug10 as non-airworthy, still with the rgd 16apr88; sat wfu at PEX, seen jul13 |
| 5310536 038 | CCCP-14195 | Mi-2 | AFL/Komi | mfd | 26mar88 | rgd 16apr88 |
| | RA-14195 | Mi-2 | Komiavia | trf | 25apr95 | |
| | RA-14195 | Mi-2 | SibAviaTrade | rgd | 27nov02 | leased to Krasnoyarskavia 25feb03/30sep04; new CofR issued 25may06; dbr 20sep08 on landing at the 75 km helipad near Sredni Vasyugan (Tomsk region) when suffered multiple bird strikes at a height of 5 metres, crash-landed and rolled over onto its left side; new CofR issued 10nov14; canx 04jun19 |
| 5310537 038 | CCCP-14061 | Mi-2 | AFL/Komi | mfd | 25mar88 | rgd 04jul88; trf 25apr95 to Komiavia |
| 5210538 038 | SP-STB | Mi-2 | Aeropol | rgd | 07apr88 | canx 17dec96 as wfu Warsaw-Bemowo |
| 5210539 038 | SP-STC | Mi-2 | Aeropol | rgd | 07apr88 | |
| | SP-FSV | Mi-2 | White Eagle | r/r | 12jun96 | owner changed to F.ART on unknown date; in dark blue/white c/s, no titles; f/n Warsaw-Bemowo 21aug97; l/n POZ 20sep04; canx 27sep05, still owned by F.ART; offered for sale on e-bay, quoted as last overhaul sep07, last flight oct07, located at Pula (Italy); stored at BZY, c/n 5210539038 and both registrations SP-FSV and SP-STC visible on the tailboom, in the same dark blue/white c/s (same c/s on pod and tailboom), l/n 19sep10 |
| | HL9623 | Mi-2 | Star Aerospace | rgd | 11feb16 | canx 16sep20 as 'dismantled'; seen Yeongdeok (off airport) 13aug22 |
| 5210540 038 | SP-SGH | Mi-2R | ZEUS/Heliseco | rgd | 10apr88 | l/n Swidnik aug98/jul00 stored; canx 05dec00; sold oct00 to WISTAL scrap company |
| 5410541 038 | CCCP-14062 | Mi-2 | AFL/Far East | mfd | 29mar88 | rgd 14jun88 |
| | RA-14062 | Mi-2 | Amuravia | trf | 08dec94 | still in full Aeroflot c/s including titles; l/n as such BQS 20apr97 |
| | RA-14062 | Mi-2 | BlagoveshchenskAE | rgd | 26jan98 | BlagoveshchenskAvia; CofA expired 30oct98, but still current on register by aug10 |
| | RF-01234 | Mi-2 | ROSTO Khabarovsk | Nog | 29sep08 | in orange/green c/s, no titles; stored with MARZ DOSAAF at Fedurnovo (Chornoye), seen aug10/aug12 |
| | RA-14062 | Mi-2 | no titles | Che | 01jun14 | in white/blue/black c/s with orange trim; l/n Pervouralsk 07jul19 |
| | RA-14062 | Mi-2 | Aeroural | ph. | 13sep21 | in the Sverdlovsk region; in blue c/s with white forward fuselage, with titles; new CofR issued 18may23 |
| 5410542 038 | CCCP-14063 | Mi-2 | AFL/Komi | mfd | 29mar88 | rgd 14jun88 |
| | RA-14063 | Mi-2 | Komiavia | trf | 22feb94 | f/n SCW 10jun94, in Aeroflot c/s and titles; mentioned in technical inspection document 08aug08 |
| | RA-14063 | Mi-2 | KomiAviaTrans | UCT | 27may10 | in white/light grey c/s with blue/green cheatline, with titles; l/n PEX 16jul17 |
| 5410543 038 | CCCP-14064 | Mi-2 | AFL/Komi | mfd | 30mar88 | rgd 24jun88; opb 3 LO Syktyvkarskogo OAO; w/o 26aug88 on the leg from Ust'-Kulom to Syktyvkar of an ambulance flight from Ust'-Nera to Syktyvkar at night when encountered below-minima weather conditions (poor visibility and rain) and the pilot did not cope with the situation so that the helicopter lost height, crashed in a forest 18 km west of Martity (Kortkeros district of the Komi Autonomous Republic), caught fire and burnt out, both crew killed; t/t 284 hours and 525 cycles; canx 09mar89 |
| 5210544 038 | CCCP-14065 | Mi-2 | AFL/Georgia | rgd | 15jul88 | canx as to Georgia |
| | 4L-14065 | Mi-2 | AISI | TBS | 12aug19 | no titles |
| 5210545 038 | CCCP-14066 | Mi-2 | AFL/West Siberia | mfd | 30mar88 | rgd 21jun88; l/n Novosibirsk-Severny 01jul92 |
| | RA-14066 | Mi-2 | Novosibirsk AE | trf | 11mar94 | canx 05mar02 |
| | RF-00158 | Mi-2 | Weltall-avia | Ovn | 25feb08 | in blue/yellow/black c/s, no titles; last overhaul completed 03jul03; l/n Novosibirsk-Severny 11jul09; offered for sale by Avia Tsentr 16nov11 with t/t 6,141 hours |
| | RF-00072 | Mi-2 | no titles | OMS | 10jul14 | in faded blue/yellow/black c/s |
| 5210546 048 | CCCP-14067 | Mi-2 | AFL/West Siberia | mfd | 25apr88 | also given as 09apr88; rgd 09aug88 |
| | RA-14067 | Mi-2 | Altai Airlines | trf | 04apr94 | |
| | RA-14067 | Mi-2 | Aeroflot c/s, n/t | BAX | 24jul00 | l/n in MARZ ROSTO at Fedurnovo (Chornoye) 15aug03 |
| | RA-14067 | Mi-2 | Tulpar Air | rgd | 29apr08 | in red/yellow/black c/s, with titles; f/n GOJ aug09; l/n KZN 17aug12; new CofR issued 30jan18 |
| | RA-14067 | Mi-2 | not known | rgd | 30jan18 | in white with blue trim and a logo on the engine cowling (Kazan Aviation Enterprise ?); f/n GOJ nov21; l/n IJK 14aug23 |
| 5210547 038 | CCCP-14068 | Mi-2 | AFL/West Siberia | mfd | 25apr88 | rgd 28dec88 |
| | RA-14068 | Mi-2 | Aerokuznetsk | trf | 31mar94 | in the dec99 fleet list as scrapped, but see below |
| | RA-2655K | Mi-2 | Mikhail Kazachkov | rgd | 27feb03 | Mikhail Yu. Kazachkov; based at Myachkovo; included in a listing of FLA aircraft dated 13aug04, see the dates below |
| | FLARF02655 | Mi-2 | Mikhail Kazachkov | Mya | 20jul03 | registration painted on as 'FLA RF 02655'; in black c/s with the large inscription 'HOPLITE'; l/n Myachkovo 22aug03; c/n checked as 5210547038 |
| | RA-14068 | Mi-2 | Aerogeo | rgd | 12jul11 | in orange c/s with blue cheatline and trim; already f/n 25jun11, flying; l/n KJA 18aug12; new CofR issued 22apr22 |
| 5210548 048 | CCCP-14069 | Mi-2 | AFL/West Siberia | mfd | 25apr88 | rgd 24jun88; trf 31mar94 to Aerokuznetsk; in dec99 fleet list as scrapped but see below |
| | RA-2910K | Mi-2 | privately owned | rgd | 06aug01 | based at Myachkovo; included in a listing of FLA aircraft dated 13aug04, see the dates below |

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| | FLARF02910 | Mi-2 | privately owned | Mya | 28mar02 | registration painted on as '02910 FLA RF'; in red c/s with white cheatline and trim, no titles; named 'Egorius' (in Latin script); l/n Myachkovo 19aug02 |
| 5210549 048 | CCCP-14070 | Mi-2 | AFL/Azerbaijan | rgd | 14sep88 | opb Zabratski OAO; canx as to Azerbaijan, but date unknown |
| | 4K-14070 | Mi-2 | Azalaero | no | reports | presence of prefix not confirmed; w/o 27nov92 on a reconnaissance flight at low height in the Agdam district on behalf of the Azerbaijani MoD when collided at a height of some 80-90 metres with a high-voltage power-line near Salakhly/Salahli while flying against the sun, crashed, caught fire and burnt out, the pilot was injured and all 3 passengers were killed |
| 5210550 048 | CCCP-14071 | Mi-2 | AFL/Azerbaijan | rgd | 21jun88 | opb Zabratski OAO; canx as to Azerbaijan, but date unknown |
| | 4K-14071 | Mi-2 | Azalaero | ZXT | 13apr94 | in basic Aeroflot c/s, no titles; l/n ZXT 17may96; current on Azerbaijani register 22nov05, with the remark 'to be deregistered'; sat wfu in MARZ ROSTO at Fedurnovo (Chornoye), seen aug10/jul19 |
| 5410601 048 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RF-15306 | Mi-2 | Russian Air Force | VOG | 14apr10 | on delivery from Rostvertol; also carried code "08" blue; opb the Central Sports Club (TsSK) of the Air Force; in white/blue c/s, no titles and no Red Stars; l/n Borki 11aug13; seen in bare metal in MARZ DOSAAF at Fedurnovo (Chornoye) 24jul19; seen active in 2021 |
| 5410602 048 | not known | Mi-2 | DOSAAF | mfd | 1988 | |
| | RF-00892 | Mi-2 | ROSTO Moscow | DRS | 02aug02 | l/n 12aug02 at the World Helicopter Championships at Aigen im Ennstal (Austria) |
| | "06" blue | Mi-2 | Russian Air Force | no | reports | opb Central Sports Club (TsSK) of the Air Force; in white/blue c/s with 'TsSK VVS' titles, no Red Stars |
| | RF-00261 | Mi-2 | Russian Air Force | ph. | 17aug05 | at Rouen-Boos; opb Central Sports Club (TsSK) of the Air Force; in white/blue c/s with 'TsSK VVS' titles, no Red Stars; former code "06" covered in logo; l/n Samara-Kryazh 05dec08; registration also used on a Yak-52 |
| | RF-15310 | Mi-2 | Russian Air Force | ph. | 21jun09 | also carried code "06" blue; opb Central Sports Club (TsSK) of the Air Force; in white/blue c/s with 'TsSK VVS' titles, no Red Stars; l/n Syzran-Troyekurovka 29may10 |
| 5410603 048 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RF-15308 | Mi-2 | Russian Air Force | VOG | 14apr10 | on delivery from Rostvertol; also carried code "03" blue; opb Central Sports Club (TsSK) of the Air Force; in white/blue c/s, no titles and no Red Stars; l/n Konakovo 21jul23, active |
| 5410604 048 | not known | Mi-2U | DOSAAF | mfd | 1988 | |
| | RF-00891 | Mi-2U | ROSTO Moscow | DRS | 02aug02 | l/n 12aug02 at the World Helicopter Championships at Aigen im Ennstal (Austria) |
| | "07" blue | Mi-2U | Russian Air Force | Syt | 28may05 | opb Central Sports Club (TsSK) of the Air Force; in white/blue c/s with 'TsSK VVS' titles, no Red Stars; l/n Tver-Zmeyovo 27jul08 |
| | RF-15309 | Mi-2U | Russian Air Force | Sso | 21jun09 | also carried code "07" blue; opb Central Sports Club (TsSK) of the Air Force; in white/blue c/s, no Red Stars; l/n with 'TsSK VVS' titles Saratov-Sokol 29may10; f/n without titles Drakino 23aug12; l/n without titles Saratov-Dubki 05jun16; f/n with 'TsSKA' titles ULY aug16; received the code "10" blue; f/n as such Konakovo 22jul23 |
| 5410605 048 | not known | Mi-2 | Soviet Air Force | mfd | 29apr88 | possibly DOSAAF |
| | RA-23707 | Mi-2 | Konvers Avia | trf | 19jul95 | in orange c/s with blue cheatline and trim, with titles; f/n Tver-Zmeyovo 19may99; rgd 11oct02 to NPO "Vzlyot"; seen KGP 30apr19; severely damaged 04dec23 on an oil pipeline patrol flight in the Stavropol region when made a forced landing in wasteland near Nezlobnaya and rolled over onto its right side, the pilot and the sole passenger escaped unhurt |
| 5410606 048 | not known | Mi-2 | Soviet Air Force | mfd | 29apr88 | the operator may have been DOSAAF instead |
| | RA-23706 | Mi-2 | Konvers Avia | trf | 19jul95 | f/n Tver-Zmeyovo aug00 |
| | RA-23706 | Mi-2 | NPO "Vzlyot" | rgd | 20feb03 | |
| | RA-23706 | Mi-2 | Konvers Avia | rgd | 27jan09 | owned already from 22nov05; in orange c/s with blue cheatline and trim; severely damaged 03jun10 on a pipeline patrol flight from Volkhov-Gostinopolye when struck a power-line while landing at the "101 km" helipad near Rekinichi (33.6 km south-south-west of Lodeinoye Polye, St Petersburg region), crash-landed in a field and rolled over onto its right side, the tailboom broke off, both pilots were injured while the sole passenger escaped unhurt; repaired; f/n active again in MARZ DOSAAF at Fedurnovo (Chornoye) 16sep14; new CofR issued 27jun19; l/n KGP 03sep19 |
| 5410607 048 | not known | Mi-2 | Soviet Air Force | mfd | 29apr88 | |
| | RA-23705 | Mi-2 | Konvers Avia | trf | 19jul95 | repainted in blue/white, no titles; l/n as such Tver-Zmeyovo aug00; rgd 28feb03 to NPO "Vzlyot"; rgd 19jun08 to Konvers Avia; repainted in orange c/s with blue cheatline and trim, with titles; f/n as such Tver-Zmeyovo jul11; l/n KGP 11sep15; new CofR issued 27jun19 |
| 5410608 048 | not known | Mi-2 | DOSAAF | mfd | 05jun88 | |
| | RA-15672(2) | Mi-2 | V.G. Izyumnikov | rgd | 18dec96 | opb Donskaya transportnaya aviakompaniya; CofA expired 06feb98; current on register aug10 as sold to SPK "Kazminski", but see below; canx before dec10; see c/n 530524097 |
| | RA-2814K | Mi-2 | not known | no | reports | sold by Torgovy Dom "NAPO" to Selkhozaviatsiya Yeisk 14sep04, handed over 17sep04 |
| 5410609 048 | not known | Mi-2 | Soviet Air Force | mfd | 06may88 | |
| | RA-15687(2) | Mi-2 | Konvers Avia | rgd | 18sep97 | in orange c/s with blue cheatline and trim; f/n Tver-Zmeyovo aug00; new CofR issued 27jan09; seen on board of the ice-breaker "50 Let Pobedy" in the Arctic 15aug15; a tailboom with this registration was seen dumped at Tver-Zmeyovo apr17; seen over St. Petersburg may18; new CofR issued 27jun19; see c/n 510547127; l/n Tver-Zmeyovo 14nov19 |
| 5410610 048 | not known | Mi-2 | DOSAAF | no | reports | |
| | 'RA-44501' | Mi-2 | DOSAAF | MST | 19jun99 | was preserved in these fake colours at Stadtlohn-Vreden airfield (N51.996794 E6.843156), c/n checked, seen oct04/sep06; fate unknown |
| 5410611 058 | not known | Mi-2 | Soviet Air Force | mfd | 25may88 | |
| | RA-23708 | Mi-2 | Donskaya Tr.Aviak. | trf | 27mar96 | Donskaya transportnaya aviakompaniya; f/n in Rostov-na-Donu military plant 10aug99, c/s not reported; rgd 16apr02 to K.A. Tyshlangov |
| | RA-23708 | Mi-2 | Aviapankh | RZN | 25aug03 | leased to Shaktinski ARZ 05jan04/05jan05 |
| | RA-23708 | Mi-2 | Shakhtinski ARZ | Sht | 06sep06 | all-green ex-military c/s, no titles; mentioned in technical inspection document 31may07 |
| | RA-23708 | Mi-2 | Yugavia | | | mentioned in a technical inspection document 18jan08 |
| 5410612 058 | not known | Mi-2 | Soviet Air Force | mfd | 25may88 | |
| | RA-15661(2) | Mi-2 | Uraiavia | rgd | 19aug96 | to Aviatest NAPO; dbr 07sep01 on a flight from Kogalym when the right engine failed (due to fatigue) shortly after take-off, the helicopter crash-landed close to the helipad due to pilot error, rolled over onto its right side and caught fire, the pilot escaped; see c/n 520511087 |
| 5410613 058 | not known | Mi-2 | Soviet Air Force | mfd | 17may88 | |
| | RA-15674(2) | Mi-2 | Aviatest | rgd | 16jan97 | see c/n 530526107 |
| | RA-15674(2) | Mi-2 | Aviapankh | RZN | 12aug05 | mentioned in technical inspection document 03aug07 |
| 5410614 058 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-15675(2) | Mi-2 | Aviatest | rgd | 16jan97 | and again 28jan00; leased to AviaPANKh 17jan/24apr04; see c/n 530527107 |
| | RA-15675(2) | Mi-2 | Aviapankh | Che | 03jul06 | in black/white/blue/red c/s; stored with MARZ ROSTO at Fedurnovo (Chornoye), seen jul06; stored at Ryazan-Protasovo, seen jul13; stored again with MARZ DOSAAF, seen jul17 |
| | RA-15675(2) | Mi-2 | Aviatest | | | new operator from 03jun10, see above |
| 5410615 058 | not known | Mi-2 | Soviet Air Force | mfd | 1988 | or DOSAAF |
| | UN-01918 | Mi-2 | Tyan-Shan | | | reported in JP-05 |
| | UP-MI211 | Mi-2 | Tyan-Shan | BXJ | 02may15 | in yellow/black c/s, no titles; used for forest patrol flights from the base Almaty-Baiserke; l/n Almaty-Baiserke 02jun18 |
| 5210616 058 | CCCP-14072 | Mi-2 | AFL/Azerbaijan | rgd | 07mar89 | opb Zabratski OAO; canx as to Azerbaijan, but date unknown |
| | 4K-14072 | Mi-2 | Azalaero | ZXT | 13apr94 | |
| | no reg | Mi-2 | all-green c/s, n/t | ZXT | 17may96 | |
| | 4K-14072 | Mi-2 | no titles | ZXT | 13apr01 | sat wfu at ZXT, seen apr01/sep0; current on Azerbaijani register 22nov05 with the remark 'to be deregistered'; sat wfu in MARZ ROSTO at Fedurnovo (Chornoye), seen aug10/jul17 |
| 5210617 058 | CCCP-14073 | Mi-2 | AFL/Azerbaijan | rgd | 22dec88 | opb Zabratski OAO; canx as to Azerbaijan, but date unknown |
| | 4K-14073 | Mi-2 | Azerbaijan Al | ZXT | 13apr94 | l/n ZXT 17may96 |
| | 4K-14073 | Mi-2 | no titles | ZXT | 14apr01 | stored at ZXT, seen apr01/sep01; current on Azerbaijani register 22nov05 with the remark 'to be deregistered'; stored with MARZ ROSTO at Fedurnovo (Chornoye), seen aug10/13aug13 |
| | RA-15759(2) | Mi-2 | Ozernovski RKZ 55 | rgd | 05sep13 | to OOO Ursus; f/n Purga heliport 26jul15 in blue Aeroflot c/s, no titles; damaged 02sep16 on a flight from Izluchina to the river Shikova and back when the nose gear sank into the ground on landing at Izluchina helipad (N53°06'570" E156°52'554") and the helicopter rolled over onto its right side, the pilot escaped unhurt; canx between 04aug17 and 13sep17; see c/n 532536082 |
| 5210618 058 | CCCP-14074 | Mi-2 | AFL/Azerbaijan | rgd | 22dec88 | opb Zabratski OAO; canx as to Azerbaijan, but date unknown; fate unknown |
| 5210619 058 | CCCP-14075 | Mi-2 | AFL/East Siberia | mfd | 31may88 | rgd 09aug88; opb Ulan-Udenski AP of Baikalavia at Ulan-Ude by 1991; w/o 20oct91 on the leg from Nizhneangarsk to Nyusidek of a round flight from Nizhneangarsk in support of the North Baikal Sovkhoz (state farm) when entered clouds, deviated from the flight path, started to descend and crashed at a height of some 1,800 metres into the slope of a mountain (2,308 metres) 52 km north-east of Nizhneangarsk (at N56°11' E110°01'), pilot and sole passenger killed; t/t 1,494 hours and 1,744 cycles; wreck found only 04jun92 |
| 5210620 058 | CCCP-14076 | Mi-2 | AFL/East Siberia | mfd | 03jun88 | rgd 09aug88 |
| | RA-14076 | Mi-2 | Ulan-Ude Avn Ent. | rgd | 13dec93 | trf 28dec94; still in full Aeroflot c/s including titles; stored at UUD, seen 20apr97; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998 |
| | RA-14076 | Mi-2 | Bural | rgd | 08aug01 | CofA expired 15aug01, but still current on register aug10; the operator's certificate of Bural was revoked 07feb17 and the company was declared bankrupt 04mar19 |
| 5210621 058 | CCCP-14077 | Mi-2 | AFL/Belarus | rgd | 14sep88 | |
| | EW-14077 | Mi-2 | Aeroflot c/s, n/t | MHP | 13may96 | in fleet list of Bellesavia may05 |
| | EW-14077 | Mi-2 | MChS Belarusi | ph. | 05may08 | at Khozhevo; l/n Minsk Lipki 14jul21 active; |
| 5210622 058 | CCCP-14078 | Mi-2 | AFL/Belarus | rgd | 30sep88 | canx as to Belarus, but date unknown |
| | EW-14078 | Mi-2 | Bellesavia | | | reported in JP-05 |
| | 'EW-078' | Mi-2 | not reported | ph. | 24jul14 | in white c/s with 'Belarussian flag' cheatline; preserved on the premises of the Lyceum of MChS Belarusi near Gomel (N52.47315 E31.14962), seen jul14; offered for sale by the Belarussian property agency 24sep18 with t/t 8,462 hours; sat in poor condition at Oreshkovo, seen aug19 |
| | no reg | Mi-2 | PK im. Godovikova | ph. | jun20 | in white/dark blue c/s with curved red cheatline and a logo, no titles; still had '14078' on a plate in the cockpit; repaired, repainted, transported and reassembled by Tehclub spring 2020; used as a ground instructional airframe by GBPOU Politekhnicheski Kolledzh im. N.N. Godovikova at ul. Klara Tsetkin 23 in Moscow (N55.823508, E37.516049), seen jun20/apr21 |
| 5210623 058 | CCCP-14079 | Mi-2 | AFL/Belarus | rgd | 06may89 | canx as to Belarus but date unknown |
| | EW-14079 | Mi-2 | Bellesavia | VTB | 22mar06 | based at Pinsk-Galevo; in full c/s with additional 'MChS Belarusi' titles; l/n Lipki 29oct21 |
| 5210624 058 | CCCP-14080 | Mi-2 | AFL/North Kavkaz | rgd | 09aug88 | canx 24dec92 as to Turkey |

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| | TC-TIP | Mi-2 | Red Star Air Amb | rgd | 11jun93 | f/n SAW 15mar05, airworthy, full 'Red Star' c/s and titles; l/n IST 25mar06; offered for sale feb07 with t/t 2,495 hours |
| 5210625 058 | CCCP-14081 | Mi-2 | AFL/North Kavkaz | rgd | 25jul88 | |
| | RA-14081 | Mi-2 | Shakhty Avn Ent. | trf | 06jun95 | canx 10dec97 as to Mexico; the hulk without any markings sat on the premises of the "Zombie Adventure" paintball site at Colonia Heroes de 1910 near San Nicolas Totolapan (N19.246888 W99.243053), seen apr18 |
| 5210626 058 | CCCP-14082 | Mi-2 | AFL/North Kavkaz | mfd | 06aug88 | rgd 04oct88 |
| | RA-14082 | Mi-2 | Kubanaviausluga | trf | 22feb94 | rgd 02oct95 to the Russian Federation; CofA expired 30oct97 |
| | RA-14082 | Mi-2 | Kubanspetsavia | trf | 10nov98 | in orange c/s with blue cheatline and trim; Kubanspetsavia was declared bankrupt 31aug06; current on register aug10, but without valid CofR and CofA; stored at Krasnodar-Enem, seen may11; new CofR issued 23may17; canx 29jan19 |
| | ABH-005 | Mi-2 | MChS Abkhazii | SUI | 29oct20 | in full c/s |
| 5210627 068 | CCCP-14083 | Mi-2 | AFL/North Kavkaz | mfd | 23jun88 | rgd 04oct88 |
| | RA-14083 | Mi-2 | Kubanaviausluga | trf | 22feb94 | rgd 02oct95 to the Russian Federation |
| | RA-14083 | Mi-2 | Kubanspetsavia | trf | 10nov98 | Kubanspetsavia was declared bankrupt 31aug06; current on register aug10, but without valid CofR and CofA; canx between aug10 and dec10 |
| 5210628 068 | CCCP-14084 | Mi-2 | AFL/North Kavkaz | rgd | 04oct88 | |
| | RA-14084 | Mi-2 | Kubanaviausluga | trf | unknown | dbr 01aug95 on a crop-spraying flight near Aswan (Egypt) when the engine failed shortly after take-off, the helicopter made an auto-rotation landing in a field and rolled over onto its side, suffering substantial damage, the pilot escaped unhurt |
| 5310629 068 | CCCP-14085 | Mi-2 | AFL/Kazakhstan | rgd | 22dec89 | f/n AKX 14jul93; l/n AKX 25apr94; canx as to Kazakhstan, but date unknown |
| | UN-14085 | Mi-2 | Uniavia | | photo | no titles |
| | UP-MI206 | Mi-2 | Tyan-Shan | Alb | 20aug11 | Lyotny tsentr Tyan-Shan; in yellow/black c/s, no titles; offered for sale in non-airworthy condition in 2015, but could not be sold; c/n checked at Baiserke 09jul19, active by then |
| 5310630 068 | CCCP-14086 | Mi-2 | AFL/Kazakhstan | mfd | 16jun88 | rgd 19aug88; f/n AKX 25apr93, l/n AKX 14jul93 |
| | RA-14086 | Mi-2 | Barkol | rgd | 08jan98 | f/n BKA 16jun00; l/n BKA 14aug01; dbr 17oct02 on a flight from Yaroslavl-Tunoshna to Koromyslovo in support of "Baltneftyeprovod" when encountered below-minima weather conditions (low clouds and icing) near Koromyslovo so that the pilot decided to return to Tunoshna, but the right engine flamed out due to icing and the helicopter crash-landed near Yarkovo, pilot killed while both passengers escaped; canx 07aug03 |
| 5310631 068 | CCCP-14087 | Mi-2 | AFL/Far East | mfd | 28jun88 | rgd 20sep88 |
| | RA-14087 | Mi-2 | Amuravia | trf | 08dec94 | leased to Pilot 28jul00; not in 2000 fleet list |
| | RF-00503 | Mi-2 | privately owned | Noo | 2008 | owned by OOO "Ratimir" in 2006/08, opb Primorski ATSK at Novonezhino; in dark blue/bordeaux/silver c/s, no titles; not on DOSAAF register 20jan10; l/n Novonezhino jul10 |
| | no reg | Mi-2 | Vladimir A. Shirko | ph. | 23feb14 | in the same c/s as above, with the registration painted out; dbr 23feb14 during an engine test-run on the ground near house No. 7 at ul Zaozyornaya at Olon (Luchegorsk district of Primorye region) when rolled over onto its right side, a technician on the ground was killed while the technician in the cabin was slightly injured |
| 5310632 068 | CCCP-14088 | Mi-2 | AFL/Far East | mfd | 27jun88 | rgd 05dec88 |
| | RA-14088 | Mi-2 | Aeroflot | BQS | 20apr97 | trf to Amuravia 08dec94; not in Amuravia fleet list by 2000 |
| | RF-01077 | Mi-2 | ROSTO | Che | 25aug03 | in dark green c/s with light blue underside; stored with MARZ ROSTO at Fedurnovo (Chornoye), seen jul05/jul06 |
| | RA-14088 | Mi-2 | Zonalnoye | rgd | 30apr08 | to A.N. Luchnikov; in dark blue/light blue c/s, no titles; f/n UUS 18may09; l/n BQS 06jul12; trf to MostAvia in 2015 and seen Irkutsk-Oyok 14apr19 in same c/s still no titles |
| 5310633 068 | CCCP-14089 | Mi-2 | AFL/Komi | mfd | 28jun88 | rgd 14sep88 |
| | RA-14089 | Mi-2 | Aeroflot | SCW | 10jun94 | |
| | RA-14089 | Mi-2 | Komiavia | trf | 22feb94 | owned by Russian Federation; not in 1999 fleet list; reportedly sold to South Korea in 2003; canx before dec10 |
| 5410634 068 | not known | Mi-2 | DOSAAF | mfd | 30jun88 | |
| | RA-23715 | Mi-2 | Kubanaviausluga | rgd | 12may97 | |
| | RA-23715 | Mi-2 | Kubanspetsavia | trf | 10nov98 | CofA expired 10apr02; seen without rotors Ryazan-Turlatovo 28aug03, titles not reported; canx 20may04 |
| | RA-23715 | Mi-2 | V.A. Yeskov | rgd | 07dec09 | in olive drab/ochre camo c/s with light grey parts, no titles; did not have a valid CofA by aug10; canx between 13sep17 and 24oct17; seen Novonezhino 17sep22, in good condition |
| 5410635 068 | not known | Mi-2 | DOSAAF | mfd | 30jun88 | in dark green c/s with light grey underside, with titles |
| | RA-23709 | Mi-2 | Kubanaviausluga | rgd | 18mar96 | |
| | RA-23709 | Mi-2 | Kubanspetsavia | trf | 10nov98 | |
| | RA-23709 | Mi-2 | Aviatest | rgd | 28jan00 | in dark green c/s with light grey underside, still with 'DOSAAF' titles; seen in MARZ ROSTO at Fedurnovo (Chornoye) aug03/jul06; leased to Aviapankh 01mar04/01mar07; repainted in white/red/dark blue c/s, no titles; f/n as such Aramil-Uktus aug08 |
| | RA-23709 | Mi-2 | 2nd Sverdlovsk AE | rgd | 16apr09 | to Altynai-Avia; in white/red/dark blue c/s, no titles; seen Aramil-Uktus 2011; last overhaul completed 27feb12 |
| | RA-23709 | Mi-2 | Helix | Tsl | 16jul13 | in white/red/black c/s with 'Geliks' titles; l/n PEE 16oct14 |
| | RA-23709 | Mi-2 | Vektor | rgd | 11dec14 | to Uralski zavod stroitelnykh profilei; leased to Vektor 10mar15; in white/red/black c/s; severely damaged 21jun16 on take-off from the helipad of the SOKB No. 1 hospital at Yekaterinburg after an ambulance flight when the tail rotor touched the ground due to pilot error and the helicopter came to rest on its right side (at N56°48.513' E60°33.418'), the tailboom broke off, pilot slightly injured; t/t 3,193 hours; canx between 22mar18 and 25apr18 |
| 5410636 068 | not known | Mi-2 | DOSAAF | mfd | 30jun88 | |
| | RA-23716 | Mi-2 | Kubanaviausluga | rgd | 12may97 | |
| | RA-23716 | Mi-2 | Kubanspetsavia | trf | 10nov98 | seen without titles Myachkovo 20apr06; Kubanspetsavia was declared bankrupt 31aug06 |
| | RA-23716 | Mi-2 | Aviapankh | GOJ | 03apr08 | in white/black/mauve/blue c/s with titles; was initially leased from Kubansavialuga 15jun04/15jun07; l/n BKA 16aug09; excluded from the operator's certificate of Aviapankh 24sep09 |
| | RA-23716 | Mi-2 | Aviatest | rgd | 22sep09 | in white/black/mauve/blue c/s with titles; stored in MARZ DOSAAF at Fedurnovo (Chornoye) from 10sep12, l/n jul19; new CofR issued 16dec20 (to the same operator ?) |
| 5410637 068 | no code | Mi-2 | DOSAAF | mfd | jun88 | f/n PEE 23aug95 |
| | RA-23739 | Mi-2 | 2nd Perm Avn Ent. | rgd | 09jun97 | trf to Astra-Elektromash |
| | RA-23739 | Mi-2 | V.P. Maliyevski | rgd | 13mar03 | leased to Yug Avia 24dec03 |
| | RA-23739 | Mi-2 | Konvers Avia | Tve | 12aug06 | in basic 'blue' Aeroflot c/s, no titles; l/n in MARZ DOSAAF at Fedurnovo (Chornoye) jul09 |
| | RA-23739 | Mi-2 | Virazh | rgd | 29dec09 | in a Russian CAA listing 15oct13; CofA expired 11dec15; new CofR issued 06jun19 |
| 5410638 068 | no code | Mi-2 | DOSAAF | mfd | jun88 | f/n PEE 23aug95 |
| | RA-23740 | Mi-2 | Gazpromavia | rgd | 05nov97 | new CofR issued 01apr99; damaged 01dec03 when the right engine flamed out and the helicopter made an emergency landing on the ice of the Shirkalka river 36 km from Oktyabrskoye, but the ice broke and the helicopter sank, no casualties; repaired and repainted in dark blue/black/light blue c/s with small titles on the door; f/n active again GOJ mar09; new CofR issued 09jan13; l/n PEE 16aug14; CofA expired 30may17; canx 17dec20 |
| 5410639 068 | not known | Mi-2 | DOSAAF | mfd | 30jun88 | f/n PEE 23aug95, no code carried |
| | RA-23741 | Mi-2 | Gazpromavia | rgd | 05nov97 | new CofR issued 01apr99; in dark blue/black/light blue c/s, initially no titles; f/n PEE 14aug01; received small titles on the cockpit door; f/n as such PEE 22jun06; new CofR issued 14nov13; damaged 28mar16 while being parked at PEE when was hit by a trailer which had gone out of control, the tailbroom broke off, seen as such at PEE apr16/aug16; canx 17dec20 |
| 5410640 068 | not known | Mi-2 | DOSAAF | mfd | 30jun88 | |
| | RA-23742 | Mi-2 | Gazpromavia | rgd | 03sep97 | in dark blue/black/light blue c/s; f/n PEE 22jun06; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen aug08/jul17; new CofR issued 08apr11; canx 17dec20 |
| 5410641 078 | not known | Mi-2 | DOSAAF | no | reports | |
| | RA-23743 | Mi-2 | Gazpromavia | rgd | 03sep97 | in blue/black c/s; awaited rework in MARZ ROSTO at Fedurnovo (Chornoye), seen 20apr/03jul06; damaged 01sep08 on take-off from the "Urdoma KS-13" helipad when the left engine failed at an altitude of 20-25 metres, the helicopter force-landed on swampy ground and rolled over onto its left side, all 2 crew and 4 passengers escaped unhurt; seen derelict (without registration) in MARZ ROSTO at Fedurnovo (Chornoye) jun09/sep10 |
| 5410642 078 | not known | Mi-2 | DOSAAF | mfd | 29jul88 | |
| | RA-14279(2) | Mi-2 | ASK Flayt | rgd | 15jan97 | see c/n 548043023 |
| | RA-14279(2) | Mi-2 | PANKh | rgd | 05oct99 | to Kubanelektrosvyaz; leased to PANKh 14jul00/14jul03; on a photo with 'PANKh' titles; CofA expired 18sep02, but still current on register aug10 |
| | RA-14279(2) | Mi-2 | V.M. Kramarov | rgd | 12aug10 | |
| | RA-14279(2) | Mi-2 | Yacht Club "Rosa" | rgd | 18apr11 | initially in blue c/s with two low red stripes, no titles; l/n as such Drakino may12; repainted in stylish dark blue c/s with light blue belly and white, red and black trim, and the badge of 219 odrap on the cockpit door; named 'Aleks'; f/n as such Borki 11aug13; severely damaged 13nov14 on a flight from the helipad of the Yacht Club "Rosa" when lost height, crashed into the river Shosha near Novozavidovski (Konakovo district of the Tver region) and came to rest on its left side at a depth of 1.5 metres 400 metres from the banks, pilot and both passengers injured; the hulk was recovered from the river some hours later; repaired and repainted in yellow/black/silver c/s with blue trim, no titles; f/n as such Shevlino 13jun15 - although this may be another Mi-2 which took its identity; l/n Fedurnovo (Chornoye) 02sep17; canx between 24dec18 and 19feb19 |
| 5410643 078 | not known | Mi-2 | Soviet Air Force | mfd | 30jul88 | |
| | RA-23744 | Mi-2 | Helix | rgd | 25may95 | f/n PEE 23aug95 in ex Soviet Air Force c/s, no titles; seen PEE 14aug01 in orange/black/blue c/s, no titles; seen GOJ 29may06 in the same c/s with titles; l/n PEE apr12 active |
| 5410644 078 | not known | Mi-2 | Soviet Air Force | mfd | 30jul88 | |
| | RA-23745 | Mi-2 | Helix | rgd | 25may95 | initially in basic Soviet Air Force c/s, no titles; l/n as such PEE 23aug95; repainted in orange/black c/s with light blue underside, no titles; f/n as such PEE 14aug01; reported in an incident report at Perm-Bakharevka 21jan03; l/n PEE 16aug14 |
| 5410645 078 | not known | Mi-2 | Soviet Air Force | mfd | 29jul88 | also given as 25jul88 |
| | RA-23729(1) | Mi-2 | Kodavia | trf | 29aug95 | registration seen REN 28aug04, but c/n not checked and titles not reported; wfu in MARZ ROSTO at Fedurnovo (Chornoye), l/n 03jul05/20apr06; see c/n 549623026 |
| | RA-23729(1) | Mi-2 | Orenburg Airlines | Che | 03jul06 | in MARZ ROSTO at Fedurnovo (Chornoye); rgd 07aug07 to the Russian Federation; CofA expired 22dec08; excluded from the operator's certificate 26dec08; l/n in MARZ DOSAAF sep10, with titles |

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| | RA-23729(1) | Mi-2 | Orenburzhye | CEK | 10sep11 | in white/blue c/s, no tites; new CofR issued 20dec12; l/n CEK 22nov16; CofA expired 25mar18; canx 08apr19 as sold abroad |
| | UP-MI229 | Mi-2 | not known | rgd | unknown | c/n given by the Civil Aviation Administration of Kazakhstan |
| 5410646 078 | not known | Mi-2 | Soviet Air Force | mfd | 30jul88 | |
| | CCCP-14334 | Mi-2 | Aeroflot ? | | | reportedly damaged in a tailwind landing at Poltava 02apr91 |
| | RA-14334 | Mi-2 | Kubanaviausluga | rgd | 18jan96 | |
| | RA-14334 | Mi-2 | Kubanspetsavia | trf | 10nov98 | |
| | RA-14334 | Mi-2 | Aviapankh | BKA | 29jun03 | in white/pink/blue c/s; l/n BKA 21sep08; CofA expired 20jan09 |
| | RA-14334 | Mi-2 | Aviatest | rgd | 03jun10 | did not have a valid CofA by aug10 |
| 5410647 078 | not known | Mi-2 | Soviet Air Force | mfd | 25jul88 | |
| | RA-23730 | Mi-2 | Kodavia | trf | 29aug95 | |
| | RA-23730 | Mi-2 | Orenburg Airlines | rgd | 13feb02 | no titles; seen in MARZ ROSTO at Fedurnovo (Chornoye) jul05/apr06; rgd 07aug07 to the Russian Federation; new CofR issued 20dec12; canx between 16oct18 and 23nov18 |
| | UP-MI230 | Mi-2 | privately owned | Alb | 28mar24 | in yellow/black c/s, no titles; l/n Almaty-Baiserke 25may24 |
| 5410648 078 | not known | Mi-2 | Soviet Air Force | mfd | 25jul88 | also given as 30jul88; the operator may also have been DOSAAF |
| | RA-23731 | Mi-2 | KodaAvia | rgd | 29aug95 | |
| | RA-23731 | Mi-2 | Ilin | rgd | 10sep03 | CofA expired 18jul09, but still current on register aug10; offered for sale 24mar11, but could not be sold; Ilin was declared bankrupt 05may14; again offered for sale 02oct14, but again could not be sold |
| | RA-23731 | Mi-2 | privately owned | rgd | 31mar15 | bought 27feb15; in light blue c/s with black top of the tailboom, white and red trim and green belly, initially still with the 'Ilin' logo; the tailboom was damaged on landing on a frozen lake in Siberia, details unknown (shown on the UK Channel 4 TV programme "Flying to the Ends of the Earth" 31jul16); CofA expired 15feb20; dbr 04oct20 (local time, according to Moscow time still 03oct20) on the leg from a hunter's hut 50 km south-east of Srednekolymsk to a site 63 km south-east of Srednekolymsk (N67°07'17.60" E154°51'57.10") of an unauthorised round flight from Srednekolymsk-Yuzhnaya when created a snow-whirl while hovering above the snow-covered site so that the pilot (the owner) lost spatial orientation and the helicopter came down hard and rolled over onto its right side, the pilot and the sole passenger (an aviation mechanic) escaped unhurt; the t/t of the helicopter could not be established |
| 5210649 078 | CCCP-14090 | Mi-2 | AFL/Ukraine | rgd | 16dec88 | |
| | UR-14090 | Mi-2 | Avialini. Ukrayiny | SIP | 15sep96 | opb Universal-avia Simferopol |
| | UR-14090 | Mi-2 | Universal-avia | no | reports | based at Simferopol; canx 13aug08 |
| 5210650 078 | CCCP-14091 | Mi-2 | AFL/Ukraine | rgd | 22dec88 | |
| | UR-14091 | Mi-2 | Avialini. Ukrayiny | SIP | 15sep96 | |
| | UR-14091 | Mi-2 | Universal-avia | no | reports | based at Simferopol; canx 03feb10 |
| 5210701 078 | CCCP-14092 | Mi-2 | AFL/Leningrad | rgd | 31oct88 | f/n RVH 17apr92 |
| | RA-14092 | Mi-2 | Aeroflot/GAI | RVH | 11sep93 | canx 08dec95; sat wfu at RVH, seen 08dec98 |
| | no reg | Mi-2 | UkkoHalla | ph. | 07aug20 | in red c/s; preserved at a petrol station at Isoniemmi, seen aug20 |
| 5210702 078 | CCCP-14093 | Mi-2 | AFL/Leningrad | rgd | 22dec88 | |
| | RA-14093 | Mi-2 | Aeroflot | MMK | 19jun95 | see next line |
| | RA-14093 | Mi-2 | Murmansk Avia | trf | 22nov94 | f/n MMK 17jun98, titles not reported; based on the icebreaker "Rossiya" by mar99; w/o 08mar99 on an ice reconnaissance flight from the ice-breaker "Rossiya" in the Yugorski Shar straits when headed for the helipad at Varnek on Vaigach island (probably due to bad weather), the pilot lost spatial orientation in white-out conditions and the helicopter crashed at high speed on the ice sheet 5 km south of Varnek, pilot and observer killed; canx 06sep99 |
| 5210703 078 | CCCP-14094 | Mi-2 | AFL/Leningrad | mfd | 22aug88 | rgd 22dec88 |
| | RA-14094 | Mi-2 | Murmanskavia | trf | 22nov94 | |
| | RA-14094 | Mi-2 | Murmanaviakom | rgd | 02jun00 | seen without titles in MARZ ROSTO 26aug02; severely damaged 01feb08 when the right engine failed in-flight, the helicopter crash-landed in the tundra 61 km from Krasnoshchelye (Lovozero district of the Murmansk region) and rolled over to its side, all 3 occupants escaped unhurt; repaired and repainted in grey c/s with 2 thin red cheatlines, no titles; f/n as such AAQ 05nov13; new CofR issued 10may16 |
| 5210704 078 | CCCP-14095 | Mi-2 | AFL/Tyumen | mfd | 19aug88 | also given as 22aug88; rgd 31oct88; opb Neftyeyuganski OAO |
| | RA-14095 | Mi-2 | Aeroflot | PEE | 1993 | in orange c/s with blue cheatline and trim |
| | RA-14095 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | in orange c/s with blue cheatline and trim; leased to Vologda Aviation Enterprise 01apr04/31dec04; seen NSK 22oct07, titles covered by tarpaulin |
| | RA-14095 | Mi-2 | Komiavia | rgd | 29dec06 | to Avia Tekhnologii; in orange c/s with blue cheatline and trim; f/n SCW 15mar08; stored with MARZ ROSTO at Fedurnovo (Chornoye), seen aug10/aug11 |
| | RA-14095 | Mi-2 | Vityaz-Aero | ph. | 28feb14 | in white c/s with red and grey trim; initially no titles; seen as such Nikolayevka-2 28feb14; seen in bare metal under overhaul with MARZ DOSAAF at Fedurnovo jan18; received titles; f/n as such Nikolayevka-2 27jan21 |
| 5310705 088 | CCCP-14096 | Mi-2 | AFL/Urals | mfd | sep88 | rgd 20mar89; opb 10 LO of 2-i Permski OAO |
| | RA-14096 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | in orange c/s with blue cheatline and trim, no titles; rgd 29jan98 to the Russian Federation; CofA expired 12mar98; CofR returned 30jul08, but still current on register aug10; seen in MARZ DOSAAF at Fedurnovo (Chornoye) aug10/aug11; last overhaul completed in 2014; offered for sale 09apr14/29oct14, with t/t 4,081 hours, was at Uvat at the time; l/n Chelyabinsk-Kalachovo 19dec16 |
| | RA-14096 | Mi-2 | Aeroural | rgd | 22may14 | in white/dark blue/black c/s with a Red Cross, with titles; f/n in MARZ DOSAAF at Fedurnovo (Chornoye) sep18; l/n operational Revde 03jun19; stored at Murmansk-Murmashi, seen mar21; reported for Murmanavia 22dec21 |
| 5310706 088 | CCCP-14097 | Mi-2 | AFL/Urals | mfd | 31aug88 | rgd only 15sep89 (or rather 15sep88 ?) |
| | RA-14097 | Mi-2 | Aeroflot | PEE | 1993 | |
| | RA-14097 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | f/n PEE 18feb05; seen without registration in MARZ ROSTO at Fedurnovo (Chornoye) 23jul07 |
| | RA-14097 | Mi-2 | Geliks | rgd | 15nov07 | in yellow c/s with white and black trim, with 'Helix' titles; f/n PEE 16aug09; l/n PEE 27sep16; new CofRs issued 26oct17 and 17may19 |
| 5310707 088 | CCCP-14098 | Mi-2 | AFL/Komi | mfd | 31aug88 | rgd 31oct88 |
| | RA-14098 | Mi-2 | Komiavia | trf | 25apr95 | owned by Russian Federation; not in 1999 fleet list; reportedly sold to South Korea in 2003; canx by dec10 |
| 5310708 078 | CCCP-14099 | Mi-2 | AFL/Komi | mfd | 31aug88 | rgd 31oct88 |
| | RA-14099 | Mi-2 | Komiavia | trf | 25apr95 | |
| | RA-14099 | Mi-2 | Komiaviatrans | rgd | 22oct98 | to the Russian Federation; in orange c/s with blue cheatline and trim, no titles; CofA expired 09feb00; sat wfu at PEX, seen jul13 |
| 5110709 088 | 0709 | Mi-2T | Czechoslovak AF | h/o | 07oct88 | initially opb 52. ltvpz; opb 51. vrp at Prostejov from oct92 |
| | 0709 | Mi-2T | Czech Air Force | trf | 01jan93 | initially opb 51. vrp at Prostejov; opb 30. bilp sep93/oct94; trf to 332. vrl oct94; initially in olive drab/brown/grey camo c/s with light grey underside; l/n as such in summer 1995; trf to 34. zSL in 1999; repainted in olive drab/light grey/medium grey camo c/s with light grey underside and yellow tail; f/n as such Hradec Králové 04sep99; l/n as such OSR 19sep09; opb the Flight Training Centre (Centrum leteckého výcviku), a public-private partnership with LOM Praha, at Pardubice from an unknown date; received a yellow nose and 'CLV' titles on the door in 2013 (but retained its roundels); f/n as such OSR 21sep13; l/n operational OSR 18sep17; preserved in front of the CLV building (N50.019380 E15.738085) at Pardubice from late may18, seen 02jun18/may22 |
| 5110710 088 | 0710 | Mi-2 | Czechoslovak AF | mfd | 09sep88 | f/n in early 1991 |
| | 0710 | Mi-2 | Czech Air Force | trf | 01jan93 | owned by Vortex Service in 2002/04; stored at BRQ, seen 06sep03; flown to Russia in an Il-76 |
| | RA-15746(2) | Mi-2 | KrasAvia | rgd | 16apr09 | to Krasnoyarski krai (Krasnoyarsk region); leased to AeroGeo; CofA expired 21oct10; stored at EIE, seen apr12; see c/n 532523082 |
| | RA-15746(2) | Mi-2 | privately owned | rgd | 25apr18 | never had a valid CofA; dbr 01jun20 on a training flight from Ivanovskaya to Staronizhestebliyevskaya (Krasnoarmeiski district of the Krasnodar region) and back when the pilot (the owner) tried to land on a dirt road in between rice paddies near Staronizhestebliyevskaya (6 km north-east of Ivanovskaya), but the helicopter rolled over onto its right side due to pilot error, the tailboom was cut off, the pilot escaped unhurt; the owner transported the wreck back to Ivanovskaya without informing the authorities and decided to scrap it; the t/t of the helicopter could not be established and the pilot did not have a licence (his experience was just 15 hours); canx 05mar21 |
| 5110711 088 | 0711 | Mi-2T | Czechoslovak AF | h/o | oct88 | |
| | 0711 | Mi-2T | Czech Air Force | trf | 01jan93 | initially in olive drab/ochre/medium grey camo c/s with light grey belly; opb the Flight Training Centre (Centrum leteckého výcviku), a public-private partnership with LOM Praha, at Pardubice from an unknown date; repainted in olive drab/light grey/medium grey camo c/s with light grey underside and yellow tail, with 'CLV' titles behind the door; f/n as such PRV 10jun06; l/n as such PED 25jun07; received a yellow nose and 'CLV' titles on the door, but retained its roundels; f/n as such PED 06jun09; l/n as such PED 25sep15; received Czech flags instead of roundels; f/n as such Hradec Králové 12may17; withdrawn from regular training duties in 2018 and used for special events only, as the last operational Czech Mi-2; l/n flying OSR 23sep19; l/n PED 28may22 |
| 5110712 088 | 0712 | Mi-2 | Czechoslovak AF | BTS | 15sep92 | in yellow/blue c/s with 'Air Rescue Service' titles |
| | 0712 | Mi-2 | Czech Air Force | trf | 01jan93 | l/n BRQ 06sep03 stored; left to Russia inside an Il-76 for rebuild to a Mi-2A |
| | RA-15742(2) | Mi-2A | Barkol | BKA | 11jul05 | in red c/s with white underside; l/n over Moscow 06aug16; see c/n 542519082 |
| 5110713 088 | 0713 | Mi-2T | Czechoslovak AF | h/o | 07oct88 | initially opb 3. lsp at Piestany and later by 52. ltvpz at Havlickuv Brod; trf to 51. vrp at Prostejov oct92 |
| | 0713 | Mi-2T | Czech Air Force | trf | 01jan93 | initially opb 51. vrp at Prostejov; trf to 5. roj 3. pruzkumné letky 28. sbolp at Cáslav jul93; initially in dark green/ochre/khaki camo c/s with light grey belly; seen as such Cáslav mar94; trf to 34. zSL at Pardubice nov94; l/n in its old c/s PED 1996; repainted in olive drab/light grey/medium grey camo c/s with light grey underside and yellow tail; f/n as such BRQ 05sep04; opb the Flight Training Centre (Centrum leteckého výcviku), a public-private partnership with LOM Praha, at Pardubice from an unknown date, but did not carry respective markings; l/n operational Skutec sep10; was stored at Pardubice, seen sep12/may13, preserved in front of the base HQ at Námest nad Oslavou (N49.173305 E16.119864) seen oct16/sep23 |
| 5110714 088 | 0714 | Mi-2 | Czechoslovak AF | mfd | 09sep88 | repainted in yellow c/s with black trim, with 'Air Rescue Service' and 'Záchrana 214' titles; f/n as such Kbely 13sep91 |
| | 0714 | Mi-2 | Czech Air Force | trf | 01jan93 | owned by Vortex Service in 2002/04; stored at BRQ, seen 06sep03 |
| | RA-15744(2) | Mi-2 | AeroGeo | rgd | 16apr09 | to the Krasnoyarsk region; leased from KrasAvia; see c/n 532521082 |
| | RA-15744(2) | Mi-2 | Avialesookhrana | OMS | 25jul10 | leased from AeroGeo, no new CofR issued; in full c/s; stored at EIE, seen apr12; sold by KrasAvia to Borus 16jul18 |
| | RA-15744(2) | Mi-2 | Borus ? | rgd | 30aug18 | |
| 5110715 088 | 0715 | Mi-2 | Czechoslovak AF | | sep92 | |

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| | 0715 | Mi-2 | Czech Air Force | trf | 01jan93 | in orange c/s with Red Crosses and 'Air Rescue' titles; was stored at Brno; preserved in th eAir Park at Zruc from winter 2002/2003 (N49.808899 E13.415096), l/n sep24 |
| 5110716 098 | 0716 | Mi-2 | Czechoslovak AF | Zat | 01jun91 | |
| | 0716 | Mi-2 | Slovak Air Force | trf | 01jan93 | in camo c/s with light grey underside; was preserved at Trencín, seen jul99/jul05; preserved in faded colours in Vojenské historické múzeum at Piestany (N48°36'30.2" E17°49'44.5"), seen jul06/may22 |
| 5110717 098 | 0717 | Mi-2 | Czechoslovak AF | d/d | 1988 | in yellow/black c/s with 'Letecká Zachranná SluPba' titles; f/n Plzen-Líne 04aug91; l/n BTS 15sep92 |
| | 0717 | Mi-2 | Czech Air Force | trf | 01jan93 | l/n Kbely 26aug98; still on strength by 1998 |
| | HA-BGJ | Mi-2 | Reparautó Kft. | rgd | 10sep99 | owned by Harkányi Air Trans; f/n BUD 17sep99; repainted in red c/s with white trim and 'For Life' and 'SAR' titles; seen as such Pécs-Pogany aug00; the register feb04 shows the operator as For Life Helikopteres; repainted in dark grey c/s with black trim, no titles; f/n as such Budaörs 11jul04, in good condition; opb Medi-Fly Kft. as of 2008; sat wfu in a compound behind a building at Soroksári út 133 in Budapest-Ferencváros, seen jul11/oct11, and at Agárd (N47.198163 E18.604952) from 2017, seen aug18 but gone around 2019 |
| 5110718 098 | 0718 | Mi-2Sz | Czechoslovak AF | d/d | 1988 | repainted in yellow c/s with black trim and 'Air Rescue Service' titles; f/n as such PRG sep91; l/n as such Plzen-Líne 1992 |
| | 0718 | Mi-2Sz | Czech Air Force | trf | 01jan93 | opb 34. zSL 342. lt at PED in the mid-1990s; repainted in red/white SAR c/s with 'Czech Air Force' titles by LPZS at Plzen-Líne; f/n as such Plzen-Líne jun94; l/n as such Plzen-Líne 17may95; stored from around 2002; overhauled in 2006 and repainted in olive drab/light grey/medium grey camo c/s with light grey underside and yellow tail; opb the Flight Training Centre (Centrum leteckého výcviku), a public-private partnership with LOM Praha, at Pardubice from 2006; l/n as such PED 21jul09; received a yellow nose and 'CLV' titles on the door (but retained its roundels); f/n as such PED may11; last flight 23jun18 (from PED to PRV and back); the engines were transferred to Mi-2 '0711'; l/n stored PED (N50.016872 E15.742725) sep20 |
| 5210719 098 | CCCP-14100 | Mi-2 | AFL/Ukraine | mfd | 28sep88 | rgd 28mar89 |
| | UR-14100 | Mi-2 | Avialini. Ukrayiny | DOK | 1993 | |
| | UR-14100 | Mi-2 | no titles | DOK | 20jun99 | in basic Aeroflot c/s |
| | UR-14100 | Mi-2 | not known | rgd | 06aug10 | in blue c/s, no titles; f/n near Lugansk 22jun11 |
| | UR-14100 | Mi-2 | Bora | rgd | 21mar12 | to AS; in Avialesookhrana colours; f/n Borodyanka 19jul14; current on register 01jun15, but no longer by 06jul15; rgd 19aug15 to Avia-Styl of Yuvileine; canx 15nov17 |
| 5210720 098 | CCCP-14101 | Mi-2 | AFL/Ukraine | rgd | 28mar89 | canx as to Ukraine but date unknown |
| | UR-14101 | Mi-2 | Megaline | no | reports | based at Donetsk; canx 13aug08 |
| 5210721 098 | CCCP-14102 | Mi-2 | AFL/Kazakhstan | rgd | 20mar89 | f/n BXJ 23apr93 |
| | UN-14102 | Mi-2 | Aeroflot c/s, n/t | ALA | 04jun97 | stored with faded prefix at ALA, seen jun97/jan03 |
| | UP-MI210 | Mi-2 | Tyan-Shan | Alb | 25may08 | Lyotny tsentr Tyan-Shan; c/n from the Kazakh CAA; in yellow/blue c/s, no titles; CofA expired 05jun11; in a listing of the Kazakh CAA dated 01mar18 as not allowed to fly; stored at Almaty-Baiserke, seen may17/may24 (reported as c/n 549623026 which may have been caused by a swap of the tailboom) |
| 5210722 098 | CCCP-14103 | Mi-2 | AFL/Kazakhstan-BXJ | rgd | 18apr89 | opb Burundaiski OAO; w/o 26mar92 on a positioning flight when went missing near Chulakkurgan (Southern Kazakhstan region), pilot and sole passenger killed; the search for the wreck was terminated after 60 days; canx 20jul92 |
| 5210723 098 | CCCP-14104 | Mi-2 | AFL/Kazakhstan-GUW | mfd | 29sep88 | rgd only 30mar89 |
| | UN-14104 | Mi-2 | Kazakhstan aue zh. | no | reports | opb Atyrauavia |
| | UN-14104 | Mi-2 | Euro-Asia Air | trf | 09jul97 | with 5,507 hours left; probably in silver c/s with red trim; probably one of the 5 Mi-2s stored in a compound at Almaty-Baiserke and seen jul16 |
| 5210724 098 | CCCP-14105 | Mi-2 | AFL/North Kavkaz | mfd | 29sep88 | rgd 18apr89; in olive drab c/s with white trim |
| | RA-14105 | Mi-2 | Elbrus-Avia | trf | 30mar94 | reported in JP06 |
| 5210725 098 | CCCP-14106 | Mi-2 | AFL/North Kavkaz | mfd | 25sep88 | mfd from South Korean register, see below; rgd 07jun89; canx 24dec92 as to Turkey |
| | TC-EGE | Mi-2 | Red Star Air Amb | rgd | 25oct93 | in red/white c/s with 'redstar' titles; f/n as such ADB 28sep97; seen IST 16aug98; offered for sale feb07 with t/t 3,054 hours; seen SAW 30may08, an old German registration was noted under the paintwork then, suggesting the tailboom and probably other parts had been taken from c/n 568837104 - there is photo proof of the c/n plate 30may08; l/n SAW 22sep09 |
| | HL9493 | Mi-2 | Yecheon ASC | rgd | 27dec10 | Yecheon Astro-Space Center; on the South Korean register with this c/n; preserved in the Yecheon Theme Park, seen jun13/oct15; canx 19apr23 as exported |
| 5210726 098 | CCCP-14107 | Mi-2 | AFL/North Kavkaz | mfd | 10oct88 | rgd 16jan89; last official overhaul completed 14apr92 |
| | RA-14107 | Mi-2 | Kubanaviausluga | trf | 22feb94 | rgd 02oct95 to the Russian Federation; t/t 2,610 hours and 1,117 cycles by mar96; overhauled by Rostov-Mil in 1996 (as the overhaul was not paid for it was not documented) |
| | RA-14107 | Mi-2 | Kubanspetsavia | trf | 10nov98 | Kubanspetsavia was declared bankrupt 31aug06; sold to Moskovskiye avialinii in 2008 and sold on to an unknown private owner 24dec08 |
| | RA-14107 | Mi-2 | privately owned | | | no new CofR issued, current on register aug10 (but without valid CofR and CofA); operated by a former captain from Kubanspetsavia in 2008/16; wfu in 2016 and stored at the airstrip of the "Miragro" farm at Chamlykskaya (Labinsk district of the Krasnodar region); offered for sale in 2016, but sold only jun19; current on register 17may19 (still with the rgd 02oct95) |
| | RA-14107 | Mi-2 | privately owned | ph. | 21jun19 | in olive drab c/s, no titles; bought by the pilot who arrived at the "Miragro" farm 19jun19; made airworthy 19/20jun19, hovered 20jun19; did not have a CofA; dbr 21jun19 on a crop-spraying flight for the "Miragro" farm when came in too fast and descended too steeply on landing at a site 4 km north-east of Chamlykskaya (probably the pilot was distracted from aviating by trying to close the right cockpit door which had opened in-flight), the helicopter mushed when the pilot tried to correct this, the tail rotor touched the ground and the helicopter started to rotate anti-clockwise and came to rest on its right side in a field (at N44°44'34.8" E40°55'52.1"), the tailboom broke off, the pilot who had opened his seal belt was thrown out of the cockpit and killed; t/t not known (the most recent t/t known is that of mar96, 2,610 hours) |
| 5210727 098 | CCCP-14108 | Mi-2 | AFL/Krasnoyarsk | mfd | 28sep89 | rgd 19jul89; opb Yeniseiski OAO; in standard 'blue' c/s |
| | RA-14108 | Mi-2 | Aeroflot | EIE | 11jun94 | never received a new CofR; based at EIE; trf to Yeniseiski Meridian 22dec95/08apr03, handed over 18feb04; the operator was renamed Cheremshanka 15jul04; the derelict hulk (still with 'Aeroflot' titles) sat at EIE, seen oct10/apr12; canx 15mar22 |
| 5210728 098 | CCCP-14109 | Mi-2 | AFL/Kazakhstan | mfd | 25oct88 | rgd only 21aug89; opb Guryevski OAO |
| | UN-14109 | Mi-2 | Kazakhstan aue zh. | no | reports | opb Atyrauavia |
| | UN-14109 | Mi-2 | Euro-Asia Air | trf | 09jul97 | with 5,950 hours left |
| | UP-MI215 | Mi-2 | AP VKO | UKK | jan15 | AP VKO is the abbreviation for 'Aviation Enterprise of the Eastern Kazakhstan Region'; was due for disease control checks according to documents dated 28nov13 and 10dec14; l/n UKK 03jun18, active |
| 5210729 098 | CCCP-14110 | Mi-2 | AFL/Urals | mfd | 25oct88 | rgd 05jan89; opb 10 LO of 2-i Permski OAO |
| | RA-14110 | Mi-2 | 2nd Perm Avn Ent. | trf | 22apr94 | fate unknown |
| 5210730 098 | CCCP-14111 | Mi-2 | AFL/Urals | mfd | 25oct88 | rgd 20mar89 |
| | RA-14111 | Mi-2 | Aeroflot | PEE | 1993 | |
| | RA-14111 | Mi-2 | 2nd Perm Avn Ent. | trf | 22apr94 | seen in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03, titles not reported |
| | RA-14111 | Mi-2 | Murmanaviakom | lsd | 15jul04 | rgd to Pikar OOO 15jul05; in full c/s; f/n MMK jul07; l/n MMK sep07; in a technical inspection document 08sep08 as opb Murmanaviakom |
| | RA-14111 | Mi-2 | Kazan Avn Enterpr. | rgd | 19dec12 | in full c/s; f/n KZN 24aug15; l/n with titles ROV 13oct17; made a forced landing in Tatarstan 31mar19; f/n without titles IJK 01jul22; l/n IJK 07jul22 |
| 5410731 108 | not known | Mi-2 | Soviet Air Force | mfd | 29oct88 | |
| | RA-23796 | Mi-2 | Kubanaviausluga | trf | 25apr95 | |
| | RA-23796 | Mi-2 | Aviatest | rgd | 28feb96 | |
| | RA-23796 | Mi-2 | V.V. Lyakh | rgd | 12mar02 | leased to Yugavia 22dec03; excluded from the operator's certificate of Yugavia 08feb06 |
| | RA-23796 | Mi-2 | Transkhimavia | rgd | 24apr06 | to V.P. Maliyevski; current on register aug10 |
| | RA-23796 | Mi-2 | Virazh | | | owned by Transkhimavia; no new CofR issued; in a Russian CAA listing 15oct13; new CofR issued 20jul16; in basic 'blue' Aeroflot c/s, no titles; seen under overhaul in MARZ DOSAAF at Fedurnovo (Chornoye) jan18; dbr 23jul19 on an unauthorised survey flight for crop-spraying operations in the Takhtamuka district of Adygea when came down hard in a field near Panakhes (22 km south-west of Krasnodar) and rolled over onto its right side, the tailboom broke off, the pilot was injured; the identity of the helicopter is not 100 % sure as it did not have a c/n plate; still current on register 04dec20 |
| 5410732 108 | not known | Mi-2 | Soviet Air Force | mfd | 29oct88 | also given as 21oct88 |
| | RA-23738 | Mi-2 | Kubanaviausluga | rgd | 18jan96 | |
| | RA-23738 | Mi-2 | Kubanspetsavia | trf | 10nov98 | |
| | RA-23738 | Mi-2 | Aviatest | rgd | 14feb00 | leased to Aviapankh 10oct01/10oct03; seen without titles Ryazan-Turlatovo 25aug03; CofR expired 12aug07; new CofR issued 03jun10 |
| 5410733 108 | not known | Mi-2 | Soviet Air Force | mfd | 29oct88 | also given as 21oct88 |
| | RA-23737 | Mi-2 | Kubanaviausluga | rgd | 18jan96 | |
| | RA-23737 | Mi-2 | Kubanspetsavia | trf | 10nov98 | |
| | RA-23737 | Mi-2 | Aviatest | rgd | 20jul00 | leased to AviaPANKh 10oct01/24sep04 |
| | RA-23737 | Mi-2 | AviaPANKh | lsd | 10oct01 | in white/pink/blue c/s with titles; f/n BKA 13aug05 |
| | RA-23737 | Mi-2 | Aviatest | rgd | 03jun10 | in white/pink/blue c/s; new CofR issued 16apr15; initially still with 'AviaPANKh' titles; l/n as such l/n Myachkovo 11sep13; titles changed to 'Aviatest'; f/n as such Pervouralsk 08may16; CofA expired 03jun17; new CofR issued 02oct20 |
| 5410734 108 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-23747 | Mi-2 | Helix | rgd | 25may95 | f/n PEE 23aug95 in ex Soviet Air Force c/s; dbr 11mar97 on landing at Bolshoye Savino, crew safe; canx 22dec97 |
| 5410735 108 | not known | Mi-2 | Soviet Air Force | mfd | 29aug88 | |
| | RA-23746 | Mi-2 | Helix | rgd | 25may95 | initially in basic Air Force c/s; f/n PEE 23aug95; l/n as such PEE 16aug99; repainted in yellow c/s with black and white trim, initially no titles; f/n as such PEE 14aug01; f/n with titles Aramil-Uktus 09aug08; l/n at the RITEK helipad near Kogalym 21jun18; offered for sale 30jan19 with t/t 5,673 hours; CofA expired 03jun19; canx 09jul21 as sold abroad |
| 5410736 108 | not known | Mi-2 | DOSAAF | mfd | 30nov88 | |
| | "40" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | l/n Zaporizhzhya-Shyroke 09jul07 |
| | UR-MHC | Mi-2 | Avia-Stil | rgd | 05mar08 | initially opb AS, last mentioned on register with this operator when retrieved 18nov13; initially in green c/s with titles; l/n as such HRK 08sep09; not on register when retrieved 28mar14/12oct15; later on register with the operator Agroaviadnipro (still with the rgd 05mar08), first retrieved as such 04dec15; repainted in |

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| | | | | | | purple c/s; f/n as such Hoholiv 04oct19; l/n Hoholiv 21oct19, in crop-spraying configuration; current on register 10mar23 |
| 5410737 108 | not known | Mi-2 | DOSAAF | mfd | 17nov88 | |
| | "41" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | l/n HRK 08sep09, see rgd date below |
| | UR-POM | Mi-2 | not known | rgd | 20apr05 | |
| | UR-POM | Mi-2 | Avia-Stil | rgd | 19jun12 | current on register 10mar23 |
| 5410738 108 | not known | Mi-2 | Soviet Air Force | mfd | 30oct88 | |
| | "42" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | seen Zaporizhzhya-Shyroke 09jul07; l/n Zaporizhzhya-Shyroke 11apr16 |
| 5410739 108 | not known | Mi-2 | DOSAAF | mfd | 30oct88 | |
| | "43" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | |
| | UR-BVJ | Mi-2 | TSO Ukrayiny | Zas | 14sep96 | also carried the code "43" yellow; l/n Zaporizhzhya-Shyroke 09jul07; reported Zaporizhzhya-Shyroke 11apr16 as just "43" yellow |
| 5410740 108 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | not known | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n Minsk-Borovaya sep97 |
| 5410741 108 | "06" yellow | Mi-2 | DOSAAF | FRA | 26aug89 | en-route to the Helicopter Championships at Ch¨teau de Chantilly (France); opb Tsentralny Aeroklub; in dark blue/silver c/s with dark and light blue trim, a 'TsAK' badge and several advertising stickers (among them for Aniral-Utec Computers France); seen Chantilly 09sep89 with the championships code "32" black; l/n Moscow-Tushino 09may94 |
| | "06" white | Mi-2 | ROSTO | Tno | 29aug95 | carried 'NAK Rossii' titles; seen hangared at Moscow-Tushino 17jun00/10nov08; stored at Drakino, seen sep11/aug12 |
| | RA-15622(2) | Mi-2 | Barkol | Brk | 10aug13 | the registration was used illegally in order to make use of the CofA of c/n 5210037126; in metallic bordeaux red c/s with golden trim, no titles |
| | no reg | Mi-2 | MARZ DOSAAF | ph. | 21may15 | c/n on the plate in the cockpit as 5410741108, but painted on the tailboom as 5210037126 (so perhaps the tailboom was swapped ?); in metallic bordeaux red c/s with golden trim, no markings whatsoever; displayed during the "HeliRussia 2015" exhibition at the Crocus City IEC in Moscow 21/23may15; l/n 22may15 (photo proof) |
| | RA-15671(3) | Mi-2 | MARZ DOSAAF | ph. | 23may15 | the registration was used illegally in order to make use of the CofA of c/n 549919086; in metallic bordeaux red c/s with golden trim, no titles; l/n IEG 15aug15 |
| | RA-15768(2) | Mi-2 | MARZ DOSAAF | rgd | 28jul15 | in metallic bordeaux red c/s c/s with golden trim, no titles; seen in MARZ DOSAAF at Fedurnovo (Chornoye) may16/jun16; l/n Severka 10sep16; see c/n 522822023 |
| | RA-15768(2) | Mi-2 | MARZ DOSAAF | ZIA | 16jul17 | modernised "Scout" version with AI-450 engines and new avionics (modernised by MARZ DOSAAF); in metallic bordeaux red c/s with golden trim, with a 'MARZ' logo and the inscription "DOSAAF Rossii 90 let"; type painted on as 'Scout'; l/n as such ZIA 22jul17; new CofR issued 19jan18; displayed during the "HeliRussia 2018" exhibition at the Crocus City IEC in Moscow 24/26may18 and the "HeliRussia 2019" exhibition 16/18may19; l/n with the 'MARZ' logo logo 15may19 |
| | RA-15768(2) | Mi-2 | Borisfen | ph. | 18may19 | initially still in metallic bordeaux red c/s with golden trim, with titles; l/n as such Chornoye 25may19; new CofR issued 05jun19; repainted in white/blue c/s with red trim, with titles; f/n as such Chornoye 24jul19; l/n Fedurnovo (Chornoye) 29may22/apr23 |
| 5410742 108 | not known | Mi-2 | DOSAAF | no | reports | |
| | RA-14297 | Mi-2 | | rgd | 18oct93 | canx but date unknown |
| | RF-00963 | Mi-2 | ROSTO Oberon-klub | no | reports | opb Kurtamyshski ATSK at Kurtamysh; carried possibly code "66"; mentioned in document dated 03apr07 |
| | RF-00963 | Mi-2 | DOSAAF | rgd | 29oct09 | opb Kurtamyshski ATSK at Kurtamysh; in dark green c/s with light blue underside, with 'DOSAAF Rossii' titles, Red Star and Russian flag; f/n Chita-Kashtak 18aug13; l/n Chita-Kashtak 17aug14 |
| 5410743 108 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 5410744 118 | "04" yellow | Mi-2 | DOSAAF | FRA | 26aug89 | en-route to the Helicopter Championships at Chateau Chantilly (France) |
| 5410745 118 | "05" yellow | Mi-2 | DOSAAF | FRA | 26aug89 | en-route to the Helicopter Championships at Chateau Chantilly (France); opb Tsentralny Aeroklub; in dark blue/silver c/s with dark and light blue trim, a 'TsAK' badge and several advertising stickers (among them for Aniral-Utec Computers France); seen Chantilly 09sep89 with championships code "34" black; l/n operational Moscow-Tushino jun00; sat wfu at Borki, still with the Aniral-Utec advertising, seen may09; seen wfu Borki with very faded paintwork 20apr19 |
| 5110746 118 | SP-SXI | Mi-2 | Polish Air Rescue | rgd | 05jan89 | crashed after hitting power lines lines and burnt on 23aug92 at Sporniak near Lublin killing 6 people on board, only the pilot survived and he was later jailed; he was apparently giving joy flights/demos at a wedding reception; canx 22jan93 |
| 5110747 118 | ST-11 | Mi-2 | Algerian Police | | | serial reported in the book "African Air Forces" |
| | ST-11 | Mi-2 | Algerian Air Force | ph. | 27jul14 | at Sétif (serial difficult to read on photo); in olive drab/khaki camo c/s with orange 'lightning bolt' |
| 5110748 118 | ST-22 | Mi-2 | Algerian Police | | | l/n Sétif-Aïn Arnat 27may15 |
| 5110749 118 | ST-79 | Mi-2 | Algerian Police | ph. | 29may07 | in earth/sand camo c/s with orange stripe |
| 5110750 118 | ST-48 | Mi-2 | Algerian Police | ph. | 29may07 | in earth/sand camo c/s with orange stripe |
| 5110801 118 | ST-99 | Mi-2 | Algerian Police | | | serial reported in the book "African Air Forces" |
| | ST-99 | Mi-2 | Algerian Air Force | ph. | jan21 | in earth/sand camo c/s with orange stripe |
| 5110802 118 | ST-15 | Mi-2 | Algerian Police | | | serial reported in the book "African Air Forces" |
| 5110803 118 | ST-17 | Mi-2 | Algerian Police | ph. | 29may07 | in earth/sand camo c/s with orange stripe |
| | ST-17 | Mi-2 | Algerian Air Force | | dec12 | opb 659 EdH; l/n ALG 24apr16, flying |
| 5110804 128 | ST-19 | Mi-2 | Algerian Police | | | serial reported in the book "African Air Forces" |
| | ST-19 | Mi-2 | Algerian Air Force | | dec12 | opb 659 EdH; l/n Sétif 04may18 |
| 5110805 128 | ST-21 | Mi-2 | Algerian Police | ph. | 29may07 | in earth/sand camo c/s with orange stripe |
| | ST-21 | Mi-2 | Algerian Air Force | ph. | dec12 | opb 659 EdH; in olive drab/khaki camo c/s; l/n Sétif 21jul14 |
| 5110806 128 | ST-23 | Mi-2 | Algerian Police | ph. | 31may04 | operational |
| | ST-23 | Mi-2 | Algerian Police | ph. | 04may18 | in olive drab/khaki camo c/s with orange stripe; l/n Sétif 04may18 |
| 5110807 128 | ST-25 | Mi-2 | Algerian Police | | | serial reported in the book "African Air Forces" |
| 5110808 128 | ST-27 | Mi-2 | Algerian Police | | may00 | preserved at Sétif-Aïn Arnat (N36.18593 E5.332977), seen may00/may18 |
| 5110809 128 | ST-29 | Mi-2 | Algerian Police | | | serial reported in the book "African Air Forces" |
| 5110810 128 | ST-31 | Mi-2 | Algerian Police | | photo | in white/green/white c/s |
| | ST-31 | Mi-2 | Algerian Air Force | | dec12 | opb 659 EdH |
| 5110811 128 | ST-35 | Mi-2 | Algerian Police | | photo | in white/green/white c/s |
| 5110812 128 | ST-37 | Mi-2 | Algerian Police | | | serial reported in the book "African Air Forces" |
| 5410813 019 | "011" | Mi-2 | MChS Rossii | mfd | 1989 | opb 172 osae at Vladimir-Dobrynskoye; last overhaul completed 28nov97; sold 23jun06 with t/t 456 hours |
| 5410814 019 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 5410815 019 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | not known | Mi-2 | Ukraine Air Force | no | reports | tender for overhaul published 11jul12 |
| 5410816 019 | "57" yellow | Mi-2 | DOSAAF | mfd | 20jan89 | |
| | RA-23618 | Mi-2 | Aviakompan. Letus | trf | 28may93 | |
| | RA-23618 | Mi-2 | ROSTO | rgd | 23may95 | to the Russian Federation; opb Privolzhski Regionalny Aviaotdel (PRAO) ROSTO at Ulyanovsk-Byely Klyuch; leased to Aeroservis; in olive drab c/s with light grey underside; current on register by aug10, but without valid CofA; stored at Ulyanovsk-Byely Klyuch (with the code faded to white and the registration faded completely), seen may15 |
| 5410817 019 | not known | Mi-2U | Soviet Air Force | mfd | 1989 | |
| | "09" yellow | Mi-2U | Russian Air Force | Sso | 10jul10 | opb 131 uvp SVVAUL at Saratov-Sokol; in dark green c/s with Red Stars |
| | RF-91393 | Mi-2U | Russian Air Force | Eng | 08sep11 | also carried code "09" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol; in medium green c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| 5410818 019 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | EW-307AO | Mi-2 | DOSAAF Belarusi | Che | 04aug08 | initially in green/sand camo c/s without titles; l/n as such Minsk-Borovaya 08aug10; repainted in blue/red/white c/s with 'DOSAAF' titles; f/n as such Minsk-Borovaya 21jun14; l/n Kukovyachino 07apr18; l/n Vitebsk 16sep23 |
| 5410819 019 | not known | Mi-2 | Soviet Air Force | mfd | 30jan89 | |
| | RA-23607 | Mi-2 | Aeroklub Vyazniki | rgd | 19may93 | seen in MARZ ROSTO at Fedurnovo (Chornoye) 06sep10, titles not reported |
| | no reg | Mi-2 | no titles | Che | 15aug11 | in green/yellow/brown camo c/s, no markings whatsoever |
| 5410820 019 | "10" yellow | Mi-2 | DOSAAF | no | reports | |
| | RA-23608 | Mi-2 | ROSTO Vyazniki | rgd | 19may93 | c/n correct ?, see f/n date of RA-00509 below; opb Vyaznikovski aeroklub; seen unmarked in MARZ ROSTO at Fedurnovo (Chornoye) 22aug05/20apr06 |
| | RA-00509 | Mi-2 | ROSTO | CKL | aug02 | c/n probably correct as confirmed for RF-00509; still in DOSAAF c/s, carried code "10" yellow |
| | RF-00509 | Mi-2 | ROSTO Vladimir | ph. | 2002 | c/n confirmed in a Rosimushchestvo (State Property Agency) listing 2010; initially in olive drab c/s with light grey underside, no titles, also carried code "10" yellow; l/n as such in 2002; repainted in 'Russian flag' c/s with light blue cheatline, no titles; f/n as such Vladimir-Semyazino 16jun07; stored with MARZ DOSAAF at Fedurnovo (Chornoye), seen aug11/jul19 |
| | RF-00509 | Mi-2 | DOSAAF Rossii | ph. | 23sep23 | at Novosibirsk-Gorodskoi; in medium green c/s with light grey underside, with titles, a DOSAAF badge and Russian stars |
| 5410821 019 | "01" yellow | Mi-2 | Soviet Air Force | KLF | 17aug99 | probably DOSAAF |
| | RA-15728(2) | Mi-2 | not reported | rgd | 29jun00 | see c/n 532502072 |
| | UN-14555 | Mi-2 | Okhotzooprom | Alb | 22oct06 | in white/blue c/s with yellow trim, no titles |
| | UP-MI213 | Mi-2 | Okhotzooprom | Alb | 25may08 | in white/blue c/s with yellow trim, no titles; l/n Almaty-Baiserke 03jul16 |
| 5410822 019 | not known | Mi-2 | DOSAAF | mfd | 26jan89 | |
| | RA-00558 | Mi-2 | Weltall-avia ? | Che | 25aug03 | seen in MARZ ROSTO at Fedurnovo (Chornoye) aug03/jul05 |
| | RF-00558 | Mi-2S | DOSAAF | rgd | 20oct09 | opb Izhevski AK at Izhevsk-Pirogovo; in a c/s of three shades of blue with light grey underside, with Red Cross, initially no titles; f/n Voronezh-Pridacha 02jun11; seen Izhevsk-Pirogovo 19aug12/12may13; later carried 'Izhevski Aeroklub' titles; detached to the Yakutian branch of DOSAAF in 2015; dbr 02aug15 on take-off from a site 100 km east of Khandyga when the tail rotor touched the ground and the helicopter came to rest on its right side, the tailboom broke off, no casualties but the occupants were injured; repaired as seen complete, just rotors missing, Oi-Pokrovsk 18may19 |
| 5210823 019 | CCCP-14112 | Mi-2 | AFL/Ukraine | rgd | 30mar89 | |
| | UR-14112 | Mi-2 | Aeroflot | SIP | 15sep96 | opb Universal-avia Simferopol; l/n SIP 23jun01 as 'CCCP-' as the Ukrainian prefix had faded, titles not reported |
| | UR-14112 | Mi-2 | Universal-avia | no | reports | based at Simferopol; canx 13aug08 |
| 5210824 019 | CCCP-14113 | Mi-2 | AFL/Ukraine | rgd | 30mar89 | |
| | UR-14113 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; canx 13aug08 |

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|---|---|---|---|---|---|---|
| 5210825 019 | CCCP-14114 | Mi-2 | AFL/Ukraine | rgd | 30may89 | |
| | UR-14114 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; l/n SIP 23jun01 as 'CCCP-' as the Ukrainian prefix had faded, titles not reported; canx 13aug08 |
| 5210826 019 | CCCP-14115 | Mi-2 | AFL/Ukraine | mfd | 14feb89 | rgd 03may89 |
| | UR-14115 | Mi-2 | Aeroflot c/s, n/t | CEJ | 02jul96 | in green c/s; l/n Kiev-Chaika |
| | UR-14115 | Mi-2 | Prominterservis | rgd | 30sep05 | owned by Novakopter; in maroon/sand c/s with golden cheatline, no titles; f/n 26sep08; l/n operational Gaspra 12aug10; stored at Kiev-Chaika, seen may11/oct19; canx 23jul13 |
| 5210827 019 | CCCP-14116 | Mi-2 | AFL/Ukraine | mfd | 14feb89 | rgd 27apr89 |
| | UR-14116 | Mi-2 | Prominterservis | CEJ | 02jul96 | in basic Aeroflot c/s, no titles; l/n Kiev-Chaika 09oct10 |
| | UR-14116 | Mi-2 | Skif-Avia | rgd | 23jun10 | f/n Kiev-Chaika 09may11 |
| | ER-MLQ | Mi-2 | Tiramavia | rgd | unknown | seen flying near KBP 28sep12; canx between 15jul14 and 09oct14 |
| 5210828 019 | CCCP-14117 | Mi-2 | AFL/Ukraine | mfd | 14feb89 | rgd 06jun89 |
| | UR-14117 | Mi-2 | GCI titles | Kci | 29aug93 | coded "22" yellow; Chernigov 02jul96 without titles; l/n CEJ 02may99, titles not reported |
| 5210829 029 | CCCP-14118 | Mi-2 | AFL/Ukraine | mfd | 15feb89 | rgd 21aug89; l/n CEJ 02jul96 |
| | UR-14118 | Mi-2 | not reported | CEJ | 02may99 | confirmation as UR- welcome |
| | UR-14118 | Mi-2 | Kharkivsky aerokl. | rgd | 24jan08 | to Polit Servis of Dnipropetrovsk; f/n HRK 08sep09; operator given on register as Kharkivsky aeroklub until dec16; no operator given on register from jan17 |
| | UR-14118 | Mi-2 | Meridian | lsd | 19apr17 | still owned by Polit Servis, no new CofR issued; last overhaul completed 10apr17; in white c/s with black top of fuselage and light blue belly, probably no titles; severely damaged 10apr18 on the leg from Reshetylivka to Terny of a positioning flight from Pidhorodnye to Krysky (Chernihiv region) for crop-spraying operations when the main hydraulics system failed some 2-3 minutes after take-off and the pilot opted for a precautionary landing at Shyshaki airstrip (Poltava region) about 10 minutes later, but the helicopter started to bank to the left at a height of one metre immediately before touch-down (which the poorly trained pilot was not able to prevent) and came to rest on its left side (at N49°50'15.82" E34°02'52.15"), the tailboom broke off, the pilot and the sole passenger (an aviation mechanic) escaped unhurt; t/t 1,814 hours 10 minutes; repaired and reportedly operational again by 2020; still current on register 10mar23 |
| 5210830 029 | CCCP-14119 | Mi-2 | AFL/Ukraine | rgd | 24may89 | |
| | UR-14119 | Mi-2 | Universal-avia | TNL | 20sep96 | based at Ternopil; in basic Aeroflot c/s, no titles; canx 13aug08; sat wfu at TNL, seen aug09/jul12, prefix 'CCCP-' bleeding through |
| 5210831 029 | CCCP-14120 | Mi-2 | AFL/Ukraine | rgd | 24may89 | |
| | UR-14120 | Mi-2 | Aeroflot c/s, n/t | TNL | 20sep96 | opb Aviatsiyno-tekhnichne KB at Odessa; canx 31dec08; seen without registration TNL 31aug09 |
| | UR-14120 | Mi-2 | Kharkivsky aerokl. | rgd | 24apr14 | rgd 09jul15 to Algomash of Kiev; CofA expired 08jul16; conducted unauthorised crop-spraying flights in the Boryspil district of the Kiev region 12jul16 |
| | UR-14120 | Mi-2 | I.V. Honcharuk | rgd | 26jun17 | I.V. Honcharuk of Berdychiv; current on register 10mar23 |
| 5210832 029 | CCCP-14121 | Mi-2 | AFL/Ukraine | rgd | 24may89 | |
| | UR-14121 | Mi-2 | Universal-avia | TNL | 20sep96 | based at TNL; in basic Aeroflot c/s, no titles; canx 13aug08; stored at TNL, l/n 31aug09 |
| | UR-MAA | Mi-2 | Meridian Avia Agro | rgd | 01jul19 | in dark blue/light blue/grey c/s, no titles; f/n Bila Tserkva 06oct19; new CofR issued 22jan20; seen with spraying gear Bila Tserkva jan20; new CofR issued 29dec20; w/o 17jul21 on a crop-spraying flight in the Nova Odesa district of the Mykolayiv region when crashed in a field near Zaive, caught fire and burnt out, both pilots were killed; still current on register 10mar23 |
| 5210833 029 | SP-FSA | Mi-2 | Agropur | rgd | 23feb89 | |
| | SP-SKD | Mi-2 | P.G.R. | r/r | 22jan92 | possibly ntu, it is not sure if the registration was ever painted on |
| | SP-FSA | Mi-2 | Jarytex | r/r | 25mar92 | canx 05jan93 after crash 06nov92 |
| 5310834 029 | CCCP-14122 | Mi-2 | AFL/Komi | mfd | 24feb89 | rgd 20mar89; trf 25apr95 to Komiavia |
| 5310835 029 | CCCP-14123 | Mi-2 | AFL/Urals | rgd | 19jul89 | canx 31jan00 |
| 5310836 029 | CCCP-14124 | Mi-2 | AFL/Urals | mfd | 24feb89 | rgd 19jul89; trf to 2nd Perm Aviation Enterprise 22feb94 |
| | RA-14124 | Mi-2 | not reported | Aru | 05jul03 | wfu awaiting rework, l/n jul/aug03; offered for sale 03oct08 with t/t 3,568 hours |
| 5310837 029 | CCCP-14125 | Mi-2 | AFL/Urals | mfd | 07mar89 | rgd 20apr89; opb 10 LO of 2-i Permski OAO |
| | RA-14125 | Mi-2 | Aeroflot | PEE | jun93 | |
| | RA-14125 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | owned by the Russian Federation; was not airworthy as of 11apr00; canx between aug10 and dec10 |
| 5310838 029 | CCCP-14126 | Mi-2 | AFL/Belarus | rgd | 06may89 | |
| | EW-14126 | Mi-2 | Aeroflot c/s, n/t | GME | 10oct95 | reported for Gomelavia |
| 5410839 029 | CCCP-14127 | Mi-2 | AFL/Komi | mfd | 27feb89 | rgd 03may89 |
| | RA-14127 | Mi-2 | Aeroflot | SCW | 10jun94 | trf 22feb94 to Komiavia |
| 5410840 029 | CCCP-14128 | Mi-2 | AFL/Komi | mfd | 07mar89 | rgd 18apr89 |
| | RA-14128 | Mi-2 | Komiavia | trf | 25apr95 | |
| | RA-14128 | Mi-2 | KomiAviaTrans | rgd | 26jan01 | to the Russian Federation; f/n UCT 07aug09; stored at UCT, seen apr14; stored unmarked with MARZ DOSAAF at Fedurnovo (Chornoye), seen jul17/jul19 |
| 5410841 039 | CCCP-14129 | Mi-2 | AFL/Urals | mfd | 18mar89 | rgd 06may89 |
| | RA-14129 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | not airworthy by 11apr00; still current on register aug10, but without CofA and still with the rgd 06may89 |
| | RA-14129 | Mi-2 | Geliks | SVX | 11oct12 | in red white/black c/s with titles; already seen without titles in MARZ DOSAAF at Fedurnovo (Chornoye) aug10/sep10; l/n SVX 29may13; rgd 03dec14 to Uralski zavod stroitelnykh profilei; seen without titles in the Yekaterinburg region in spring 2016; new CofR issued 24apr18 |
| | RA-14129 | Mi-2 | Yu.N. Chebykin | rgd | 04apr22 | |
| 5410842 039 | CCCP-14130 | Mi-2 | AFL/Privolzhsk | mfd | 22mar89 | rgd 30may89; f/n RTW 18sep94; trf 28dec94 to Saravia |
| 5410843 039 | CCCP-14131 | Mi-2 | AFL/Privolzhsk | rgd | 24may89 | |
| | RA-14131 | Mi-2 | Aeroflot | rgd | 14mar94 | rolled over on landing and dbr, 18mar95 but already canx 28jul94 ! |
| 5410844 029 | CCCP-14132 | Mi-2 | AFL/Ukraine | mfd | 28feb89 | rgd 28mar89 |
| | UR-14132 | Mi-2 | Universal-avia | rgd | 03may93 | based at Chernigiv; initially in basic Aeroflot c/s, no titles; f/n CEJ 02jul96; l/n as such CEJ 02may99; seen CEJ 05may07 in white/grey c/s, no titles; sat wfu at CEJ, seen may07/05aug08; canx 13aug08; sat without registration at HRK, seen 08sep09 |
| 5410845 029 | CCCP-14133 | Mi-2 | AFL/Ukraine | mfd | 18mar89 | rgd 24may89; canx as to Ukraine but date unknown; f/n HRK 08sep09, still as CCCP- |
| 5410846 039 | not known | Mi-2 | DOSAAF | mfd | 28mar89 | |
| | RA-14291 | Mi-2 | ROSTO | rgd | 26sep95 | opb Kemerovski aeroklub; canx 05dec01 |
| | RF-01224 | Mi-2 | ROSTO Oberon-klub | no | reports | opb Kurtamyshski ATSK at Kurtamysh; mentioned in document dated 03apr07 |
| | RF-01224 | Mi-2 | DOSAAF | rgd | 29oct09 | opb Kurtamyshski ATSK at Kurtamysh; l/n Chita-Kashtak 17aug14 |
| | RF-01224 | Mi-2 | DOSAAF Rossii | Che | apr23 | flying; in a camo c/s of two shades of olive drab with light blue underside, with titles, Russian stars and a DOSAAF badge |
| 5410848 039 | not known | Mi-2 | DOSAAF | mfd | 28mar89 | there are probably 2 or 3 Mi-2s with this identity |
| | RA-14292 | Mi-2 | ROSTO | rgd | 26sep95 | opb Kemerovski aeroklub; last overhaul completed 01feb94; canx 05dec01 |
| | RF-00534(1) | Mi-2 | ROSTO | Gtl | 04sep05 | c/n checked at Novosibirsk-Yevsino 11jul09, but see the sightings of RF-00588 and RF-00394 below, so something is not correct here; opb Novosibirski ASK at Yevsino; in green/brown camo c/s with light grey underside, with an 'FVS' sticker; stored at Berdsk, seen aug22/may23 - so some of the given registrations have certainly a wrong tie-up; see c/n 549535125 |
| | RF-00588 | Mi-2 | ROSTO | Ovn | jun07 | in black/light grey c/s, no titles; l/n Novosibirsk-Severny 05jul08 |
| | RF-00394 | Mi-2 | ROSTO ? | Ovm | 30aug07 | c/n checked, but see the sightings of RF-00534 and RF-00588 |
| | RF-00588 | Mi-2 | Weltall-avia | Ovn | 11nov08 | in yellow/black c/s with blue trim, with titles |
| | RF-00588 | Mi-2 | DOSAAF | rgd | 10dec09 | c/n from DOSAAF register; opb Novosibirski ASK at Yevsino |
| 5410849 039 | not known | Mi-2 | Soviet Air Force | mfd | 31mar89 | |
| | RA-14293 | Mi-2 | ROSTO | rgd | 26sep95 | opb Kemerovski aeroklub; canx 05dec01 |
| 5410850 039 | not known | Mi-2 | DOSAAF | no | reports | |
| | RA-14296 | Mi-2 | | rgd | 18oct93 | canx but date unknown |
| | RF-00554 | Mi-2 | ROSTO Oberon-klub | no | reports | opb Kurtamyshski ATSK at Kurtamysh; carried possibly code "65"; mentioned in document dated 03apr07 |
| | RF-00554 | Mi-2 | DOSAAF Rossii | rgd | 29oct09 | opb Kurtamyshski ATSK at Kurtamysh; in olive drab/khaki camo c/s with light blue underside, with 'DOSAAF Rossii' titles, a 'DOSAAF' logo and Russian stars; l/n Nyuki 18jun20 |
| 5410901 039 | not known | Mi-2U | DOSAAF | mfd | 31mar89 | |
| | RA-23782 | Mi-2U | ROSTO | rgd | 10oct94 | opb Kurtamyshski ATSK at Kurtamysh; canx as CofA expired |
| | RF-00593 | Mi-2U | ROSTO Oberon-klub | no | reports | opb Kurtamyshski ATSK at Kurtamysh; last overhaul completed 06nov03; mentioned in a document dated 03apr07 |
| | RF-00593 | Mi-2U | DOSAAF Rossii | rgd | 29oct09 | opb Kurtamyshski ATSK at Kurtamysh; initially in dark green c/s with light grey underside, Red Stars and a DOSAAF badge; arrived in MARZ DOSAAF at Fedurnovo (Chornoye) for overhaul 12may14, t/t 3,018 hours by then; l/n in its old c/s sep14; repainted in khaki/dark green/ochre camo c/s with titles and Russian stars; f/n as such in MARZ DOSAAF 26dec14; l/n in MARZ DOSAAF mar15 |
| 5410902 039 | not known | Mi-2 | Soviet Air Force | mfd | 01mar89 | or DOSAAF |
| | RA-23694 | Mi-2 | Sibavia | rgd | 08jun92 | to the Russian Federation; opb Novosibirski ASK; without valid CofR and CofA by aug10, but still current on register mar22 ! |
| | UP-MI224 | Mi-2 | Tyan-Shan | Alb | 02jun08 | in yellow/black c/s, no titles; l/n Almaty-Baiserke 02may15 |
| 5410903 039 | not known | Mi-2 | DOSAAF | mfd | 01mar89 | |
| | CCCP-23693 | Mi-2 | Sibavia | rgd | 08jun92 | |
| | RA-23693 | Mi-2 | ASK Ostorf | Bsk | 03aug96 | c/n checked; reported as RA-23603, but this has c/n 5203 according to the Russian register feb98, see above; seen unmarked in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03 |
| | RF-00591 | Mi-2 | ROSTO | OVB | 22jul07 | opb Novosibirski ASK at Yevsino; in green/brown camo c/s with light grey underside; c/n checked Novosibirsk-Yevsino 11jul09 |
| | RF-00591 | Mi-2 | DOSAAF Rossii | rgd | 10dec09 | opb Novosibirski ASK at Yevsino; in green/brown camo c/s with light grey underside; sat wfu at Berdsk, seen dec15/may23 |
| 5410904 039 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | MR-303 | Mi-2 | Mexican Navy | VER | mar01 | |
| | AMHP-143 | Mi-2 | Mexican Navy | f/n | nov05 | re-serialled, tie-up confirmed; opb Segundo Escuadrón de Busqueda y Salvamento (2nd SAR squadron); l/n mar06 flying along the Mexican coast; w/o 13aug07 on a training flight when crash-landed at the heliport in Puerto Topolobampo (state of Sinaloa), both crew escaped unhurt |
| 5410905 039 | not known | Mi-2 | DOSAAF | mfd | 31mar89 | opb Permski aeroklub |
| | RA-23767 | Mi-2 | 2nd Perm Avn Ent. | rgd | 01dec93 | seen Saratov-Dubki 20aug01, titles not reported and c/n not checked |
| | RF-00140 | Mi-2 | ROSTO | Rtd | 04jul06 | opb Saratovski AK at Saratov-Dubki; in dark green c/s with light blue underside, with Red Star, Russian flag and 'ROSTO' titles; l/n Saratov-Dubki 26may09 |

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| | RF-00140 | Mi-2 | DOSAAF | rgd | 29apr09 | opb Saratovski AK at Saratov-Dubki; f/n Saratov-Dubki 08may10 |
| 5210906 049 | CCCP-14134 | Mi-2 | AFL/Kazakhstan | rgd | 15sep89 | canx as to Kazakhstan but date unknown; crashed near Guryev 12jul93 |
| 5210907 049 | CCCP-14135 | Mi-2 | AFL/Kazakhstan | rgd | 20oct89 | f/n BXJ 23apr93; canx as to Kazakhstan, but date unknown |
| | UN-14135 | Mi-2 | Tyan-Shan | ph. | 26aug06 | Lyotny tsentr Tyan-Shan; in yellow/black c/s |
| | UP-MI207 | Mi-2 | Tyan-Shan | Alb | 25may08 | in yellow/black c/s, no titles; l/n Almaty-Baiserke 03jul16 |
| 5210908 039 | CCCP-14136 | Mi-2 | AFL/Ukraine | rgd | 16jun89 | |
| | UR-14136 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; l/n SIP 23jun01, titles not reported; canx 13aug08 |
| 5210909 049 | CCCP-14137 | Mi-2 | AFL/Ukraine | rgd | 19jul89 | |
| | UR-14137 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; l/n SIP 07may98; canx 01oct08 |
| 5210910 049 | CCCP-14196 | Mi-2 | AFL/Ukraine | rgd | 19jul89 | |
| | UR-14196 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; l/n SIP 23jun01, titles not reported; canx 13aug08; seen derelict Simferopol-Tsentralny 27jul11 |
| 5210911 059 | CCCP-14197 | Mi-2 | AFL/Ukraine | rgd | 04aug89 | |
| | UR-14197 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; l/n SIP 23jun01, titles not reported; canx 13aug08 |
| 5210912 049 | CCCP-14198 | Mi-2 | AFL/Ukraine | rgd | 19jul89 | |
| | UR-14198 | Mi-2 | Aeroflot | SIP | 15sep96 | opb Universal-avia Simferopol; l/n SIP 07may98 as 'CCCP-' as the Ukrainian prefix had faded |
| | UR-14198 | Mi-2 | Universal-avia | no | reports | based at Simferopol; canx 13aug08 |
| 5410913 049 | not known | Mi-2U | DOSAAF | mfd | apr89 | |
| | "01" yellow | Mi-2U | ROSTO | Che | 03jul05 | in dark green c/s with light grey underside; stored with MARZ ROSTO at Fedurnovo (Chornoye), seen jul05/sep10 |
| | RF-00522(2) | Mi-2U | DOSAAF Rossii | Dra | 14aug11 | based at Serpukhov-Drakino; initially in dark green c/s with light grey underside, registration taped on, with 'DOSAAF ROSTO' titles on sticker, large Avialesookhrana badge and 'FVS' sticker; repainted in red c/s with 'Russian flag' trim, 'DOSAAF Rossii' titles and Russian stars; f/n as such Borki 11aug13; displayed during the "HeliRussia 2014" exhibition at the Crocus City IEC in Moscow 22/24may14; l/n Konakovo 16jul16; see c/n 5903; seen active in MARZ ROSTO at Fedurnovo (Chornoye) 25may19 now with 'ATSK MARZ DOSAAF' titles |
| 5410914 049 | "28" yellow | Mi-2 | DOSAAF | mfd | 1989 | in olive drab c/s with light grey underside; stored with MARZ ROSTO at Fedurnovo (Chornoye), seen jul05/aug05 |
| | RF-00127 | Mi-2 | ROSTO | CKL | 2005 | also carried code "28" yellow; in olive drab/c/s with light grey underside, no titles; seen in MARZ ROSTO at Fedurnovo (Chornoye) aug10/aug13 |
| | RF-00127 | Mi-2 | DOSAAF Rossii | Cht | 16aug15 | opb Chitinski ASK at Chita-Kashtak; in red/blue/black c/s with white trim, with titles; l/n Chita-Kashtak 14jul17; w/o 29may18 on a flight from Kyra (Transbaikal region) to a construction site in the Sokhondo Nature Reserve some 100 km west of Kyra when the right engine lost power on final approach, the helicopter came down hard and banked to the left, the main rotor collided with the ground and the helicopter came to rest on its left side, caught fire and burnt burnt out, the pilot and both passengers escaped unhurt |
| 5410915 049 | "15" yellow | Mi-2 | ROSTO | Che | 03jul05 | opb TsAK im. Chkalova; in dark green c/s with light grey underside, with titles; sat wfu (with the code faded away) in MARZ DOSAAF at Fedurnovo (Chornoye), seen jul05/jul19; see RF-00501 and RA-1433G |
| 5410916 049 | not known | Mi-2 | DOSAAF | no | reports | |
| | RA-23658 | Mi-2 | ROSTO | rgd | 02feb93 | |
| | RA-00512 | Mi-2 | ROSTO Moscow | ZIA | 20aug99 | opb 2-i Moskovski Aeroklub; l/n DME 18aug02 |
| | RF-00512 | Mi-2 | ROSTO Moscow | | photo | in white/red/blue c/s, titles not readable on photo |
| | RF-00512 | Mi-2 | DOSAAF Rossii | Ygr | 03apr11 | opb 1-y Moskovski Aeroklub at Yegoryevsk-Shuvoye; in medium blue c/s with light blue belly, 'DOSAAF Rossii' and '1 MOAK' titles; l/n Yegoryevsk-Shuvoye 05jul14, operational |
| 5410917 049 | not known | Mi-2 | DOSAAF | mfd | apr89 | |
| | RA-23601 | Mi-2 | Tver Avn Enterpr. | rgd | 19may93 | in green c/s with light blue underside, no titles; l/n Yegoryevsk-Shuvoye 06jan06 |
| | RF-01181 | Mi-2 | ROSTO Moscow | Brk | 17sep06 | in green c/s with light blue underside, no titles |
| 5410918 049 | not known | Mi-2 | DOSAAF | mfd | 28apr89 | |
| | "45" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | |
| | UR-BER | Mi-2 | ZTsLP | Zas | 14sep96 | Zaporizky tsentr lyotnoi pidgotivky at Shyroke; still carried code "45" yellow; l/n Zaporizhzhya-Shyroke 09jul07; canx 13aug08; reported Zaporizhzhya-Shyroke 11apr16 as just "45" yellow |
| 5410919 049 | not known | Mi-2 | DOSAAF | mfd | 28apr89 | |
| | "44" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | |
| | UR-BBX | Mi-2 | ZTsLP | Zas | 14sep96 | Zaporizky tsentr lyotnoi pidgotivky at Shyroke; also carried the code "44" yellow; l/n as such Zaporizhzhya-Shyroke 09jul07; canx 13aug08; sat wfu (as just "44" yellow) at Zaporizhzhya-Shyroke, seen apr16/jul18 |
| 5410920 059 | not known | Mi-2 | DOSAAF | mfd | 19may89 | |
| | "47" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | |
| | UR-BCA | Mi-2 | ZTsLP | Zas | 14sep96 | Zaporizky tsentr lyotnoi pidgotivky at Shyroke; also carried the code "47" yellow; l/n as such Zaporizhzhya-Shyroke 09jul07; canx 13aug08; sat wfu (as just "47" yellow) at Zaporizhzhya-Shyroke, seen apr16/jul18 |
| 5410921 059 | not known | Mi-2 | DOSAAF | mfd | 31may89 | |
| | "46" yellow | Mi-2 | TSO Ukrayiny | Zas | 28may96 | |
| | UR-BBY | Mi-2 | ZTsLP | Zas | 14sep96 | Zaporizky tsentr lyotnoi pidgotivky at Shyroke; also carried the code "46" yellow; canx 13aug08; l/n Zaporizhzhya-Shyroke 02aug12; seen Zaporizhzhya-Shyroke apr16/2018 derelict as just "46" yellow |
| 5410922 059 | not known | Mi-2 | Soviet Air Force | mfd | 19may82 | |
| | RA-15720(2) | Mi-2 | | trf | 30apr93 | see c/n 522324032; lsd 05jul99/31dec03 to Lukaviatrans and seen PKV 06aug01, titles not reported |
| | RA-15720(2) | Mi-2 | Lukiaviatrans | rgd | 30jul99 | to the Russian Federation; current on register as such by aug10; photo 07apr09 yellow/blue c/s no titles |
| | RA-15720(2) | Mi-2 | MChS Rossii | KUF | 2001 | leased from Lukiaviatrans; in full c/s; seen wfu at PKV 27nov07; must have suffered an accident as sat damaged in MARZ ROSTO at Fedurnovo (Chornoye) with the tailboom broken off, no visible titles, seen aug10/aug12, c/n checked but registration not visible |
| 5410923 059 | "23" yellow | Mi-2 | DOSAAF | mfd | 1989 | in dark green c/s with light grey underside; code faded from yellow to white; f/n Korobcheyevo 24aug01; sat wfu at Korobcheyevo, seen aug04/aug12 |
| 5410924 059 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "05" yellow | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n Minsk-Borovaya may95; l/n Minsk-Borovaya sep97 |
| | "05" white | Mi-2 | Belarus Air Force | Msb | 20may05 | in olive drab c/s with light grey underside; stored at Minsk-Borovaya, seen may05/may08 |
| 5410925 059 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | "07" white | Mi-2 | Belarus Air Force | trf | 15jun92 | f/n Minsk-Borovaya may95; l/n Minsk-Borovaya sep97 |
| | EW-121AO | Mi-2 | DOSAAF Belarusi | Msb | 09jun07 | c/n checked; in green/yellow/pink camo c/s with 'DOSAAF' titles; stored without rotors at Minsk-Borovaya, seen aug11/jun19;seen complete preserved Minsk-Lipki 02nov24 |
| 5410926 059 | "36" yellow | Mi-2 | Soviet Air Force | Jrw | 11jun98 | l/n Yaroslavl-Karachikha 25may99 |
| | RF-00541 | Mi-2 | ROSTO | ph. | 16aug08 | at Yaroslavl-Karachikha; in dull green camo c/s; sat wfu in MARZ ROSTO at Fedurnovo (Chornoye), seen jun10/aug12; l/n Uvat 23jun15 |
| 5410927 059 | "23" yellow | Mi-2U | Soviet Air Force | Tno | 10apr91 | repainted in dark blue/silver c/s with dark and light blue trim, a 'TsAK' badge and advertising for Aniral-Utec Computers France; f/n as such l/n Moscow-Tushino 10may92 |
| | no code | Mi-2U | Moscow Heli Serv | Tno | 04sep93 | leased from the Russian Air Force; repainted in 1993; in metallic blue c/s (darker towards the tail) with 'Moscow Heli Service' titles; l/n Moscow-Tushino 05jul94 |
| | "23" yellow | Mi-2U | Russian Air Force | Tno | may95 | |
| | no code | Mi-2U | Russian Air Force | Tno | 17aug97 | in faded blue c/s; seen with 'NAK Rossii' titles Moscow-Tushino 29mar02; stored at Moscow-Tushino, seen nov08; later stored with MARZ ROSTO at Fedurnovo (Chornoye) |
| | RA-15757(2) | Mi-2U | Vyatkaavia | rgd | 30nov11 | in white c/s with red cheatline and blue belly, no titles; f/n Orichi-Kuchany 05feb15; slightly damaged 16aug15 on landing at Orichi-Kuchany when came down so hard (due to pilot error) that the right main gear collapsed, the pilot and both passengers escaped unhurt; repaired; new CofR issued 09jun18; l/n Ivanovskaya 02jul18; see c/n 532534082 |
| 5310928 069 | B-2928 | Mi-2 | Czech MoI (LS SNB) | d/d | 14jul89 | redesignated Státní letecký útvar SLÚ in 1990 and Letecká sluPba Federálního policejního sboru (LS FPS) in 1991 |
| | B-2928 | Mi-2 | Czech Police | trf | 01jan93 | wfu 27mar96 |
| | N107BC | Mi-2 | Atl. Resources | res | 17sep98 | never officially registered and never had a CofA; seen without registration DED 27jan99/05feb01 and Hollister 28may04 |
| | N107BC | Mi-2 | Yuli Kaplunovsky | rgd | 20jul05 | Yuli E. Kaplunovsky of Sunnyvale, CA; canx 16feb06; offered for sale mar09 as 'located in California Bay Area, not yet registered as experimental, but in a flyable condition, last flown in January 2009, t/t 1,496 hours, for sale for $ 79,900'; in white c/s with red trim and brown cheatline, no titles; stored in good condition at Pontiac Oakland, seen oct24, but not current on the US register (N107BC is a Cirrus SR-22 since 02jul22) |
| 5310929 069 | B-2929 | Mi-2 | Czech MoI (LS SNB) | d/d | 14jul89 | in dark green c/s with light blue underside; redesignated Státní letecký útvar SLÚ in 1990 and Letecká sluPba Federálního policejního sboru (LS FPS) in 1991 |
| | B-2929 | Mi-2 | Czech Police | trf | 01jan93 | dbr 12sep95 when crashed on SKP Kometa Brno playground; hulk seen Brno 20sep97; was placed into a lake near Borek (between Golcuv Jenikov and Chotebor) at a depth of 18 metres in summer 2001 and used for diver training; recovered from the lake dec08 and transported to a quarry at Mokrysov-Breziny, seen mar11/apr12 |
| 5110930 069 | ST-39 | Mi-2 | Algerian Police | | | serial reported in book "African Air Forces" |
| 5110931 069 | ST-41 | Mi-2 | Algerian Police | | | serial reported in book "African Air Forces" |
| 5110932 069 | ST-45 | Mi-2 | Algerian Police | | | in olive drab/khaki camo c/s with orange stripe |
| | ST-45 | Mi-2 | Algerian Air Force | ph. | 2021 | in olive drab/khaki camo c/s with orange stripe |
| 5110933 069 | ST-43 | Mi-2 | Algerian Police | | | serial reported in book "African Air Forces" |
| 5110934 069 | ST-49 | Mi-2 | Algerian Police | | | serial reported in book "African Air Forces" |
| 5110935 069 | ST-51 | Mi-2 | Algerian Police | | | serial reported in book "African Air Forces" |
| 5110936 069 | ST-53 | Mi-2 | Algerian Police | | | serial reported in book "African Air Forces" |
| 5110937 069 | ST-57 | Mi-2 | Algerian Police | | | serial reported in book "African Air Forces" |
| 5110938 069 | ST-59 | Mi-2 | Algerian Police | | | serial reported in book "African Air Forces" |
| | ST-59 | Mi-2 | Algerian Air Force | | dec12 | opb 659 EdH; l/n Sétif-Aïn Arnat 27may15 |
| 5110939 069 | ST-61 | Mi-2 | Algerian Police | | | serial reported in book "African Air Forces" |
| 5410940 069 | CCCP-14199 | Mi-2 | AFL/Belarus | rgd | 21aug89 | canx as to Belarus but date unknown |
| | EW-14199 | Mi-2 | Aeroflot c/s, n/t | GME | 10oct95 | reported for Gomelavia |
| 5410941 069 | CCCP-14200 | Mi-2 | AFL/Belarus | mfd | 30jun89 | rgd 05jan90; canx as to Belarus, date unknown |

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|---|---|---|---|---|---|---|
| | EW-14200 | Mi-2 | Aeroflot c/s, n/t | GME | 10oct95 | reported for Gomelavia; l/n in MARZ ROSTO at Fedurnovo (Chornoye) 03jul05 |
| | RF-14001 | Mi-2 | privately owned | Che | 22aug05 | in black/white/red c/s, no titles; l/n Kolchugino 26may07; registration used on an EC 120B at the same time |
| | RA-14200 | Mi-2 | Konvers-Avia | no | reports | mentioned in a technical inspection document 10jul08 |
| | RA-14200 | Mi-2 | Avis-Amur | rgd | 15aug08 | to Granat; in black/white/red c/s, no titles; f/n UUS 11jan11; l/n Zonalnoe 12may16 |
| 5310942 069 | CCCP-14201 | Mi-2 | AFL/Urals | mfd | 30jun89 | rgd 10aug89; opb 10 LO of 2-i Permski OAO |
| | RA-14201 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | owned by the Russian Federation; was not airworthy as of 11apr00; canx between aug10 and dec10 |
| 5310943 069 | CCCP-14202 | Mi-2 | AFL/Urals | mfd | 30jun89 | rgd 21aug89; opb 10 LO of 2-i Permski OAO |
| | RA-14202 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | |
| | RA-14202 | Mi-2 | not reported | Che | 25aug03 | in MARZ ROSTO |
| | RA-14202 | Mi-2 | SiBoss Avia | BKA | 20apr06 | in silver c/s with blue trim and titles; l/n in MARZ ROSTO at Fedurnovo (Chornoye) 29feb08 |
| | RA-14202 | Mi-2 | Tulpar | rgd | 30jul08 | to Lukiaviatrans; probably not taken up; canx between aug10 and mar16 |
| | no reg | Mi-2 | Tulpar | ph. | 16may18 | in silver c/s with 'Tulpar' titles and the inscription 'Dom zanimatelnoi nauki i tekhniki'; preserved in front of the community centre with the same name at Kazan (N55.774265 E49.119229) from feb15, seen may18/jul23 |
| 5410944 069 | not known | Mi-2 | Soviet Air Force | no | reports | |
| 5410945 069 | not known | Mi-2 | Soviet Air Force | mfd | 19jul89 | also given as 07jul89; probably DOSAAF |
| | RA-23792 | Mi-2 | Aviapankh | rgd | 15mar95 | f/n NNM mid96 in ex Soviet Air Force c/s; seen wfu in MARZ ROSTO at Fedurnovo (Chornoye) jul05/apr06 |
| | RA-23792 | Mi-2 | MARZ ROSTO | rgd | 10jun02 | to the Russian Federation; in red/black/white c/s with 'MARZ' titles; f/n in MARZ ROSTO at Fedurnovo (Chornoye) 03jul06; seen in MVZ im. Milya in Moscow 07dec12; stored with MARZ DOSAAF at Fedurnovo (Chornoye), seen jul17/jul19 |
| 5410946 079 | not known | Mi-2 | DOSAAF | mfd | 1989 | |
| | "54" yellow | Mi-2 | TSO Ukrayiny | trf | 1992 | stored at UMY, seen 21may98 |
| | "98" black | Mi-2MSB | Ukraine Air Force | | | opb 203 NABr at Chuhuyiv; code not painted on, only on a sheet of paper in a cabin window; damaged 28mar19 on a training flight from Chuhuyiv when probably rolled over onto its side, the tailboom broke off, 1 crew member (the trainee pilot) was injured |
| 5410947 079 | "43" yellow | Mi-2 | DOSAAF | mfd | 1989 | |
| | UR-BBA | Mi-2 | TSO Ukrayiny | UMY | 21may98 | still carried code "43" yellow and Red Stars; l/n Konotop 25jun99; canx before mar12 |
| | "9." yellow | Mi-2MSB | Ukraine Air Force | | | opb 203 NABr at Chuhuyiv; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| 5410948 079 | not known | Mi-2 | DOSAAF | mfd | 1989 | |
| | UR-AAE | Mi-2 | TSO Ukrayiny | Krh | 15jul93 | |
| | UR-BAE | Mi-2 | TSO Ukrayiny | Krh | 12sep96 | opb Aeroklub im. V.S. Grizodubovoi at Kharkiv-Korotych; l/n Kharkiv-Korotych 21jun99, c/n checked; offered for sale mar08, for $ 295,000; canx 13aug08 |
| 5410949 079 | not known | Mi-2 | DOSAAF | no | reports | |
| | UR-AAN | Mi-2 | TSO Ukrayiny | Krh | 15jul93 | |
| | UR-BAN | Mi-2 | TSO Ukrayiny | Krh | 19may98 | opb Aeroklub im. V.S. Grizodubovoi at Kharkiv-Korotych; still carried Red Stars; canx 13aug08 |
| 5410950 079 | not known | Mi-2 | Soviet Air Force | no | reports | probably DOSAAF, in fact |
| | RA-15685(2) | Mi-2 | Krechet | rgd | 29may97 | w/o 02sep98 on a flight from the Izluchina helipad to the Asacha helipad when both engines flamed out due to pilot error while the helicopter was climbing through 740 metres in clouds, the pilot attempted an autorotation landing, but committed several mistakes so that the helicopter came down very hard in a potato field near Nikolayevka (17 km south-west of Yelizovo) and was completely destroyed, all 3 passengers killed and the pilot seriously injured; canx 12apr99; see c/n 530537117 |
| 5211001 079 | CCCP-14203 | Mi-2 | AFL/Privolzhsk | mfd | 28jul89 | rgd 11dec89 |
| | RA-14203 | Mi-2 | Samarskaya KASP | trf | 03aug93 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga |
| | RA-14203 | Mi-2 | Vadim R. Sitnikov | trf | 26may99 | the fuselage was transported by road from Smyshlyayevka to a place in the Samara region 06aug99; repaired 09/12aug99; damaged on landing at Rozhdestvenno, date unknown; t/t 2,484 hours by then |
| | RA-14203 | Mi-2 | Dudinskaya TsAGE | rgd | 22jan01 | already owned from 31mar00; leased to Avialesookhrana 06may03 |
| | RA-14203 | Mi-2 | Aerogeo | rgd | 02nov09 | to N.P. Monich; in orange c/s witht light blue cheatline and trim, with titles; f/n OVB jan10; stored at Shakhty, seen in 2015 |
| 5211002 079 | CCCP-14204 | Mi-2 | AFL/Privolzhsk | rgd | 06apr90 | |
| | RA-14204 | Mi-2 | Samarskaya KASP | trf | 03aug93 | Samarskaya kompaniya aviatsii spetsprimeneniya, a subsidiary of Aerovolga; canx 24aug99, see below |
| | RA-14204 | Mi-2 | V.R. Sitnikov | no | reports | a member of the Federation of Light Aviation (FLA); dbr on landing at Rozhdestvenno 24aug99 |
| 5211003 079 | CCCP-14205 | Mi-2 | AFL/Privolzhsk | rgd | 04may90 | crashed on take-off Kuibyshev 08may91; canx 21aug91 |
| 5211004 079 | CCCP-14206 | Mi-2 | AFL/Ukraine-Siz | rgd | 09oct89 | |
| | UR-14206 | Mi-2 | Zavodskoye Avn Ent | rgd | unknown | dbr 29apr95 on an unauthorised positioning flight after crop-spraying operations when tried to land near Prostornoye (Dzhankoi district of the Crimea) at night, came down hard and suffered substantial damage, the pilot escaped; wreck seen on a truck at Simferopol 15sep96 |
| 5411005 069 | SP-FSB | Mi-2 | Zak. Chemicze | rgd | 25jul89 | canx 30dec91 |
| | 5N-TOM | Mi-2 | Okada Air | BNI | mar93 | stored in a hangar at BNI, seen jan08; sat derelict at BNI, seen apr09/may10 |
| 5411006 079 | not known | Mi-2 | Soviet Air Force | mfd | 30aug89 | |
| | RA-15699(2) | Mi-2 | Orenburg Airlines | rgd | 30dec97 | f/n in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03, titles not reported; see c/n 522303022 |
| | RA-15699(2) | Mi-2 | Orenair | rgd | 07aug07 | to the Russian Federation; in full c/s; f/n Engels 23oct08; included into the operator's certificate 20nov08; preserved (without titles) in Muzei grazhdanskoi aviatsii at Orenburg which opened 17aug15, l/n nov20 |
| 5411007 079 | not known | Mi-2 | Soviet Air Force | mfd | 30aug89 | the operator may have been DOSAAF instead |
| | RA-23703 | Mi-2 | Krechet | rgd | 18apr96 | |
| | RA-23703 | Mi-2 | PURGA | rgd | 29nov05 | CofA expired 24oct07; in basic 'blue' Aeroflot c/s, no titles; f/n Yelizovo-Avachinski 02jul10; stored at Purga, seen jul15; stored with MARZ DOSAAF at Fedurnovo (Chornoye), seen jul17 |
| | RA-23703 | Mi-2 | Ozernovski RKZ 55 | rgd | 22feb17 | Ozernovski rybokonservny zavod No. 55 (Ozernovsk Fish Canning Plant No. 55); new CofR issued 24jun19; severely damaged 04aug22 on landing at Nalychevo helipad when the right engine lost power at a height of some 100 metres, so that the helicopter came down hard, the nose gear dug into the soft ground and the helicopter rolled over onto its left side, all occupants escaped unhurt; canx 08dec22 |
| 5411008 089 | not known | Mi-2 | Soviet Air Force | mfd | 29aug89 | |
| | RA-15696(2) | Mi-2 | Orenburg Airlines | rgd | 30dec97 | in basic 'blue' Aeroflot c/s with 'Orenburgskiye Avialinii' titles; seen as such in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03/22aug05; rgd to the Russian Federation 14mar06; last overhaul completed 14jul11; based at Pervomaiski; w/o 02jul12 on take-off for a pipeline patrol flight from Pervomaiski when went out of control during the transit from hovering to forward flight, the main rotor hit an obstacle, the helicopter came down, rolled over onto its left side, caught fire and burnt out, pilot and both passengers injured; t/t 8,309 hours 53 minutes; see c/n 531939071 |
| 5411009 089 | not known | Mi-2 | Soviet Air Force | mfd | 26aug89 | |
| | FLARF02098 | Mi-2 | RVC Ltd. Samara | rgd | 08apr97 | |
| | RA-15754(2) | Mi-2 | Nord-Avia | rgd | 03jul08 | to Abakan-avia; in blue c/s with white trim; f/n VLE sep08, l/n VLE sep09; CofA expired 16jul10; see c/n 532531082 |
| | RA-15754(2) | Mi-2 | Abakan Air | rgd | 25may23 | |
| 5411010 089 | not known | Mi-2 | Soviet Air Force | mfd | 31aug89 | |
| | RA-15678(2) | Mi-2 | Amur | rgd | 09apr97 | to Sibaviaservis; mentioned in an incident report at Mar-Kyuel 27apr08; in white c/s with blue, yellow and black trim, with titles; f/n Mar-Kyuel 25aug10; canx 27jul21; see c/n 530530107 |
| 5111011 089 | ST-69 | Mi-2 | Algerian Police | | | serial reported in book "African Air Forces" |
| | ST-69 | Mi-2 | Algerian Air Force | | dec12 | opb 659 EdH |
| 5111012 089 | ST-71 | Mi-2 | Algerian Police | | | serial reported in book "African Air Forces" |
| 5111013 089 | ST-73 | Mi-2 | Algerian Police | ph. | jun10 | at Sétif-Aïn Arnat; in olive drab/khaki camo c/s with orange cheatline |
| | ST-73 | Mi-2 | Algerian Air Force | | | opb 659 EdH |
| 5111014 099 | ST-75 | Mi-2 | Algerian Police | | | |
| | ST-75 | Mi-2 | Algerian Air Force | ph. | may16 | opb 659 EdH; in brown/sand camo c/s with orange stripe |
| 5111015 099 | ST-77 | Mi-2 | Algerian Police | | | serial reported in book "African Air Forces" |
| | ST-77 | Mi-2 | Algerian Air Force | | photo | in earth/sand camo c/s with orange stripe |
| 5111016 099 | ST-83 | Mi-2 | Algerian Police | | | serial reported in book "African Air Forces" |
| 5111017 109 | ST-63 | Mi-2 | Algerian Police | | photo | in earth/sand camo c/s with orange stripe |
| | ST-63 | Mi-2 | Algerian Air Force | | dec12 | opb 659 EdH; l/n Sétif 14may13 |
| 5111018 109 | ST-65 | Mi-2 | Algerian Police | | | serial reported in book "African Air Forces" |
| | ST-65 | Mi-2 | Algerian Air Force | | | opb 659 EdH |
| 5111019 109 | ST-67 | Mi-2 | Algerian Police | | | serial reported in book "African Air Forces" |
| | ST-67 | Mi-2 | Algerian Air Force | | dec12 | opb 659 EdH |
| 5111020 109 | ST-87 | Mi-2 | Algerian Police | | | serial reported in book "African Air Forces" |
| 5111021 119 | ST-89 | Mi-2 | Algerian Police | ph. | 31may05 | in earth/sand camo c/s with orange stripe |
| 5111022 119 | ST-91 | Mi-2 | Algerian Police | ph. | 13jul08 | in earth/sand camo c/s with orange stripe |
| | ST-91 | Mi-2 | Algerian Air Force | | dec12 | opb 659 EdH |
| 5111023 119 | ST-93 | Mi-2 | Algerian Police | | | serial reported in book "African Air Forces" |
| | ST-93 | Mi-2 | Algerian Air Force | | | opb 659 EdH |
| 5111024 119 | ST-95 | Mi-2 | Algerian Police | | | l/n Sétif-Aïn Arnat 27may15 |
| 5111025 119 | ST-97 | Mi-2 | Algerian Police | | | |
| | ST-97 | Mi-2 | Algerian Air Force | ph. | may16 | opb 659 EdH; in olive drab/sand camo c/s with orange stripe; received a French roundel for a movie 24nov16 |
| 5411027 089 | not known | Mi-2 | Soviet Air Force | mfd | 27aug89 | or DOSAAF ? |
| | RA-23714 | Mi-2 | Atlas | rgd | 23feb96 | to TAkPO; did not have a current CofR or CofA by aug10; still current on register 01aug23 |
| | no reg | Mi-2 | no titles | ph. | 2017 | in a c/s close to the 'blue' Aeroflot one, no markings whatsoever; preserved on the premises of the sports club "8 milya" at ul. Sovyetskaya at Almetyevsk (N54.912390 E52.326261), f/n on Google Earth in 2011, seen aug24 |
| 5211026 089 | CCCP-14207 | Mi-2 | AFL/Ukraine | rgd | 31oct89 | |
| | UR-14207 | Mi-2 | Universal-avia | no | reports | based at Simferopol; canx 13aug08 |
| 5411028 089 | not known | Mi-2 | Soviet Air Force | mfd | 31aug89 | |
| | RA-15666(2) | Mi-2 | SIBIA | rgd | 02oct96 | see c/n 530517097 |
| | RA-15666(2) | Mi-2 | AUTTs Vertikal | rgd | 31may00 | |
| | RA-15756(2) | Mi-2 | Kamchatimpeks | rgd | 14oct09 | in basic 'blue' Aeroflot c/s, no titles; f/n Avachinski 04aug11; l/n Purga heliport 26jul15 |
| 5411029 099 | not known | Mi-2 | Soviet Air Force | mfd | 20sep89 | |

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|---|---|---|---|---|---|---|
| | RA-15688(2) | Mi-2 | Orenburg Airlines | rgd | 16oct97 | initially in basic 'blue' Aeroflot c/s with full titles; rgd 24dec07 to the Russian Federation; l/n in its old c/s in MARZ DOSAAF at Fedurnovo (Chornoye) in 2009; new CofR issued 04feb13; repainted in white/dark blue c/s with thin red cheatline, no titles; f/n as such SVX 03apr13; l/n SVX 15may15; CofA expired 24jan16; canx between 16oct18 and 23nov18; see c/n 530604127 |
| | UP-MI231 | Mi-2 | not known | rgd | unknown | c/n given by the Civil Aviation Administration of Kazakhstan |
| 5411030 099 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | RA-15711(2) | Mi-2 | | rgd | 08may98 | dbr 17sep99; canx 03apr00; see c/n 522315032 |
| 5411031 099 | "07" yellow | Mi-2 | DOSAAF | Tno | 25sep91 | |
| | FLA-07 | Mi-2 | NAK Rossii | Tno | 04sep93 | l/n Moscow-Tushino 29aug95; exported to the US 01jul98, see rgd date below |
| | N56346 | Mi-2 | NAC of Russia | rgd | 04oct96 | National Aero Club of Russia Inc. of Saint Louis, MO; was at Creve Coeur Aircraft Restoration Museum, MO, but left the museum before 2007; believed by the museum to have been destroyed in the Pacific northwest; CofR expired 31dec12; canx 21jul17 |
| 5411032 099 | "01" yellow | Mi-2 | DOSAAF | Tno | 25sep91 | |
| | FLA-01 | Mi-2 | NAK Rossii | SXF | 07sep92 | l/n Moscow-Tushino 29aug95; exported to the US 01jul98, see rgd date below |
| | N37347 | Mi-2 | NAC of Russia | rgd | 04oct96 | National Aero Club of Russia Inc. of Saint Louis, MO; CofR expired 31dec12; canx 23jan18 |
| 5411033 099 | "03" yellow | Mi-2 | DOSAAF | Tno | 25sep91 | l/n Moscow-Tushino 09may94 |
| 5411034 109 | "09" yellow | Mi-2 | DOSAAF | mfd | 30oct89 | f/n Moscow-Tushino 25sep91; l/n Moscow-Tushino 02jun92 |
| | FLA-09 | Mi-2 | NAK Rossii | SXF | 07sep93 | carried additional 'Moscow Airways' titles |
| | RA-23777 | Mi-2 | NAK Rossii | rgd | 20jun94 | opb NAK Rossii im. Chkalova at Moscow-Tushino; in light grey/blue c/s with red trim and 'NAK Rossii' badge; f/n Moscow-Tushino 29aug95; rgd 24may00 to the Russian Federation; CofA expired 30oct01, but still current on register aug10; t/t 789 hours; stored at Moscow-Tushino, later at Drakino and from 17jan13 with MARZ DOSAAF at Fedurnovo (Chornoye); repainted in white c/s with blue and black trim, no titles and no logo; f/n as such in MARZ DOSAAF 17feb15 (overhaul ordered by Avialeader); new CofRs issued 04mar15 and 09feb17; l/n VVO 09jul18; new CofR issued 11nov20 |
| 5411035 109 | "08" yellow | Mi-2 | DOSAAF | mfd | 31oct89 | in dark green c/s with light grey underside; f/n Moscow-Tushino 18jul91; l/n Moscow-Tushino 17may99 |
| | FLARF01649 | Mi-2 | Fed of Light Avn | Tno | 16aug98 | no titles but with 'Rostelecom' advertising |
| | RA-01649 | Mi-2 | Aniral Utec | Tno | 15aug99 | also carried 'Rostelecom' titles |
| | RA-15723(2) | Mi-2 | ROSTO | rgd | 12oct99 | opb NAK Rossii im. Chkalova; in yellow/purple c/s with 'Rostelecom' advertising; f/n as such Moscow-Tushino 17jun00; l/n operational PKV 11jun13; stored at Drakino, seen sep11; overhauled in repainted in black/white c/s; seen as such PKV 11jun13, active; see c/n 522327032 |
| 5411036 099 | "04" yellow | Mi-2 | DOSAAF | mfd | 01sep89 | f/n Moscow-Tushino 10apr91; l/n Moscow-Tushino 25sep91 |
| | FLA-04 | Mi-2 | NAK Rossii | SXF | 07sep92 | l/n Moscow-Tushino 05jul94 |
| | RA-23776(1) | Mi-2 | NAK Rossii | rgd | 20jun94 | initially in white/blue c/s with an NAK badge; f/n Moscow-Tushino may95; seen Nördlingen 22aug99 during the World Helicopter Championships; l/n as such Moscow-Tushino 27may03, possibly still with the code "04" black; new CofR issued 24may00; repainted in white c/s with black and light blue trim; f/n as such Moscow-Tushino nov08; stored at Drakino, seen sep11/aug12; new CofRs issued 02apr19 and 30may22; see c/n 5311041119 |
| 5411037 119 | not known | Mi-2 | Soviet Air Force | mfd | 24nov89 | also given as 29nov89 for UR-CFJ |
| | UR-CFJ | Mi-2 | Prominterservis | rgd | 23nov06 | initially in olive drab c/s with light grey underside and green patches on the rear fuselage and tailboom (probably overpainted star/roundel and registration); seen as such Kiev-Chaika 06jul07; outfitted as a VIP helicopter and repainted in black c/s; seen without registration and titles Kiev-Chaika aug08; received a large 'HL' in a big star on the fuselage and 'LIS' on the nose; f/n as such Kiev-Chaika 18sep08 (the date of the report in black c/s at Kiev-Chaika may07 must be in error) |
| | HL9479 | Mi-2 | Apache Airlines | rgd | 24dec08 | to Heli-World Sf Industrial Park; mfd given as 24nov89; current jul14 |
| | UR-CFJ | Mi-2 | Prominterservis | rgd | 25aug09 | in black c/s with large 'HL' in a big star on the fuselage and 'LIS' on the nose; f/n Kiev-Chaika 09may11; l/n Zarichne 05jul11; current on register 30jan12 |
| | UR-RHGP | Mi-2 | Prominterservis | rgd | 28mar12 | current on register 19jun13 |
| | UR-CMA | Mi-2 | Royal Avia | rgd | 21aug13 | in red/black c/s, no titles; f/n Drohobych 07sep13; l/n Drohobych 01jul15; canx between 07jun19 and 29jun19 |
| 5411038 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | HA-BFY | Mi-2 | Kálnoky Bedö Kft. | rgd | 04oct96 | leased from Lviv Sport; f/n Gödöllö 17jul99; received 'Civil Guard' titles; f/n as such Budakeszi 30apr00; l/n operational BUD 13aug00; CofA expired 18feb01; stored at Budaörs, seen still with titles may01/jul01 and with a 'Civil Guard' logo apr02 |
| | HA-BFY | Mi-2 | Imre András | rgd | early03 | opb Torul R.E.E. (Torul Aero Club ?); still carried a 'Civil Guard' logo; f/n Budaörs mar04, stored; current on register feb04; new CofR issued 30jun06, now opb Dunai Repülogépgyár Légiszállítási Kft.; CofA expired 30aug06; l/n its old colours Tököl 01aug09; repainted in white c/s with two-tone diagonal blue rear, no titles; f/n Tököl 17aug08; seen Marculesti 18sep10; canx in late 2017; sat wfu at Marculesti, seen mar20 |
| 5411039 109 | not known | Mi-2 | DOSAAF | no | reports | |
| | HA-BGA | Mi-2 | Long Star 2000 Kft | rgd | 04nov96 | leased from ASK Lviv; no titles; f/n Kecskemét 24may97; seen Budaörs 06feb98; l/n Börgönd 07mar98; canx 05feb99 as to Ukraine |
| | UR-BKL | Mi-2 | ASK Lviv | LWO | 2001 | opf Lviv Airlines; in the colours of the Ukrainian flag, no titles; w/o 04mar03 on a pipeline inspection flight from Brody via Bibrka and Drohobych to Sambor with the MTOW exceeded by 117 kg when encountered below-minima weather conditions, the right engine failed due to icing while the helicopter was flying at low height, the helicopter went out of control and crashed near Peremyshlyany, the pilot was killed; canx only 13aug08 |
| 5411040 109 | not known | Mi-2 | Soviet Air Force | no | reports | |
| | not known | Mi-2 | Ukraine Air Force | no | reports | tender for overhaul published 11jul12 |
| 5311041 119 | CCCP-14208 | Mi-2 | AFL/Urals | mfd | 22dec89 | rgd 16feb90; opb 10 LO of 2-i Permski OAO |
| | RA-14208 | Mi-2 | Aeroflot | PEE | 1993 | |
| | RA-14208 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | |
| | RF-01018 | Mi-2 | ROSTO | Dra | 29jun09 | in basic 'blue' Aeroflot c/s, no titles; not on DOSAAF register 20jan10; seen Borki 17jul10, Drakino 24sep11 and Bolshoye Gryzlovo 23jul12; l/n Konakovo 07jun15 |
| | RA-23776(2) | Mi-2 | privately owned | ph. | 01apr17 | illegal registration, see c/n 5411036099; initially in basic 'blue' Aeroflot c/s, former registration RF-01018 still visible; l/n as such Konakovo 01apr17; repainted in yellow/black/white c/s; f/n as such Konakovo 12jan20; l/n Konakovo 22jul24, flying |
| 5311042 119 | CCCP-14209 | Mi-2 | AFL/Urals | mfd | 30nov89 | rgd 08feb90; opb 10 LO of 2-i Permski OAO |
| | RA-14209 | Mi-2 | Aeroflot | PEE | 1993 | |
| | RA-14209 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb04 | owned by the Russian Federation; was not airworthy as of 28mar00; canx between aug10 and dec10 |
| 5211043 049 | SP-SKC | Mi-2 | PGR | rgd | 20dec89 | |
| | SP-SKC | Mi-2 | G.R.S.P. | rgd | 20feb95 | |
| | SP-SKO | Mi-2 | Pol Miedz Trans | r/r | 11dec97 | crashed at Zelazny Most 06may98; canx 04sep98 |
| 5211044 129 | SP-FDC | Mi-2 | Dakomat | rgd | 09mar90 | seen Modlin 30aug93; canx 19mar97 |
| | SP-ASY | Mi-2 | Aerocl. Grudziadz | rgd | 24mar97 | crashed Lake Sniardwy 15feb98; canx 11feb02 |
| 5211045 119 | CCCP-14210 | Mi-2 | AFL/Kazakhstan | rgd | 12apr90 | canx as to Kazakhstan but date unknown |
| 5211046 119 | CCCP-14211 | Mi-2 | AFL/Kazakhstan | rgd | 24may90 | canx as to Kazakhstan but date unknown |
| | UN-14211 | Mi-2 | Aeroflot ? | | | operated by Kazakhstan Airlines, crashed on approach Kul-Sary, 15dec94 |
| 5211047 119 | CCCP-14212 | Mi-2 | AFL/Kazakhstan | rgd | 16feb90 | f/n BXJ 23apr93; canx as to Kazakhstan but date unknown |
| | UN-14212 | Mi-2 | Uniavia | SHJ | 10feb08 | in blue/green/yellow c/s, no titles; l/n SHJ 07aug08 |
| | UP-MI219 | Mi-2 | Beibarys | FJR | 04may09 | CofA expired 30sep09; stored at FJR, seen 10oct09 |
| | UP-MI219 | Mi-2 | Skylink Arabia | FJR | 14jan10 | never had a Kazakh CofA; initially in khaki c/s with titles; repainted in black c/s with 'Aerospace Consortium FZE' titles; displayed during the Dubai Air Show 2011 by Aerospace Consortium FZE of the UAE, arrived by road 12nov11, c/n checked on plate and by call-sign 14212 on instrument panel; l/n DXB 13nov11; operated in Iraq and later in Congo; in a listing of the Kazakh CAA dated 01mar18 as not allowed to fly |
| 5211048 129 | CCCP-14213 | Mi-2 | AFL/Belarus | rgd | 13aug90 | canx as to Belarus |
| | EW-14213 | Mi-2 | Gomelavia | GME | 06aug06 | in red c/s with two thin white cheatlines and 'Arabic Aviation' titles in Arab on the tailboom (covering the prefix); operated in Egypt for some seasons, starting in 1992; sat wfu at GME, seen aug06/oct12; the tailboom is used for training by the rescue services at GME (N52.11370 E23.88698), seen sep14/aug15 |
| 5411049 129 | CCCP-14214 | Mi-2 | AFL/Belarus | rgd | 26apr90 | canx as to Belarus but date unknown |
| | EW-14214 | Mi-2 | Aeroport Brest | BQT | 25aug96 | no titles |
| | "24" black | Mi-2 | BelOSTO | trf | 27oct00 | opb Central Aeroklub; f/n Minsk-Borovaya 20may05 |
| | EW-238CC | Mi-2 | DOSAAF Belarusi | VTB | 20jul06 | in yellow/green/pink camo c/s with 'DOSAAF' titles; l/n Minsk-Borovaya 07jun09 |
| | EW-316AO | Mi-2 | DOSAAF Belarusi | Vya | 26jan10 | c/n checked; in yellow/green/pink camo c/s with 'DOSAAF' titles; l/n operational Minsk-Borovaya 18aug11; stored at Minsk-Borovaya, seen sep13/jun19 |
| 5411050 129 | CCCP-14215 | Mi-2 | AFL/Ukraine | rgd | 11mar90 | canx as to Ukraine but date unknown |
| | EW-14215 | Mi-2 | not reported | BQT | 03oct95 | probably misread, see lines above and below |
| | UR-14215 | Mi-2 | Universal-avia | SIP | 07jul96 | based at SIP; in basic Aeroflot c/s, no titles; l/n as such SIP 15sep96; l/n SIP 23jun01, titles not reported; canx 02oct09 |
| | no reg | Mi-2 | DOSAAF Rossii | ph. | 20sep24 | in white/light grey c/s with 'Russian flag' cheatline, with titles; preserved in these fake colours at Simferopol-Zavodskoye (N44.9211 E34.0689), seen sep24 |
| 5211101 129 | CCCP-14216 | Mi-2 | AFL/Belarus | mfd | 20dec89 | rgd 27jul90 |
| | EW-14216 | Mi-2 | Gomelavia | GME | 10oct95 | in basic Aeroflot c/s, no titles; stored without registration in MARZ ROSTO at Fedurnovo (Chornoye), seen jul05/jul06 |
| | RF-01161 | Mi-2 | DOSAAF | no | reports | reported by russianplanes.net; entered into Rosimushchestvo (State Property Agency) records 19feb10 |
| 5211102 129 | CCCP-14217 | Mi-2 | AFL/Ukraine | rgd | 26apr90 | |
| | UR-14217 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; canx 13aug08 |
| 5411103 129 | CCCP-14218 | Mi-2 | AFL/Kazakhstan | mfd | 28dec89 | rgd only 24may90; opb Guryevski OAO |
| | UN-14218 | Mi-2 | Kazakhstan aue zh. | no | reports | opb Atyrauavia |
| | UN-14218 | Mi-2 | Euro-Asia Air | trf | 09jul97 | with 6,036 hours left |
| | UP-MI220 | Mi-2 | Skylink Arabia | FJR | 04may09 | stored at FJR, seen 10oct09; operated in Iraq and later in Congo |
| | RA-14218 | Mi-2 | not known | rgd | 13jan17 | |
| 5411104 129 | CCCP-14219 | Mi-2 | AFL/Kazakhstan | rgd | 26mar90 | f/n BXJ 23apr93; hit power cable near Makinsk 26jul91 and repaired; canx as to Kazakhstan but date unknown |
| | UN-14219 | Mi-2 | Aeroflot | Alb | 24sep99 | l/n Almaty-Baiserke 01sep02, no titles or rotors |
| 5311105 129 | SP-FSC | Mi-2P | UNOX | mfd | 07dec89 | rgd 05jan90; f/n Warsaw-Bemowo 18aug91 |

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|---|---|---|---|---|---|---|
| | SP-FSC | Mi-2P | BATAX | trf | 30jan92 | in blue c/s; already f/n Warsaw-Bemowo sep91; trf to TRAFINT 16dec93; canx 11feb02 as wfu; sat wfu at Swidnik, seen oct07/oct11; offered for sale 03oct08, with t/t 600 hours; transported on a truck to Letecké muzeum Konesín 13jul17 and preserved there, l/n sep21; moved to Technické muzeum Studenec ((N49.223650 E16.068536), seen may24 and seen there aug24 without registration painted on |
| 5311106 040 | SP-FSE | Mi-2 | Skintpol | rgd | 01aug90 | |
| | SP-FSE | Mi-2 | Wro Aero | rgd | 26sep91 | no titles; seen Miroslavice 19aug95 |
| | SP-FSG | Mi-2 | Wro-Aero | r/r | 03jul96 | l/n Zielona Góra-Przylep 06mar98 |
| | SP-ASW | Mi-2 | AK Ziemi Lubuskiej | r/r | 14dec98 | no titles; f/n Zielona Góra-Przylep 27oct03; CofA expired 03apr07; sat wfu (without rotors) at Zielona Góra-Przylep, l/n jun07; canx 17feb11 |
| 5311107 020 | CCCP-14220 | Mi-2 | AFL/Arkhangelsk | mfd | 27feb90 | rgd 20mar91 |
| | RA-14220 | Mi-2 | Aeroflot | ARH | 1994 | rgd 04oct95; canx 27jun97, but still in the Arkhangelsk Aviation fleet list 30sep00; seen Tver-Zmeyovo 19may99, reported as DOSAAF |
| | RA-14220 | Mi-2 | NPO "Vzlyot" | rgd | 19sep00 | leased to Vologda Airlines 08apr02/31dec04; reported in an incident report at Vologda-Grishino 22dec02 |
| | RA-14220 | Mi-2 | Konvers Avia | rgd | 26may04 | to NPO "Vzlyot"; in orange c/s with blue cheatline and trim, with titles; current on register by aug10; mentioned 01jul11; stored at Tver-Zmeyovo, seen apr17 (a tailboom with RA-14220 on in white/blue c/s was seen separately at Tver-Zmeyovo the same day) |
| 5311108 020 | CCCP-14221 | Mi-2 | AFL/Arkhangelsk | rgd | 03apr91 | |
| | RA-14221 | Mi-2 | 2nd Arkhangelsk AE | ARH | 1994 | w/o 03nov95 on a flight to a helipad near Dresvyanka in support of the Naryan-Mar oil and gas exploration expedition when crashed 1.9 km from the helipad (probably in a snow flurry), caught fire and burnt out, both pilots and both passengers killed, the cause of the accident could not be established; canx 21dec95 |
| 5211109 010 | CCCP-14222 | Mi-2 | AFL/Ukraine | rgd | 24may90 | |
| | UR-14222 | Mi-2 | Universal-avia | SIP | 15sep96 | based at Simferopol; in basic Aeroflot c/s, no titles; l/n SIP 23jun01, titles not reported; canx 13aug08 |
| 5211110 010 | CCCP-14223 | Mi-2 | AFL/Ukraine | rgd | 14may90 | |
| | UR-14223 | Mi-2 | Aeroflot | SIP | 15sep96 | opb Universal-avia Simferopol |
| | UR-14223 | Mi-2 | Universal-avia | no | reports | based at Simferopol; canx 13aug08 |
| 5211111 010 | CCCP-14224 | Mi-2 | AFL/Ukraine | mfd | 30jan90 | rgd 12apr90; f/n CEJ 02jul96; l/n CEJ 02may99, titles not reported |
| | UR-14224 | Mi-2 | Skif-Avia | rgd | 05may11 | in standard blue/yellow c/s with titles; f/n Kiev-Chaika 09may11; canx jan14 |
| 5211112 010 | CCCP-14225 | Mi-2 | AFL/Ukraine | rgd | 21jun90 | crashed after in-flight fire landing Halyavim 07aug91 |
| 5411113 010 | CCCP-14226 | Mi-2 | AFL/Ukraine | rgd | 11mar90 | |
| | UR-14226 | Mi-2 | Aeroflot | SIP | 15sep96 | opb Universal-avia Simferopol; l/n SIP 23jun01, titles not reported |
| | UR-14226 | Mi-2 | Universal-avia | no | reports | based at Simferopol; canx 13aug08 |
| 5411114 010 | CCCP-14227 | Mi-2 | AFL/Ukraine | rgd | 12apr90 | canx as to Ukraine but date unknown |
| | LZ-RMB | Mi-2 | Air Max | SOF | 11sep99 | |
| | LZ-MSH | Mi-2 | Scorpion Air | SOF | 05jul02 | in dark blue/white c/s, no titles; canx 30jan07; sat wfu at SOF, seen sep11/2019 |
| 5311115 010 | CCCP-14228 | Mi-2 | AFL/Kazakhstan | rgd | 20sep90 | |
| | UN-14228 | Mi-2 | Kazakstan Airlines | no | reports | crashed when hit ground in steep turn, 06mar96 |
| 5311116 020 | CCCP-14229 | Mi-2 | AFL/Kazakhstan | rgd | 05oct90 | suffered an accident jan91, details unknown; f/n BXJ 23apr93; canx as to Kazakhstan, date unknown |
| | UN-14229 | Mi-2 | Zavod No. 406 GA | no | reports | damaged 27jun94 on an unauthorised leg of a flight in the Aktyubinsk region when took off from a site near Aktyubinsk with the maximum TOW, lost height while accelerating, collided with a high-voltage power-line, crashed and came to rest on its right side, 1 of the 2 passengers killed and the other one as well as the pilot injured |
| | UN-14229 | Mi-2 | AP VKO | ph. | 19may06 | AP VKO is the abbreviation for 'Aviation Enterprise of the Eastern Kazakhstan Region'; registration without hyphen; in orange c/s with blue cheatline and trim, with titles; l/n at Bukhtarma on lake Zaisan 03aug07 |
| | UP-MI217 | Mi-2 | AP VKO | ph. | 09jun06 | c/n from russianplanes.net, but see the l/n date above; in orange c/s with blue cheatline and trim; l/n 21aug10; was due for disease control checks according to documents dated 28nov13 and 10dec14 |
| 5311117 020 | CCCP-14230 | Mi-2 | AFL/Arkhangelsk | mfd | 22feb90 | rgd 13aug90 |
| | RA-14230 | Mi-2 | Aeroflot | ARH | 1994 | |
| | RA-14230 | Mi-2 | 2nd Arkhangelsk AE | trf | 21apr94 | canx 27jun97 |
| | RA-14230 | Mi-2 | NPO "Vzlyot" | rgd | 25oct00 | |
| | RA-14230 | Mi-2 | Konvers Avia | lsd | 01feb02 | in orange c/s with blue cheatline and trim, with titles; f/n in MARZ ROSTO at Fedurnovo (Chornoye) 08sep08 |
| | RA-14230 | Mi-2 | NPO "Vzlyot" | rgd | 11nov08 | f/n Kalachinsk 27jul24, active |
| 5311118 020 | CCCP-14231 | Mi-2 | AFL/Arkhangelsk | rgd | 26apr90 | |
| | RA-14231 | Mi-2 | Aeroflot | Rir | 29aug99 | c/n checked in cockpit, has tailboom of c/n 547843102 but for this story see c/n 547847102 !; trf 21apr94 to Arkhangelsk Aviation; canx 07jun96 |
| | YL-LHU | Mi-2 | Mono | rgd | 27apr99 | canx 09jun03 |
| | SP-KKE | Mi-2 | E & K Sp. z o. o. | rgd | 26apr05 | f/n POZ 25apr05; canx 13sep05 as sold to Venezuela |
| | YV1662 | Mi-2 | Raúl Daza | VLN | 04aug08 | in blue/silver c/s, no titles; declared 'abandoned' by INAC 10oct13; stored at VLN, seen oct14/nov15 |
| 5311119 020 | CCCP-14232 | Mi-2 | AFL/Arkhangelsk | rgd | 14may90 | f/n PRG 12dec91; leased to Delta System Air of Bratislava |
| | OK-VIT | Mi-2 | Delta System Air | rgd | 06jan92 | canx 31dec92; still carried 'Aeroflot' titles Kbely 04sep93 |
| | RA-14232 | Mi-2 | Aeroflot | ARH | 1994 | trf 21apr94 to Arkhangelsk Aviation Enterprise; canx 07jun96 |
| | YL-LHO (2) | Mi-2 | Mono | rgd | 20oct98 | f/n Riga-Rumbula 29aug99; l/n Riga-Rumbula 22mar06; current on register may08; canx before jan23; see c/n 535025126 |
| 5311120 020 | CCCP-14233 | Mi-2 | AFL/Tyumen-NFG | mfd | 27feb90 | rgd 26apr90 |
| | RA-14233 | Mi-2 | Neftyeyugansk AE | trf | 30jun94 | still with 'Aeroflot' titles; sold to an unknown owner in 2000; seen in MARZ ROSTO at Fedurnovo (Chornoye) 23jul07 |
| 5311121 020 | CCCP-14234 | Mi-2 | AFL/Tyumen-NFG | mfd | 27feb90 | rgd 26apr90 |
| | RA-14234 | Mi-2 | Neftyeyugansk AE | trf | 30jun94 | |
| | RA-14234 | Mi-2 | ROSTO | rgd | 02apr09 | to Izhevski Aeroklub; owned by Kazan Aviation Enterprise; in basic Kazan Aviation Enterprise c/s, no titles |
| 5411122 030 | CCCP-14235 | Mi-2 | AFL/Arkhangelsk | rgd | 26apr90 | |
| | RA-14235 | Mi-2 | 2nd Arkhangelsk AE | trf | 21apr94 | 'on paper'; damaged beyond repair 04apr93 on the leg from Varandei to the drilling rig 8-ya Vartnavskaya of a flight from Varandei to Naryan-Mar when descended too early in white-out conditions and collided with the ground 1,800 metres from the drilling rig and rolled over onto its side, both pilots and both passengers escaped; it is not clear which prefix the helicopter carried at the time of the accident |
| 5411123 030 | CCCP-14236 | Mi-2 | AFL/Arkhangelsk | rgd | 14may90 | |
| | RA-14236 | Mi-2 | Aeroflot | ARH | 1994 | trf 21apr94 to Arkhangelsk Aviation; reported damaged 26feb93 but current on the Russian register feb98/sep01 ! |
| 5411124 030 | CCCP-14237 | Mi-2 | AFL/Arkhangelsk | rgd | 31may90 | |
| | RA-14237 | Mi-2 | Aeroflot | ARH | 1994 | trf 21apr94 to 2nd Arkhangelsk AE; canx 07jun96; seen in MARZ ROSTO at Fedurnovo (Chornoye) aug02/aug03 unmarked |
| 5411125 030 | CCCP-14238 | Mi-2 | AFL/Kazakhstan | rgd | 20nov90 | |
| | UN-14238 | Mi-2 | Aero Eko | Alb | 01sep02 | stored |
| | UP-MI223 | Mi-2 | Kazakhstan Police | DMB | 22jun12 | c/n given by the Civil Aviation Administration of Kazakhstan as 54 1125 030, but only this c/n is possible; opb the Zhambyl region directorate; in black/white/blue c/s with 'Police' titles in English; see RF-00514 which must have a fake c/n |
| | UP-MI223 | Mi-2 | Taraz Zhana Alem | | | leased from the Zhambyl region directorate of the Kazakhstan Police; based at Ush-Bulak; w/o 23jan16 on a poaching flight from Ush-Bulak at dusk when one of the engines lost power and the pilot attempted a forced landing 3 km from Sadykhan (Kulan district of the Zhambyl region), but the helicopter banked to the left, the main rotor collided with the ground, the helicopter rolled over onto its right side, caught fire and burnt out, the pilot was killed (he died in hospital 12 days after the accident) and both passengers were injured |
| 5411126 030 | CCCP-14239 | Mi-2 | AFL/Kazakhstan | rgd | 20oct90 | f/n BXJ 23apr93; canx as to Kazakhstan but date unknown |
| 5311127 030 | CCCP-14240 | Mi-2 | AFL/Belarus | rgd | 20nov90 | see also RF-01229 with unknown c/n |
| | EW-14240 | Mi-2 | Aeroport Brest | BQT | 25aug96 | no titles |
| | "27" yellow | Mi-2 | BelOSTO | trf | 27oct00 | opb Central Aeroklub; f/n Minsk-Borovaya 20may05 |
| | EW-124AO | Mi-2 | GAI | Msb | 09jun07 | in blue/white c/s with 'DOSAAF' and 'GAI' titles; l/n Minsk-Borovaya 07sep10 |
| | EW-124AO | Mi-2 | DOSAAF Belarusi | Msb | 18aug11 | c/n checked; initially in yellow/green/pink camo c/s with 'DOSAAF' titles; l/n as such Minsk-Borovaya 14sep13; repainted in green/yellow/brown camo c/s with 'DOSAAF' titles; f/n as such in MARZ DOSAAF at Fedurnovo (Chornoye) may14; l/n as such Minsk-Borovaya 16sep17; repainted in dark green/medium green camo c/s with light grey belly and 'DOSAAF' titles; f/n as such in MARZ DOSAAF at Fedurnovo mar19; l/n Minsk-Lipki 03sep23 |
| 5311128 030 | CCCP-14241 | Mi-2 | AFL/Belarus | rgd | 11jul90 | |
| | EW-14241 | Mi-2 | Aeroport Brest | MHP | 09sep94 | in basic Aeroflot c/s, no titles; l/n BQT 25aug96 |
| | "28" yellow | Mi-2 | BelOSTO | trf | 27oct00 | opb Central Aeroklub; f/n Minsk-Borovaya 20may05 |
| | EW-14241 | Mi-2 | DOSAAF | Msb | 25feb07 | in multi-colour camo c/s, titles not reported; ex "21" yellow ?; l/n Minsk-Borovaya 24aug11 |
| | EW-336AO | Mi-2 | DOSAAF Belarusi | Msb | 13may12 | initially in olive drab/green/brown camo c/s with 'DOSAAF' titles; l/n as such Minsk-Borovaya 07jul12; repainted in green/yellow/pink camo c/s with 'DOSAAF' titles; f/n as such Minsk-Borovaya 21jun14; l/n as such Minsk-Borovaya 06sep16; repainted in more normal camo c/s with 'DOSAAF' titles; f/n as such Minsk-Borovaya 12may17; l/n Lipki 02nov24 |
| 5311129 040 | CCCP-14242 | Mi-2 | AFL/Tyumen | mfd | 20apr90 | also given as 23apr90; rgd 21jun90; opb Neftyeyuganski OAO |
| | RA-14242 | Mi-2 | Neftyeyugansk AE | trf | 30jun94 | |
| | RA-14242 | Mi-2 | Don-Aero-Service | rgd | 07jun01 | f/n ROV 13aug01, titles not reported; leased to Yugavia 15feb04/31dec05; seen unmarked in MARZ ROSTO at Fedurnovo (Chornoye) 20apr06 |
| | RA-14242 | Mi-2 | Barkol | rgd | 22may06 | in white c/s with light blue, grey and dark blue trim; f/n Samara-Smyshlyayevka 18aug06; CofA expired 14may10; new CofR issued 04apr13; canx between 24dec18 and 19feb19 |
| 5311130 040 | CCCP-14243 | Mi-2 | AFL/Tyumen-NFG | mfd | 20apr90 | also given as 12apr90; rgd 21jun90 |
| | RA-14243 | Mi-2 | Neftyeyugansk AE | trf | 30jun94 | |
| | RA-14243 | Mi-2 | Don-Aero-Service | rgd | 07jun01 | seen ROV 13aug01, titles not reported; CofA expired 26oct02, but still current on register by aug10 |
| 5311131 040 | CCCP-14244 | Mi-2 | AFL/Tyumen | mfd | 27apr90 | rgd 21jun90; oob Neftyeyuganski OAO |
| | RA-14244 | Mi-2 | Neftyeyugansk AE | trf | 30jun94 | sold in 2001 |
| | RA-14244 | Mi-2 | Balyklei | rgd | 27jun08 | still carried 'Aeroflot' titles; seen in MARZ ROSTO at Fedurnovo (Chornoye) 23jul07; canx between 23may18 and 20jul18 |
| 5311131 040 | CCCP-14244 | Mi-2 | AFL/Tyumen-NFG | mfd | 27apr90 | rgd 21jun90 |
| | RA-14244 | Mi-2 | Neftyeyugansk AE | trf | 30jun94 | |

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| | RA-14244 | Mi-2 | Balyklei | rgd | 27jun08 | still carried 'Aeroflot' titles; seen in MARZ ROSTO at Fedurnovo (Chornoye) 23jul07; canx between 23may18 and 20jul18 |
| 5211132 040 | CCCP-14245 | Mi-2 | AFL/Belarus | rgd | 02jul90 | |
| | EW-14245 | Mi-2 | MChS Belarusi | Che | 25aug03 | already reported as such in an incident report at Pinsk 19may02; in full c/s; received additional 'Bellesavia' titles; f/n as such Vitebsk apr06; l/n Bobryn 21aug24, active |
| 5211133 040 | CCCP-14246 | Mi-2 | AFL/Belarus | rgd | 27jul90 | |
| | EW-14246 | Mi-2 | | Che | 26aug02 | in fleet list of Bellesavia may05 |
| | EW-14246 | Mi-2 | Bellesavia | GME | 06aug06 | based at Minsk-Lipki; carried additional 'MChS Belarusi' titles; l/n in MARZ ROSTO at Fedurnovo (Chornoye) jan18 |
| 5211134 050 | CCCP-14247 | Mi-2 | AFL/Belarus | rgd | 27jul90 | |
| | EW-14247 | Mi-2 | Aeroflot c/s, n/t | BQT | 01jul96 | |
| | EW-14247 | Mi-2 | MChS Belarusi | VTB | 21jun04 | in full c/s with additional 'Bellesavia' titles; l/n Lipki 22jun23 |
| 5211135 050 | CCCP-14248 | Mi-2 | AFL/Ukraine | rgd | 02jul90 | canx as to Ukraine but date unknown |
| | OK-VIK | Mi-2 | Helicopter S.R.O. | rgd | 18apr95 | canx 20jan98; leased from Ternopol, Ukraine |
| | UR-14248 | Mi-2 | Universal-avia | DOK | 28apr99 | owned by Aviatsino-tekhnichne KB at Odessa; l/n DOK 20jun99; canx 30apr09 |
| | UR-14248 | Mi-2 | Kharkivsky aerokl. | rgd | 24apr14 | Kharkivsky aeroklub |
| | UR-14248 | Mi-2 | V.V. Romanenko | rgd | 17dec15 | V.V. Romanenko of the Zhytomyr region; current on register 10mar23 |
| 5211136 050 | CCCP-14249 | Mi-2 | AFL/Ukraine | rgd | 02jul90 | |
| | HA-BCO | Mi-2 | Dongó Kft. | | 1993 | registration allocated but ntu |
| | UR-14249 | Mi-2 | Universal-avia | TNL | 20sep96 | based at TNL; in basic Aeroflot c/s, no titles; canx 13aug08; sat wfu at TNL, l/n 31aug09 |
| 5211137 050 | CCCP-14250 | Mi-2 | AFL/Ukraine | rgd | 02jul90 | |
| | UR-14250 | Mi-2 | Avialini. Ukrayiny | OZH | 06jul96 | badly damaged at Dniprovka 29aug90; l/n OZH 06may98 |
| | UR-14250 | Mi-2 | Kyparys | no | reports | based at SIP; canx 07jul11 |
| | UR-14250 | Mi-2 | Aviatek | rgd | 12feb13 | |
| | UR-14250 | Mi-2 | Avia-Plaza Plyus | rgd | 15jul14 | current on register 10mar23 |
| 5211138 050 | CCCP-14251 | Mi-2 | AFL/Belarus | rgd | 11jul90 | |
| | EW-14251 | Mi-2 | Aeroflot c/s, n/t | GME | 10oct95 | reported for Gomelavia; l/n in MARZ ROSTO at Fedurnovo (Chornoye) 03jul05 |
| | RA-14251 | Mi-2 | Dontransavia | Che | 22aug05 | |
| | RA-14251 | Mi-2 | Yugavia | | | mentioned in technical inspection document 14jan08 |
| 5211139 050 | CCCP-14252 | Mi-2 | AFL/Belarus | rgd | 20nov90 | |
| | EW-14252 | Mi-2 | Bellesavia | Che | 25aug03 | current in fleet list may05; l/n GME 20sep08, with additional 'MChS Belarusi' titles; l/n 25jul12 |
| | EW-164CC | Mi-2 | MChS Belarusi | VTB | 26mar21 | stored; in full c/s; severely damaged 27jun21 on a forest patrol flight in the Brest region when made a forced landing near Cherebasovo and rolled over onto its right side, the tailboom broke off, both crew members escaped unhurt |
| 5211140 050 | CCCP-14253 | Mi-2 | AFL/Belarus | rgd | 20nov90 | canx as to Belarus but date unknown |
| | EW-14253 | Mi-2 | Bellesavia | Che | 08sep08 | l/n Kozenki 03jul11 |
| | EW-165CC | Mi-2 | MChS Belarusi | VTB | 26mar21 | in full c/s; stored without rotors at VTB, seen mar21 |
| 5211141 060 | CCCP-14254 | Mi-2 | AFL/Ukraine | mfd | 22jun90 | rgd 20sep90 |
| | UR-14254 | Mi-2 | Universal-avia | CEJ | 02jul96 | in basic Aeroflot c/s, no titles; based at Chernihiv; l/n operational CEJ 02may99; stored at Kiev-Chaika without rotors, l/n aug08; canx 13aug08 |
| | UR-14254 | Mi-2 | Avia-Stil | rgd | 19may11 | in metallic blue/grey c/s; f/n Vesela Tarasivka 27sep12; l/n Lugansk 09aug13 |
| | UR-14254 | Mi-2 | AviaagroDnipro | rgd | 27nov14 | based at Yuvileine; canx between 07jun19 and 29jun19, but new CofR issued 14aug19; current on register 10mar23 |
| 5411142 060 | CCCP-14255 | Mi-2 | AFL/Belarus | rgd | 20sep90 | |
| | EW-14255 | Mi-2 | Aeroport Brest | BQT | 25aug96 | no titles |
| | EW-225CC | Mi-2 | BelOSTO | trf | 27oct00 | also carried code "26" white; opb Central Aeroklub; in green/yellow/pink camo c/s; f/n Minsk-Borovaya 20may05 |
| | EW-225CC | Mi-2 | DOSAAF | Msb | 26aug07 | in green/yellow/pink camo c/s, without code now; l/n Minsk-Borovaya 14sep13 |
| | EW-349AO | Mi-2 | DOSAAF Belarusi | Msb | 08jun14 | stored at Minsk-Borovaya, seen jun14/jun19 |
| 5411143 060 | CCCP-14256 | Mi-2 | AFL/Belarus | rgd | 27jul90 | |
| | EW-14256 | Mi-2 | not known | BQT | 03oct95 | in green c/s without titles; seen Minsk-Borovaya 20may05 with the former code "25" white still visible |
| | EW-123AO | Mi-2 | DOSAAF Belarusi | Msb | jul06 | initially in green/yellow/pink camo c/s with 'DOSAAF' titles; l/n as such Minsk-Borovaya 14sep13; repainted in green/yellow/brown camo c/s with 'DOSAAF' titles; f/n as such Minsk-Borovaya 15may15; c/n checked at Minsk-Borovaya 03jul15; l/n Lipki 19oct24, active |
| 5411144 060 | CCCP-14257 | Mi-2 | AFL/Ukraine | rgd | 05oct90 | |
| | UR-14257 | Mi-2 | Avialini. Ukrayiny | OZH | 06jul96 | l/n OZH 06may98, titles not reported; for sale on the Internet apr05 t/t 2.592 hours |
| 5411145 060 | CCCP-14258 | Mi-2 | AFL/Ukraine | rgd | 05nov90 | |
| | UR-14258 | Mi-2 | not reported | OZH | 22mar97 | titles not reported; l/n OZH 28may02 |
| | UR-14258 | Mi-2 | Veda | | photo | based at Simferopol; opf Aviatransnafta; in green/light blue c/s; w/o 30oct05 on a pipeline inspection flight when the right engine failed in-flight, force-landed on a field near Lisichansk (Lugansk region), rolled over onto its right side, caught fire and burnt out, all 3 occupants injured; canx 01oct08 |
| 5411146 060 | CCCP-14259 | Mi-2 | AFL/Ukraine | mfd | 29jun90 | rgd 05nov90 |
| | UR-14259 | Mi-2 | Avialini. Ukrayiny | OZH | 06jul96 | l/n OZH 18may98; offered for sale apr05 with t/t 1,380 hours |
| 5311147 060 | B-2047 | Mi-2 | Czech MoI (LS SNB) | d/d | 18jul90 | equipped for ambulance duties; the operator redesignated Státní letecký útvar SLÚ in 1990 and Letecká sluPba Federálního policejního sboru (LS FPS) in 1991 |
| | B-2047 | Mi-2 | Czech Police | trf | 01jan93 | in dark green c/s with yellow lower fuselage and light grey underside, with 'Policie' and 'Záchranná SluPba' titles; canx 25apr96; t/t 1,499 hours; ferried to Prague-Kbely for preservation 05jun96; was stored with the aviation museum (Letecké muzeum) at Prague-Kbely, seen aug98; preserved in the fire brigade museum at Zbiroh (N49.858151 E13.752198) from 2011, seen oct11/aug23 |
| 5311148 060 | B-2048 | Mi-2 | Czech MoI (LS SNB) | d/d | 18jul90 | redesignated Státní letecký útvar SLÚ in 1990 and Letecká sluPba Federálního policejního sboru (LS FPS) in 1991 |
| | B-2048 | Mi-2 | Slovakian Police | trf | 01jan93 | sat derelict at BTS, seen 12jun04/27nov05 and still reported sep09 |
| 5311149 108 | RA-14261(1) | Mi-2 | 2nd Perm Avn Ent. | | | ntu; see c/n 5411204051 |
| | SP-SFW | Mi-2 | Pol-Miedz Trans | rgd | 11dec98 | seen without markings on the assembly line 28sep98 |
| | SP-SFW | Mi-2 | KGHM Polska-Miedz | trf | 18oct00 | initially in red/white/green/black c/s, no titles; f/n already 11jul99; l/n as such Swidnik 26oct07; repainted in green/white/orange c/s with black belly, no titles; f/n as such Lubin-Obora 03jul14; ; preserved at Muzeum Ratownictwa, Tomaszowice, Poland (N50.135165 E19.843503), seen feb23/aug24 |
| 5311150 060 | SP-SFU | Mi-2 | KGHM | rgd | 26aug96 | canx 04sep98 after crash Rudna 19dec97; photo of wreck in Lubin town 11jul99 |
| 5111201 011 | HA-BCE | Mi-2 | Hung Fl Ambulance | rgd | 18feb91 | owned by Aerocaritas and operated by Helitron Kft.; f/n Budaörs 15jun96; seen Tököl 30sep99; CofA expired 22mar96 (was never renewed), but still current on register feb04; stored at Budapest-Csepel, seen aug05, and later at Kiskunlacháza, seen feb11/jul21 |
| 5111202 011 | HA-BCF | Mi-2 | Hung Fl Ambulance | rgd | 18feb91 | owned by Aerocaritas and operated by Governor légiközlekedési szolgáltató Kkt.; seen 08jun95 with 'Aerocaritas' titles; l/n as such jul98; seen without titles 07jun99/10jun01; seen 08aug03 at Km 15 just south of Szentendre in a field in good external condition, apparently retired and advertising microlight flights; current on register feb04, but CofA expired 04jul04; sat wfu at Dunakeszi, seen sep06/mar07, and at Kiskunlachaza, seen feb11/jul21 |
| 5411203 051 | CCCP-14260 | Mi-2 | AFL/Urals | mfd | 25jun91 | rgd 15aug91 |
| | RA-14260 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | |
| | RA-14260 | Mi-2 | V.A. Burtsev | rgd | 26jun03 | carried 'Status' titles; f/n Aramil-Uktus 05jul03; l/n Aramil-Uktus 24aug03, active |
| | RA-14260 | Mi-2 | Tulpar | rgd | 29apr08 | in the operator's certificate of Orenburg Airlines 12nov08; new CofRs issued 30jan18 and 17dec18 |
| | RA-14260 | Mi-2 | Orenair | IJK | 19jul19 | in whit/blue c/s, no titles |
| 5411204 051 | CCCP-14261(2) | Mi-2 | AFL/Urals | mfd | 25jun91 | rgd 15aug91; was involved in an accident 12feb93; trf 22feb94 to 2nd Perm Aviation Enterprise; see c/n 5311149... |
| 5611205 009 | 661 | Mi-2 | Myanmar Air Force | e/d | 26oct90 | |
| 5611206 009 | 662 | Mi-2 | Myanmar Air Force | e/d | 24oct90 | |
| 5611207 009 | 663 | Mi-2 | Myanmar Air Force | e/d | 24oct90 | |
| 5611208 009 | 664 | Mi-2 | Myanmar Air Force | e/d | 24oct90 | |
| 5611209 009 | 665 | Mi-2 | Myanmar Air Force | e/d | 23oct90 | |
| 5611210 100 | 666 | Mi-2 | Myanmar Air Force | e/d | 24oct90 | |
| 5611211 100 | 667 | Mi-2 | Myanmar Air Force | e/d | 24oct90 | |
| 5611212 100 | 668 | Mi-2 | Myanmar Air Force | e/d | 26oct90 | |
| 5611213 100 | 669 | Mi-2 | Myanmar Air Force | e/d | 24oct90 | |
| 5611214 100 | 670 | Mi-2 | Myanmar Air Force | e/d | 26oct90 | |
| 5311215 041 | CCCP-14262 | Mi-2 | AFL/Urals | mfd | 26apr91 | rgd 05jul91; trf 22feb94 to 2nd Sverdlovsk Aviation Enterprise |
| | RA-14262 | Mi-2 | not reported | Aru | 05jul03 | stored at Aramil-Uktus, seen jul03/aug03; offered for sale 10jul15, with t/t 4,168 hours |
| 5311216 041 | CCCP-14263 | Mi-2 | AFL/Urals | mfd | 24apr91 | rgd 05jul91; trf to 2nd Sverdlovsk Aviation Enterprise 22feb94 |
| | RA-14263 | Mi-2 | no titles | Aru | 05jul03 | wfu; l/n aug03; seen unmarked in MARZ ROSTO at Fedurnovo (Chornoye) 04aug08; offered for sale 03oct08 with t/t 2,992 hours |
| | RA-14263 | Mi-2 | Vektor APK | rgd | 25dec08 | |
| | RA-14263 | Mi-2 | Orenair | Che | 13aug12 | in white/blue c/s with thin red cheatline; sat wfu in MARZ DOSAAF at Fedurnovo (Chornoye), seen aug12/jul19 |
| 5311217 041 | CCCP-14264 | Mi-2 | AFL/Urals | mfd | 26apr91 | rgd 15aug91; trf to 2nd Sverdlovsk Aviation Enterprise 22feb94 |
| | RA-14264 | Mi-2 | not reported | Aru | 05jul03 | wfu awaiting rework, l/n aug03; offered for sale 03oct08 with t/t 2,879 hours |
| 5411218 041 | CCCP-14265 | Mi-2 | AFL/Urals | mfd | 26apr91 | rgd 15aug91; opb 2-i Sverdlovski OAO |
| | RA-14265 | Mi-2 | 2nd Sverdlovsk AE | trf | 22feb94 | stored at Aramil-Uktus, seen jul03/aug03 |
| | RA-14265 | Mi-2 | Smolenskaerotrans | rgd | 25feb10 | to AZK-Servis PKP; seen LNX 19may13, titles not reported; new CofRs issued 04apr15, 19jan18 and 02jul20 (to the same owner ?) |
| | RA-14265 | Mi-2 | 2nd Sverdlovsk AE | rgd | 01oct21 | if not earlier, see the rgd dates above; in white c/s with black top fuselage and belly, titles not visible on photo; f/n Omsk-Kalachinsk 27jul24, flying |
| 5411219 041 | CCCP-14266 | Mi-2 | AFL/Urals | mfd | 25apr91 | rgd 05jul91 |
| | RA-14266 | Mi-2 | 2nd Sverdlovsk AE | trf | 22feb94 | |
| | RA-14266 | Mi-2 | not reported | Aru | 05jul03 | stored, awaiting overhaul, seen jul03/aug03; offered for sale 03oct08, with t/t 2,872 hours; last overhaul completed 14apr15 |
| | RA-14266 | Mi-2 | Vektor | rgd | 31mar17 | in red/white striped c/s with a 'VEC' logo and large Red Crosses; offered for sale 10jul15, with t/t 2,872 hours; f/n Reshoty aug17; l/n Perm-Froly oct17 |

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| | RA-14266 | Mi-2 | ATSK "OSA" | rgd | 11may18 | bought from Vektor 07apr18; in red/white striped c/s, no titles; severely damaged 30oct23 on a flight in the Eveno-Bytangaiski district of Yakutia in order to collect 3 hunters from the area of the river Dzhardzhan in the foothills of the Verkhoyanski khrebet range 170 km south of Tiksi when took off at N68°48.042' E128°55.194' with the MTOW exceeded by 170 kg, accelerated low over the ground and created a snow vortex so that the pilot lost spatial orientation, the helicopter started to descend, the nose gear collided with the ground 250 metres after lift-off and the helicopter nosed over and came to rest on its right side 30 metres further on, the tailboom broke off, the pilot was seriously injured and 3 of the 4 passengers were injured as well; t/t 3,165 hours |
| 5411220 041 | CCCP-14267 | Mi-2 | AFL/Urals | mfd | 26apr91 | also given as 17apr91; rgd 15aug91; opb 2-i Sverdlovski OAO |
| | RA-14267 | Mi-2 | 2nd Sverdlovsk AE | trf | 22feb94 | in red/black/blue c/s with advertising of various sponsors; stored at Aramil-Uktus, seen jul03/aug03 |
| | RA-14267 | Mi-2 | APK Vektor | rgd | 02apr10 | to AviaPANKh; 'Aviatsionno-promyshlennaya kompaniya Vektor'; in red/black/blue c/s with 'Vektor' titles; overhaul completed 16apr10, t/t 1,523 hours by then; transported on a flat-bed trailer to the Crocus City IEC in Moscow 22may10; titles amended to 'APK Vektor'; f/n as such in the Yekaterinburg region 19aug12; l/n in the Yekaterinburg region 24mar13; offered for sale 10jul15/23aug16; new CofR issued 05oct20; CofA expired 16dec21 |
| 5411221 041 | CCCP-14268 | Mi-2 | AFL/Urals | mfd | 26apr91 | rgd 25jun91 |
| | RA-14268 | Mi-2 | 2nd Perm Avn Ent. | trf | 22feb94 | |
| | RA-14268 | Mi-2 | Geliks | rgd | 06dec07 | in orange c/s with white and black trim, with 'Geliks' titles in Cyrillic; f/n PEE 16aug14; new CofR issued 26oct17; canx between 27aug18 and 16oct18 |
| 5411222 041 | CCCP-14269 | Mi-2 | AFL/Urals | mfd | 20may91 | rgd 26aug91; trf to 2nd Sverdlovsk Aviation Enterprise 22feb94; canx 16jul03 as sold to China |
| | no reg | Mi-2 | Zhungxing | ph. | 12may13 | c/n not confirmed; overhauled and sold by Rostvertol; handed over 20sep04 at Panjin (Liaoning province) and based there; in white c/s with red cheatline and grey and blue trim, no titles |
| 5311223 041 | CCCP-14270 | Mi-2 | AFL/Leningrad-NVR | rgd | 15apr92 | |
| | RA-14270 | Mi-2 | Novgorod Avn Ent. | no | reports | prefix not confirmed (may have still been 'CCCP-'); w/o 25jun92 on a pleasure flight from Novgorod when a passenger tried to jump out of the helicopter in order to commit suicide, the pilot and the other passenger tried to prevent him from jumping out, but the pilot obviously lost control while doing so, the helicopter crashed 800 metres from the runway of Novgorod airport and burnt out, pilot and both passengers killed |
| 5311224 051 | CCCP-14271 | Mi-2 | Aeroflot | mfd | 21may91 | |
| | RA-14271 | Mi-2 | Vologda Avn Ent. | trf | 22mar93 | last overhaul completed in 2004; chartered by Severgazprom, based at Gryazovets; w/o 17nov05 on a pipeline inspection flight from Rostilovo (along the Rostilovo-Koza section of the Ukhta-Torzhok pipeline) when the right engine failed due to defective parts (fatigue), a turbine blade damaged a fuel-pipe and the left engine also failed, the helicopter lost height, hit trees, crashed in a forest between Nefyodovo and Baklanka (Gryazovets district of the Vologda region) and caught fire, 1 of the 2 pilots and all 3 passengers killed |
| 5311225 051 | CCCP-14272 | Mi-2 | Aeroflot | mfd | 29may91 | |
| | RA-14272 | Mi-2 | Novgorod Avn Ent. | trf | 06dec93 | |
| | RA-14272 | Mi-2 | no titles | no | reports | reportedly in red/white/blue/grey c/s; based aboard the ice-breaker "Kapitan Dranitsyn" in 2002 |
| | RA-14272 | Mi-2 | Konvers Avia | rgd | 07jul05 | in orange c/s with blue cheatline and trim, with titles; f/n in MARZ ROSTO at Fedurnovo (Chornoye) 03jul06; CofA expired 07nov08; l/n Tver-Zmeyovo apr17; new CofR issued 27jun19 |
| | RA-14272 | Mi-2 | Kostroma AE | rgd | 22jun23 | in orange c/s with blue cheatline and trim, with full titles; f/n KMW 19aug23 |
| 5311226 051 | CCCP-14273 | Mi-2 | Aeroflot | mfd | 29may91 | |
| | RA-14273 | Mi-2 | Novgorod Avn Ent. | trf | 06dec93 | f/n NVR 23oct94; seen on board of the ice-breaker "Kapitan Dranitsyn" 06sep96; was involved in an accident 04aug99; new CofA issued 14may03 |
| | RA-14273 | Mi-2 | Konvers Avia | Che | 03jul06 | in orange c/s with blue cheatline and trim; new CofR issued 27jan09; l/n Tver-Zmeyovo 18nov19; new CofR issued 27jun19 |
| 5311227 051 | RA-14274 | Mi-2 | Novgorod Avn Ent. | trf | 06dec93 | dbr 28aug00 when crashed on approach to Novaya Zemlya, pilot and 5 passengers injured; canx 28aug00 |
| 5311228 051 | CCCP-14275 | Mi-2 | Aeroflot | mfd | 29may91 | |
| | RA-14275 | Mi-2 | KomiAvia | rgd | 15nov95 | in red/blue c/s, no titles; CofR expired 29may98, but still current on register aug10; stored at UCT, seen aug09 |
| | RA-14275 | Mi-2 | not known | rgd | 28nov11 | |
| | RA-14275 | Mi-2 | Bilibinoavia | rgd | 04jul16 | in orange c/s with blue cheatline and trim, with titles; f/n in MARZ DOSAAF at Fedurnovo (Chonoye) 07dec16; l/n Khalaktyrka 06oct22 |
| 5311229 051 | CCCP-14276 | Mi-2 | Aeroflot | mfd | 25jun91 | |
| | RA-14276 | Mi-2 | KomiAvia | rgd | 15nov95 | CofA expired 25jun98, but still current on register aug10 |
| | RA-14276 | Mi-2 | not known | rgd | 28nov11 | |
| | RA-14276 | Mi-2 | Bilibinoavia | rgd | 27jun16 | stored with MARZ DOSAAF at Fedurnovo (Chornoye), seen jul17; in orange c/s with blue cheatline and trim, with titles; f/n on Chukotka jun18; CofA expired 05mar20 |
| 5311230 ... | SP-STD | Mi-2 | PZL Swidnik | rgd | 19dec96 | no mfd in c/n; seen Swidnik 30sep96; repainted in nice red/black c/s; f/n as such Warsaw-Bemowo 2002 |
| | SP-STD | Mi-2 | SG Equipment Lease | | nov06 | opb Lima Sp.z o.o.; initially in nice red/black c/s, no titles; f/n POZ 13mar07; reported for sale 04dec07; l/n in its old colours Wielkie Lniska 31aug17; repainted in blue c/s with white trim and a wind rose, no titles; f/n as such Chocznia 04nov22; stored at Chocznia, seen apr23/aug23; seen with rotors again Chocznia 05sep23/23sep24 |
| 5611231 022 | not known | Mi-2 | Myanmar Air Force | e/d | 23mar92 | c/n known delivered to Myanmar but serial unknown |
| 5611232 022 | not known | Mi-2 | Myanmar Air Force | e/d | 23mar92 | c/n known delivered to Myanmar but serial unknown |
| 5611233 022 | not known | Mi-2 | Myanmar Air Force | e/d | 23mar92 | c/n known delivered to Myanmar but serial unknown |
| 5611234 022 | not known | Mi-2 | Myanmar Air Force | e/d | 23mar92 | c/n known delivered to Myanmar but serial unknown |
| 5211235 ... | -- | Mi-2 | primer | Swd | sep96 | |
| | -- | Mi-2 | Ras al-Khaimah Pol | | 17mar00 | left Swidnik this date for Rostov-na-Donu to be completed |
| | 100 | Mi-2 | Ras al-Khaimah Pol | | 22jul04 | seen at Ras al-Khaimah Police HQ; l/n feb06 |
| 5.11236 ... | -- | Mi-2 | primer | Swd | sep96 | |
| | -- | Mi-2 | Ras al-Khaimah Pol | | 14jun99 | left Swidnik this date for Vinnitsa to be completed |
| 5.11237 ... | -- | Mi-2 | primer | Swd | sep96 | still present 05jul00; complete shell, nothing inside; went to Rostov-na-Donu 27jul01 or 28sep01 to be completed |
| 5.11238 ... | -- | Mi-2 | primer | Swd | sep96 | still present 05jul00; complete shell, nothing inside; went to Rostov-na-Donu 27jul01 or 28sep01 to be completed |
| 5611239 022 | not known | Mi-2 | Myanmar Air Force | e/d | 23mar92 | c/n known delivered to Myanmar but serial unknown |
| 5611240 022 | not known | Mi-2 | Myanmar Air Force | e/d | 25mar92 | c/n known delivered to Myanmar but serial unknown |
| 5611241 022 | not known | Mi-2 | Myanmar Air Force | e/d | 27mar92 | c/n known delivered to Myanmar but serial unknown |
| 5611242 022 | not known | Mi-2 | Myanmar Air Force | e/d | 27mar92 | c/n known delivered to Myanmar but serial unknown |
| 5611243 022 | not known | Mi-2 | Myanmar Air Force | e/d | 30mar92 | c/n known delivered to Myanmar but serial unknown |
| 5611244 022 | not known | Mi-2 | Myanmar Air Force | e/d | 27mar92 | c/n known delivered to Myanmar but serial unknown |
| 5611245 022 | not known | Mi-2 | Myanmar Air Force | e/d | 30mar92 | c/n known delivered to Myanmar but serial unknown |
| 5611246 022 | not known | Mi-2 | Myanmar Air Force | e/d | 03nov92 | c/n known delivered to Myanmar but serial unknown |
| 5.11247 ... | -- | Mi-2 | primer | Swd | 05jul00 | pod only; went to Rostov-na-Donu 2001 to be completed |
| 5111248 044 | -- | Mi-2 | primer | Swd | 05jul00 | pod only |
| | not known | Mi-2 | Indonesian Navy | e/d | 20apr05 | possibly HL-450 or HL-451 after overhaul |
| 5311249 032 | -- | Mi-2 | primer | Swd | 05jul00 | pod only; to be completed mar02 and for Ras al-Khaimah Police |
| | 102 | Mi-2 | Ras al-Khaimah Pol | Swd | early02 | in Polish records as exported 28mar02; seen at Ras al-Khaimah Police HQ 22jul04; l/n nov07 |
| 5.11250 ... | -- | Mi-2 | primer | Swd | 05jul00 | pod only; l/n Swidnik 07may03, being completed |
| | P-5003 | Mi-2plus | Indonesian Police | ph. | 25oct05 | c/n not confirmed; f/n Jakarta-Pondok Cabe 25oct05; l/n Pondok Cabe 10jul19, active |
| 5111301 054 | -- | Mi-2 | primer | Swd | 05jul00 | pod on assembly line only, l/n as such 07may03; converted to a Mi-2plus 07jun04 |
| | SP-WXO (2) | Mi-2plus | Polish Air Rescue | h/o | 29jun04 | built using parts of SP-ZXO c/n 515032126 which crashed at Knurów near Katowice 03jun03; l/n GDN 02mar11, flying; wfu by 31mar11; offered for sale sep11 with t/t 1,796 hours, for $ 70,000; sold to Heliseco 27dec11 and ferried from Warsaw-Bemowo to Lublin-Radawiec 26jan12; see c/n 513933015 |
| | SP-WXO (2) | Mi-2plus | Heliseco | h/o | 18jan12 | rgd 24feb12; in yellow/white c/s with blue trim, with titles; f/n Chocznia 30apr23, operational |
| 5311302 124 | -- | Mi-2 | primer | Swd | 05jul00 | pod only; l/n as such Swidnik 07may03; for Indonesia |
| | -- | Mi-2Plus | for Indonesia | Swd | 15nov04 | under production |
| | P-5004 | Mi-2Plus | Indonesian Police | w/o | 01sep05 | flying in bad weather when caught fire and crashed into a forest in the Ladang Padi area (25 km from the Western Sumatra provincial capital of Padang) |
| 5311303 0.5 | P-5005 | Mi-2Plus | Indonesian Police | | photo | seen in primer without markings on the assembly line 15nov04; in white/blue c/s with red trim and 'Polisi' titles; the type was withdrawn from Polisi Udara use in 2015 |
| 5311304 0.5 | P-5006 | Mi-2Plus | Indonesian Police | PCB | jun07 | c/n not confirmed; l/n Bandung 23feb13; the type was withdrawn from Polisi Udara use in 2015 |
| 5311305 035 | P-5007 | Mi-2Plus | Indonesian Police | PCB | 02nov07 | seen in primer without markings on the assembly line 15nov04; c/n checked; the type was withdrawn from Polisi Udara use in 2015 |
| 5311306 0.5 | P-5008 | Mi-2plus | Indonesian Police | PCB | 18jul06 | seen in primer without markings on the assembly line 15nov04; c/n not confirmed; w/o 18jul06 on landing at Pondok Cabe when exploded and went up in flames |
| 5311307 0.5 | SP-PMD | Mi-2Plus | PZL Swidnik | | 25may05 | reservation only this date, never officially registered |
| | P-5009 | Mi-2Plus | Indonesian Police | PCB | 25oct05 | l/n PCB dec07; the type was withdrawn from Polisi Udara use in 2015 |
| 5311308 0.5 ? | P-5010 | Mi-2Plus | Indonesian Police | PCB | 25oct05 | l/n PCB oct06; the type was withdrawn from Polisi Udara use in 2015 |
| 5311309 0.5 ? | P-5011 | Mi-2Plus | Indonesian Police | | photo | in white/blue c/s with red trim and 'Polisi' titles; the type was withdrawn from Polisi Udara use in 2015 |
| 5311310 065 | P-5012 | Mi-2Plus | Indonesian Police | PCB | 02nov07 | c/n checked; the type was withdrawn from Polisi Udara use in 2015 |
| 5311311 075 | P-5014 | Mi-2Plus | Indonesian Police | PCB | 25oct05 | c/n checked; l/n PCB 02nov07; the type was withdrawn from Polisi Udara use in 2015 |
| 1049 | -- | Mi-2 | -- | ARH | 17aug13 | cabin trainer/simulator; in dark green c/s, carried '20225' in the cockpit; preserved in Muzei aviatsii Severa at Arkhangelsk-Talagi from 2013 |
| 0011182 | -- | Mi-2 | | | | cabin trainer/simulator; left Kobrin (Belarus) for Syzran (Russia) 04may09 |
| 0011372 | -- | Mi-2 | -- | GWW | 19sep10 | cabin trainer/simulator; stored in the German Air Force Museum at Berlin-Gatow |

## ***Mi-2 with unknown construction numbers***

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | 'RA-042' | Mi-2 | Tashtagol | ph. | oct12 | in white c/s with broad blue cheatline, with titles; preserved on a pole at ul. Pospelova 12 at Tashtagol (N52.763791 E87.850081) from late 2011 or early 2012, l/n mar22 |
| --- | RA-46 | Mi-2 | ROSTO | Tno | 29aug94 | also carried code "88" black (in a white field); opb 2 MGAK; in blue c/s with white and red trim, with 'Aviakompaniya ....' (second word unreadable on the photo) titles and a 2 MGAK logo |

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | RA-1036G | Mi-2 | S.V. Bobrik | mfd | 1984 | in register as "Sokol-2" YeEVS.02.0367; rebuild date 09may04; rgd 31jul08; VIP helicopter, based at Yurevskoye-Volzhanka; painted in red/black/silver c/s without titles around 17aug08; f/n Yurevskoye-Volzhanka 09oct08; offered for sale 26may09 with t/t 2,063 hours, but not sold; new CofR issued 24jun13; l/n Omsk-Maryanovka 09oct18; new CofR issued 23aug19 |
| --- | RA-1110K | Mi-2 | privately owned | rgd | 09oct02 | based at Dubrovitsy; included in a listing of FLA aircraft dated 13aug04; in basic Aeroflot c/s, no titles; seen at Dubrovitsy in 2007 |
| --- | RA-1118K | Mi-2 | AFL c/s, n/t | | photo | on the internet |
| --- | RA-13661 | Mi-2 | privately owned | ph. | nov15 | registration not on register by aug10; owned by the head of the administration of Levokumskoye; in olive drab c/s, no markings visible on photo; seized by the authorities in mid-2014 and stored along seized cars at Neftyekumsk (N44.746346 E44.987489) |
| --- | RA-1531G | Mi-2 | privately owned | rgd | 29jul11 | in register as "Barrakuda" YeEVS.03.0927; in black/dark blue c/s with white and yellow trim, no titles; last overhaul completed in 2011; wfu oct17; offered for sale by 'Vlad' of Omsk 11dec18 |
| --- | no reg | Mi-2 | privately owned | ph. | 30jul11 | rebuilt by 'Malabar' in 2011 (t/t 2,785 hours by then) and sold the same year; in olive drab c/s with Red Stars, no titles |
| | RA-1639G | Mi-2 | privately owned | Vkr | 11sep13 | in register as Sokol-N YeEVS.03.1664; not yet on register aug10; based in the Kaluga region; in olive drab c/s with Red Stars, no titles; offered for sale 02jul13 with t/t 2,850 hours; l/n Voskresensk22oct13; new CofR issued 30mar15 |
| --- | RA-1653G | Mi-2 | privately owned | Orl | 15aug15 | in register as Cetus 702 YeEVS.07.0124; not yet on register aug10; in olive drab c/s with Russian flag, no titles; l/n Nizhni Novgorod-Bogorodsk 14may16; new CofR issued 20mar19 |
| --- | RA-1720K | Mi-2 | Borki Aviation SC | | | registration was reported as K-1720, so we surmise it to be RA-1720K; w/o 15jun03 on a pleasure flight when fell into the river Volga near Novoye Selo (Kimry district of the Tver region) from an altitude of about 100 metres, probably due to engine failure, one passenger killed, the other one and the pilot injured; the wreck was recovered from the river by a floating crane later in summer 2003 |
| --- | 'RA-1704W' | Mi-2 | DOSAAF | ph. | 2013 | also carried code "01" yellow; in green c/s with yellow underside, no titles; preserved in these fake colours at Vyazniki (N56.210037 E42.157036), seen in 2013 |
| --- | RA-1768K | Mi-2 | privately owned | no | reports | damaged 19jan08 on a wolf hunt in the Chornozemelski district of Kalmykia when suffered a problem on take-off from the 'Stavropolski' farm at Prikumsk and crash-landed, tail-boom and one blade of the main rotor broke off, cockpit windows destroyed and left landing-gear damaged, but no casualties; the abandoned wreck was found 20jan08 |
| --- | RA-2154K | Mi-2 | FLA RF | no | reports | official designation after rebuild SVS KV-1; opb Byelorechenski ASK; w/o 27may06 on an unauthorised training flight from Byelorechensk when came in too low on final approach, lost height while flying a steep turn (in order to avoid a collision with a forest belt), crashed and caught fire, pilot killed and all 5 passengers injured |
| --- | FLARF2438K | Mi-2 | privately owned | Nvs | 31jan09 | has got the c/n plate of 527814092 in the cockpit but is a different helicopter in fact because 527814092 was seen as RA-20772 (without c/n plate) at the same place the same day (Novonezhino 04feb12); registration painted on as 'FLA RF 2438K'; opb Primorski ATSK at Novonezhino; in olive drab/light brown camo c/s, no titles |
| --- | 2924K | Mi-2 | privately owned | Sht | 26aug11 | in blue/white/light grey c/s, no titles |
| --- | FLARF2990K | Mi-2 | Arsenyevski ASK | | photo | reportedly owned by the "Flag" general aviation association; in white c/s with blue trim and red/white/blue cheatline, no titles; w/o 26dec06 on a flight from Yasnoye to Arsenyev (Vladivostok region) when crashed in the taiga in adverse weather, all 3 pilots killed; wreck not found for a long time |
| --- | RA-3010K | Mi-2 | privately owned | Nvs | 16oct16 | registration not painted on; in white/red/black c/s, no titles |
| --- | RA-3014K | Mi-2 | privately owned | Nvs | 08jun16 | in yellow/black c/s with red trim, no titles; l/n Novorossiya 16oct16 |
| --- | RA-3054K | Mi-2 | N. Voronchenko | ph. | 10aug12 | Nikolai Voronchenko of Volgodonsk; illegal registration; in dark blue c/s with light grey underside, no titles; w/o 10aug12 on a crop-spraying flight in the Proletarski district of the Rostov region when crashed in a rice field between the villages of Valuiski and Solyony, pilot killed |
| --- | RA-3119G | Mi-2 | privately owned | ph. | 21aug16 | illegal registration, not on register mar16/sep20; in olive drab c/s, no titles; f/n Barnaul-Lesnoi 21aug16; l/n Barnaul-Lesnoi sep17; an aircraft called "Valdai-Avia" was rgd 05nov20 with this registration |
| --- | RA-3121K | Mi-2 | privately owned | ph. | 21jun14 | illegal registration; in dark green c/s; w/o 21jun14 on a crop-spraying flight in the Gulkevichi district of the Krasnodar region when collided with a power-line 1 km from Otrado-Kubanskoye, crashed in a field and caught fire, both pilots seriously injured |
| --- | RA-3233K | Mi-2 | Boris B. Fomin | rgd | 01jun04 | based at Myachkovo; included in a listing of FLA aircraft dated 13aug04 |
| --- | 3298K | Mi-2 | no titles | Arv | 31may10 | illegal registration; in all-green c/s; l/n Kuznetsovo 12dec12 and still stored there 01oct16 |
| --- | RF-3449K | Mi-2 | not known | | | sat wfu in the Rostov region and transported from there to Torzhok |
| | no reg | Mi-2 | no titles | ph. | 03nov22 | in fake yellow/green/black camo c/s, no markings whatsoever; preserved in a private helicopter museum at Torzhok (N57.032037 E34.986137), seen nov22/may24 |
| --- | 3479K | Mi-2 | IP Platonov | | photo | not on register; in orange c/s with blue cheatline and trim, with 'Yessentuki. IP Platonov' titles; w/o 19may10 on an unauthorised crop-spraying flight in the Stavropol region when the pilot lost control and the helicopter crashed into trees near Vstrechny village (14 km north-east of Novoaleksandrovsk), the pilot was severely injured |
| --- | 3538K | Mi-2 | privately owned | ph. | 03dec17 | illegal registration; in medium green c/s with light blue belly, no titles; seen with crop-spraying equipment in the Krasnodar region 03dec17 |
| --- | 3588K | Mi-2 | Yuri N. Kostrykin | ph. | 28may11 | illegal registration (painted on by hand); in camo c/s; w/o 27may11 on an unauthorised crop-spraying flight (around 22:00 hours !) from a site 5 km from Yasny (Turkmen district of the Stavropol region) when the main rotor touched the ground on take-off, the helicopter rolled over onto its side, caught fire and burnt out, pilot (the owner) killed |
| --- | 3667K | Mi-2SKh | Murat Kalashaov | mfd | 1989 | illegal registration; based at Maikop; offered for sale 10jan15 |
| --- | RA-3709K | Mi-2 | no titles | ph. | apr14 | at Ivanovskaya; in dark green c/s |
| --- | FLA-3762K | Mi-2 | no titles | Sht | 07apr19 | illegal registration; in olive drab c/s |
| --- | FLA-3811K | Mi-2 | no titles | Sht | 07apr19 | illegal registration; in olive drab c/s |
| --- | 3976K | Mi-2 | privately owned | ph. | 24apr21 | illegal registration; in olive drab with light blue underside, no titles; f/n Plastunovskaya 24apr21, with crop-spraying equipment |
| --- | FLA-3996K | Mi-2 | privately owned | ph. | 2018 | illegal registration; in light grey c/s with dark blue trim, no titles; seen crop-spraying in the Rostov region in 2018 |
| --- | 3998K | Mi-2 | no titles | Sht | 07apr19 | illegal registration; in basic 'polar' Aeroflot c/s |
| --- | 3999K | Mi-2 | no titles | Sht | 07apr19 | illegal registration; in basic 'polar' Aeroflot c/s |
| --- | 'CCCP-00001' | Mi-2 | Aeroflot | ph. | 26jul14 | in white/light grey c/s with thin blue cheatline; preserved in these fake colours on a pole at Gundorovski (N48.33613 E40.04993), seen jul14/oct22 |
| --- | RF-00002 | Mi-2 | privately owned | Blv | 18jun13 | in dark green c/s, no titles; stored at Byelevtsy, seen jun13/apr19 |
| --- | 'RA-00002' | Mi-2 | Vityaz-Aero | ph. | 04oct17 | in white/black c/s with red and blue trim, with titles; preserved with this fake registration at Nikolayevka (N53.042509 E158.308001), seen oct17/jan21 |
| --- | RF-00091 | Mi-2 | Yukos | | summ.02 | at Aigen/Ennstal; wears a Russian coat-of-arms |
| --- | 00277 | Mi-2 | privately owned | Vor | 23nov19 | registration related as such by the owner (not painted on), prefix not known; in yellow/dark blue c/s, no markings whatsoever |
| --- | RF-00414 | Mi-2 | privately owned | Blv | 09apr19 | |
| --- | RF-00505 | Mi-2 | Weltall-avia | | photo | also carried code "05" yellow; initially in dark green c/s, no titles; repainted in black/blue c/s with airbrush art, no titles; f/n as such OMS 10may16 |
| --- | RA-00514 | Mi-2 | 2-i Moskovski AK | DME | 14aug02 | c/n given as 54 11125 030, but this must be fake, see that c/n (the sightings do clash as well); 2-i Moskovski Aeroklub; in black/white/blue/red c/s, no titles; l/n Yegoryevsk-Shuvoye 08jan06 |
| | RF-00514 | Mi-2 | 2-i Moskovski AK | Kub | 05may07 | c/n reportedly checked; in 'Russian flag' c/s with black exhaust areas and tailboom, no titles; l/n Kubinka 06may07; the registration was also used on a Su-26M at the same time so is probably an illegal one |
| | RF-00514 | Mi-2 | ROSTO | | photo | in blue c/s with titles |
| --- | RA-00515 | Mi-2 | 2-i Moskovski AK | ZIA | 20aug99 | 2-i Moskovski Aeroklub |
| --- | RF-00527 | Mi-2 | Weltall-avia | Ovn | feb07 | in blue/yellow/black c/s, no titles; last overhaul completed 08may03; seen in MARZ ROSTO at Fedurnovo (Chornoye) aug10/13ug13, c/n plate missing ! |
| --- | RF-00529 | Mi-2 | ROSTO | mfd | 1986 | rgd 26apr01; based at Khabarovsk-Dinamo; initially in green/dark brown camo c/s with light blue underside, no titles; l/n as such Shuvoye 28jun09; repainted in blue c/s with white trim, titles not visible on photo; l/n Khabarovsk-Dinamo 14sep19, titles again not visible |
| --- | RF-00548 | Mi-2 | ROSTO | no | reports | opb Kamchatski ATSK at Petropavlovsk Kamchatski-Nikolayevka; temporarily based on a site at the Kol river near Ustyevoye (Sobolev district of the Kamchatka peninsula) to support fishing activities of the "Vityaz-Avto" company; w/o 04oct07 on an unauthorised flight at night in difficult weather conditions when the intoxicated pilot flew unauthorised manoeuvres at low height and did not cope with the situation so that the helicopter crashed into the Sea of Okhotsk some 100 metres off the coast south of Ustyevoye, pilot and all 4 passengers killed |
| --- | RA-00552(1) | Mi-2 | not reported | ph. | 18aug99 | carried also code "02" black; f/n Nördlingen 18aug99 for the World Helicopter Championships; l/n Georgiyevka 26aug03; see c/n 549230055 |
| --- | RF-00561 | Mi-2 | Siblet | Ovm | 23jul00 | ex Soviet Air Force |
| --- | RF-00577 | Mi-2 | no titles | Che | 18aug04 | stored; in white/light blue/medium blue c/s |
| --- | RA-00586(2) | Mi-2 | ROSTO | CEK | 13aug05 | registration read correctly ?; russianplanes.net reports this one as c/n 548846094, with this registration, but this cannot be correct, see that c/n; in 'Russian flag' c/s with small titles and additional 'Radio za oblakami' (Radio beyond the clouds) advertising; see c/n 548702054 |
| --- | RF-00592(1) | Mi-2 | ROSTO | | | also carried the code "20" yellow; opb Gatchinski ASK; in olive drab c/s with light grey underside and Red Stars; damaged beyond repair 20aug00 on a demonstration flight during an airshow at Sivoritsy when the pilot performed manoeuvres at low height, the helicopter lost height rapidly during one of the manoeuvres, crash-landed, came to rest on its left side and caught fire, the tailboom broke off, the pilot escaped unhurt, but a woman on the ground was injured by debris of a rotor blade; there is a video of the accident on YouTube; see c/n 549543016 |
| --- | RF-00703 | Mi-2 | ROSTO | | jun06 | at Tambovka |
| --- | RF-00849 | Mi-2 | | Khb | 13aug05 | in yellow c/s with green band around fuselage, no titles |
| --- | RF-00966 | Mi-2 | no titles | Opg | 28jul08 | in dark green c/s with light grey underside; preserved at N52.88078 E36.19600, seen mar15/aug21 |
| --- | RF-00969 | Mi-2 | Av Sport Club Omsk | Tar | 17nov05 | |
| --- | RF-00970 | Mi-2 | DOSAAF | ph. | 02aug10 | in olive drab c/s with light grey underside and faded titles, former yellow code still partially visible; sat wfu at Azov, seen aug10/aug22 in ever deterioratin condition |
| --- | not known | Mi-2 | no titles | ph. | 17mar09 | in dark blue/light grey c/s with fake registrations (RA-65276 on the left side and RA-271276 on the right side); preserved at Pokachi, seen mar09/nov12 |

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| | 'RA-01042' | Mi-2 | no titles | ph. | 20sep20 | in dark blue/light grey c/s; preserved with this fake registration at Pokachi (N61.74684 E75.60069), seen sep20 |
| --- | RF-01229 | Mi-2 | Vitebsk Aeroklub | DRS | 02aug02 | and 12aug02 at the World Helicopter Championships at Aigen im Ennstal (Austria); c/n reported as 5311127030 but this is very unlikely; also carried code "27" yellow |
| --- | RF-01233 | Mi-2 | RN | ROV | 27jun06 | in green/white c/s with yellow trim, logo only; l/n ROV 28jun06 |
| --- | RF-01555 | Mi-2 | ROSTO Avis-Amur | Khd | 09aug10 | based at Khabarovsk-Dinamo; in blue/white/orange c/s with 'Avis-Amur' titles; stored by aug10 |
| --- | 01946 | Mi-2 | | Mya | 28mar02 | l/n Myachkovo 19aug02; ex "121" yellow |
| --- | RA-02160 | Mi-2 | | | | prefix not confirmed; dbr (investigation report dated 19jan99) |
| --- | RF-02348 | Mi-2 | ROSTO | rgd | 03nov09 | opb Velikolukski ASK |
| --- | RF-02558 | Mi-2 | ROSTO ? | ph. | 14aug14 | near Aldan; in medium green/olive drab/beige camo c/s with light blue underside, with Russian stars but without titles |
| --- | 02987 | Mi-2 | Most-Vostok | ph. | 15apr10 | in light blue/red c/s, no titles; wfu at the heliport of the Most-Vostok construction company at Belogorsk (Amur region), f/n apr10 |
| --- | 05350 | Mi-2 | not known | TBS | 16may96 | strange registration block; in silver c/s |
| --- | RA-13400 | Mi-2 | no titles | Noo | 16jun13 | probably an illegal registration; in white/blue/grey c/s with black exhaust areas |
| --- | RF-14405 | Mi-2 | ROSTO | no | reports | opb ATSK "Svarog"; w/o 24may07 on a survey flight during crop-spraying operations for the kolkhoz (collective farm) "Leninski Put'" in the Krymsk district of the Krasnodar region when suffered a bird-strike so that the left engine failed (the right engine failed as well due to a clogged filter of the main fuel nozzle), as the intoxicated pilot did not cope with the situation the helicopter crashed near Kalynivka, the pilot was killed while the sole passenger (a local guide) was seriously injured |
| --- | RF-14407 | Mi-2 | ROSTO Avis-Amur | Khd | 12apr09 | in blue/white/orange c/s with 'Avis-Amur' titles; l/n Khabarovsk-Dinamo 15aug09 |
| --- | RF-14408 | Mi-2 | ROSTO | Blv | 09apr13 | in dark blue/white c/s with titles, named 'Magnitogorsk'; l/n Byelevtsy 14apr13; reported as stored at Byelevtsy 09apr19 with c/n 544813056, but in green c/s so must be a different one |
| --- | RF-14426 | Mi-2 | ROSTO | no | reports | opb Kamchatski ATSK at Petropavlovsk-Kamchatski-Nikolayevka; damaged on landing at Tigil when touched down hard and rolled over onto its right side, date unknown; repaired; on a photo near Petropavlovsk-Kamchatski in 2006 in good condition |
| --- | RF-14682 | Mi-2 | ROSTO | no | reports | opb Primorski ASTK; w/o 31may99 on a flight from Kur to Niran when encountered below-minima weather conditions (heavy rain and fog), collided with tree tops and crashed in the taiga on the banks of the river Zhutikha 140 km north-west of Khabarovsk, 1 of the 2 crew (the pilot) and all 4 passengers killed and the sole survivor (the board mechanic) injured |
| --- | RA-14845 | Mi-2 | Mirazh-Avia | no | reports | prefix not confirmed; leased from Kaluzhski UATs ROSTO; dbr 20jun93 on an aerial survey flight over the Black Sea coast near Sochi when collided with a flock of birds at a height of 150 metres, the left engine lost power, the helicopter lost height and came down hard in the Black Sea 1,200 metres off the coast near Sochi, 1 of the 6 passengers (operators) killed and the pilot seriously injured |
| --- | RA-15050 | Mi-2 | orange c/s, n/t | KVX | 08feb07 | |
| --- | RA-15362 | Mi-2 | | | | dbr in hard landing Maikop 27mar95 |
| --- | RA-15389 | Mi-2 | | rgd | 09jan97 | on the Russian register feb98 without c/n and supplied to owner 08jul72 |
| --- | CCCP-15883 | Mi-2 | Aeroflot | | photo | |
| --- | not known | Mi-2 | Soviet Air Force | | | opb military unit 12383 at Ussurisk |
| | RA-18125 | Mi-2 | Tsiklon | trf | feb92 | prefix not confirmed (may have still been 'CCCP-'); based at Arsenyev; w/o 20jun92 on an illegal flight from Sergeyevka (Vladimiro-Aleksandrovskoye district of the Primorye region) when the pilot lost spatial orientation in fog shortly after take-off, the engines flamed out due to pilot error and the helicopter crashed, 2 of the 4 passengers killed and the other 2 and the pilot injured; technical condition and maintenance of the helicopter were insufficient |
| --- | 'CCCP-20735' | Mi-2 | Aeroflot | Tml | sep11 | in standard 'blue' c/s; preserved in these fake colours in the Mil Helicopter Plant (MVZ im. Milya) at Tomilino (N55.66797 E37.93374), seen sep11/nov17; see c/n 547632052 |
| --- | '20924' | Mi-2 | no titles | ph. | 13oct18 | in ochre/medium green/black camo c/s, no markings apart from '20924'; preserved on a pole on the premises of the hotel "Patriot" at Kamensk-Shakhtinski (N48.298509 E40.299404), seen oct18; l/n jun24; see c/n 548606034 |
| --- | RA-23201(2) | Mi-2 | A. Korchagin | ph. | 19jul10 | Alexander Korchagin of Lipetsk; illegal registration, not on Russian register aug10; ex DOSAAF; in dark blue c/s with light blue underside, no titles, previous green colour and code "68" yellow visible under flaking paint; bought from another private owner jul10; see c/n 5310122037 |
| --- | RA-23391(2) | Mi-2 | Aeros | Bgd | 04mar07 | c/n not checked; in full c/s, no rotors; see c/n 528901094 |
| --- | CCCP-23696 | Mi-2 | | rgd | 05oct92 | ex Soviet Air Force; on the Russian register feb98/sep01 with the c/n and rgd of An-12 RA-11315 ! |
| --- | RA-23781 | Mi-2 | Tverskoi AO | no | reports | ex Soviet Air Force; dbr 11jan95 on landing at the helipad Khalcheyu-41 (near Naryan-Mar) when encountered strong tail wind on final approach, lost speed and height and came down very hard, suffering substantial damage, all 5 passengers injured while both pilots escaped unhurt |
| --- | 23813 | Mi-2 | green c/s, n/t | GME | 10oct95 | reported for Gomelavia; ex Soviet Air Force |
| --- | RA-27706 | Mi-2 | ROSTO | no | reports | opb Yegoryevski UATs at Yegoryevsk-Shuvoye; w/o 09sep95 on a flight from Vidnoye (Lenin district of the Moscow region) on occasion of Vidnoye's City Day when fireworks were to be launched from the helicopter, when the fireworks were prepared for launching they incinerated in the cabin and one rocket hit the head of the pilot, injuring her seriously, the helicopter went out of control and crashed, the pilot was killed and the sole passenger was seriously injured |
| --- | RA-30711 | Mi-2 | AeroSoyuz | ph. | jul13 | in orange c/s with white trim, no titles; preserved on a pole at the RosInstalAvia Heli Club at Barlak (N55.19892 E83.22584) from may13, seen jul13/may24 |
| --- | RA-42272 | Mi-2U | ROSTO | | | opb Volgogradski ASK; w/o 29jul95 on a pleasure flight from a meadow on the banks of the river Kamyshinka at Kamyshin (Volgograd region) when the landing gear touched the water surface on final approach and the helicopter crashed into the river and sank, the pilot escaped but 3 of the 7 passengers killed |
| --- | CCCP-54660 | Mi-2 | KUTsLA | no | reports | Krivorozhski uchebny tsentr lyubitelei aviatsii (Krivoi Rog Training Centre of Aviation Enthusiasts); w/o 08aug92 on a test flight from Krivoi Rog with 3 unauthorised passengers on board when flew too low over a water reservoir, collided with a high-voltage power-line and crashed into the reservoir, 2 of the 3 passengers killed and the 3rd one as well as the pilot injured |
| --- | RA-54793 | Mi-2 | ROSTO | | | opb Buzulukski aeroklub; w/o 11aug92 on a flight in the Buguruslan area when free turbine of the right engine failed and the helicopter crash-landed near Buguruslan, caught fire and burnt out, 1 crew member and 3 passengers were killed (the total number of occupants is not known) |
| --- | 74135 | Mi-2 | ROSTO Irkutsk | mfd | 1987 | registration from MChS website, but not confirmed (may have been just a call-sign); w/o 13jul05 when crashed into Lake Baikal near cape Ryty (Olkhon district) after the tail rotor had come off in-flight, both crew killed; wreck later recovered from a depth of 50 metres |
| --- | RF-91411 | Mi-2 | Russian Air Force | Kub | 30jul16 | also carried code "09" blue; in white c/s with dark blue top of fuselage and underside, carried an unknown badge on the engine cowling; already reported in MARZ DOSAAF at Fedurnovo (Chornoye) dec13 |
| --- | "01" yellow | Mi-2 | DOSAAF | ph. | 21nov22 | in olive drab c/s with light grey underside, no titles; preserved on a plinth at Vyazniki (N56.2312618 E42.197799) from 11dec15, seen jun19/nov22 |
| --- | "03" yellow | Mi-2U | Russian Air Force | ph. | sep16 | was opb 851 uvp at Bezenchuk; in olive drab c/s with light blue underside and faded Red Stars; was used as a gate guard by 851 uvp, seen dec06; preserved at Bezenchuk (N52.973962 E49.418897) from the mid-2000s, seen sep16 |
| | "03" white | Mi-2U | Russian Air Force | ph. | 12aug24 | repainted in fake green/brown/black camo c/s with light blue underside, the faded code "46" is visible on the tailboom; preserved at Bezenchuk (N52.973962 E49.418897), seen as such aug24/oct24 |
| --- | "07" white | Mi-2 | no titles | ph. | 22jun23 | in black c/s with white underside, with white-outlined grey stars; preserved on the banks of lake Zavyalovo (N52.838077 E80.921455) at Zavyalovo from 12oct22, l/n jun23 |
| --- | "54" yellow | Mi-2 | Soviet Air Force | ph. | aug23 | in dark greyish green c/s with light blue underside and Red Stars; preserved in the "Gamayun" aviation museum at Gatchina (N59.557141 E30.102781), seen aug23/mar24 |
| --- | not known | Mi-2 | AFL/West Siberia | no | reports | opb 118 LO; dbr 10jul75 on a fire-fighting flight when went out of control on landing (as the crew hadn't assessed the wind correctly), crash-landed in a swamp near the Bolshaya Chili river and caught fire, all 3 crew and 3 passengers escaped; wreck found again 31aug11 |
| --- | no reg | Mi-2 | Aerosoyuz | ph. | 16aug20 | in white c/s with red underside, with an 'Aerosoyuz' logo and the URL 'www.aerosouz.ru'; preserved on a plinth at Yerzovka (N48.924780 E44.641499), seen oct11/aug20 |
| --- | no reg | Mi-2 | Transneft' | ph. | 10sep11 | in silver c/s with light blue cheatline; preserved near the Lyubuchany Transneft' Gas Station on the west side of the M2 highway, 9 km south of the junction with the A107 (at N55.25326 E37.53015), seen sep11/nov19 |
| --- | no reg | Mi-2 | no titles | | photo | in metallic black/purple/yellow c/s; preserved near a cottage at Sinkovo (N55.50953 E38.09875) |
| --- | no reg | Mi-2 | MChS Rossii | ph. | 14apr18 | initially in white c/s with 'Pozharno-spasatelny kolledzh' (Fire and Rescue College) titles and an MChS logo; was used as a training aid by the St. Petersburg Fire and Rescue College at Munino, l/n as such apr18; moved to the roof of a building of the college (N59.882180 E30.492689) and repainted in red c/s with white trim, no markings whatsoever, f/n as such mar20 |
| --- | no code | Mi-2 | DOSAAF | ph. | 11nov05 | c/n given as 00433 (which is not a Mi-2 c/n); in dark green c/s with light grey underside; preserved somewhere in Moscow, seen nov05 see this |
| --- | no reg | Mi-2 | Aviazapchast' | ph. | 24nov21 | restored in 2018 and repainted in white/light grey c/s with blue top of fuselage and trim, with titles; stored at Yermolino in 2018/21; preserved on a pole on the premises of "Aviazapchast'" at Yermolino (N55.208281 E36.621775) from 29sep21, seen nov21/jul23 |
| --- | no reg | Mi-2 | Mimino | ph. | 04aug24 | in olive drab c/s with 'Mimino' titles on the fuselage and the inscription 'U Rubena' on the tailboom; preserved at the Café "U Rubena" at Rovnoye (N50.771595 E46.084243), f/n on Google Earth oct19 and seen aug24 |
| --- | no reg | Mi-2 | privately owned | ph. | 18nov12 | not on any register; in dark blue c/s, no titles; w/o 17nov12 on an illegal flight from the "Markushinskoye" hunting estate (6 km north-west of Oktyabrski in the Komsomolski district of the Ivanovo region) to Ulyanovo (Gavrilov-Yam district of the Yaroslavl region) at night when collided with trees after having flown for 400 metres and crashed in a forest on the banks of the Morkushskoye reservoir, pilot and the sole passenger killed |
| --- | no reg | Mi-2 | O.V. Koltsov | | | w/o 07aug16 on an unauthorised flight from Sadovy (Byelorechensk district of the Krasnodar region) to Shakhty when collided with a high-voltage power-line on the outskirts of Shkolnoye and crashed, pilot (the owner) and sole passenger (an aircraft mechanic) killed |
| --- | no serial | Mi-2 | privately owned | ph. | 28jun05 | ex Polish Air Force; preserved in fake green/black/ochre camo c/s without any markings on the territory of Barbara Lewandowska's hostel at ul. Hanki Sawickiej 5 at Dzwirzyno (N54.15763 E15.39906) |

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| --- | no reg | Mi-2 | no titles | ph. | 15sep09 | preserved at a petrol station on the M7 at Simontsevo-Mokrovo (N56.23097 E41.73610); initially in white/blue/red (Russian flag) c/s, l/n as such 15sep09; repainted in green c/s with yellow belly, seen as such 2014/jan15 |
| --- | no reg | Mi-2 | no titles | ph. | 15jun14 | in green/golden c/s with red trim, no markings apart from fake Red Stars; preserved at Vasilevo (N56.56076 E38.57967), seen jun14 |
| --- | "02" white | Mi-2 | Russian Air Force | Syt | 2010 | in dark green/earth camo c/s with light blue underside; preserved at Syzran (N53.182588 E48.480801) |
| --- | "02" white | Mi-2 | Russian Police | ph. | 04oct14 | in dark blue c/s with white nose, light blue cheatline and 'Politsiya' titles; preserved at the Kuzbass police aviation barracks north of Kemerovo airport (N55.284138 E86.108456) from 04oct14, l/n sep15 |
| --- | no code | Mi-2 | Russian Air Force | Cgv | 17aug13 | in olive drab c/s with light grey underside; preserved at Chernigovka, seen aug13 |
| | "03" yellow | Mi-2 | Russian Air Force | Cgv | 15aug15 | in olive drab c/s with light grey underside; preserved at Chernigovka, seen aug15 |
| --- | "12" blue | Mi-2 | Russian Air Force | UFA | 16mar20 | in faded olive drab c/s with light grey underside; used as a ground instructional airframe by the Ufa State Aviation Technical University (UGATU) at Ufa, seen mar20 |
| --- | "13" blue | Mi-2 | DOSAAF | Kal | 13may12 | in olive drab c/s with light grey underside, with titles, with Red Stars plus a Russian flag on the tailboom; preserved at Chelyabinsk-Kalachovo (N54.962088 E61.499059), seen may12/dec16 |
| --- | "24" white | Mi-2 | Russian Air Force | ph. | jul08 | in dark green/light grey/dark grey camo c/s; preserved at Krasnoye Selo (N59.725294 E30.119738), seen jul08 |
| --- | "36" blue | Mi-2 | ROSTO | Noo | 04feb12 | c/n plate in cockpit removed; opb Primorski ATSK at Novonezhino; in dark green c/s with light blue underside |
| --- | "59" white | Mi-2 | ROSTO | Noo | 04feb12 | c/n plate in cockpit removed; code faded, may have been yellow before; with additional external tanks; opb Primorski ATSK at Novonezhino; in non-standard dark green c/s with light blue underside, no titles |
| --- | "67" yellow | Mi-2 | DOSAAF ? | | | preserved in a yard at Krasnoznamyonny pereulok at Ulyanovsk (N54.313661 E48.398812), reported nov23 |
| --- | "68" white | Mi-2 | Russian Air Force | ph. | mar04 | in dark green c/s with light grey underside; preserved at Safonovo (Kemerovo region, N53.871600 E86.622172) |
| | no code | Mi-2 | Russian Air Force | ph. | may07 | preserved at the same location; repainted in white/blue c/s |
| --- | "77" red | Mi-2 | DOSAAF ? | ph. | 15may13 | in dark green c/s, no titles; preserved at ul. Solnechnaya at Semiluki (N51.74066 E39.07368), seen may13 |
| --- | "153" blue | Mi-2 | no titles | ph. | 24mar15 | code not visible on photo; in olive drab/light grey camo c/s; preserved in front of a children's club at Alnashi (N56.186321 E52.476211), seen mar15 |
| --- | no code | Mi-2 | Russian Air Force | no | reports | owned by military unit 14496 and opb Buzulukski aeroklub on a commercial basis; w/o 11aug92 on a flight from Buguruslan when the turbine of the right engine suffered an uncontrolled failure 1.5 minutes after take-off and the helicopter crashed near the airfield |
| --- | not known | Mi-2 | ROSTO | | | opb Omski ASK; trf to the Omsk Flying and Technical College of Civil Aviation (LTK GA) in 2009 for use as a ground instructional airframe |
| | no reg | Mi-2 | V.A. Shestopalov | | | Valeri A. Shestopalov of Noyabrsk; not on any register; initially in bordeaux c/s with white trim and belly, no titles; ferried from Omsk to Noyabrsk 09jul10; based at the Noyabrsk-Yasny helipad in 2009/10 and later at an industrial precinct at Noyabrsk; overhauled at Omsk-Maryanovka in summer 2011 and repainted in dark pink c/s with silver trim, no titles; t/t some 220 hours summer 2011; w/o 02nov14 on final approach to a site on the shore of lake Kumalito (35 km from Khanymei-Vyngapurovski) when entered an area of snowfall, the pilot lost visual contact with the ground and tried to go around with tail wind in white-out conditions, but the helicopter lost height, the main rotor hit the ice of the lake while the helicopter was flying a turn and the helicopter crashed some 200 metres from the shore, the pilot (Shestopalov) and the sole passenger were killed |
| --- | not known | Mi-2 | ROSTO | | | opb Nizhegorodski ASK; w/o 02mar93 on take-off for a training flight from Bogorodsk when the right engine suffered an uncontained failure (the engine was 9 hours beyond its life-time) while the helicopter was hovering, a fire broke out and the helicopter crashed, one crew member killed |
| --- | not known | Mi-2 | ROSTO | | | opb Vladimirski ASK; operated for the Mozhaisk subsidiary of Mosenergo; dbr 26jan95 on an illegal flight from Mozhaisk to Krasnovidovo (with the head of the Mozhaisk district and his suite on board), while flying low over the ice of the Mozhaisk reservoir near Krasnovidovo the pilot lost spatial orientation and the helicopter crashed on the ice of the reservoir, no casualties but one passenger seriously injured |
| --- | not known | Mi-2 | privately owned | | | w/o 28dec06 on a flight from Yasnoye (Chuguyevka district of the Primorye region) to Arsenyev when crashed for unknown reasons in the taiga 25 km south-east of Arsenyev and caught fire, pilot and both passengers killed; wreck found only 28jul07 |
| --- | no reg | Mi-2 | privately owned | | | w/o 24may15 probably on a fish smuggling flight from Karelia to the St. Petersburg region when suffered an engine problem and came down hard in lake Vachozero (Podporozhye district of the St. Petersburg region) some 20 metres from the shore, all 3 occupants escaped |
| --- | no reg | Mi-2 | IP "Kozlovski" | | | based at Zmeika (near Mineralnyye Vody); did neither have a CofR nor a CofA; in medium green c/s; w/o 05apr18 on an unauthorised crop-spraying flight in the Mikhailovsk district of the Stavropol region when an engine failed and the helicopter crashed in a field 8 km west of Novomaryevskaya (N45°18' E41°69'), caught fire and burnt out, the pilot was killed |
| --- | no reg ? | Mi-2 | not known | | | in olive drab c/s with light grey underside, no titles; w/o 17apr22 on an unauthorised crop-spraying flight in the Mostovskoi district of the Krasnodar region when intended to land in a field 10 km from Unarokovo (in the direction of Tryokhrechny), but came down hard, bounced, started to rotate, came down hard again and rolled over onto its right side, the pilot was killed |
| --- | not known | Mi-2 | privately owned | | | w/o 24aug22 probably on a positioning flight to Novoblagodarnoye during crop-spraying operations in the Stavropol region when made a forced landing (possibly due to poor weather) in a field 2 km from Shesti in the Predgorny district of the Stavropol region, collided with a concrete wall and caught fire, the dry vegetation caught fire as well and the helicopter burnt out, both crew members escaped |
| --- | not known | Mi-2 | DOSAAF | ph. | 05may08 | first digit of the code either 5 or 3, second digit either 2 or 3 or 5; probably opb Bryanski ASK at Bryansk-Bezhitsa; in olive drab c/s with light grey underside, with titles; preserved in faded colours (code faded away) on the roof of a kiosk at ul. Liteinaya 3b at Bryansk, seen may08 |
| | no code | Mi-2 | no titles | ph. | jun14 | in dark blue c/s with light grey underside, no markings whatsoever; preserved on the roof of a kiosk at ul. Liteinaya 3b at Bryansk (N53.305772 E34.268465), seen jun14/apr15 |
| --- | no code | Mi-2 | no titles | ph. | 02jun13 | ex "05" of DOSAAF; in mottled olive drab/green c/s; preserved in the ROSTO training centre at ul. Zarechye at Kuzminki (N55.687649 E37.7692923), seen jun13 |
| --- | no code | Mi-2 | no titles | ph. | 11nov05 | ex "25" yellow of DOSAAF; in faded mottled olive drab c/s with light grey underside; sat wfu in a paintball area at ul. Zarechye Kuzminki (N55.6876312 E37.773276), seen nov05 |
| --- | no code | Mi-2 | no titles | ph. | 06may22 | in dark green c/s with light grey underside, no markings whatsoever; was preserved with VO ASK im. A.M. Chislova at Srednyaya Akhtuba, seen may22; moved to VSL Avangard by jun24 |
| --- | no code | Mi-2 | no titles | ph. | 12aug24 | was probably opb 851 uvp; preserved at Bezenchuk (N52.985521 E49.419415); initially in dark green c/s with light blue underside, no markings whatsoever; repainted in fantasy medium green/dark brown/medium brown camo c/s with light blue underside, seen as such aug24/oct24 |
| --- | no code | Mi-2 | no titles | ph. | 20sep24 | in white c/s with light blue top of fuselage and 'Russian flag' trim, no markings whatsoever; preserved at Osipenko (N44.733144 E33.547692), seen sep24 |
| --- | no code | Mi-2 | no titles | ph. | 19sep24 | in red/yellow c/s, no markings whatsoever; used (with fake rotors and tailboom) as the Café "Blin" on the Yuzhnobereznyoe shosse between Yalta and Gurzuf, seen sep24 |
| --- | not known | Mi-2 | not known | | | preserved in Muzei voyennoi tekhniki at Almetyevsk (N54.912390 E52.326260), reported oct23 |
| --- | not known | Mi-2 | not known | | | preserved on the helipad of the ice-breaker "Lenin" (N68.974736 E33.0584151) at Murmansk harbour, seen on Google Earth aug22 |
| --- | not known | Mi-2 | not known | | | preserved at Torzhok (N57.032478 E57.032478), reported oct22 |
| --- | not known | Mi-2 | not known | | | preserved at Krasnoyarsk (N56.107131 E93.045635), reported jan23 |
| --- | no code | Mi-2 | no titles | ph. | mar17 | a former DOSAAF helicopter; in light blue c/s with orange and yellow trim, no markings whatsoever; preserved on a plinth in TRTs Aeropark at ul. Obyezdnaya at Bryansk (N53.273217 E34.313050), seen mar17/jan18 |
| --- | ST-46 | Mi-2 | Algerian Police | | photo | of the instrument panel with this serial on |
| --- | not known | Mi-2 | Algerian Air Force | | | opb École dÆhélicoptères at Ain Arnat; in olive drab/khaki camo c/s with orange stripe; dbr 12feb17 on a training flight from Ain Arnat when suffered a technical malfunction, made a forced landing in a dry salt lake near Kasr el-Abtal (south-west of Sétif) and came to rest on its left side, the tailboom broke off, at least 1 crew member slightly injured |
| --- | "32" white | Mi-2 | Armenian AF | Erb | 26jun17 | in dark green c/s with light blue underside |
| --- | "34" yellow | Mi-2 | Armenian AF | ph. | jun05 | at Arzni; in dark green/medium green camo c/s with light blue underside |
| --- | "36" white | Mi-2 | Armenian AF | ph. | may23 | in dark green c/s with light blue belly; stored at Arzni, seen may23/jun23 |
| --- | "38" white | Mi-2 | Armenian AF | ph. | jun05 | at Arzni; in dark green c/s with light blue belly; stored at Arzni, seen may23/jun23 |
| --- | no reg | Mi-2 | not known | | | used as a training aid at the Svetlaya Roshcha training range of MChS Belarusi (54.330776, 28.389037), seen may16 |
| --- | TN-65. | Mi-2 | Congo Police | | | either TN-657, TN-658 or TN-659; w/o 16jul12 when crashed near Mbuambe (150 km north of Brazzaville), both pilots (S.P. Korostel from Russia and M.F. Chernenkov from Belarussia) killed |
| --- | 776 | Mi-2 | Ethiopian AF | | | reported in the book "African Air Forces" |
| --- | 777 | Mi-2 | Ethiopian AF | | | reported in the book "African Air Forces", but there is a Mi-8 with this serial |
| --- | 06 | Mi-2 | Libyan Air Force | ph. | 1981 | taken in Libya; serial can be part of the c/n |
| --- | 7 | Mi-2 | Libyan Air Force | ph. | 1981 | taken in Libya; serial crudely painted on |
| --- | 23 | Mi-2 | Libyan Air Force | ph. | 08feb19 | on Facebook; in beige/green camo c/s with light blue underside |
| --- | 27 | Mi-2 | Libyan Air Force | | photo | in faded camo c/s (probably khaki/olive drab with light grey underside) with white serial |
| --- | 71 | Mi-2 | Libyan Air Force | ph. | 09jan18 | in green/sand camo c/s with light blue belly and white serial; l/n sep18 |
| --- | 890 | Mi-2 | Libyan Air Force | ph. | sep19 | in faded sand/dark brown/ochre camo c/s, serial not visibly painted on but on flight board |
| --- | 7022 ? | Mi-2 | Libyan Air Force | ph. | 15aug21 | on Facebook; carried the code '02' on the nose; in ochre/dark brown camo c/s |
| --- | 7127 ? | Mi-2 | Libyan Air Force | ph. | 15aug21 | on Facebook; in ochre/dark brown camo c/s |
| --- | no serial | Mi-2 | Libyan Air Force | ph. | jan16 | in olive drab/sand camo c/s with light blue underside, new flag on tailboom |
| --- | no serial | Mi-2 | Libyan Air Force | ph. | 2013 | in khaki/black camo c/s, no markings whatsoever; preserved on a pole at Ajdabiya |
| --- | 001 | Mi-2 | Liberian Police | ROB | jul03 | in white/blue c/s with 'Police' titles and the emergency services phone number 'EL 911'; sat wfu at ROB, seen jul03/nov03 |
| --- | 002 | Mi-2 | Liberian Police | ROB | nov03 | in white/blue c/s with 'Police' titles; sat wfu at ROB, seen nov03 |
| --- | LAF-005 | Mi-2 | Liberian Air Force | ROB | jul03 | in olive drab c/s with light grey underside; sat wfu at ROB, seen jul03/nov03 |
| --- | EP-348 | Mi-2T | Peruvian Army | ph. | 2002 | in dark grey/white c/s with light grey trim and 'Ejército del Perú' titles; sat wfu at Lima-Surco/Las Palmas, seen may17 |
| --- | EP-350 | Mi-2T | Peruvian Army | | | w/o 12mar01 when crashed into a river near Satipo after an engine failure |

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|---|---|---|---|---|---|---|
| --- | EP-359 | Mi-2T | Peruvian Army | | | opb BRA811; stored at Lima-Surco/Las Palmas, seen mar20 |
| --- | '1975' | Mi-2 | Polish Air Force | ph. | 25jul22 | in medium green/sand/light blue camo c/s with light blue underside; preserved with this fake serial at Lask-Buczek, seen jul22/aug24; ex 4604 ? - that was preserved at Lask-Buczek, but in a different c/s |
| --- | '6947' | Mi-2 | Polish Air Force | ph. | 28sep17 | used with this fake serial as a ground instructional airframe by the technical school "Zespól Szkól Mechanicznych nr 1" at Bydgoszcz (N53.124452 E17.98744), seen sep17/mar21; see c/n 566947120 |
| --- | no serial | Mi-2 | Polish Air Force | ph. | 11aug13 | in olive drab c/s; preserved on the premises of the hotel "Chrobry" at Szprotawa-Wiechlice (N51.5535 E15.5834), seen aug13 |
| --- | EW-031AO | Mi-2 | DOSAAF Belarusi | Kuk | jul06 | possibly c/n 549712036 |
| --- | EW-344AO | Mi-2 | DOSAAF Belarusi | no | reports | |
| --- | EW-492AO | Mi-2 | DOSAAF Belarusi | ph. | 30jul20 | in blue c/s with white and red trim, with 'DOSAAF' titles; f/n Kukovyachino 30jul20 |
| --- | FAM-1951 | Mi-2 | Mexican Air Force | ph. | 2000 | l/n NLU 10mar03; wfu oct04 and sold on the civil market for scrap |
| --- | FAM-1952 | Mi-2 | Mexican Air Force | ph. | dec01 | l/n NLU 10mar03; wfu oct04 and sold on the civil market for scrap |
| --- | FAM-1953 | Mi-2 | Mexican Air Force | ph. | dec01 | l/n NLU 10mar03; wfu oct04 and sold on the civil market for scrap |
| --- | FAM-1954 | Mi-2 | Mexican Air Force | NLU | 10mar03 | wfu oct04 and sold on the civil market for scrap |
| --- | not known | Mi-2 | Mexican Air Force | | | 4 (possibly FAM-1951 to FAM-1954) sat wfu at Atizapan (N19.57558 W99.28888), seen on Google Earth sep15 |
| --- | J2-MAK | Mi-2 | Djibouti Air Force | | | w/o when crashed, details unknown |
| --- | J2-MAO | Mi-2 | Djibouti Air Force | JIB | oct94 | only carries 'AO'; initially in olive drab c/s with light grey underside and still the former Soviet code "20" yellow; repainted in green/beige camo c/s; seen as such on the dump at JIB may01 |
| --- | J2-MAP | Mi-2 | Djibouti Air Force | JIB | oct94 | only carries 'AP'; w/o when crashed, details unknown |
| --- | J2-MAQ | Mi-2 | Djibouti Air Force | no | reports | w/o when crashed, details unknown |
| --- | LZ-MIO | Mi-2 | | SOF | 18jan96 | l/n SOF 26aug99; misread for c/n 526020029 LZ-MID ? |
| --- | LZ-... | Mi-2 | not known | w/o | 06jun79 | when crashed somewhere in Bulgaria, the pilot was killed |
| --- | 202 (1) | Mi-2 | Bulgarian Police | d/d | 1974 | probably c/n 543304123 and later became 502; see c/n 543005063 |
| --- | 203 (1) | Mi-2 | Bulgarian Police | toc | 1977 | ex Bulgarian Air Force, replaced a Ka-26 with the same serial that had crashed; see c/n 543006063 |
| --- | 506 | Mi-2 | Bulgarian Police | SOF | 23sep95 | the serial was worn by a Mi-8T from 2000 onwards |
| --- | HL-450 | Mi-2 | Indonesian Navy | SUB | oct03 | stored in good condition at Surabaya-Juanda, seen oct03/mar19 |
| --- | HL-451 | Mi-2 | Indonesian Navy | SUB | oct03 | stored in good condition at Surabaya-Juanda, seen oct03/mar19 |
| --- | PMU-8 | Mi-2 | Lesotho Police | d/d | 1983 ? | probably ex Libyan Air Force; PMU stands for 'Police Mobile Unit'; in camo c/s; sat wfu at Maseru, seen oct86/1993 |
| --- | not known | Mi-2 | | | 20jan24 | two Mi-2s in blue/white c/s in derelict condition were seen at Port Hancourt (Nigeria) 20jan24, identities unknown; see c/ns 544 5301 25 and 53 6349 119 which are known to have operated in Nigeria in the past |
| --- | no serial | Mi-2 | Polish Air Force | ph. | 01jul21 | preserved without markings at Dziecmiarowice (N51.553438 E15.583270), seen jul21 |
| --- | SU-JAG | Mi-2 | no titles | BZG | 19sep10 | no c/n visible and nose windows fogged up; l/n Marculesti 28feb15 |
| --- | no code | Mi-2 | no titles | ph. | 04jun23 | in medium green c/s with crudely applied white and black blotches; reported as ex Kazaviaspas; sat derelict at Kapchagai-Skalny (N44.006505 E77.034183), seen jun23 |
| --- | 4323 | Mi-2 | not known | Uue | 20aug22 | in orange c/s with blue cheatline and trim and a Kazakh flag below the engines, part of the engine cowling was covered by a tarpaulin with 'Vertolyoty Rossi' on it, perhaps shrouding some markings |
| --- | "35" red | Mi-2 | Jan Wengrzyn | ph. | 08sep17 | in grey c/s with broad white cheatline, yellow trim, Red Stars and the inscriptions 'Wengrzyn Jan', '8 stycznia 2006' (8 January 2006), 'Dla ratowania zycia dzieciom poszkodowanym w wypadkach' (For saving the life of children who suffered from accidents) and '35 Wielkiej orkiestry swiatecznej pomocy' (35 years of the Great Orchestra of Christmas Charity); preserved on the roof of a container with PHU Jan Wengrzyn at Jadwisin (N51.252461 E15.848724) probably from 08jan06, seen sep17/dec23 |
| --- | no reg | Mi-2 | no titles | ph. | 05apr18 | in white c/s with a broad diagonal red band around the fuselage, no markings whatsoever; used as a ground training aid at the training range at Drawsko Pomorskie (N53.33055 E15.64752), seen apr18 |
| --- | "12" yellow | Mi-2 | Transnistrian AF | Trp | 02sep06 | in olive drab/brown camo c/s with light grey underside and a Transnistrian flag; stored at Tiraspol with a second Mi-2 (at N46.872011 E29.584475), seen apr19 |
| --- | "13" yellow | Mi-2 | Transnistrian AF | | | stored at Tiraspol, probably without visible code at a later stage |
| --- | "14" yellow | Mi-2 | Transnistrian AF | Trp | 13apr19 | stored at Tiraspol, seen apr19 |
| --- | "15" yellow | Mi-2 | Transnistrian AF | | photo | in olive drab/dark brown camo c/s with light blue underside and Transnistrian roundel; there are two Mi-2 visible at Tiraspol (N46.871911 E29.584653) |
| --- | UR-BAC | Mi-2 | TSO Ukrayiny | Krh | 16aug09 | was never on the Ukrainian register according to the Ukrainian CAA; in red/white c/s; stored without rotors by aug09 |
| --- | UR-BAL | Mi-2 | TSO Ukrayiny | Krh | 12sep96 | was probably UR-AAL before; opb Aeroklub im. V.S. Grizodubovoi at Kharkiv-Korotych; l/n Kharkiv-Korotych 21jun99 |
| --- | UR-BDC | Mi-2 | Prominterservis | no | reports | was never on the Ukrainian register according to the Ukrainian CAA; dbr 30sep05 when suffered an engine problem near Rovno (Ukraine); scrapped |
| --- | UR-BIS | Mi-2 | TSO Ukrayiny | Krh | 16aug09 | was never on the Ukrainian register according to the Ukrainian CAA; in red/white c/s; stored without rotors by aug09 |
| --- | UR-BUH | Mi-2 | DAI | RWN | 09sep96 | was never on the Ukrainian register according to the Ukrainian CAA |
| --- | UR-BWL | Mi-2 | TSO Ukrayiny | Krh | 03aug12 | also carried code "11" yellow; in green c/s with light blue underside |
| --- | UR-BWN (2) | Mi-2 | TSO Ukrayiny | ph. | 24apr10 | cannot be c/n 549239055, see there; first letter after hyphen difficult to read and may be different than B; opb ASK "Sokol" Vovchansk; in dark green c/s with light blue underside; seen Vovchansk 24jul11 with the tailboom of 9444; see c/n 549239055 |
| --- | UR-FMI | Mi-2 | TSO Ukrayiny | Krh | 03aug12 | in blue/silver c/s |
| --- | UR-MSA (2) | MSB-2 | Motor Sich | ph. | 17may13 | mock-up of this version with 'dolphin' nose and AI-450M engines; in white c/s with red trim and blue belly, with titles; displayed during the "HeliRussia 2013" exhibition at the Crocus City IEC in Moscow 16/18may13 and during the 'MILEX-2014' exhibition at Minsk 10/11jul14; l/n OZH 19aug17; received the name 'Nadiya'; f/n as such OZH 02dec19; see c/n 547620042 |
| --- | UR-RZK | Mi-2 | GTD 350 | ph. | 21may22 | illegal registration, not on register jun22/may23; in red/black c/s; f/n Chocznia (Poland) 21may22; l/n Chocznia 11aug24 |
| --- | LA-0245 | Mi-2 | privately owned | ph. | 30jun11 | at Sumy-Northwest |
| --- | '9992' | Mi-2 | Platinum | ph. | 11jan10 | in yellow/light blue/silver c/s with 'Platinum' titles; preserved on the roof of the "Platinum" hotel at Zaporizhzhya (N47.865917 E35.096281), seen jan10/apr16 |
| --- | UR-... | Mi-2 | privately owned | | | severely damaged 23jun16 during the Ukrainian Helicopter Sports Championships at Kharkiv-Korotych when came down hard on landing and rolled over onto its side, both pilots slightly injured |
| --- | UR-.... | Mi-2 | not known | | | in black/white c/s with light blue belly; dbr 10apr18 on a crop-spraying flight in the Shyshaky district of the Poltava region when crashed in a field near Chernyshivka and came to rest on its left side, the tailboom broke off, both crew escaped unhurt |
| --- | UR-..... | Mi-2 | not known | | | w/o 14jul19 on a crop-spraying flight in the Velyka Pysarivka district of the Sumy region when crashed in a field near Yabluchne, the pilot was killed |
| --- | "02" white | Mi-2 | Ukraine Air Force | Plw | 25sep21 | preserved as a gate guard at Poltava, seen sep21 |
| --- | "02" yellow | Mi-2 | Ukraine Air Force | Kon | 09aug14 | in olive drab c/s with light blue underside, no titles; preserved at the "Aviakon" overhaul plant at Konotop, seen aug14 |
| --- | "04" white | Mi-2 | Ukraine Army Avn | ph. | 2017 ? | in dark green c/s with light blue underside, no recognition stripes |
| --- | "05" white | Mi-2 | Ukraine Army Avn | ph. | 2017 ? | in dark green c/s with light blue underside, no recognition stripes |
| --- | "09" yellow | Mi-2 | TSO Ukrayiny | Krh | 23may09 | navy blue/white/red c/s |
| --- | "90" yellow | Mi-2MSB | Ukraine Air Force | ph. | 25oct19 | opb 203 NABr at Chuhuyiv; in 'digital' medium green/yellow/brown camo c/s with light blue underside; l/n Chuhuyiv 13may21; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| --- | "91" yellow | Mi-2MSB | Ukraine Air Force | Chu | 13may21 | opb 203 NABr at Chuhuyiv; in 'digital' medium green/beige/brown camo c/s with light blue underside; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| --- | "92" yellow | Mi-2MSB | Ukraine Army Avn | Chu | 2018 | opb 203 NABr at Chuhuyiv; in 'digital' medium green/beige/brown camo c/s with light blue underside; l/n Chuhuyiv may21; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| --- | "93" yellow | Mi-2MSB | Ukraine Army Avn | Chu | 2018 | opb 203 NABr at Chuhuyiv; in 'digital' medium green/beige/brown camo c/s with light blue underside; l/n Chuhuyiv may21; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| --- | "94" yellow | Mi-2MSB | Ukraine Army Avn | Chu | 2018 | opb 203 NABr at Chuhuyiv; in 'digital' medium green/beige/brown camo c/s with light blue underside; l/n Chuhuyiv may21; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| --- | "96" yellow | Mi-2MSB | Ukraine Air Force | | photo | opb 203 NABr at Chuhuyiv; in 'digital' medium green/beige/brown camo c/s with light blue underside; l/n Chuhuyiv may21; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| --- | "97" yellow | Mi-2MSB | Ukraine Air Force | | photo | opb 203 NABr at Chuhuyiv; in 'digital' medium green/beige/brown camo c/s with light blue underside; l/n Chuhuyiv may21; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| --- | "99" yellow | Mi-2MSB | Ukraine Air Force | | photo | opb 203 NABr at Chuhuyiv; in 'digital' medium green/beige/brown camo c/s with light blue underside; l/n Chuhuyiv may21; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| --- | "148" yellow | Mi-2MSB | Ukraine Air Force | Chu | 26jul10 | in olive drab/dark green camo c/s with light grey underside; l/n Chuhuyiv 12nov15; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| --- | "182" black | Mi-2MSB | Ukraine Army Avn | KHE | 29sep21 | code not painted on, only on a sheet of paper in a cabin window; opb 11 obrAA at Kherson-Chornobayivka; in dark greyish green/olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| --- | not known | Mi-2 | Ukraine Army Avn | | | opb 18 obrAA at Poltava; in dark green c/s with light blue underside and two white recognition stripes on the tailboom; w/o 26mar17 when crashed for unknown reasons in a field near Malinovka/Malynivka (between Slavyansk and Bakhmut), all 3 crew and both passengers (Colonels of the Ukrainian Army) killed, Ukrainian officials cited a collision with a high-voltage power-line, but there was no such line in the vicinity of the crash site; the wreckage was evacuated 27mar17 |
| --- | no code | Mi-2 | Ukrainian Police | ph. | 12apr16 | in grey c/s with white-outlined black and brown spots, no markings whatsoever; preserved on the premises of a Police training facility at Zaporizhzhya (N47.761093 E35.169735), seen apr16 |
| --- | no code | Mi-2MSB | Ukraine Nat.Guard | h/o | 20dec17 | the first Mi-2MSB of the Ukrainian National Guard; opb 51 aviabrigada at Oleksandriya; in olive drab/khaki camo c/s with light blue underside, no markings apart from Ukrainian roundels |
| --- | no code | Mi-2MSB ? | Ukraine Army Avn | | | version not confirmed; 2 were donated by Latvia aug22; in olive drab/khaki camo c/s with light blue underside and two white recognition stripes on the tailboom |
| --- | no code | Mi-2MSB-V | Motor Sich | ph. | 23sep15 | make-shift combat version developed by Motor Sich; in olive drab/khaki camo c/s with light blue underside, no markings apart from Ukrainian roundels; displayed at the "Oruzhiye i besopasnot'" exhibition at Kiev 22/25sep15 |
| --- | no code ? | Mi-2MSB-1 | Ukraine Air Force | h/o | 19jan24 | medevac version, modified with funds from the "Olena Zelensky Foundation"; probably operated by 35 zae in support of the Main Reconnaissance Directorate (GUR); in 'digital' medium green/grey/beige/pink/brown/dark green/olive drab camo c/s with light blue belly and the inscription |

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| | | | | | | 'Fundatsiya Oleny Zelenskoi'; may have a code on a sheet of paper in a cabin window (the windows were retouched on the photo) |
| --- | no code ? | Mi-2AM-1 | Ukraine Air Force | h/o | 24jan24 | medevac version; financed by donations from the Polish foundation "Zbroimi Ukraine"; probably operated by 35 zae in support of the Main Reconnaissance Directorate (GUR); in blue c/s with a thin yellow cheatline, light grey belly, two white recognition stripes on the tailboom, the inscription 'Jestesmy z Wami! Polacy' and Ukrainian flags on the external tanks |
| --- | no reg | MSB-2 | Motor Sich | f/f | 16apr18 | from OZH; converted from a Mi-2; in white c/s with red trim and blue belly, no titles |
| --- | no reg | Mi-2 | not known | ph. | 20sep21 | in white c/s with red top of fuselage and the inscription 'Admiral training complex'; situated on a landing platform at Mykolayiv (N46.336765 E30.667717), seen sep21 |
| --- | 'HELI-1' | Mi-2 | LERUS | ph. | 29sep21 | in red c/s with titles; situated at an off-shore training centre at Odessa (N46.503307 E30.724326), seen sep21 |
| --- | -- | SM232 | YuMIK Aerospace | ph. | 01dec14 | combat helicopter version of the Mi-2, developed by YuMIK Aerospace of Odessa in 2014/15; seen at an initial stage of conversion 01dec14 |
| --- | no reg | Mi-2 | Voevodino | ph. | 08feb13 | in olive drab c/s; preserved at Voevodino (N48.66253 E22.64377), seen feb13 |
| --- | YU-HER | Mi-2 | Dobrivoj Rajkovic | ph. | 21dec02 | Dobrivoj Rajkovic of Svilajnac; ex Yugoslav Air Force; in light blue/yellow c/s; w/o 21dec02 on a positioning flight from Svilajnac to Bubanj Potok in the dark, possibly ran out of fuel or flew too low hitting trees, crashed close to a forest in the Belgrade suburb of Vrcin, all 3 crew killed |
| --- | YV-121A | Mi-2 | | no | reports | |
| | YV105A | Mi-2 | Helicóp. Occid. | no | reports | opb Helicópteros Occidente |
| --- | YV-545A | Mi-2 | all white, n/t | Car | 22sep01 | l/n Charallave 13oct01 |
| --- | YV-1135CP | Mi-2 | | no | reports | |
| | YV106A | Mi-2 | Helicóp. Occid. | no | reports | opb Helicópteros Occidente |
| --- | "05" yellow | Mi-2 | Abkhaz Air Force | ph. | oct23 | in a camo c/s of two dark shades of olive drab with an Abkhazian flag behind the cockpit and a Red Cross on the door |
| --- | "40" yellow | Mi-2 | Azerbaijani AF | ph. | 2000 | code may be the old Soviet code as a very faded 3-digit red code was visible as well (the quality of paint in the old Soviet times was seemingly better than in the 1990s); based at Baku-Qala; in very faded green/khaki camo c/s with light blue underside; wfu by 2000 |
| --- | "41" yellow ? | Mi-2 | Azerbaijani AF | ph. | 2000 | code very faded and may be the old Soviet code as a very faded 3-digit red code was visible as well; based at Baku-Qala; in very faded green/khaki camo c/s with light blue underside; wfu by 2000 |
| --- | 9A-HNA | Mi-2 | Croatian Air Force | d/d | 1992 | seen aug93; wfu in 1995, l/n in 2005 |
| --- | 6401 ? | Mi-2 | Myanmar Air Force | ph. | 09feb17 | in dark green c/s with '01' on the nose |
| --- | 6410 | Mi-2 | Myanmar Air Force | ph. | oct00 | in Yangon Defence Services Museum |
| --- | 6412 | Mi-2 | Myanmar Air Force | ph. | oct00 | in Yangon Defence Services Museum |
| --- | GBP-15 | Mi-2 | Georgian Bor. Pol. | ph. | 2019 | in full c/s with 'Border Police of Georgia' titles in Georgian and English; preserved in a park at Tblisi (N41°40'53.87" E44°56'36.00"), seen 2019/may22 |
| --- | "01" yellow | Mi-2 | Georgian AF | TBS | 16may96 | |
| --- | "06" yellow | Mi-2 | Georgian AF | TBS | 16may96 | |
| --- | "07" yellow | Mi-2 | Georgian AF | TBS | 16may96 | |
| --- | "08" yellow | Mi-2 | Georgian AF | TBS | 16may96 | |
| | "08" yellow | Mi-2 | Georgian Army | trf | 2010 | repainted in VIP c/s; f/n as such TBS 12jun12 |
| --- | "09" yellow | Mi-2 | Georgian AF | TBS | 19oct06 | |
| --- | "15" black | Mi-2 | Georgian AF | TBS | jul07 | in white c/s with yellow/green/yellow cheatline, no titles |
| --- | not known | Mi-2 | Georgian Bor. Gds. | w/o | 16sep02 | when crashed into lake Kumisi near Tbilisi, both crew killed |
| --- | YI-AME | Mi-2 | Dept of Agricult. | ph. | 04sep11 | probably ex Iraqi Army Aviation; dumped at Khan Bani Sad AB (Iraq), seen sep11 |
| --- | YI-APJ | Mi-2 | Dept of Agricult. | ph. | 07jun05 | at Camp Babylon (Iraq); fitted with spraying equipment |
| --- | YI-APP | Mi-2 | Dept of Agricult. | ph. | 05jul22 | in yellow c/s with blue cheatline and trim, no titles; transported on a flat-bed trailer to the Technical College (affiliated with the al-Furat al-Awsat Technical University) in Najaf governorate 05jul22; used for ground training |
| --- | 713 | Mi-2 | North Korean AF | | photo | in medium green/dark green/ochre camo c/s with light blue belly, red code outlined in white |
| --- | 845 ? | Mi-2 | North Korean AF | | photo | serial difficult to read on the photo, could also be 815; in olive drab c/s with light grey underside and white code |
| --- | 898 ? | Mi-2 | North Korean AF | ph. | jun16 | serial difficult to read on the photo, could also be 899 or 858; probably based at Sinujiu; in white c/s with blue and red trim, a probably light grey or light blue belly and unknown Korean titles |
| --- | 912 | Mi-2 | North Korean AF | ph. | 17sep14 | preserved in the Korean People's Army Museum of Weapons and Equipment at Pyongyang, f/n sep14 |
| --- | 6W-SHR/4030 | Mi-2 | Senegal Air Force | DKR | 04apr06 | in all-white c/s with 'Armée de l'Air' and 'EMMIR' titles, Air Force roundel and Red Crosses; l/n operational DKR 25mar10; sat wfu at Thiès, seen 12aug15 (reported ex Libyan, in that case c/n 567030031 ?); |
| | no serial | Mi-2 | no titles | DKR | 06jan24 | must be the former 6W-SHR as the former 6W-SHS is preserved at Thiès; in white c/s with black exhaust areas, probably no markings whatsover; preserved at the entry of Dakar air base, seen jan24 |
| --- | 6W-SHS/6065 | Mi-2 | Senegal Air Force | DKR | 04apr06 | in all-white c/s with 'Armée de l'Air' and 'EMMIR' titles, Air Force roundel and Red Crosses; l/n operational DKR 25mar10; sat derelict at Thiès (N14.801756 W16.948107), seen aug15 |
| | no serial | Mi-2 | Senegal Air Force | ph. | 28jul23 | preserved at Thiès, seen jul23 |
| --- | not known | Mi-2 | Slovak Air Force | | | preserved at Presov air base (N49.024188 E21.293220), seen mar18 |
| --- | 302 | Mi-2 | Sudanese Air Force | ph. | 11may17 | on Facebook; in olive drab c/s with light grey underside |
| --- | 304 | Mi-2 | Sudanese Air Force | ph. | 22sep11 | on Facebook; in olive drab c/s |
| --- | 305 | Mi-2 | Sudanese Air Force | | photo | in olive drab c/s |
| --- | 308 | Mi-2 | Sudanese Air Force | ph. | 2015 | in olive drab c/s |
| --- | 341 | Mi-2 | Sudanese Air Force | ph. | 2016 | in olive drab c/s with unknown red titles and a white/red band around the tailboom |
| --- | 345 | Mi-2 | Sudanese Air Force | | photo | in olive drab c/s with light blue belly |
| --- | 346 ? | Mi-2 | Sudanese Air Force | | photo | in olive drab c/s with light blue belly |
| --- | 370 | Mi-2 | Sudanese Air Force | ph. | oct15 | in olive drab c/s |
| --- | 375 | Mi-2U | Sudanese Air Force | UYL | 26apr10 | in olive drab c/s; wreckage (probably after a crash) seen at UYL 12mar12 |
| --- | 001 | Mi-2 | Sudanese Navy | PZU | 12jun12 | in blue c/s with the serial 'Sudan Navy - 001' |
| --- | 98-41943 | Mi-2 | US Army Aviation | ph. | 31jan08 | at Fort Polk; the serial was also reported as 98-8943 as is carried on the helicopter as '88943'; reportedly ex Biggs AFB; probably never flew in the United States; was stored at Fort Bliss as of 2004; sat in a museum compound at Fort Polk, LA (N31.042451 W93.183883), seen jan08 |
| --- | 98-41532 | Mi-2 | US Army Aviation | ELP | oct03 | opb TSMO at Fort Polk, LA and later by Threat Systems Management Office; was at Fort Bliss as of 2004; t/t 286 hours by 12dec05; l/n AEX 14aug07 |
| --- | 90-0221 | Mi-2 | US Army Aviation | ph. | in 1995 | opb US Army Operational Test and Evaluation Command's Threat Support Activity (OTSA) at Fort Polk, LA which was renamed Threat Systems Management Office later; seen flying throughout 2005; t/t 1,941 hours by 12dec05 |
| --- | no reg | Mi-2 | GAI | ph. | 08sep08 | in orange c/s with blue trim, with titles; preserved on the territory of the Traffic Police Training Centre (uchebny tsentr GIBBD) at Novosibirsk (N54.995189 E82.802222) |
| --- | no reg | Mi-2 | UkkoHalla | ph. | 05jul09 | in bordeaux c/s with these titles and Santa Claus; preserved at Hyrynsalmi (N64.674768 E28.508234) |
| --- | no reg | Mi-2 | no titles | ph. | jun94 | in light blue/orange/yellow fantasy c/s; was used by Bossle's Stunt Masters; seen at Stadskanaal (Netherlands) jun94 |
| --- | no reg | Mi-2 | Norbert Schmidt | ph. | 23may13 | in yellow c/s with blue and red trim, no titles; preserved on the roof of a former bunker at Steinträgerweg in Berlin-Buckow from early may13 (mfd 1968, bought from Lódz) |
| --- | 'Z211144S' | Mi-2 | United Nations | ph. | 19oct17 | bought from Poland; in full all-white UN c/s; 211144 is the date of birth of the owner Siegfried Zellner; preserved in these fake colours in the private collection of Siegfried Zellner at Grafentraubach (Bavaria), seen may17/sep19 |
| --- | no reg | Mi-2 | Rettung Stadler | ph. | 2009 | in white c/s with orange trim, an ambulance logo, large 'Rettung Stadler' and small 'Privater Rettungsdienst Stadler/Freyung' titles and the phone number '19218'; was preserved at Hutthurm, but disappeared in 2009 |
| --- | no reg | Mi-2 | R&S | ph. | 16jun22 | in yellow c/s with diagonal light blue/red/light blue stripes and 'R&S' and 'Automobilzentrum' titles; preserved with R&S Automobilzentrum at Schwallungen (N50.701599 E10.361269), seen jun22 |
| --- | no reg | Mi-2 | no titles | ph. | 26jun22 | at Lauffen (Austria); in 'tiger' c/s without any markings; neither ex HA-BGK nor HA-BGM |
| --- | not known | Mi-2 | not known | ph. | 23may13 | in olive drab/dark brown camo c/s; preserved on the premises of the "SSK im. M.V. Bannykh" Cadet School (N56.497121 E60.784581) at Sysert, seen may13 |
| --- | not known | Mi-2 | not known | ph. | 29oct22 | in orange c/s with blue cheatline and trim and two thin black lines; sat in a compound of Atlanta Air Salvage at Griffin-Spalding County Airport, seen oct22/mar23 |
| --- | no reg | Mi-2 | Korea Polytechnic | ph. | 09jan17 | in red/white c/s with unknown Korean script on the tailboom; preserved on the premises of the Aviation Campus of Korea Polytechnic at Sacheon, seen jan17 |
| --- | no reg | Mi-2 | IIAS New Delhi | ph. | sep09 | c/n checked as 5210539038 and 'SP-FSV' on the radio call-sign plate, but the identity seems to be fake, see that c/n; bought via a US based company 12mar09; arrived at the campus of the Indian Institute of Aeronautical Science (IIAS) at Mundka (New Delhi) for use as a ground instructional airframe sep09 (report dated 19jun10); in white c/s with red nose and external tanks, no titles |
| --- | no reg | Mi-2 | Red Star Air Amb | ph. | jun07 | in white/red c/s with blue trim; the hulk sat at Constanta-Tuzla, with '14106' on the instrument panel, TC-EGE and 'redstar' titles just visible on the tailboom; used as a rescue trainer and probably a composite airframe including parts from c/n 568837104 and 5210725098; seen feb10/sep10; l/n aug17, dumped on its side |

Note: For Hungary HA-BCP, HA-BFM, HA-BFN, HA-BFO, HA-BFP, HA-BFW and HA-BGG were all allocated without c/n, but never taken up.

## ***Mi-2M prototypes built by PZL WSK at Swidnik***

An enlarged and more powerful version, the Mi-2M, was developed at Swidnik during the early 1970s. One Mi-2M1 (with uprated engines) is stated to have flown in 1974 while at least four, possibly five, Mi-2M2s were built. Production of the type did not go ahead mainly due to the excessive weight of the airframe and the under-developed powerplants.
The Mi-2M c/n had a letter prefix, 'ZD' instead of the '5.'. Information on the Mi-2M is very vague. There is no hard evidence or photos of entry into Polish Air Force service or marks carried. Possibly some underwent trials and once the intended production was abandoned, the airframes were used for instructional purposes. See below reported sightings of "05" at Warsaw-Bemowo and "104" in the Drzonów Museum which came from a military unit at Nowe Miasto.

| | | | | |
|---|---|---|---|---|
| ZD 0101 113 | -- | Mi-2M2 | WSK Swidnik | static test airframe ? |

| | | | | | | |
|---|---|---|---|---|---|---|
| ZD 0102 113 | SP-PSK | Mi-2M2 | WSK Swidnik | f/f | 01jul74 | exhibited at Moscow 17jul74/18aug74 |
| | no reg | Mi-2M2 | WSK Swidnik | Swd | 28apr92 | preserved in a forest on the premises of the PZL factory at Swidnik (N51.226707 E22.698003), seen apr92/mar16 |
| ZD 0103 ... | not known | Mi-2M2 | WSK Swidnik | | | factory booklet gives f/f date 01jul74 for this helicopter ! |
| | '1540' | Mi-2M2 | Polish Air Force | Now | feb96 | preserved, false serial, in Polish Air Force c/s; photo taken# may98; no reports since then |
| ZD 0104 054 | 104 ? | Mi-2M2 | Polish Air Force | d/d | unknown | no real evidence of Polish Air Force service although the museum 'blurb' says it was tested at Nowe Miasto; in civilian c/s; preserved in Lubuskie Muzeum Wojskowe at Drzonów from 28jul88 (arrived from Instytut Lotnicwa in Warsaw) |
| | no serial | Mi-2M2 | no titles | ph. | 1989 | in civilian c/s without any markings whatsoever; preserved in Lubuskie Muzeum Wojskowe at Drzonów, seen 1989/jun24 |
| ZD 0105 094 | SP-PSI | Mi-2M2 | WSK Swidnik | | | mentioned in aircraft log book |
| | 05 | Mi-2M2 | Polish Air Force | d/d | unknown | used as a ground instructional airframe at Warsaw-Bemowo, seen apr92/aug99; probably never saw active service with the Air Force; preserved in Muzeum Lotnictwa Polskiego at Kraków, seen sep07/aug24 |
| ZD 0106 ... | SP-PSO | Mi-2M2 | WSK Swidnik | | | was the only flying Mi-2M !; rgd 27aug76; canx 06feb81; poor-quality photo, undated although 'build-year' part of c/n is not recorded, the register book gives 1976 as build-year |

# Mil Mi-4

The Mi-4 was the first large-scale produced transport helicopter in the Soviet Union. It was built between 1952 and 1968 at Saratov and Kazan and served in large numbers in the communist allied countries. In China the Mi-4 was built as the Z5 this version was finally withdrawn by the Albanian Air Force in November 2003.
There were also several specialised military versions of the Mi-4, but not much is known about them. The flying command-post Mi-4KK (or Mi-4VKP) was commonly called 'Kenguru' by its crews because their tactics required them to 'hop' around the country-side. A target designation version for co-operation with Il-28 bombers was equipped with the 'RYM-B' kit. When the Il-28 was replaced by the Yak-28L (L from the 'Lotos' kit), these helicopters received a 'Lotos'-compatible add-on. 'RYM-B' helicopters always acted as a pair.
In the mid-1970s many 'new' Aeroflot Mi-4s were registered. There were two reasons for this, bearing in mind that the Mi-4 was out of production by this time. As many Mi-4s were still flying, they were re-registered to allow the original batches to be re-used for other types. Secondly, many former military Mi-4s entered civil service as the military was replacing them with the Mi-8, which was not available in sufficient numbers for civil use. Probably this last reason accounts for most of the aircraft registered since the mid-1970s. All remaining Mi-4s were finally withdrawn from use after the crash of CCCP-63816 in early 1988 and cancelled from the Soviet register on 6 May 1988.
Czechoslovakia received its first Mi-4 helicopters in the spring of 1956. Reportedly 160 machines of this type served in the Czechoslovakian army during thirty years. Taking into account the re-registrations, a total number of 240 serials may be possible. A certain number of the Czechoslovakian Mi-4s were converted by the LOT overhaul facility at Trencín to the local version Mi-4B, with B standing for bitevní (combat).
The registrations CCCP-31391 to CCCP-31411 (21 registrations) were assigned to new-built Mi-4s on 29 March 1958.
The construction number system seems straight forward with the first two digits being the number in the batch and the last two (or three if the c/n has five) digits being the batch number. With an estimate of twenty in a batch and knowing at least 190 batches being built. The total production is reported as being 3,409 of which 152 were built at Saratov Factory No. 292 between 1952 and 1954 and an additional 3,257 at Kazan Factory No. 387 between 1956 and 1968. In total more than 700 were exported.

## 2 V-12 prototypes built by MMZ No. 329 (MVZ im. Milya) at Lyubertsy in 1952

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | not known | V-12 | MAP MVZ im. Milya | f/f | 1952 | first flying prototype; tethered trials started 30apr52; underwent factory trials jul52/aug52 (57 flights) |
| --- | not known | V-12 | MAP MVZ im. Milya | | | |

## 152 Mi-4 built by Factory No. 292 at Saratov-Yuzhny from 1952 to 1954

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | not known | V-12 | MAP MVZ im. Milya | mfd | 1952 | static test airframe; underwent trials at Saratov in mid-1952 |
| --- | not known | V-12 | MAP MVZ im. Milya | mfd | jun52 | second flying prototype; in Soviet Air Force colours |

## 3,155 Mi-4 built by Factory No. 387 at Kazan from 1953 to 1966

(1954: 54, 1955: 152, 1956: 171, 1957: 239, 1958: 273, 1959: 331)

| | | | | | | |
|---|---|---|---|---|---|---|
| 03 01 | not known | Mi-4 | MAP zavod # 387 | | | assembled from parts built by Factory No. 292 at Saratov; order for flight tests signed 14oct53; w/o 27feb54 during its 8th flight when suffered from flutter of the main rotor blades and crashed on a railway line near Derbyshki, both crew (pilot: Vladimir Starodubtsev) killed |
| 01 02 | not known | Mi-4 | MAP zavod # 387 | | | assembled from parts built by Factory No. 292 at Saratov; resumed the Mi-4 flight tests 19mar54; underwent factory trials 19/26apr54 (including firing the machine-gun at an Air Force test range near Yoshkar-Ola) |
| 06 02 | CCCP-L51 | Mi-4 | AFL/Kazakhstan | rgd | 07feb55 | initially opb 191 AO at Burundai; opb spasatelnaya AE as of 01aug57 |
| | CCCP-31451 | Mi-4 | AFL/Kazakhstan | rgd | may58 | opb 191 AO at Burundai from 17sep59 ? (became 191 LO of Burundaiski OAO in 1963); struck off charge 22apr70 as life-time expired |
| 02 03 | CCCP-L54 | Mi-4 | AFL/Kazakhstan | toc | 29sep54 | rgd 07feb55; opb 191 AO at Burundai; photo exists |
| | CCCP-L54 | Mi-4 | AFL/Uzbekistan | trf | 03apr57 | opb 164 AO at Sergeli |
| | CCCP-31454 | Mi-4 | AFL/Georgia | trf | 02oct58 | opb Abkhazskaya aviagruppa/OAG GVF |
| | CCCP-31454 | Mi-4 | AFL/Buguruslan FS | trf | 15apr59 | struck off charge 25mar61 as to become an instructional airframe |
| 04 03 | not known | Mi-4 | AFL/GosNII GVF | toc | 15sep54 | used to test new helicopter equipment |
| | not known | Mi-4 | MAP OKB-329 | trf | 04may56 | p/ya 1506 |
| | CCCP-06152 | Mi-4A | MAP OKB-329 | rgd | 1958 ? | equipped with skis from an An-2 in winter 1965 |
| | CCCP-06152 | Mi-4A | AFL/Krivoi Rog ATU | trf | 01apr66 | struck of charge 23sep82 as worn out |
| 08 03 | CCCP-L48 | Mi-4 | AFL/GosNII GVF | toc | 03jan55 | rgd 31jan55 |
| | CCCP-L48 | Mi-4 | MAP OKB-329 | trf | 04may56 | p/ya 1506 |
| | CCCP-L48 | Mi-4 | AFL/GosNII GVF | trf | 27jul56 | struck off charge by the GosNII GVF 25mar61 as to become an instructional airframe and by the GU GVF 17jun61 |
| 09 03 | CCCP-L53 | Mi-4 | AFL/Kazakhstan | toc | 17sep54 | opb 191 AO at Burundai; new documents issued 07feb55; damaged beyond repair by a fire on the ground, details unknown; struck off charge 21feb59 |
| 10 03 | CCCP-L60 | Mi-4 | AFL/Kazakhstan | rgd | 28feb55 | used in training configuration; opb 191 AO at Burundai |
| | CCCP-L60 | Mi-4 | AFL/Northern | trf | 18jun57 | opb 70 AO at Murmansk-Murmashi |
| | CCCP-31460 | Mi-4 | AFL/Northern | rgd | 1958 | not included in the GU GVF document which allocated the new registration numbers 13may58; opb 70 AO at Murmansk-Murmashi; w/o 26dec58 when flew too low over the ice on lake Onega in below-minima weather conditions, collided with the ice, broke through and sank, 2 of the crew members were killed while probably 2 survived; t/t 724 hours; the wreck was recovered from a depth of 35 metres 2 months later; struck off charge 11jun59 |
| 02 04 | CCCP-L49 | Mi-4 | AFL/Kazakhstan | toc | 29sep54 | used in cargo configuration; new documents issued 07feb55; opb 191 AO at Burundai |
| | CCCP-L49 | Mi-4 | AFL/Northern | trf | 14mar57 | opb 75 AO of Syktyvkarskaya aviagruppa at Syktyvkar |
| | CCCP-L49 | Mi-4 | AFL/Syktyvkar | trf | 21may57 | opb 75 AO of Syktyvkarskaya OAG GVF |
| | CCCP-31449 | Mi-4 | AFL/Syktyvkar | rgd | 1958 | opb 75 AO of Syktyvkarskaya OAG GVF |
| | CCCP-31449 | Mi-4 | AFL/Rizhski II GVF | trf | 30sep61 | struck off charge 09jul62 as a 'maket' (mock-up); used as a ground instructional airframe by the Riga Aviation Institute (RKIIGA) at Purvciems; preserved in Latvijas Aviacijas Tehnikas Muzejs at Riga-Skulte from 1989, f/n 03aug01, reported in Aeroflot 'polar c/s' 04oct05, repainted in orange c/s without titles, f/n as such jun11, l/n aug22 |
| 03 04 | CCCP-L46 | Mi-4 | AFL/Kazakhstan | toc | 17sep54 | opb 191 AO at Burundai |
| | CCCP-L46 | Mi-4 | AFL/Azerbaijan | trf | 13oct54 | opb 109 AO at Zabrat |
| | CCCP-L46 | Mi-4 | AFL/North Kavkaz | trf | 01dec54 | rgd only 25jan55 |
| | CCCP-L46 | Mi-4 | AFL/Mosk. AG SPiVS | trf | 1955 | |
| | CCCP-L46 | Mi-4 | AFL/North Kavkaz | trf | 18apr56 | opb 83 AO at Stavropol |
| | CCCP-31446 | Mi-4 | AFL/Syktyvkar | rgd | 18jun58 | opb 233 AO of Syktyvkarskaya OAG GVF at Ukhta (became 233 LO of Ukhtinski OAO in 1963) |
| | CCCP-31446 | Mi-4 | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; struck off charge 29jun71 as life-time expired |
| 05 04 | "27" yellow | Mi-4 | Soviet Air Force | Spr | 1967 | Mi-4 sans suffixe; opb 3 ae 226 osap at Sperenberg around 1963/67; in dark green c/s with light blue underside |
| 07 04 | CCCP-L56 | Mi-4 | AFL/Kazakhstan | toc | 17sep54 | opb 191 AO at Burundai |
| | CCCP-L56 | Mi-4 | AFL/NII GVF | trf | 1955 | rgd only 28feb55 |
| | CCCP-L56 | Mi-4 | AFL/Kazakhstan | trf | 18sep56 | opb 191 AO at Burundai |
| | CCCP-L56 | Mi-4 | AFL/Uzbekistan | trf | 03may57 | opb 164 AO at Sergeli |
| | CCCP-31456 | Mi-4 | AFL/Uzbekistan | rgd | 1958 | opb 164 AO (became 164 LO of Sergeliski OAO in 1963; struck off charge 20jul70 as worn out |
| 11 04 | "34" blue | Mi-4A | Soviet Air Force | mfd | apr54 | in dark green c/s; t/t 1,386 hours; preserved in the Soviet/Russian Air Force museum at Monino from 12jan65, seen oct89/apr12 (the code faded to white over time); repainted in olive drab c/s, f/n as such 16jul12 (still without any markings) |
| | "34" white | Mi-4A | Soviet Air Force | Mon | 22aug12 | in olive drab c/s; preserved in the Russian Air Force museum at Monino (N55.833393 E38.185812), seen aug12/jun20 |
| 01 05 | not known | Mi-4 | Soviet Air Force | mfd | 1954 | |
| | CCCP-14201 | Mi-4A | AFL/Kazakhstan | toc | 01jul75 | rgd 25jul75; struck off charge 16jun76 as life-time expired |
| 07 05 | not known | Mi-4 | Soviet Air Force | mfd | 1954 | in green c/s; crashed close to a lake near Snezhnogorsk (N69.174466 N33.115377), details unknown; remains with the c/n readable still there by 25aug12 |
| 01 06 | not known | Mi-4 | KVZ ? | mfd | 1954 | converted to a mine-clearance helicopter on floats; dbr on a test flight 28oct58 on landing on a lake (pilot: Antropov) |

| | | | | | | |
|---|---|---|---|---|---|---|
| 07 06 | CCCP-L41 | Mi-4 | AFL/Northern | toc | 19sep54 | used in cargo configuration; rgd 17nov54; opb 70 AO at Murmansk; dbr 21dec56 on a training flight from Murmansk-Murmashi when the trainee pilot got distracted from aviating while looking for a suitable landing site and took control too late so that the helicopter came down very hard close to the airport, both pilots escaped; t/t 82 hours; struck off charge 31mar57 |
| 10 06 | "31" yellow | Mi-4 | Soviet Air Force | no | reports | Mi-4 sans suffixe; opb 3 ae 226 osap at Sperenberg around 1963/67 |
| 11 06 | CCCP-A30 | Mi-4 | AFL/Mosk. AG SPiVS | toc | 06apr54 | opb 2 AO; rgd 24apr54; dbr 02nov54 on the leg from Krasny Yar to Fyodorovka of a gravimetric survey flight from Bolsherechye (Omsk region) when the engine lost power (due to clogged fuel filters and water in the fuel) at a height of 200 metres shortly after take-off so that the helicopter lost height and made a forced landing in a forest, 1 of the 3 crew members and 1 of the 5 passengers (operators) were injured; struck off charge 02dec54 |
| 16 06 | no code | Mi-4 | Soviet Air Force | | photo | without any markings whatsoever (Red Stars painted out); used to support the drifting polar station SP-4 in 1955 |
| 21 06 | not known | Mi-4 | Soviet Air Force | d/d | 1954 | assembled on Franz Josef Land archipelago in summer 1954; put into storage at Nagurskaya in autumn 1954 |
| | no reg | Mi-4 | Polyarnaya Aviats. | trf | 25mar55 | on charge of Diksonski AO from 14jun55; in dark (green, orange or red) c/s with Red Stars, no titles; demothballed jul55 after storage at Nagurskaya (Franz Josef Land archipelago), f/f 30jul55; w/o 30jul55 on a flight from Bukhta Tikhaya on Hooker Island to Nagurskaya with a film team from the "Lenfilm" studio aboard when encountered fog over the Brusilov ice cap on George Land, the crew tried to climb over the fog, but the helicopter suffered from icing, lost some 100 metres of height, touched the ice cap (420 metres) and came to rest on its left side, the tailboom broke off, 2 of the 4 crew members were killed, 1 crew member and 1 of the 6 passengers were seriously injured while 1 crew member and 5 passengers escaped with minor injuries; the wreck and the survivors were found only 08aug55; struck off charge 19aug55 |
| 01 07 | CCCP-L47 | Mi-4 | AFL/NII GVF | toc | 07apr54 | in Aeroflot c/s; rgd only 31jan55 |
| | CCCP-L47 | Mi-4 | MAP OKB-329 | trf | 12may54 | p/ya 1506 |
| | CCCP-L47 | Mi-4SKh | AFL/Kazakhstan | trf | 06apr55 | used in crop-spraying configuration; opb 191 AO at Burundai; struck off charge 04oct55 as handed over to Mil OKB; possibly became an exhibit |
| 02 07 | CCCP-N207 | Mi-4 | Polyarnaya Aviats. | ph. | 1954 | irregular registration, in fact a Soviet Air Force helicopter seconded to Polyarnaya Aviatsiya for supporting the Arctic expedition "Sever-8"; c/n checked as 0207 on photo; used to support the drifting polar station SP-3 in 1954; opb Moskovski AO from 26mar56; in red c/s with a Red Star on the belly, no titles |
| 03 07 | CCCP-L39 | Mi-4 | AFL/NII GVF | toc | 07apr54 | rgd 22sep54 |
| | CCCP-L39 | Mi-4 | AFL/Kievski II GVF | trf | 18feb59 | did not receive a new registration in 1958, so probably did not fly by then; struck off charge by the GosNII GVF 25mar61 as to become an instructional airframe and by the GU GVF 26may65; used as a ground instructional airframe by Kievski II GVF/GA; probably scrapped around 1975 |
| 15 07 | no code | Mi-4 | Soviet Air Force | ph. | 04aug96 | preserved in the Kaunas museum, seen aug96 |
| 21 07 | CCCP-A31 | Mi-4 | AFL/OAGrVS | rgd | 07may54 | otdelnaya aviagruppa vozdushnykh syomok (independent photo survey aviation group) |
| | CCCP-L31 | Mi-4 | AFL/Mosk. AG SPiVS | toc | 06sep54 | |
| | CCCP-L31 | Mi-4 | AFL/Northern | trf | 22jun56 | was the first Mi-4 at Arkhangelsk; used in 11 passenger configuration; initially opb 68 AO at Kegostrov (became 68 LO of Arkhangelski OAO in 1963); trf to 70 LO of Murmanski OAO between oct57 and apr63 |
| | CCCP-31431 | Mi-4 | AFL/Northern | rgd | 1958 | opb 70 LO of Murmanski OAO; struck off charge 22dec69 due to its poor technical condition |
| 01 07a | not known | Mi-4 | not known | mfd | 1954 | assemblies shipped from Saratov to Kazan and assembled and delivered by Factory No. 387 |
| 02 07a | not known | Mi-4 | not known | mfd | 1954 | assemblies shipped from Saratov to Kazan and assembled and delivered by Factory No. 387 |
| 03 07a | CCCP-N67 | Mi-4 | Polyarnaya Aviats. | mfd | 1954 | assemblies shipped from Saratov to Kazan and assembled and delivered by Factory No. 387; opb Moskovski AO from 26mar56; used to support the drifting polar stations SP-4 in 1955 and SP-6 in 1956; later opb Chukotski OAO; dbr 13jul57 on landing on the banks of the river Maly Anyui near Ostrovnoi when the tail rotor hit bushes due to pilot error, broke off and fell into the river, all crew and passengers escaped unhurt; struck off charge 30dec57 |
| 04 07a | not known | Mi-4 | not known | mfd | 1954 | assemblies shipped from Saratov to Kazan and assembled and delivered by Factory No. 387 |
| 05 07a | not known | Mi-4 | not known | mfd | 1954 | assemblies shipped from Saratov to Kazan and assembled and delivered by Factory No. 387 |
| 06 07a | not known | Mi-4 | not known | mfd | 1954 | assemblies shipped from Saratov to Kazan and assembled and delivered by Factory No. 387 |
| 07 07a | not known | Mi-4 | not known | mfd | 1954 | assemblies shipped from Saratov to Kazan and assembled and delivered by Factory No. 387 |
| 08 07a | not known | Mi-4 | not known | mfd | 1954 | assemblies shipped from Saratov to Kazan and assembled and delivered by Factory No. 387 |
| 09 07a | not known | Mi-4 | not known | mfd | 1954 | assemblies shipped from Saratov to Kazan and assembled and delivered by Factory No. 387 |
| 10 07a | not known | Mi-4 | not known | mfd | 1954 | assemblies shipped from Saratov to Kazan and assembled and delivered by Factory No. 387 |
| 11 07a | not known | Mi-4 | not known | mfd | 1954 | assemblies shipped from Saratov to Kazan and assembled and delivered by Factory No. 387 |
| 12 07a | not known | Mi-4 | not known | mfd | 1954 | assemblies shipped from Saratov to Kazan and assembled and delivered by Factory No. 387 |
| 13 07a | CCCP-L37 | Mi-4 | AFL/Mosk. AG SPiVS | rgd | 10oct55 | assemblies shipped from Saratov to Kazan and assembled and delivered by Factory No. 387; was on charge as of 01oct55 |
| | CCCP-Sh37 | Mi-4 | AFL/Sasovo Fl.Sch. | rgd | 30aug56 | |
| | CCCP-31437 | Mi-4 | AFL/Sasovo Fl.Sch. | rgd | 15may58 | |
| | CCCP-31437 | Mi-4 | AFL/Troitsk ATU GA | trf | 27sep58 | struck off charge 17jun61 to become an exhibit; probably used as a ground instructional airframe by Troitskoye ATU GA |
| 14 07a | not known | Mi-4 | not known | mfd | 1954 | assemblies shipped from Saratov to Kazan and assembled and delivered by Factory No. 387 |
| 15 07a | CCCP-L80 | Mi-4 | AFL/Mosk. AG SPiVS | toc | 29aug55 | assemblies shipped from Saratov to Kazan and assembled and delivered by Factory No. 387; new documents issued 29aug55; photo exists |
| | CCCP-L80 | Mi-4 | MAP | trf | 01oct59 | opb p/ya 1509; was assigned the new registration CCCP-31480 which was not taken up |
| | CCCP-L80 | Mi-4 | AFL/Vyborg ATU GA | trf | 24may64 | struck off charge 26may65 as to become an exhibit; used as a ground instructional airframe by Vyborgskoye ATU GA; according to the recollections of former employees, '31480' was painted on with chalk wheen seen in 1967 |
| 01 08 | CCCP-L84 | Mi-4 | AFL/Far East | rgd | 23sep55 | opb 143 AO; possibly carried the registration CCCP-A84 at some time |
| | CCCP-L84 | Mi-4 | AFL/Syktyvkar | trf | 13dec57 | opb 75 AO Syktyvkarskoi OAG GVF |
| | CCCP-31484 | Mi-4 | AFL/Syktyvkar | rgd | 1958 | opb 75 AO Syktyvkarskoi OAG GVF; dbr 28may59 on landing at a site in the Komi Autonomous Republic when the pilot reduced speed too fast on final approach so that the tailboom collided with the ground, no casualties; t/t 1,218 hours; struck off charge 26jun59 |
| 04 08 | not known | Mi-4 | Soviet Air Force | mfd | 1954 | |
| | CCCP-14314 | Mi-4A | AFL/Leningrad | trf | 24jun76 | rgd 08sep76; struck off charge 30dec76 as life-time expired |
| 23 08 | CCCP-L40 | Mi-4 | AFL/Kazakhstan | rgd | 03sep54 | used in cargo configuration; toc 14sep54; opb 191 AO at Burundai; in dark green c/s with light blue underside |
| | CCCP-L40 | Mi-4 | AFL/Northern | trf | 09feb57 | opb 75 AO of Syktyvkarskaya aviagruppa at Syktyvkar (was the first Mi-4 of the unit); in dark green c/s with light blue underside |
| | CCCP-L40 | Mi-4 | AFL/Syktyvkar | trf | 21may57 | opb 75 AO of Syktyvkarskaya OAG GVF |
| | CCCP-31440 | Mi-4 | AFL/Syktyvkar | rgd | 1958 | opb 75 AO of Syktyvkarskaya OAG GVF |
| | CCCP-31440 | Mi-4 | AFL/Vyborg ATU GA | trf | 01feb60 | in dark green c/s with light blue underside; struck off charge 29mar60 as worn out; used as a ground instructional airframe by Vyborgskoye ATU GA, photo around 1966/69 |
| 25 08 | CCCP-A36 | Mi-4 | AFL/OAGrVS | toc | 07jul54 | otdelnaya aviagruppa vozdushnykh syomok (independent photo survey aviation group); rgd 19jul54 |
| | CCCP-A36 | Mi-4 | AFL/West Siberia | trf | 17jun55 | opb 6 AOVS |
| | CCCP-A36 | Mi-4 | AFL/Sasovo Fl.Sch. | trf | 09oct56 | did not receive a new registration in 1958, so probably did not fly by then; struck off charge 29mar60 as worn out; used as a ground instructional airframe by Sasovskoye LU GA |
| 03 12 | not known | Mi-4 | Soviet Air Force | mfd | 1955 | |
| | CCCP-14145 | Mi-4 | AFL/Arkhangelsk | toc | 12dec74 | rgd 20jan75; struck off charge 30apr76 as life-time expired |
| 09 12 | CCCP-L64 | Mi-4 | AFL/Mosk. AG SPiVS | toc | 15may55 | rgd 28may55 |
| | CCCP-L64 | Mi-4 | AFL/West Siberia | trf | 20jun55 | opb 6 AOVS at Novosibirsk-Severny |
| | CCCP-31464 | Mi-4A | AFL/West Siberia | rgd | 1958 | initially opb 6 AOVS; in dark green c/s with light blue underside; trf to 237 AO at Kolpashevo may59 (became 237 LO of Kolpashevski OAO in 1963); damaged in summer 1962 when made a forced landing in a forest; repaired; trf to 257 LO of Kolpashevski OAO feb65; trf to 244 LO of Kolpashevski OAO dec65 (became 244 LO of Aleksandrovski OAO 15mar72); struck off charge 03aug74 as life-time expired; reportedly scrapped at Aleksandrovskoye dec74 |
| 06 13 | CCCP-L0552 | Mi-4 | AFL/Far East | toc | 01oct55 | opb 149 AO |
| | CCCP-31552(1) | Mi-4A | AFL/Far East | rgd | 1958 | initially opb 149 AO; trf to 143 AO between jan57 and nov63; trf to 249 LO 2-go Khabarovskogo OAO in 1963; struck off charge 17mar72 as life-time expired; see c/n 10109 |
| 03 14 | "30" yellow | Mi-4 | Soviet Air Force | no | reports | Mi-4 sans suffixe; opb 3 ae 226 osap at Sperenberg around 1963/67 |
| 05 14 | CCCP-L0551 | Mi-4 | AFL/Far East | toc | 01oct55 | opb 149 AO |
| | CCCP-31549(1) | Mi-4A | AFL/Far East | rgd | 1958 | initially opb 149 AO; trf to 143 AO between jan57 and nov63; trf to 249 LO 2-go Khabarovskogo OAO in 1963; struck off charge 20jul73 as life-time expired; see c/n 15147 |
| 06 14 | CCCP-L82 | Mi-4 | AFL/Far East | toc | 09jul55 | opb 145 AO; new documents issued 03sep55; dbr 18nov55 on a positioning flight from Beryozovoye to Kartun in support of a geological expedition when the engine flamed out (as fuel supply had stopped due to a design defect and crew error although the tanks still contained 120 litres) while the helicopter was approaching Kartun at a height of 300 metres so that the helicopter made a forced landing in a forest 2 km from Kartun airfield, no casualties; struck off charge 21dec55 |
| 07 14 | CCCP-L32 | Mi-4 | AFL/Krasnoyarsk | toc | 25jul55 | used in cargo configuration; rgd 10oct55; opb 126 AO at Krasnoyarsk |
| | CCCP-A32 | Mi-4 | AFL/Krasnoyarsk | rgd | 1955 ? | opb 188 AO at Krasnoyarsk as of 01apr57 |
| | CCCP-31432 | Mi-4 | AFL/Uzbekistan | trf | 20may58 | opb 164 AO at Sergeli (became 164 LO of Sergeliski OAO in 1963); struck off charge 31dec71 as life-time expired; sat wfu at TAS, seen 20aug75 |
| 08 14 | CCCP-L43 | Mi-4 | AFL/East Siberia | toc | 24jun55 | used in cargo configuration; initially opb 134 AO at Irkutsk; ferried from Irkutsk to Yakutsk sep55, being the first helicopter in Yakutiya; opb 140 AO SP of Yakutskaya aviagruppa at Magan from sep55; rgd only 11oct55 |
| | CCCP-L43 | Mi-4 | AFL/Yakutiya | trf | 01apr57 | trf to 192 AO of Yakutskaya OAG GVF at Nyurba 01may57 |
| | CCCP-31443 | Mi-4 | AFL/Yakutiya | rgd | may58 | initially opb 192 AO (became 192 LO of Nyurbinski OAO in 1963); trf to 270 LO of Nyurbinski OAO 05feb72; w/o 16dec72 on a flight from Nyurba to Khorula and back when the head of one of the lower cylinders of the engine failed 3 minutes after take-off so that the engine lost power, leaked oil and caught fire, the crew managed to make a forced landing and evacuate the helicopter in time, but the fire could not be extinguished so that the helicopter burnt out within 10 minutes; struck off charge 25mar73 |
| 09 14 | CCCP-L83 | Mi-4 | AFL/Far East | toc | 09jul55 | new documents issued 03sep55; probably underwent service trials with 145 AO; photo exists |
| | CCCP-31483 | Mi-4A | AFL/Far East | rgd | 1958 | initially opb 143 AO; trf to 249 AO jan63 (became 249 LO 2-go Khabarovskogo OAO in 1963); struck off charge 28feb73 as life-time expired |

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| 02 15 | CCCP-L65 | Mi-4 | AFL/West Siberia | toc | 05sep55 | opb 123 AO of Sverdlovskaya aviagruppa at Uktus; was the first Mi-4 of the unit; was used for geophysical survey flights |
| | CCCP-L65 | Mi-4 | AFL/Urals | trf | 22jul57 | opb 123 AO of Uralskaya OAG GVF |
| | CCCP-31465 | Mi-4 | AFL/Urals | rgd | 1958 | opb 123 AO of Uralskaya OAG GVF (became 123 of LO 2-i Sverdlovski OAO in 1963); in dark green c/s with light grey underside; trf to Tyumenskaya aviagruppa based on a decree dated 30sep64; trf back to 123 of LO 2-i Sverdlovski OAO in 1965; struck off charge 12sep69 as life-time expired; t/t 6,002 hours |
| 05 15 | not known | Mi-4 | Soviet Air Force | toc | mar55 | opb 626 uvp Syzranskogo VVAUL at Pugachov; w/o oct55 when the spar of a main rotor blade broke and the helicopter crashed near Pugachov, all crew killed |
| 07 15 | CCCP-L42 | Mi-4 | AFL/East Siberia | toc | 24jun55 | opb 190 AO at Irkutsk; new documents issued 11oct55; dbr 30jan56 on a gravimetric survey flight from Irkutsk to Kachug when the helicopter raised a snow vortex while taxiing at a height of 8-12 metres to the take-off point, the pilot lost spatial orientation and did not cope with the situation so that the helicopter lost height, the tail rotor touched the ground and the helicopter came to rest on its right side, all 3 crew members escaped unhurt; struck off charge 16aug56 |
| 08 15 | CCCP-N86 | Mi-4 | Polyarnaya Aviats. | toc | 24oct55 | rgd 29oct55; opb Moskovski AO; in orange c/s; took part in the 1st Soviet Antarctic Expedition (KAE) in 1955/57; flew 216 hours between 08jan56 and 27jan57; struck off charge 11mar57 as time between overhauls exceeded (a return from Antarctica to the Soviet Union for overhaul was deemed economically not viable); canx 12dec57; the hulk was dumped in Antarctica |
| 09 15 | CCCP-N87 | Mi-4 | Polyarnaya Aviats. | toc | 24oct55 | rgd 29oct55; opb Moskovski AO; in orange c/s; took part in the 1st Soviet Antarctic Expedition (KAE) in 1955/57; ferried construction workers and scientists from the vessels "Ob'" and "Lena" to the construction site of the "Mirny" ice station and back daily jan56; flew 188 hours between 08jan56 and 27jan57; canx 12dec57; photo at Mirny 23dec57; struck off charge 03jan58 as time between overhauls exceeded (a return from Antarctica to the Soviet Union for overhaul was deemed economically not viable); the hulk was dumped near Mirny polar station in Antarctica (S66.553 E93.010) |
| 10 15 | not known | Mi-4 | not known | | | w/o 30jun56 when the cardan joint of the tail rotor failed (due to a manufacturing defect) and the helicopter crashed near Arkhangelsk |
| 03 16 | CCCP-L63 | Mi-4 | AFL/West Siberia | toc | 01sep55 | rgd 24oct55; opb 6 AOVS at Novosibirsk-Severny (operated for NII GRI MNP, the Scientific Research Institute for Geological Prospecting of the Ministry of Oil Industry); in dark green c/s with light blue underside; damaged 18may57 on take-off from Kolpashevo when a blade of the main rotor came off and the helicopter came to rest on its left side; repaired |
| | CCCP-31463 | Mi-4A | AFL/West Siberia | rgd | 1958 | initially opb 6 AOVS; trf to 116 AO at Novosibirsk-Severny before sep63 (became 116 LO of Novosibirski OAO in 1963); trf to 257 LO of Kolpashevski OAO after oct64; struck off charge 22dec70 as life-time expired |
| 03 17 | not known | Mi-4 | Soviet Air Force ? | mfd | 1955 | |
| | CCCP-L57 | Mi-4 | AFL/East Siberia | toc | 01may56 | used in cargo configuration; rgd only 19aug57; opb 140 AO SP of Yakutskaya aviagruppa at Magan |
| | CCCP-L57 | Mi-4 | AFL/Yakutiya | trf | 01apr57 | initially opb 140 AO SP of Yakutskaya OAG GVF; trf to 197 AO of Yakutskaya OAG GVF at Olyokminsk 01may57 |
| | CCCP-31457 | Mi-4A | AFL/Yakutiya | rgd | may58 | opb 197 AO of Yakutskaya OAG GVF (became 197 LO of Aldanski OAO in 1963); struck off charge 12sep69 as life-time expired |
| 09 17 | CCCP-L85 | Mi-4 | AFL/Far East | toc | 01oct55 | new documents issued 23sep55; opb 143 AO |
| | CCCP-31485 | Mi-4A | AFL/Far East | rgd | 1958 | initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; Khabarovskogo OAO jan63); struck off charge 31dec71 as life-time expired |
| 03 18 | CCCP-L50 | Mi-4 | AFL/Central Asia | mfd | 26jun55 | used in cargo/passenger and cargo configuration; toc 14jan56; rgd 23may56; opb 164 AO at Sergeli; in dark green c/s with light blue underside, on a photo at Samarkand |
| | CCCP-31450 | Mi-4A | AFL/Central Asia | rgd | may58 | opb 164 AO |
| | CCCP-31450 | Mi-4A | AFL/Uzbekistan | trf | 28oct58 | initially opb 164 AO (became 164 LO of Sergeliski OAO in 1963); w/o 21sep63 on a flight from Brichmulla (Verkhny Chirchik district of the Tashkent region) to the Tashkesken helipad (60 km south of Brichmulla) in support of the Chatkal geological exploration expedition when the pilot did not correctly calculate the approach to the helipad (which was located above a gorge at a height of some 2,400 metres) and had to go around, but the helicopter was caught by a downstream, the landing gear touched the ground, the helicopter lost power due to pilot error, lost height, collided with the opposite slope of the gorge, crashed some 300 metres from the helipad and caught fire, 1 of the 3 crew members and all 3 passengers were killed and both survivors were seriously injured; t/t 1,650 hours; struck off charge 16dec63 |
| 06 18 | CCCP-N88 | Mi-4 | Polyarnaya Aviats. | rgd | 26nov55 | opb Moskovski AO; in red c/s; ferried from the factory to the drifting polar station SP-4 apr56; used to support the station until spring 1957; struck off charge 17jun57 as time between overhauls exceeded (a return from SP-4 to the Soviet Union for overhaul was deemed economically not viable); canx 12dec57; was abandoned at the SP-4 station and eventually sank |
| 09 18 | CCCP-N89 | Mi-4 | Polyarnaya Aviats. | rgd | 26nov55 | opb Moskovski AO; in red c/s; ferried from the factory to the drifting polar station SP-5 apr56; used to support the station until oct56; destroyed during maintenance on Sredni island in 1957; struck off charge 17jul57 and canx 12dec57 |
| 02 20 | CCCP-L45 | Mi-4 | AFL/Central Asia | mfd | oct55 | toc 14jan56; rgd 23may56; opb 164 AO at Sergeli; w/o 25jun56 on a training flight when the spar of a main rotor blade broke and the helicopter crashed, no casualties; struck off charge 25aug56 |
| 05 20 | CCCP-L55 | Mi-4 | AFL/East Siberia | mfd | sep55 | toc 19jan56; opb 190 AO at Irkutsk |
| | CCCP-31455 | Mi-4A | AFL/East Siberia | rgd | 1958 | initially opb 190 AO; trf to opb 199 AO at Nizhneudinsk between oct57 and nov63 (became 199 LO of Nizhneudinski OAO in 1963); in dark green c/s with light blue underside; struck off charge 06feb70 as life-time expired |
| 06 20 | CCCP-L38 | Mi-4 | AFL/Mosk. AG SPiVS | mfd | 20sep55 | used in cargo/passenger and cargo configuration; rgd 26nov55; toc 01dec55; photo 22may56 |
| | CCCP-L38 | Mi-4 | AFL/North Kavkaz | trf | 27apr56 | opb 83 AO at Stavropol |
| | CCCP-L38 | Mi-4 | AFL/Northern | trf | 06jan58 | opb 70 AO at Murmansk |
| | CCCP-31438 | Mi-4 | AFL/Northern | rgd | may58 | opb 70 AO; w/o 10oct62 on a aerial survey flight from Lovno (Murmansk region) in support of Expedition No. 4 of Zapgeofiztrest when flew too low so that the gondola collided with a tree 70 km from Lovno and was ripped off the hawser, the pilot manoeuvered energetically, leading to the destruction of the tail rotor blades, and the hawser swung up, destroying one blade of the main rotor, the helicopter went out of control and crashed into an unnamed lake 5 metres from the shore, 3 of the 4 passengers were killed and the 4th one as well as both crew members were injured; t/t 2,055 hours; struck off charge 12nov62 |
| 04 21 | not known | Mi-4 | Soviet Air Force ? | mfd | 1955 | |
| | CCCP-48976 | Mi-4A | MAP Kuibyshev APO | rgd | 19mar75 | canx 27jul78 |
| 06 21 | CCCP-Sh70 | Mi-4 | AFL/Sasovo Fl.Sch. | toc | 14jan56 | rgd 27mar45 |
| | CCCP-31470 | Mi-4A | AFL/Sasovo Fl.Sch. | rgd | 1958 ? | |
| | CCCP-31470 | Mi-4A | AFL/Kremenchug FS | trf | 11sep60 | struck off charge 25mar61 to become an exhibit; probably used as a ground instructional airframe |
| 07 21 | CCCP-L66 ?(1) | Mi-4A | MAP ? | mfd | 1955 | registration given on russianplanes.net for this c/n as well as for c/n 0828 |
| | CCCP-L66 ?(1) | Mi-4A | AFL/Urals | toc | 14jan58 | opb 123 AO Uralskoi OAG GVF |
| | CCCP-31566(1) | Mi-4A | AFL/Urals | rgd | 1958 | not included in the GU GVF document which allocated the new registration numbers 20may58; opb 123 AO Uralskoi OAG GVF (became 123 LO 2-go Sverdlovskogo OAO 18jun63); the tail rotor was damaged 26jul67 on landing at drilling site No. 33 due to pilot error; struck off charge 24jun69 as life-time expired; t/t 5,954 hours; see c/n 0858 |
| 01 22 | CCCP-L0550 | Mi-4 | AFL/Mosk. AG SPiVS | rgd | 30may56 | toc 01jun56; opb 1 AOVS of Moskovskaya OAG SP i VS |
| | CCCP-L0550 | Mi-4 | AFL/West Siberia | trf | 14mar57 | used in cargo/passenger and cargo configuration; opb 118 AO at Barnaul |
| | CCCP-31550(1) | Mi-4 | AFL/West Siberia | rgd | 1958 | opb 118 AO; dbr 03oct61 on a flight in support of a geological expedition, details unknown, no casualties; t/t 1,475 hours; struck off charge 29apr62; see c/n 0657 |
| 03 22 | CCCP-L69 | Mi-4s | AFL/Krasnoyarsk | mfd | 1955 | the prototype of the crop-spraying version ('s' for syelskokhozyaistvenny, agricultural, as distinct from the Mi-4S with an upper-case 'S' which stands for salon, meaning the extra luxurious cabin); in all-red c/s; displayed at the Economic Achievements Exhibition (VDNKh) in Moscow in 1955; rgd 23feb56; toc 01mar56; opb 127 AO; photo aug57 |
| | CCCP-31469 | Mi-4A | AFL/Krasnoyarsk | rgd | 1958 | opb 127 AO; dbr 03sep60 on a flight from Kezhma to a site on the banks of the river Chadobets without 2nd pilot (he had fallen ill the day before) when the tail rotor touched the water surface some 30-40 metres before the landing site due to pilot error and the helicopter came down on the banks of the river, all 3 crew members and all 3 passengers escaped; t/t 917 hours; struck off charge 16nov60 |
| 06 22 | CCCP-Sh62 | Mi-4 | AFL/Sasovo Fl.Sch. | mfd | 28nov55 | used in training configuration; toc 04feb56; rgd 11may56 |
| | CCCP-31462 | Mi-4 | AFL/Sasovo Fl.Sch. | rgd | 15may58 | |
| | CCCP-31462 | Mi-4 | AFL/Kremenchug FS | trf | 01nov60 | w/o 21jan61 on the leg from Leningrad to Cherepovets of a positioning flight from Leningrad to Kremenchug after overhaul by ARM-21 when a blade of the main rotor came off (due to a manufacturing defect, t/t of the rotor blades was only 5 hours 35 minutes) so that the helicopter went out of control and crashed in a swampy forest 200 metres south of the railway line Volkhov-Tikhvin (27 km ESE of Volkhov), all 3 crew members (from 57 OAE MUASP i MVL GVF) wered killed; t/t 1,164 hours; the wreck was found only 24jan61; struck off charge 08apr61 |
| 09 22 | CCCP-L77 | Mi-4 | AFL/Far East | toc | 15jun56 | opb 143 AO |
| | CCCP-31477 | Mi-4A | AFL/Far East | rgd | 1958 | initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; struck off charge 31dec71 as life-time expired |
| 10 22 | CCCP-L74 | Mi-4 | AFL/Far East | toc | 23may56 | opb 143 AO; dbr 18jun56 on a flight from the stadium (which was under construction) at Tyrma (Chegdomyn district of the Khabarovsk region) in support of a geological party when the inexperienced pilot did not cope with the situation and increased the angle of attack of the main rotor blades to a critical value so that the helicopter went out of control shortly after lift-off and crashed from a height of some 1-1.5 metres, all 5 crew members and the sole passenger escaped unhurt; struck off charge 15dec56 |
| 41 22 ? | not known | Mi-4 | MAP LII Zhukovski | no | reports | used as a test-bed for various modifications of main rotor blades in 1965/69; possibly c/n 04 122 ?? |
| 01 23 | CCCP-L78 | Mi-4 | AFL/Mosk. AG SPiVS | rgd | 30may56 | toc 01jun56 |
| | CCCP-L78 | Mi-4 | AFL/East Siberia | trf | 01aug56 | opb 139 AO Yakutskoi aviagruppy |
| | CCCP-L78 | Mi-4 | AFL/Yakutiya | trf | 01apr57 | opb 139 AO Yakutskoi OAG GVF |
| | CCCP-31478 | Mi-4 | AFL/Yakutiya | rgd | 1958 | initially opb 139 AO Yakutskoi OAG GVF; trf to 192 AO Yakutskoi OAG GVF in 1958; dbr 09mar60 when the pilot (Tumashenko) performed unauthorised manoeuvres, no casualties; t/t 1,000 hours; struck off charge 14may60 |
| 02 23 | CCCP-L71 | Mi-4 | AFL/Mosk. AG SPiVS | toc | 01jun56 | |
| | CCCP-L71 | Mi-4 | AFL/East Siberia | trf | 01sep56 | opb 190 AO at Irkutsk; dbr 16sep56, details unknown, no casualties; struck off charge 23nov56 |
| 03 23 | CCCP-L52 | Mi-4 | AFL/East Siberia | mfd | 24nov55 | test-flown after assembly at Irkutsk 27apr56; opb Olyokminskaya AE 140 OAO Yakutskoi aviagruppy; w/o 22may56 on the leg from Irkutsk to Zhigalovo of a positioning flight from Irkutsk to Olyokminsk for forest patrol work when a blade of the tail rotor came off (due to a design and manufacturing defect) while the |

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| | | | | | | helicopter was flying at a height of some 900 metres and the tail rotor including the gear box broke off so that the helicopter went out of control and crashed near Ust'-Orda airport, all 3 crew killed (the pilot managed to bail out but was killed by the main rotor of the falling helicopter); t/t 17 hours and 31 minutes; struck off charge 05aug57 |
| 05 23 | CCCP-L79 | Mi-4 | AFL/Mosk. AG SPiVS | toc | 01jun56 | |
| | CCCP-L79 | Mi-4 | AFL/Far East | trf | 26jun56 | opb 143 AO |
| | CCCP-31479 | Mi-4A | AFL/Far East | rgd | 1958 | initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; in dark green c/s with light blue underside; dbr 10jun63, details unknown; struck off charge 17aug63 |
| 06 23 | CCCP-L34 | Mi-4 | AFL/East Siberia | toc | 01apr56 | used in cargo configuration; rgd 26apr56; opb 190 AO at Irkutsk |
| | CCCP-31434 | Mi-4A | AFL/East Siberia | rgd | may58 | initially opb 190 AO; trf to opb 199 AO at Nizhneudinsk between oct57 and nov63 (became 199 LO of Nizhneudinski OAO in 1963); struck off charge 31dec71 as life-time expired |
| 04 24 | CCCP-L44 | Mi-4 | AFL/East Siberia | toc | 12may56 | used in cargo configuration; rgd 13jun56; opb 138 AO at Ulan-Ude |
| | CCCP-L44 | Mi-4 | AFL/Yakutiya | trf | 30oct57 | opb 192 AO of Yakutskaya OAG GVF at Nyurba; in dark green c/s with light blue underside; photo at Ust'-Tareya (Taimyr) around 1957/58 |
| | CCCP-31444 | Mi-4 | AFL/Yakutiya | rgd | may58 | initially opb 192 AO (became 192 LO of Nyurbinski OAO in 1963); trf to 270 LO of Nyurbinski OAO apr66; struck off charge 28may75 as life-time expired |
| 02 25 | D-51 | Mi-4 | Czechoslovak AF | mfd | jan56 | taken on charge aug56; opb 1. dlp at Kbely; a photo exists |
| | 0225 | Mi-4 | Czechoslovak AF | r/r | jul57 | operated initially by 1. dvlp at Kbely D-51 and later by 3. lÚp at Trencín; photo in 1959 |
| 03 25 | D-52 | Mi-4 | Czechoslovak AF | mfd | 12jan56 | |
| | 0325 | Mi-4 | Czechoslovak AF | r/r | 1957 | opb 50. spojlp at Klecany; in dark green c/s with light blue underside; severely damaged 25mar60 on take-off from Klecany when rolled over onto its left side; used for spares |
| 04 25 | D-53 | Mi-4 | Czechoslovak AF | d/d | 1956 | |
| | 0425 | Mi-4 | Czechoslovak AF | r/r | 1957 | w/o 28mar60 on the leg from Plzen-Bory of a flight from Klecany to a training area when a rotor blade came off in-flight so that the helicopter went out of control, crashed on the wooded slope of KnePská hora east of Kdyne (at N49°23'8.418" E13°4'15.359") and exploded, all 5 crew members were killed |
| 06 25 | D-54 | Mi-4 | Czechoslovak AF | d/d | 1956 | on a photo at PRG 02sep56 |
| | 0625 | Mi-4 | Czechoslovak AF | r/r | 1957 | |
| 07 25 | CCCP-L95 | Mi-4 | AFL/West Siberia | toc | mar56 | opb 6 AOVS; dbr 21may56 on a aerial survey flight from Beryozovo in support of a geological expedition when the engine lost power as the intoxicated crew had made a mistake in handling the fuel system, the helicopter made a forced landing in the taiga on the upper reaches of the river Vogulka (85 km west of Beryozovo) and suffered substantial damage, all 3 crew and both passengers injured; struck off charge 21jun56 |
| 08 25 | CCCP-L35 | Mi-4 | AFL/East Siberia | toc | 01apr56 | used in cargo configuration; opb 190 AO at Irkutsk; in olive drab c/s with light grey underside; damaged beyond repair 19dec57, details unknown; struck off charge 04feb58 |
| 09 25 | D-55 | Mi-4 | Czechoslovak AF | mfd | jan56 | toc aug56; opb 1. dvlp; damaged beyond repair 11jun57 when had an accident at Prague-Ruzyne, damaging C-47A-80-DL OK-XBC, C-47A-25-DK OK-WAR, Av-14-24 OK-LCC and Av-14-24 OK-LCB, all 3 crew members (pilot: kpt. Chýský) escaped unhurt; scrapped |
| 01 26 | D-56 | Mi-4 | Czechoslovak AF | mfd | 07jan56 | on a photo at PRG 02sep56 |
| | 0126 | Mi-4 | Czechoslovak AF | r/r | 1957 | |
| 02 26 | CCCP-L58 | Mi-4 | AFL/East Siberia | toc | 10may56 | used in cargo configuration; initially opb 140 AO SP of Yakutskaya aviagruppa at Magan; trf to 192 AO of Yakutskaya aviagruppa at Nyurba 12sep56 |
| | CCCP-L58 | Mi-4 | AFL/Yakutiya | trf | 01apr57 | rgd only 08may57; opb 192 AO of Yakutskaya OAG GVF |
| | CCCP-31458 | Mi-4 | AFL/Yakutiya | rgd | may58 | initially opb 192 AO of Yakutskaya OAG GVF (became 192 LO of Nyurbinski OAO in 1963); in dark green c/s; trf to 270 LO of Nyurbinski OAO apr66; struck off charge 25nov69 as life-time expired; sat wfu at Nyurba from around 1982/83 and scrapped in 1985, some remains were extant by may13 |
| 04 26 | D-57 | Mi-4 | Czechoslovak AF | mfd | jan56 | toc aug56 |
| | 0426 | Mi-4 | Czechoslovak AF | r/r | 1957 | a photo exists; used as a ground instructional airframe at KoÜice-Barca |
| 05 26 | D-58 | Mi-4 | Czechoslovak AF | toc | aug56 | |
| | 0526 | Mi-4 | Czechoslovak AF | r/r | 1957 | crashed near Kdyne ? 28mar60 |
| 07 26 | D-59 | Mi-4 | Czechoslovak AF | d/d | 1956 | |
| | 0726 | Mi-4 | Czechoslovak AF | r/r | 1957 | a photo exists; the airframe went to Trencín |
| 01 27 ? | 0127 | Mi-4A | Romanian Air Force | d/d | 10jun56 | the first Mi-4 delivered to Romania; no photos are known |
| | 127 | Mi-4A | Romanian Air Force | ph. | 1950s | in olive drab c/s with light grey underside and white code; later repainted in olive drab/medium green/light grey ? camo c/s with light grey underside - as such on a photo of the hulk, with very faded colours; was stored at Alexeni after withdrawal from use, later sat in a hangar at Otopeni and was transported to Muzeul National al Aviatiei Romane at Str. Fabrica de Glucosa nr 2-4, Sector 2 at Bucharest (near Otopeni) in 1988 (according to a statement on a Romanian aviation history forum by the person who transported it to the museum, but did the museum at its current location exist by then ?), the hulk in poor condition is displayed in the open next to a hangar in Muzeul National al Aviatiei Romane, is on a photo taken in 2000 and was seen sep10/may22 |
| 02 27 | CCCP-L68 | Mi-4 | AFL/West Siberia | toc | 19mar56 | opb 6 AOVS; dbr 05jul56 on a geophysical survey flight in the mountains near Shira (Khakasia) when made a forced landing due to a manufacturing defect and crew error, no casualties; struck off charge 04feb58 |
| 03 27 | CCCP-L90 | Mi-4 | AFL/Sasovo Fl.Sch. | toc | 08mar56 | |
| | CCCP-31490 | Mi-4 | AFL/Sasovo Fl.Sch. | rgd | 15may58 | |
| | CCCP-31490 | Mi-4 | AFL/Vyborg ATU GA | trf | 26sep58 | struck off charge 18aug59 as life-time expired; probably used as a ground instructional airframe afterwards |
| 04 27 | CCCP-L91 | Mi-4A | AFL/West Siberia | toc | 19mar56 | |
| | CCCP-L91 | Mi-4A | AFL/Krasnoyarsk | trf | 10aug56 | opb 127 AO |
| | CCCP-31491 | Mi-4A | AFL/Krasnoyarsk | rgd | 1958 | opb 127 AO (became 127 LO Yeniseiskogo OAO sep64); in red/grey c/s; f/n Samotlor 1968; struck off charge 22nov73 as life-time expired |
| 05 27 | CCCP-L93 | Mi-4 | AFL/West Siberia | toc | 19mar56 | opb 6 AOVS |
| | CCCP-31493 | Mi-4A | AFL/West Siberia | rgd | 1958 | initially opb 6 AOVS; trf to 119 AO at Tomsk probably in 1958 (became 119 LO of Tomski OAO in 1963); trf to 257 LO of Kolpashevski OAO dec67; struck off charge 03aug70 as life-time expired |
| 08 27 | CCCP-L0509 | Mi-4 | AFL/Far East | toc | 24aug56 | opb 143 AO; had to make a forced landing on a test flight feb56 when developed severe vibrations (due to a manufacturing defect) of a tail rotor blade; w/o 01sep56 on a flight to evacuate fire jumpers and workers from the site of a forest fire on the upper reaches of the river Khalbinka (Komsomolsk district of the Khabarovsk region) when lost speed and height on final approach so that the tail rotor struck a tree and helicopter crashed into the f orest and burnt out, all 4 crew members were slightly injured; struck off charge 15dec56 |
| 09 27 | CCCP-N53 | Mi-4 | Polyarnaya Aviats. | | | new documents issued 17jul56; opb Moskovski AO; took part in a Soviet/Swedish/Norwegian glaciological research expedition on board of M/V "Ob'" sep56; dbr 11sep56 on a flight to Lågøya (Svalbard) in order to collect a group of scientists when landed on the frozen surface of a lake but broke through the ice and came to rest upside down, all 3 crew members escaped unhurt; the hulk was blown up as it was impossible to evacuate it |
| 10 27 | 27 | Mi-4 | Hungarian AF | d/d | 20jun55 | in olive drab c/s with light grey underside |
| | 27 | Mi-4 | Hung. Nat. Guard | ph. | 1956 | used in the uprising oct56/nov56; with a Hungarian flag instead of the star |
| | 27 | Mi-4 | Hungarian AF | ph. | 1957 | in olive drab c/s with light grey underside, Hungarian flag painted over; w/o 28oct57 when a rotor blade broke off and the helicopter crashed at Kecskemét, one crew member (the flight mechanic) was killed; see c/n 04146 |
| 01 28 | not known | Mi-4 | not known | | | w/o 27mar56 on a test flight from the factory when flew too fast (out of the flight envelope) at a height of 5,000 metres so that the blades of the main rotor failed, 1 test engineer killed while the pilot managed to bail out |
| 04 28 | CCCP-N83 | Mi-4 | Polyarnaya Aviats. | toc | 1956 | new documents issued 14apr56; opb Khatangski AO; photo at Hayes island (Franz Josef Land archipelago) in 1957/58; struck off charge 03mar59 as time between overhauls expired and worn out due to long service under Arctic conditions; the hulk was cannibalised and abandoned at Nagurskaya (Franz Josef Land archipelago) |
| | CCCP-04304 | Mi-4 | Polyarnaya Aviats. | rgd | 31mar58 | not taken up |
| 05 28 | CCCP-L99 | Mi-4 | AFL/Far East | toc | 05jun56 | opb 143 AO; in dark green c/s with light blue underside |
| | CCCP-31499 | Mi-4A | AFL/Far East | rgd | 1958 | initially opb 143 AO; in dark green c/s with light blue underside; trf to 249 LO 2-go Khabarovskogo OAO in 1963; struck off charge 26sep73 as life-time expired |
| 06 28 | CCCP-Sh59 | Mi-4 | AFL/Sasovo Fl.Sch. | toc | 22mar56 | rgd 23may56 |
| | CCCP-31459 | Mi-4 | AFL/Sasovo Fl.Sch. | rgd | 15may58 | in dark green c/s with light grey underside; struck off charge 16nov60 as life-time expired; probably used as a ground instructional airframe afterwards |
| 07 28 | CCCP-L61 | Mi-4 | AFL/Sasovo Fl.Sch. | toc | 22mar56 | |
| | CCCP-31461 | Mi-4A | AFL/Sasovo Fl.Sch. | rgd | 15may58 | |
| | CCCP-31461 | Mi-4A | AFL/Kremenchug FS | trf | 25nov60 | |
| | CCCP-31461 | Mi-4A | AFL/Vyborg ATU GA | trf | 13dec65 | in dark green c/s with light blue underside; struck off charge 27dec73 as worn out |
| 08 28 | CCCP-L66 (2) | Mi-4A | AFL/East Siberia | toc | 12may56 | rgd 11jul56; initially opb 134 AO; see c/n 0721 |
| | CCCP-31466 | Mi-4A | AFL/East Siberia | rgd | 1958 | trf to 199 AO between oct57 and nov63 (became 199 LO Nizhneudinskogo OAO in 1963); struck off charge 24aug72 as life-time expired |
| 09 28 | CCCP-L67 | Mi-4 | AFL/East Siberia | toc | 01jul56 | opb 190 AO; dbr 21jul56 on a flight from Zima (Tulun district of the Irkutsk region) to a site on the upper reaches of the river Byelaya Zima in the Sayanski khrebet mountain range in support of a geological expedition with the MTOW and the max. landing weight exceeded when tried to land in a forest clearing of limited size, but had to abandon the landing as the site was covered with hillocks and was not able to gain sufficient speed while climbing out so that the main rotor collided with trees and the helicopter crashed from a height of some 20-25 metres, caught fire and burnt out, 2 of the 4 crew members were seriously injured while the other 2 and all 4 passengers escaped; t/t 25 hours; struck off charge 05aug57 |
| 10 28 | CCCP-L72 | Mi-4A | AFL/Mosk. AG SPiVS | toc | 30apr56 | opb 1 AOVS of Moskovskaya OAG SP i VS |
| | CCCP-31472 | Mi-4A | AFL/Mosk. AG SPiVS | rgd | 1958 | opb 1 AOVS of Moskovskaya OAG SP i VS |
| | CCCP-31472 | Mi-4A | AFL/Vyborg ATU GA | trf | 15aug60 | used as a ground instructional airframe; struck off charge 25mar61 as for display; probably scrapped around 1970 |
| 05 29 | not known | Mi-4 | not known | mfd | apr56 | |
| 06 29 | CCCP-L73 | Mi-4 | AFL/West Siberia | toc | 12jun56 | opb 116 AO |
| | CCCP-L73 | Mi-4 | AFL/Kazakhstan | trf | 18sep56 | opb 191 AO |
| | CCCP-31473 | Mi-4A | AFL/Kazakhstan | rgd | 1958 | opb 191 AO |

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| | CCCP-31473 | Mi-4A | AFL/Uzbekistan | trf | 03apr59 | opb 164 AO at Sergeli (became 164 LO of Sergeliski OAO i 1963; dbr 13feb64 on a flight from Oigaing in support of a hydrological party of the GU GMS (Main Directorate of the Hydrological and Meteorological Service) when landed at a snow-covered site at a height of 2,200 metres 1 km north of Oigaing airstrip and entered a snow vortex while taking off again so that the pilot lost spatial orientation, the helicopter descended, the wheels touched the snow and the helicopter came to rest on its side in the deep snow, all 3 crew members and both passengers escaped; struck off charge 08apr64 |
| 07 29 | CCCP-L92 | Mi-4 | AFL/West Siberia | mfd | 24apr56 | toc 14jun56; opb 6 AOVS at Novosibirsk-Severny; w/o 14jul56 on a check flight (after the installation of some equipment) from Tyumen-Plekhanovo when the longitudinal control servo failed due to a manufacturing defect so that the helicopter banked to the left, crashed at Tyumen airport, caught fire and burnt out, 1 of the 3 crew members was killed and both survivors were slightly injured; t/t just 31 hours; struck off charge 23nov56 |
| 08 29 | not known | Mi-4 | not known | mfd | apr56 | |
| 09 29 | CCCP-L98 | Mi-4 | AFL/Krasnoyarsk | toc | 01jun56 | opb 188 AO; damaged 22jun57 on a flight to a site in the mountains at a height of 1,100 metres support of a geological expedition when landed at the edge of the 6 x 8 metres landing area, the left main gear touched down in a hole outside of that area and the helicopter rolled over onto its left side, all 3 crew members and the sole passenger escaped; repaired |
| | CCCP-31498 | Mi-4 | AFL/Krasnoyarsk | rgd | 1958 | opb 188 AO (became 188 LO Krasnoyarskogo OAO in 1963); photo in "Skrzydlata Polska" No. 16/1960; trf to 362 LO Turinskogo OAO jan68; struck off charge 28sep76 as life-time expired |
| 10 29 | CCCP-L0502 | Mi-4 | AFL/West Siberia | toc | 18may56 | opb Tyumenskaya aviagruppa |
| | CCCP-L0502 | Mi-4 | AFL/Urals | trf | 01sep57 | opb Tyumenskaya aviagruppa of Uralskaya OAG GVF |
| | CCCP-31502 | Mi-4 | AFL/Urals | rgd | 1958 | opb Tyumenskaya aviagruppa of Uralskaya OAG GVF; t/t 890 hours by 01nov61 |
| | CCCP-31502 | Mi-4 | AFL/Kirsanov ATU | trf | 28nov61 | in dark green c/s; was probably wfu due to an accident; struck off charge 15may62 as to become a ground instructional airframe; used as a ground instructional airframe by the Technical College (ATU GA) at Kirsanov, seen aug99/jan22; moved to Muzei tekhniki Vadima Zadorozhnogo at Arkhangelskoye around 18may22, seen still without tailboom 07may23 |
| 01 30 | "89" red | Mi-4LL | MAP LII Zhukovski | mfd | 1956 | in Soviet Air Force c/s |
| | "30" red | Mi-4LL | MAP LII Zhukovski | ZIA | 03sep93 | in Soviet Air Force c/s; dumped at ZIA, seen sep93 |
| 05 30 | CCCP-L0501 | Mi-4 | AFL/West Siberia | toc | 09may56 | opb 123 AO; dbr 20jun56, details unknown; sent to ARB-402 at Bykovo 12sep56; ARB-402 decided that a repair was not viable and disassembled the hulk; struck off charge 31mar57 |
| 06 30 | CCCP-L0508 | Mi-4 | AFL/West Siberia | toc | 20jun56 | |
| | CCCP-L0508 | Mi-4 | AFL/Urals | trf | 01sep57 | opb Tyumenskaya aviagruppa Uralskoi OAG GVF |
| | CCCP-31508 | Mi-4A | AFL/Urals | rgd | 1958 | opb Tyumenskaya aviagruppa Uralskoi OAG GVF; t/t 555 hours by 01nov58 |
| | CCCP-31508 | Mi-4A | AFL/Troitsk ATU GA | trf | 09jan59 | struck off charge 17jun61 to become an exhibit; probably used as a ground instructional airframe by Troitskoye ATU GA |
| 07 30 | CCCP-L0503 | Mi-4 | AFL/West Siberia | mfd | 04apr56 | toc 21may56; initially opb Tyumenskaya aviagruppa; trf to 6 AOVS 09jun56; probably returned to Tyumenskaya aviagruppa jan57 |
| | CCCP-L0503 | Mi-4 | AFL/Urals | trf | 01sep57 | opb Tyumenskaya aviagruppa of Uralskaya OAG GVF |
| | CCCP-31503 | Mi-4SP | AFL/Urals | rgd | 1958 | opb 246 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF from jan60; in dark green c/s with light blue underside; trf to 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF dec60 (became 255 LO of Tyumenski OAO of Tyumenskaya aviagruppa in 1963); trf to 121 LO of Surgutski OAO between jun64 and oct65; t/t 3,919 hours by ul66 |
| | CCCP-31503 | Mi-4SP | AFL/Tyumen | trf | 20feb67 | opb 121 LO of Surgutski OAO; struck off charge 09apr69 as worn out |
| 08 30 | not known | Mi-4 | not known | mfd | apr56 | |
| 09 30 | not known | Mi-4 | not known | mfd | apr56 | |
| 03 31 | CCCP-L0513 | Mi-4 | AFL/Far East | toc | 06oct56 | on charge of aviaspasatelnaya eskadrilya as of 01jan57, but was not yet assembled |
| | CCCP-31513 | Mi-4A | AFL/Magadan | rgd | 1958 | opb 194 AO Magadanskoi OAG GVF (became 194 LO Seimchanskogo OAO in 1963); in dark green c/s with light blue underside |
| | CCCP-31513 | Mi-4A | AFL/Far East | trf | 25may72 | opb 249 LO 2-go Khabarovskogo OAO; struck off charge 24dec75 as life-time expired |
| 04 31 | CCCP-14147 | Mi-4A | AFL/Arkhangelsk | rgd | 20jan75 | canx 1975 |
| 06 31 | CCCP-L0512 | Mi-4A | AFL/East Siberia | toc | 01oct56 | dbr, details unknown; struck off charge 26apr57 |
| 07 31 | CCCP-L0519 | Mi-4 | AFL/West Siberia | toc | 28sep56 | opb aviaspasatelnaya eskadrilya as of 01feb57; trf to 116 AO at an unknown date |
| | CCCP-31519 | Mi-4A | AFL/West Siberia | rgd | 1958 | opb 116 AO (became 116 LO Novosibirskogo OAO in 1963); in dark green c/s with light grey underside; struck off charge 29dec70 as life-time expired |
| 09 31 | CCCP-L0504 | Mi-4A | AFL/Krasnoyarsk | toc | 12oct56 | opb 127 AO |
| | CCCP-31504 | Mi-4A | AFL/Krasnoyarsk | rgd | 1958 | opb 127 AO (became 127 LO Yeniseiskogo OAO sep64); in dark green c/s with light blue underside; struck off charge 21nov74 as life-time expired |
| 10 31 | not known | Mi-4 | not known | mfd | jun56 | |
| 01 32 | CCCP-L0511 | Mi-4 | AFL/East Siberia | toc | 07jul56 | in documents sep56 and 1958 as CCCP-L511, but in a document feb57 as CCCP-L0511; rgd 20nov56; opb 140 OSP of Yakutskaya aviagruppa; damaged 11feb57 while being parked at Nyurba when An-2T CCCP-L3474 began to move during an engine test run and collided with the tail boom of the Mi-4; repaired |
| | CCCP-L0511 | Mi-4 | AFL/Yakutiya | trf | 01apr57 | opb 192 AO of Yakutskaya OAG GVF |
| | CCCP-31511 | Mi-4A | AFL/Yakutiya | rgd | 17may58 | initially opb 192 AO of Yakutskaya OAG GVF (became 192 LO of Nyurbinski OAO in 1963); trf to 270 LO of Nyurbinski OAO apr66; probably 20apr71, details unknown; struck off charge 20may71 |
| 02 32 | CCCP-L0510 | Mi-4 | AFL/West Siberia | toc | 11jun56 | opb 123 AO Sverdlovskoi aviagruppy |
| | CCCP-L0510 | Mi-4 | AFL/Urals | trf | 22jul57 | opb 123 AO Uralskoi OAG GVF |
| | CCCP-31510 | Mi-4A | AFL/Urals | rgd | 1958 | opb 123 AO Uralskoi OAG GVF (became 123 LO 2-go Sverdlovskogo OAO in 1963); in dark green c/s with light blue underside; photo in 1959; made a forced landing at Oktyabrskoye 14jan63 due to an engine problem; t/t 3,809 hours by 01mar64; trf to 125 LO Tyumenskoi aviagruppy 15jan65 (on the basis of a decree issued 30sep64) |
| | CCCP-31510 | Mi-4T | AFL/Tyumen | trf | 20feb67 | opb 125 LO Beryovzovskogo OAO; dbr, details unknown; struck off charge 12feb68 |
| 04 32 | CCCP-L0507 | Mi-4 | AFL/Krasnoyarsk | toc | 10oct56 | opb 126 AO |
| | CCCP-31507 | Mi-4A | AFL/Krasnoyarsk | rgd | 1958 | initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1964; dbr, details unknown; struck off charge 05jan69 |
| 05 32 | not known | Mi-4 | not known | mfd | jun56 | |
| 10 32 | not known | Mi-4 | Soviet Air Force | mfd | 1956 | |
| | CCCP-31476 | Mi-4A | AFL/Syktyvkar | trf | 23mar60 | no version given in register; rgd 23apr60; opb 233 AO of Syktyvkarskaya OAG GVF (became 233 LO of Ukhtinski OAO in 1963) |
| | CCCP-31476 | Mi-4A | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; struck off charge 27apr72 as life-time expired |
| 01 33 | not known | Mi-4 | not known | mfd | 1956 | SAR helicopter with additional tanks, a winch and a life-boat (the first one of a series of 52) |
| 05 33 | CCCP-L0518 | Mi-4 | AFL/East Siberia | toc | 01jan57 | opb 192 AO Yakutskoi aviagruppy |
| | CCCP-L0518 | Mi-4 | AFL/Yakutiya | trf | 01apr57 | opb 192 AO Yakutskoi OAG GVF |
| | CCCP-31518 | Mi-4A | AFL/Yakutiya | rgd | 1958 | initially opb 192 AO Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1964); in dark green c/s with light blue underside; trf to 270 LO Nyurbinskogo OAO apr66; struck off charge 04jul72 as life-time expired |
| 06 33 | not known | Mi-4 | not known | mfd | jul56 | |
| 07 33 | not known | Mi-4 | not known | mfd | jun56 | |
| 08 33 | CCCP-L0516 | Mi-4 | AFL/East Siberia | mfd | jul56 | toc 01nov56; opb 134 AO |
| | CCCP-31516 | Mi-4A | AFL/East Siberia | rgd | 1958 | trf to 199 AO between oct57 and nov63 (became 199 LO Nizhneudinskogo OAO in 1963); struck off charge 30may72 as life-time expired |
| 09 33 | not known | Mi-4 | Soviet Air Force | mfd | 1956 | |
| | CCCP-14199 | Mi-4A | AFL/Kazakhstan | toc | 01jul75 | rgd 25jul75; struck off charge 28feb76 as life-time expired |
| 01 34 | CCCP-L0517 | Mi-4 | AFL/West Siberia | mfd | jul56 | toc 28sep56; rgd 13jun57; opb aviaspasatelnaya eskadrilya as of 01feb57; trf to 184 AO at an unknown date |
| | CCCP-31517 | Mi-4 | AFL/West Siberia | rgd | 1958 | opb 184 AO (became 184 LO Novokuznetskogo OAO jul63); struck off charge 04jul72 as life-time expired |
| 05 34 | CCCP-N42 | Mi-4 | Polyarnaya Aviats. | h/o | 22sep56 | was to be opb Khatangski AO; w/o 22sep56 on the leg from Kazan to Gorki (now Nizhni Novgorod) of its delivery flight from Kazan to Khatanga when the transmission of the tail rotor failed (due to a manufacturing defect) and broke off so that the helicopter went out of control, crashed upside-down in a field between Vashutino and Pletnikha (Kurmysh district of the Arzamas region) and exploded, all 4 crew members were killed; t/t some 2 hours |
| 06 34 | not known | Mi-4 | not known | mfd | jul56 | |
| 07 34 | CCCP-L0515 | Mi-4 | AFL/Far East | rgd | 05jun57 | opb Magadanskaya aviagruppa; on a photo at Seimchan |
| | CCCP-L0515 | Mi-4 | AFL/Magadan | trf | 01sep57 | opb Magadanskaya OAG GVF |
| | CCCP-31515 | Mi-4 | AFL/Magadan | rgd | 29may58 | confirmed in register 27mar61; opb Magadanskaya OAG GVF; damaged beyond repair 25jul61 when landed at an unsuitable site, no casualties; t/t 420 hours; struck off charge 16jan62 |
| 06 35 | CCCP-L0520 | Mi-4 | AFL/Kazakhstan | toc | 24sep56 | opb 191 AO at Alma-Ata; w/o 19feb57 on the leg from Samarkand to Chimkent of a positioning flight from Chardzhou to Alma-Ata in below-minima weather conditions when the pilot cut the route short instead of flying via Dzhizak, entered fog, failed to return and flew at a height of some 100-150 metres over ground so that the helicopter crashed into a mountain of the Nuratau range 80 km north-east of Samarkand, 1 of the 5 crew killed and all 4 survivors injured (2 of them seriously); t/t 283 hours; struck off charge 31may57 |
| 07 35 | CCCP-L0521 | Mi-4 | AFL/Mosk. AG SPiVS | toc | 01nov56 | version reported as Mi-4GF; opb 1 AOVSof Moskovskaya OAG SP i VS |
| | CCCP-31521 | Mi-4A | AFL/Syktyvkar | trf | 02aug58 | opb 233 AO of Syktyvkarskaya OAG GVF at Ukhta (became 233 LO of Ukhtinski OAO in 1963) |
| | CCCP-31521 | Mi-4A | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; struck off charge 29jun71 as life-time expired |
| 08 35 | CCCP-L0514 | Mi-4 | AFL/Far East | toc | jan57 | opb 194 AO Magadanskoi aviagruppy |
| | CCCP-L0514 | Mi-4 | AFL/Magadan | trf | 01may57 | opb 194 AO Magadanskoi OAG GVF; dbr 11jun57 on a flight in the Chaunskaya guba region of the Chukotka peninsula with a geological party on board when a blade of the main rotor separated (its longeron had broken) shortly after take-off from a site 10 km from the estuary of the Kremyanka river, the helicopter went out of control and crashed, 3 of the 4 crew and 1 of the 7 passengers injured; t/t just 171 hours; struck off charge 05aug57 |
| 03 37 | CCCP-N963 | Mi-4A | Polyarnaya Aviats. | mfd | 1956 | opb Moskovski AO; in bright red c/s; the '63' of the registration was larger than the rest; took part in the 3rd and 4th Soviet Antarctic expeditions (KAE) nov57/1960; the main rotor was damaged by a storm on the ice near Mirny polar station 11dec58; struck off charge 28jan60 as life-time expired (was to be donated to the Arctic and Antarctic Museum in Leningrad); the hulk was abandoned near Mirny polar station, l/n in |

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| | | | | | | 1961 (a derelict Mi-4 CCCP-N968 was reported there in 1987, but that must have been a mis-sighting for CCCP-N963) |
| | CCCP-04303 | Mi-4A | Polyarnaya Aviats. | rgd | 31mar58 | not taken up |
| 09 37 | not known | Mi-4 | Soviet Air Force | mfd | 1956 | |
| | CCCP-31488 | Mi-4A | AFL/Northern | toc | 18apr60 | opb 73 AO at Naryan-Mar (became 73 LO of Naryan-Marski OAO in 1963); in dark green c/s with light blue underside; photo in the Arkhangelsk region 01aug65 |
| | CCCP-31488 | Mi-4A | AFL/Arkhangelsk | trf | 01jan73 | opb 73 LO of Naryan-Marski OAO; l/n NNM 12mar73; struck off charge 03jul73 as life-time expired |
| 02 38 | CCCP-X11 | Mi-4 | Soviet MVD ? | mfd | 1956 | |
| | CCCP-31482 | Mi-4A | AFL/Northern | toc | 16apr60 | |
| | CCCP-31482 | Mi-4A | AFL/Syktyvkar | trf | 28may60 | opb Syktyvkarskaya OAG GVF |
| | CCCP-31482 | Mi-4A | AFL/Kirsanov ATU | trf | 01dec61 | struck off charge 15may62 as a 'maket' (mock-up); used as a ground instructional airframe by the Technical College (ATU GA) at Kirsanov |
| 07 38 | CCCP-X41 | Mi-4 | MSM KB-11 Sarov | no | reports | operator in a document as 'Factory P/O Box 975'; new documents issued 02jan58 |
| 05 42 | not known | Mi-4 | Soviet Air Force ? | mfd | 1956 | |
| | CCCP-48971 | Mi-4A | MAP Kuibyshev APO | rgd | 19mar75 | canx 19may75 and struck off charge 19sep75 |
| 07 44 | CCCP-N95 | Mi-4 | Polyarnaya Aviats. | h/o | 22sep56 | opb Moskovski AO; toc 22mar57; new documents issued 30mar57; probably in dark green c/s with light blue underside; was based at the drifting polar station SP-7 02may57/11apr59 and used to resupply the Arctic expeditions "Sever-9" and "Sever-10" as well as the drifting polar station SP-6; struck off charge 03apr59 as time between overhauls exceeded and suffering from severe corrosion (a return from SP-7 to the Soviet Union for overhaul was deemed economically not viable); was abandoned at the station and eventually sank |
| | CCCP-04305 | Mi-4 | Polyarnaya Aviats. | rgd | 31mar58 | not taken up |
| 01 45 | CCCP-N82 | Mi-4 | Polyarnaya Aviats. | toc | 22mar57 | used in cargo/passenger and cargo configuration, equipped for service in the Arctic; rgd 30mar57; initially opb Moskovski AO; trf to Chukotski AO 03aug57 |
| | CCCP-04306 | Mi-4A | Polyarnaya Aviats. | rgd | 31mar58 | confirmed in register 11sep59; opb Chukotski AO |
| | CCCP-04306 | Mi-4A | AFL/Polar | trf | 11feb60 | opb 248 AO (became 248 LO Nizhnekolymskogo OAO in 1963); f/n Cherski 1964; damaged 24jul68 near Nutelpelman on cape Shmidt (Chukotka), sat at the cape awaiting repair until late 1968 |
| | CCCP-04306 | Mi-4A | AFL/Yakutiya | trf | 01jan70 | initially opb 248 LO Nizhnekolymskogo OAO; trf to Ust'-Nerskaya OAE Kolymo-Indigirskogo OAO in 1973; struck off charge 28may75 as life-time expired |
| 04 45 | not known | Mi-4 | Soviet Air Force | mfd | 1956 | |
| | CCCP-31505 | Mi-4A | AFL/Ukraine | toc | 07may60 | rgd 23jun60 |
| | CCCP-31505 | Mi-4A | AFL/West Siberia | trf | 17aug63 | initially opb 237 LO Kolpashevskogo OAO; in dark green c/s with light blue underside; trf to 257 LO Kolpashevskogo OAO feb65; struck off charge 27apr72 as life-time expired |
| 04 46 | not known | Mi-4AV | Soviet Air Force | mfd | 30dec56 | |
| | CCCP-31426(1) | Mi-4A | AFL/Georgia | toc | 01jul60 | used in cargo/passenger and cargo configuration; rgd 23jun60; opb 230 AO at Tbilisi (became 230 LO of Tbilisski OAO in 1963); w/o 29aug70 on a flight from the helipad at Dartlo to Telavi when encountered low clouds near the Alaznistavi pass (Akhmet district of Georgia), failed to return, deviated from the prescribed flight path to the West by 7-8 km and crashed at a height of 2,650 metres into a steep slope of Mount Bolshoye Barbalo (3,294 metres) near the pass, all 3 crew members and 3 passengers were killed; t/t 3,224 hours; wreck found 01sep70; struck off charge 24mar71 |
| 05 46 | not known | Mi-4 | Soviet Air Force | mfd | 1957 | |
| | CCCP-31492 | Mi-4 | AFL/Northern | toc | 22mar60 | in 11 passenger configuration; opb 70 AO (became 70 LO Murmanskogo LO in 1963) |
| | CCCP-31492 | Mi-4 | AFL/Leningrad | trf | 01jan73 | opb 70 LO Murmanskogo OAO; struck off charge 27dec73 as life-time expired |
| 07 46 | CCCP-L0530 | Mi-4 | AFL/Far East | toc | 10may57 | opb 143 AO |
| | CCCP-31530 | Mi-4A | AFL/Far East | rgd | 1958 | initially opb 143 AO; trf to 249 AO apr60 (became 249 AO 2-go Khabarovskogo OAO in 1963); struck off charge 21nov72 as life-time expired |
| 08 46 | CCCP-L0522 | Mi-4 | AFL/Yakutiya | toc | 10jul57 | opb 140 AO Yakutskoi OAG GVF |
| | CCCP-31522 | Mi-4 | AFL/Yakutiya | rgd | 1958 | opb 140 AO Yakutskoi OAG GVF; dbr 30aug59, details unknown, no casualties; t/t 371 hours; struck off charge 23sep59 |
| 10 46 | CCCP-L0524 | Mi-4 | AFL/Far East | toc | 10may57 | opb 143 AO |
| | CCCP-31524 | Mi-4A | AFL/Far East | rgd | 1958 | initially opb 143 AO; trf to 249 AO apr60; dbr 03jul62 when the transmission failed due to a broken lubrication pipe and the helicopter made an auto-rotation landing, no casualties; t/t 2,624 hours; struck off charge 09oct62 |
| 01 47 | not known | Mi-4SP | Soviet Air Force | no | reports | SAR version; converted by the Kazan branch of MVZ im. Milya in 1962 to, see next line |
| | "4" | Mi-4DF | MAP MVZ im. Milya | ph. | 1962 | probably an ASW version, equipped with a "Delfin" radar with AD1-000 aerial; in dark (green ?) c/s with light blue underside and Soviet Air Force markings |
| 02 47 | CCCP-L0529 | Mi-4 | AFL/Far East | toc | 10may57 | opb 143 AO; was stored in non-airworthy condition by 01dec57, with a t/t of 2 hours |
| | CCCP-31529 | Mi-4 | AFL/Far East | rgd | 1958 | opb 143 AO; dbr 26oct59, details unknown, no casualties; t/t 483 hours; trf to Irkutskoye ATU GVF for use as a ground instructional airframe 01mar62; struck off charge 09jul62 |
| 03 47 | CCCP-L0531 | Mi-4 | AFL/East Siberia | toc | 20jul57 | operated in cargo/passenger configuration with 10 seats; opb 183 AO |
| | CCCP-31531 | Mi-4A | AFL/East Siberia | rgd | 1958 | opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); struck off charge 27jan73 as life-time expired |
| 04 47 | CCCP-L0526 | Mi-4 | AFL/Turkmenistan | toc | 15jul57 | opb 166 AO |
| | CCCP-31526 | Mi-4A | AFL/Turkmenistan | rgd | 1958 | opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963) |
| | CCCP-31526 | Mi-4A | AFL/West Siberia | trf | 12dec63 | struck off charge 28apr71 as worn out |
| 06 47 | CCCP-L0527 | Mi-4 | AFL/East Siberia | toc | 20jul57 | operated in cargo/passenger configuration with 10 seats; opb 183 AO |
| | CCCP-31527 | Mi-4A | AFL/East Siberia | rgd | 1958 | opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); struck off charge 27jan73 as life-time expired |
| 07 47 | CCCP-L0523 | Mi-4 | AFL/Far East | toc | 10may57 | opb 143 AO |
| | CCCP-31523 | Mi-4A | AFL/Far East | rgd | 1958 | initially opb 143 AO; in dark green c/s with light blue underside; trf to 249 AO apr60 (became 249 AO 2-go Khabarovskogo OAO in 1963); struck off charge 30sep75 as life-time expired |
| 08 47 | CCCP-L0525 | Mi-4 | AFL/Yakutiya | toc | 10jul57 | opb 140 AO Yakutskoi OAG GVF |
| | CCCP-31525 | Mi-4 | AFL/Uzbekistan | trf | 03jun58 | opb 164 AO at Sergeli |
| | CCCP-31525 | Mi-4 | AFL/Sasovo Fl.Sch. | trf | 12feb59 | Sasovskoye LU GVF; used in training configuration; last overhaul jan59; dbr 20feb59 on a training flight from Sasovo when a ball bearing of the tail rotor failed (due to faulty overhaul by ARB-402) so that the helicopter went out of control and crashed, no casualties; t/t 621 hours (24 hours after the overhaul), struck off charge 11jun59 |
| 01 48 | CCCP-L0528 | Mi-4 | AFL/Far East | toc | 10may57 | opb 143 AO |
| | CCCP-31528 | Mi-4A | AFL/Far East | rgd | 1958 | initially opb 143 AO; trf to 249 AO apr60 (became 249 AO 2-go Khabarovskogo OAO in 1963); struck off charge 31dec71 as life-time expired |
| 03 48 | not known | Mi-4 | not known | mfd | 1957 | made a forced landing from a height of 3,000 metres 18jul57 after a technical malfunction |
| 11 48 ? | 1148 | Mi-4 | Czechoslovak AF | | photo | but not mentioned in a listing of Czechoslovakian Mi-4s |
| 04 49 | "32" yellow | Mi-4A | Soviet Air Force | no | reports | opb 3 ae 226 osap at Sperenberg around 1963/67 |
| 08 49 | "33" yellow | Mi-4A | Soviet Air Force | Spr | 1967 | opb 3 ae 226 osap at Sperenberg around 1963/67; in dark green c/s with light blue underside |
| 04 50 | "34" yellow | Mi-4A | Soviet Air Force | no | reports | opb 3 ae 226 osap at Sperenberg around 1963/67 |
| 01 51 | CCCP-L549 | Mi-4 | AFL/Krasnoyarsk | toc | 01may58 | opb 126 AO |
| | CCCP-31551(1) | Mi-4 | AFL/Krasnoyarsk | rgd | 1958 | initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1964; dbr, details unknown; struck off charge 21sep67; see c/n 10175 |
| 02 51 | 561 | Mi-4A | East German AF | mfd | 1957 | toc 10aug57; opb HS/TFSchule at Dessau; transferred to HG Brandenburg 05jan59 |
| | DM-SPB | Mi-4A | Deutsche Lufthansa | h/o | 18jun59 | at SXF; rgd 26may62 ?; in dark green c/s with light blue underside, no titles, only logo; used for industrial flights; l/n SXF 29jul63 |
| | DM-SPB | Mi-4A | Interflug | rgd | 01sep63 | was never painted in Interflug colours |
| | 792 | Mi-4A | East German AF | trf | late 63 | toc 28jan64; opb HG-31 (redesignated HG-34 01may71); struck off charge 14feb72 |
| | '7921' | Mi-4A | East German AF | | | preserved with this fake serial in Armeemuseum Dresden from 1972, photo in the 1985 European Museum book |
| | '785' | Mi-4A | East German AF | ph. | 17apr81 | repainted with another fake serial; in a camo c/s of two shades of olive drab with light grey underside; preserved in Armeemuseum Dresden, seen apr81/jun82; preserved in Flugplatzmuseum Cottbus (N51.76549 E14.29603) from 1998, l/n jun22 |
| 04 51 | 6-04 | Mi-4S | Albanian Air Force | Tif | 21apr99 | operational; l/n Tirana-Farkë apr00/19sep06 derelict |
| 05 51 | 567 | Mi-4A | East German AF | toc | 10aug57 | opb HS/TFSchule, Dessau; transferred to HG Brandenburg-Briest 05jan59 (redesignated HG-31 01jan61 and HG-34 01may71); canx 14feb72 |
| 06 51 ? | 0651 | Mi-4 | Czechoslovak AF | | photo | in dark green or olive drab c/s with light blue or light grey underside; damaged 04oct57 |
| 07 51 | D-60 | Mi-4 | Czechoslovak AF | d/d | 1957 | opb 12. vp at Olomouc |
| | 0751 | Mi-4 | Czechoslovak AF | ph. | 20mar79 | opb 12. vp at Olomouc until aug68; in green/olive drab camo c/s with light blue underside; on a photo at Prague in 1961; was initially preserved in the aviation museum at Kbely, seen sep79/aug02, later stored outside, seen sep06/may13; transported on a flat-bed trailer to Olomouc-Neredín 25nov11; preserved in Letecké Muzeum Olomouc at Neredín, seen jun14/jul20; moved to the aviation museum at KonéÚín, seen under restoration apr22/aug24 |
| 08 51 | 0851 | Mi-4 | Czechoslovak AF | | photo | |
| 10 51 | 6-05 | Mi-4 | Albanian Air Force | Tif | 21apr99 | operational !; sat derelict at Tirana-Farkë, seen being scrapped 19sep06 |
| 11 51 ? | 1151 | Mi-4 | Czechoslovak AF | | photo | |
| 12 51 | 572 | Mi-4A | East German AF | toc | 29oct57 | opb HS/TFSchule, Dessau; transferred to HG Brandenburg-Briest 05jan59 (redesignated HG-31 01jan61 and HG-34 01may71); canx 14feb72; to LaSK (Lehrtechnik) and preserved Nochten Army training area |
| 14 51 | 579 | Mi-4A | East German AF | toc | 29oct57 | opb HS/TFSchule, Dessau; transferred to HG Brandenburg-Briest 05jan59; w/o 29sep59 on approach to Brandenburg-Briest when the tail rotor came off and the helicopter crashed from a height of some 40-50 metres, 1 of the 3 crew killed |
| 15 51 | 550 | Mi-4A | East German AF | toc | 10aug57 | opb HS/TFSchule, Dessau; transferred to HG Brandenburg-Briest 05jan59; (redesignated HG-31 01jan61 and HG-34 01may71); damaged 08jun59 on take-off near Döbeln when the engine lost power and the tailboom touched the ground; repaired; canx 14feb72 |
| 16 51 | 556 | Mi-4A | East German AF | toc | 10aug57 | opb HS/TFSchule, Dessau; transferred to HG Brandenburg-Briest 05jan59; (redesignated HG-31 01jan61 and HG-34 01may71); canx 14feb72 |
| 07 52 | not known | Mi-4 | Soviet Air Force | mfd | 1957 | |
| | CCCP-38317 | Mi-4A | AFL/Far East | rgd | 15jul74 | opb 334 LO Vladivostokskogo OAO; in dark green c/s with light blue underside; struck off charge 27oct77 as life-time expired |
| 15 52 ? | 1552 | Mi-4 | Czechoslovak AF | ph. | sep75 | in book "O létání v Bechyni" by Jiri Havel |
| 07 53 | not known | Mi-4 | Strat.Rocket Force | mfd | sep57 | opb 77 ove 7 rd at Vypolzovo; last overhaul completed dec73; mentioned in unit documents jul78/jan79 |
| 10 53 | not known | Mi-4 | Soviet Air Force | mfd | 1957 | |

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| | CCCP-31563 | Mi-4A | AFL/Komi | toc | 23aug74 | rgd 09oct74; struck off charge 27oct77 as life-time expired |
| 19 53 | "10" white | Mi-4LL | MAP LII Zhukovski | ZIA | 03sep93 | in Soviet Air Force c/s; dumped at ZIA, seen sep93 |
| 04 54 | not known | Mi-4 | Soviet Air Force | mfd | 1957 | |
| | CCCP-14195 | Mi-4A | AFL/East Siberia | toc | 01jul75 | rgd 21jul75; struck off charge 30nov77 as life-time expired |
| 02 55 | CCCP-31537 | Mi-4P | AFL/GosNII GVF | toc | 19apr58 | used in 10 passenger configuration, but had small cabin windows |
| | CCCP-31537 | Mi-4P | AFL/Ukraine | trf | 06nov58 | initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63) |
| | CCCP-31537 | Mi-4P | AFL/KIIGA | trf | 18mar65 | Kiev Institute of Civil Aviation Engineers; struck off charge 11jun66 as a 'maket' (mock-up); used as a ground instructional airframe by the KIIGA |
| 03 55 | CCCP-L0532 | Mi-4 | AFL/Northern | toc | 19nov57 | was the second Mi-4 at Arkhangelsk; opb 68 AO |
| | CCCP-31532 | Mi-4 | AFL/Northern | rgd | 1958 | opb 174 AO at Kirov as of 01may63 and by 73 AO at Naryan-Mar as of 01jul63 (was under repair by ARM-21 at both dates) |
| | CCCP-31532 | Mi-4 | AFL/Arkhangelsk | trf | 01jan73 | opb 73 LO Narayn-Marskogo OAO |
| | CCCP-31532 | Mi-4 | AFL/Vyborg ATU GA | trf | 22jun76 | in red/grey c/s; struck off charge 16aug79 as worn out; used as a ground instructional airframe by the Vyborg Technical College of Civil Aviation around 1976/79 |
| 04 55 | CCCP-L0538 | Mi-4 | AFL/East Siberia | toc | 03jan58 | operated in cargo/passenger configuration with 10 seats; opb 183 AO |
| | CCCP-31538 | Mi-4A | AFL/East Siberia | rgd | 1958 | opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); dbr 05jun71 on take-off from a site near Ulan-Ude when crashed due to pilot error; struck off charge 22nov71 |
| 05 55 | CCCP-L0533 | Mi-4 | AFL/Northern | toc | 18nov57 | |
| | CCCP-31533 | Mi-4A | AFL/Northern | rgd | 1958 ? | |
| | CCCP-31533 | Mi-4A | AFL/GosNII GVF | trf | 01nov59 | became GosNII GA in 1964; seen SVO 23mar73; struck off charge 27apr78 as life-time expired |
| 06 55 | CCCP-L0539 | Mi-4 | AFL/West Siberia | toc | 26dec57 | opb 6 AOVS; dbr 05dec58 on a magnetic survey flight in the Tomsk region when the R-5 main gear box got jammed and the helicopter made a forced landing near Pudino, suffering substantial damage, no casualties; t/t 236 hours; struck off charge 13oct59 |
| 07 55 | CCCP-L0540 | Mi-4 | AFL/Far East | toc | 05jan58 | rgd 11jan58; damaged beyond repair 12jun58, details unknown, no casualties |
| | CCCP-31540 | Mi-4 | AFL/Far East | rgd | 21jun58 | not taken up, see above; struck off charge 29jul58 |
| 08 55 | CCCP-L0536 | Mi-4 | AFL/Turkmenistan | toc | 25dec57 | opb 166 AO at Ashkhabad |
| | CCCP-31536 | Mi-4A | AFL/Turkmenistan | rgd | 1958 | opb 166 AO (became 166 LO of Ashkhabadski OAO in 1963) |
| | CCCP-31536 | Mi-4A | AFL/Tajikistan | trf | 19feb64 | opb 178 LO of Dushanbinski OAO; in red/grey c/s; photo in "Soviet Weekly" No. 1389 (14sep68); struck off charge 24apr78 as life-time expired |
| 09 55 | CCCP-L0534 | Mi-4 | AFL/Syktyvkar | toc | 21nov57 | opb Syktyvkarskaya OAG GVF |
| | CCCP-31534 | Mi-4 | AFL/Syktyvkar | rgd | 1958 | opb Syktyvkarskaya OAG GVF; dbr 23jun59 when the engine caught fire, details unkown, no casualties; t/t 858 hours; struck off charge 31aug59 |
| 10 55 | CCCP-L0535 | Mi-4 | AFL/Sasovo Fl.Sch. | toc | 16nov57 | |
| | CCCP-31535 | Mi-4 | AFL/Sasovo Fl.Sch. | rgd | 15may58 | |
| | CCCP-31535 | Mi-4A | AFL/Kremenchug FS | trf | 16oct60 | struck off charge 30jun77 as life-time expired; used as a ground instructional airframe by the Kryvy Rih Aeronautical School (N47.934827 E33.321084), seen jul96/jun99 (with the c/n being reported in error as 4109), no longer present by may02 |
| 11 55 | not known | Mi-4 | Soviet Air Force | mfd | 1957 | |
| | CCCP-14287 | Mi-4A | AFL/Magadan | toc | 23jul76 | rgd 23jul76; struck off charge 27jul78 as life-time expired |
| 12 55 | CCCP-L0541 | Mi-4 | AFL/Sasovo Fl.Sch. | toc | 16nov57 | |
| | CCCP-31541 | Mi-4 | AFL/Sasovo Fl.Sch. | rgd | 15may58 | |
| | CCCP-31541 | Mi-4A | AFL/Kremenchug FS | trf | 01nov60 | |
| | CCCP-31541 | Mi-4A | AFL/Privolzhsk | trf | 22sep65 | struck off charge 28mar77 as life-time expired |
| 14 55 | CCCP-L0542 | Mi-4A | AFL/Urals | toc | 12nov57 | opb 123 AO Uralskoi OAG GVF; in dark green c/s with light blue underside; f/n Aramil-Uktus 1958 |
| | CCCP-31542 | Mi-4A | AFL/Urals | rgd | 1958 ? | initially opb 123 AO Uralskoi OAG GVF (became 123 LO 2-go Sverdlovskogo OAO 18jun63); was the first or second Mi-4 at Aramil-Uktus; trf to 255 LO Tyumenskoi aviagruppy dec64 (on the basis of a decree issued 30sep64); trf back to 123 LO 2-go Sverdlovskogo OAO may65; dbr 13jun65 on a flight from site No. 1903 in the area of lake Changino to Sosva in support of Party No. 9 of the Sverdlovsk Geodetic Enterprise with the MTOW exceeded by 263 kg when lost height while accelerating after take-off, came down, bounced twice and came to rest on its right side, all 3 crew members and 6 passengers escaped; t/t 3,650 hours; struck off charge 27jul65 |
| 15 55 | CCCP-L0543 | Mi-4A | AFL/Far East | toc | 15feb58 | opb 143 AO |
| | CCCP-L0543 | Mi-4A | AFL/Magadan | trf | 15apr58 | opb 150 AO Magadanskoi OAG GVF |
| | CCCP-31543 | Mi-4A | AFL/Magadan | rgd | 1958 | opb 150 AO Magadanskoi OAG GVF; dbr 03aug61 on the leg from Beringovski (Chukotka peninsula) to the hospital in the settlement itself (8 km from the airport) of an ambulance flight from Anadyr to Khatyrka when the pilot made an error on final approach (there was no helipad at the site) and the helicopter came down so hard that the tailboom and the rear fuselage suffered from deformation, 1 of the 4 crew members was injured; the crew decided to fly home to Anadyr and arrived there without further problems, but the helicopter had to be struck off charge due to the severe deformation; t/t 888 hours; struck off charge 16jan62 |
| 16 55 | not known | Mi-4 | Soviet Air Force ? | mfd | 1958 | |
| | CCCP-31545 | Mi-4A | AFL/Moscow SpiMVL | toc | 01sep59 | in olive drab c/s with light grey underside |
| | CCCP-31545 | Mi-4A | AFL/Kremenchug FS | trf | 05may61 | |
| | CCCP-31545 | Mi-4A | AFL/Vyborg ATU GA | trf | 31may66 | struck off charge 27dec73 as worn out |
| 17 55 | CCCP-L0544 | Mi-4 | AFL/Yakutiya | toc | 10apr58 | opb 192 AO Yakutskoi OAG GVF |
| | CCCP-31544 | Mi-4A | AFL/Yakutiya | rgd | 1958 | initially opb 192 AO Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1964); trf to 270 LO Nyurbinskogo OAO apr66; struck off charge 24dec75 as life-time expired |
| 01 56 | CCCP-31421 | Mi-4T | AFL/Urals | mfd | 27jun57 | toc 28nov58; initially opb Tyumenskaya aviagruppa Uralskoi OAG GVF; trf to Beryozovskaya AE 255 AO Tyumenskoi aviagruppy in 1961; trf to 125 LO Beryozovskogo OAO Tyumenskoi aviagruppy sep64; t/t 2,941 hours by sep66 |
| | CCCP-31421 | Mi-4T | AFL/Tyumen | trf | 20feb67 | opb 125 LO Beryozovskogo OAO; in red/grey c/s; struck off charge 01jul75 as life-time expired |
| 04 56 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-31506 | Mi-4 | AFL/Ukraine | toc | 07may60 | no version given on register; rgd 13jul60 |
| | CCCP-31506 | Mi-4 | AFL/Northern | trf | 27aug63 | |
| | CCCP-31506 | Mi-4A | AFL/Leningrad | trf | 01jan73 | f/n LED 20may74; struck off charge 04apr75 as life-time expired |
| 10 56 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14169 | Mi-4A | AFL/Yakutiya | toc | 23feb75 | rgd 21mar75; struck off charge 30jan78 as life-time expired |
| 11 56 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-31509 | Mi-4A | AFL/North Kavkaz | toc | 09may60 | used in cargo configuration; opb 59 AE (became Adlerskaya OAE in 1963) |
| | CCCP-31509 | Mi-4A | AFL/Tajikistan | trf | mar70 | opb 178 LO Dushanbinskogo OAO; dbr 19jul75 when the engine failed and the helicopter crash-landed near Dushanbe, no casualties; struck off charge 30apr75 |
| 17 56 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14229 | Mi-4A | AFL/Turkmenistan | toc | 14nov75 | rgd 27nov75; struck off 27mar78 charge as life-time expired |
| 18 56 | CCCP-..... | Mi-4 | AFL/Yakutiya-YKS | | | in red/grey c/s; wreck of central fuselage seen YKS 15aug06 |
| 06 57 | not known | Mi-4 | MAP zavod # 387 ? | mfd | 1957 | damaged 16nov57 on a tethered test 'flight' at the factory when the cables broke and the helicopter rolled over onto its side, 2 persons on the ground killed |
| | not known | Mi-4 | Soviet AF/PVO | toc | 1958 | opb 18 UTs BPA PVO at Krasnovodsk |
| | CCCP-31550(2) | Mi-4A | AFL/Kazakhstan | toc | 26jun74 | rgd 17jul74; struck off charge 27mar78 as life-time expired; see c/n 0122 |
| 09 57 | not known | Mi-4 | Soviet AF/PVO | mfd | 1958 | opb 41 iap at Postovaya |
| | CCCP-31562 | Mi-4A | AFL/Far East | toc | 22aug74 | rgd 20sep74; struck off 24apr78 charge as life-time expired |
| 10 57 | CCCP-N75 | Mi-4A | Polyarnaya Aviats. | toc | 28may58 | used in cargo/passenger and cargo configuration, equipped for service in the Arctic; registration in Polyarnaya Aviatsiya documents, but not on the Soviet register |
| | CCCP-04309 | Mi-4A | Polyarnaya Aviats. | rgd | 07aug58 | not included in the GU GVF document which allocated the new registration numbers 22may58, so a new request was issued 28may58; in dark green c/s with light blue underside, with titles; was on charge of Antarkticheski AO (was with Moskovski AO before the planned shipment to Antarctica which never happened); trf to Chukotski AO 22aug58 |
| | CCCP-04309 | Mi-4A | AFL/Polar | trf | 10feb60 | initially opb 248 AO (became 248 LO of Nizhnekolymski OAO in 1963); in dark green c/s with light blue underside, with titles; made a forced landing on a sandbar of the river Bolshoi Anyui 19may68 after the engine had failed; trf to Khatangskaya OAE 26jun70 |
| | CCCP-04309 | Mi-4A | AFL/Krasnoyarsk | trf | 03nov70 | opb Khatangskaya OAE (became 221 LO of Khatangski OAO oct70); struck off charge 30jan78 as life-time expired |
| 15 57 | not known | Mi-4A | MAP ? | mfd | 1958 | |
| | CCCP-13392 | Mi-4A | MAP Novosibirsk AZ | rgd | 10jul74 | used in cargo/passenger and cargo configuration; canx 14apr78 |
| 18 57 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14271 | Mi-4A | AFL/Magadan | toc | 02jul76 | rgd 02jul76; struck off charge 27jul78 as life-time expired |
| 20 57 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14176 | Mi-4A | AFL/Yakutiya | toc | 02mar75 | rgd 28apr75; opb 288 LO Maganskogo OAO; damaged 28jun76 when the engine developed problems and the helicopter made a forced landing; had to aboard a take-off 08dec76 when the gear box of the tail rotor failed; landing gear damaged 23jan77 when the engine failed (due to a handling error) on take-off from Mastakh; made a forced landing due to engine problems 12aug77; struck off charge 27mar78 as life-time expired |
| 04 58 | CCCP-04307 | Mi-4A | Polyarnaya Aviats. | toc | 28may58 | initially opb Moskovski AO; trf to Khatangski AO 17nov58 |
| | CCCP-04307 | Mi-4A | AFL/Krasnoyarsk | trf | 15apr60 | initially opb 251 AO (became 251 LO of Norilski OAO sep63); trf to 329 LO of Norilski OAO in 1970; dbr 26aug73 when a blade of the main rotor came off and the helicopter crashed near the mouth of the river Tura, no casualties; struck off charge 27dec73 |
| 07 58 | CCCP-04308 | Mi-4A | Polyarnaya Aviats. | toc | 28may58 | opb UTO-24 from 28may58; trf to Moskovski AO 22aug58; was based at Zakharkovo in 1959, requiring repair |
| | CCCP-04308 | Mi-4A | AFL/Polar | trf | 10feb60 | initially opb 247 AO; trf to 254 AO at Zakharkovo 12dec60; in dark green c/s with light blue underside |
| | CCCP-04308 | Mi-4A | AFL/Northern | trf | 30jun61 | opb 70 AO; was based at Khalmer-Yu in support of a geological party jun61; dbr in the early hours of 25jun61 on an unauthorised flight from Cape Chaika (60 km south-west of Amderma) to Khalmer-Yu when the intoxicated pilot (who was alone on board) lost orientation and tried to land close to a tent of reindeer herders on the banks of the river Lyayu (in the area of the Vashutkiny lakes) in order to ask the herders about his location, but did not cope with the situation so that the helicopter crashed into the river, the pilot escaped unhurt and was rescued by the herders; struck off charge 25jul61 |

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| 08 58 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-31566(2) | Mi-4A | AFL/Privolzhsk | toc | 19dec74 | rgd 17jan75; in dark green c/s; struck off charge 30jan77 as life-time expired; see c/n 0721 |
| 10 58 | CCCP-L0547 | Mi-4 | AFL/Mosk. AG SPiVS | toc | 01feb58 | rgd 15feb58; appeared in a 1958 documentary |
| | CCCP-31547(1) | Mi-4 | AFL/Mosk. AG SPiVS | rgd | 17may58 | trf to the 'Kharkov Institute' (probably the Kharkov Aviation Institute) in 1960; see c/n 20160 |
| 11 58 | CCCP-N92 | Mi-4 | Polyarnaya Aviats. | toc | 28may58 | used in cargo/passenger and cargo configuration, equipped for service in the Arctic |
| | CCCP-04310 | Mi-4 | Polyarnaya Aviats. | rgd | 24jun58 | not included in the GU GVF document which allocated the new registration numbers 22may58, so a new request was issued 28may58 |
| | CCCP-04310 | Mi-4 | Aeroflot/Polar | trf | 10feb60 | opb 248 AO; dbr 05sep62 on landing in mountainous terrain in the area of the Indigirka river when had to go around, but mushed due to pilot error so that the tail rotor collided with the ground, no casualties; t/t 824 hours; struck off charge 24nov62 as a recovery of the hulk from the accident site was impossible and canx the same day |
| 12 58 | CCCP-L0546 | Mi-4 | AFL/Yakutiya | toc | 10apr58 | opb 192 AO Yakutskoi OAG GVF; dbr 21aug58 on a flight from Nyurba to Khampa when the hydraulics system failed, the pilot made a forced landing in a valley, but the helicopter was difficult to control, touched the ground with the tailboom first and rolled over onto its left side; all 3 crew members were slightly injured; struck off charge 31oct58 |
| 15 58 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14231 | Mi-4 | AFL/Far East | toc | 22nov75 | rgd 27nov75; struck off charge 24apr78 as life-time expired |
| 20 58 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14141 | Mi-4 | AFL/North Kavkaz | toc | 24dec74 | rgd 14jan75; initially opb Nalchikskaya OAE; trf to 351 LO Nalchikskogo OAO jul75; severely damaged 14dec75 on take-off from Gorodishche (Volgograd region) when the engine failed at a height of 50 metres and the helicopter made an auto-rotation landing in rough terrain; repaired by ARZ No. 21 GA in 1976, receiving a replacement fuselage; appeared in the Soviet movie "Poka stoyat gory" (As long as the mountains stand) shot in 1976; struck off charge 23mar78 as life-time expired |
| 10 59 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14235 | Mi-4A | AFL/Far East | toc | 10nov75 | rgd 14jan76; struck off charge 22may78 as life-time expired |
| 14 59 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14218 | Mi-4A | AFL/Far East | toc | 29sep75 | rgd 24oct75; struck off charge 22may78 as life-time expired |
| 19 59 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14146 | Mi-4A | AFL/Arkhangelsk | toc | 12dec74 | rgd 20jan75; struck off charge 27mar78 as life-time expired |
| 05 60 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14273 | Mi-4A | AFL/North Kavkaz | toc | 26jun76 | rgd 08jul76; struck off charge 22may78 as life-time expired |
| 08 60 | "05" red | Mi-4Av | Soviet Air Force | mfd | 1958 | preserved in the Central Armed Forces Museum in Moscow; initially in dark green c/s with light blue underside; photo as such in 1986; repainted in greyish green c/s, seen as such apr11/feb13 |
| | "05" yellow | Mi-4Av | Soviet Air Force | ph. | 21sep14 | in olive drab c/s; preserved in the Central Armed Forces Museum in Moscow, seen sep14 |
| 09 60 | CCCP-04399 | Mi-4 | AFL/Polar | | | in a document 05nov60 |
| 10 60 | 1 | Mi-4A | Polish Air Force | d/d | 17may58 | opb 36. splt at WAW probably until 1963; a photo exists |
| | 5 | Mi-4A | Polish Air Force | | | tie-up correct ?; in olive drab or dark green c/s with light blue or light grey underside; photo in 1958 |
| | 06 | Mi-4A | Polish MoI | | | opb 103. pl NJW MSW at Warsaw-Bemowo |
| | 106 | Mi-4A | Polish MoI ? | | | struck off charge 20may85 |
| 11 60 | 2 | Mi-4A | Polish Air Force | d/d | 17may58 | also given as 15may58; opb 36. splt at WAW probably until 1963 |
| | 16 | Mi-4A | Polish MoI | | photo | opb 103. pl NJW MSW at Warsaw-Bemowo |
| | 116 | Mi-4A | Polish MoI ? | | | struck off charge 22oct84 |
| 12 60 | 3 | Mi-4A | Polish Air Force | d/d | 17may58 | opb 36. splt at WAW probably until 1963; in dark green c/s with light blue underside and white code |
| | not known | Mi-4A | Polish MoI | | | opb 103. pl NJW MSW at Warsaw-Bemowo |
| | 126 | Mi-4A | Polish Air Force | | | based at Leznica Wielka; struck off charge 27oct80 |
| 13 60 | 4 | Mi-4A | Polish Air Force | d/d | 17may58 | opb 36. splt at WAW probably until 1963; a photo exists |
| | 2 | Mi-4A | Polish Air Force | | | tie-up correct ?; in olive drab or dark green c/s with light blue or light grey underside and white code; photo in 1958 |
| | 36 | Mi-4A | Polish MoI | | | opb 103. pl NJW MSW at Warsaw-Bemowo |
| | 136 | Mi-4A | Polish MoI ? | | | struck off charge 13oct83 |
| 14 60 | 5 | Mi-4A | Polish Air Force | d/d | 17may58 | opb 36. splt at WAW probably until 1963 |
| | not known | Mi-4A | Polish MoI | | | opb 103. pl NJW MSW at Warsaw-Bemowo |
| | 146 ? | Mi-4A | Polish Air Force | | | serial not confirmed; crashed at an unknown date; struck off charge 13aug60 |
| 15 60 | 6 | Mi-4A | Polish Air Force | d/d | 17may58 | opb 36. splt at WAW probably until 1963; a photo exists |
| | not known | Mi-4A | Polish MoI | | | opb 103. pl NJW MSW at Warsaw-Bemowo |
| | 156 | Mi-4A | Polish Air Force | | | based at Leznica Wielka; struck off charge 17oct84 |
| 17 60 | CCCP-31423 | Mi-4 | AFL/Northern | toc | 20apr58 | used in 11 passenger configuration; opb 70 AO (became 70 LO Murmanskogo OAO in 1963) |
| | CCCP-31423 | Mi-4 | AFL/Leningrad | trf | 01jan73 | opb 70 LO Murmanskogo OAO; struck off charge 30dec76 as life-time expired |
| 20 60 | CCCP-31391 | Mi-4A | AFL/Yakutiya | toc | 02aug58 | used in cargo/passenger and cargo configuration; initially opb 192 AO Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1964); trf to 270 LO Nyurbinskogo OAO apr66; struck off charge 27oct72 as life-time expired |
| 01 61 | CCCP-31392 | Mi-4A | AFL/Yakutiya | toc | 05jul58 | initially opb 192 AO Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1964); in dark green c/s with light blue underside; trf to 270 LO Nyurbinskogo OAO apr66; made an emergency landing in swampy terrain in 1970 and was recovered by Mi-6A CCCP-11294; struck off charge 30sep75 as life-time expired |
| 04 61 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14175 | Mi-4A | AFL/Far East | toc | 21feb75 | rgd 24mar75; struck off charge 22may78 as life-time expired |
| 08 61 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14163 | Mi-4A | AFL/Yakutiya | toc | 26feb75 | rgd 03mar75; struck off charge 27jul78 as life-time expired |
| 13 61 | not known | Mi-4AV | Soviet Air Force ? | mfd | 1958 | |
| | CCCP-31427 | Mi-4A | AFL/Northern | toc | 18jul60 | used in 11 passenger configuration; opb 70 AO (became 70 LO Murmanskogo OAO in 1963) |
| | CCCP-31427 | Mi-4A | AFL/Leningrad | trf | 01jan73 | opb 70 LO Murmanskogo OAO; struck off charge 22jun78 as life-time expired |
| 04 62 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14226 | Mi-4A | AFL/Far East | toc | 12nov75 | rgd 12nov75; struck off charge 22may78 as life-time expired |
| 06 62 | not known | Mi-4A | Soviet Air Force | mfd | 1958 | |
| | CCCP-14294 | Mi-4A | AFL/Komi | toc | 12jul76 | rgd 06aug76; opb Vorkutinskaya OAE; struck off charge 22jun78 as life-time expired |
| 09 62 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14217 | Mi-4A | AFL/Yakutiya | toc | 13aug75 | rgd 13aug75; in dark green c/s with light blue underside; struck off charge 22may78 as life-time expired |
| 10 62 | CCCP-31393 | Mi-4A | AFL/Yakutiya | toc | 05jul58 | initially opb 192 AO Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1964); trf to 270 LO Nyurbinskogo OAO apr66; struck off charge 22jun78 as life-time expired |
| 11 62 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14170 | Mi-4A | AFL/Yakutiya | toc | 23feb75 | rgd 21mar75; struck off charge 22may78 as life-time expired |
| 04 63 | not known | Mi-4 | Soviet Air Force ? | mfd | apr58 | |
| | CCCP-31428 | Mi-4A | AFL/Turkmenistan | toc | 08oct60 | opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); dbr, details unknown; struck off charge 28dec66 |
| 05 63 | not known | Mi-4 | Soviet Air Force ? | mfd | 17apr58 | |
| | CCCP-31495 | Mi-4SP | AFL/Turkmenistan | toc | 26apr60 | opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963) |
| | CCCP-31495 | Mi-4SP | AFL/Urals | trf | 01mar64 | opb 255 LO Tyumenskogo OAO Tyumenskoi aviagruppy (possibly opb Permski OAO before that); t/t 3,208 hours by 27jan67 |
| | CCCP-31495 | Mi-4SP | AFL/Tyumen | trf | 20feb67 | opb 255 LO 1-go Tyumenskogo OAO; trf to 284 LO Khanty-Mansiskogo OAO after may66, date unknown; in dark green c/s with light blue underside; struck off charge 30sep75 as life-time expired |
| 07 63 | 552 | Mi-4A | East German AF | toc | 16aug58 | opb HS/TFSchule at Dessau; transferred to HG Brandenburg-Briest 05jan59; w/o in the late hours of 19aug60 when crashed from a height of 300 metres near the Kuhlowitz field camp (Belzig district of the Potsdam region), all 3 crew killed, the cause of the accident could not be established |
| 08 63 | 554 | Mi-4A | East German AF | toc | 10nov58 | opb HS/TFSchule at Dessau; transferred to HG Brandenburg-Briest 05jan59; (redesignated HG-31 01jan61); to Zentrale Reserve; struck off charge 28feb74; to LaSK (Lehrtechnik) |
| 09 63 | CCCP-06104 | Mi-4A | MAP NIEI Kirzhach | mfd | apr58 | rgd 13jan59; opb NIEI parashyutno-desantnogo snaryazheniya (p/ya G-4565) at Kirzhach; trf to NII avtomaticheskikh ustroistv in Moscow (p/ya A-7977) in 1966; used for tests of parachutes and related equipment; canx but date unknown |
| 10 63 | 63 ? | Mi-4A | Hungarian AF | d/d | 1958 | Hungarian insignia and serial were never painted on, the helicopter flew only one or two times; exchanged for a two-seater SB Lim-2 (MiG-15UTI) from the Polish Air Force jun67 |
| | 106 ? | Mi-4A | Polish Air Force | d/d | 06jun67 | damaged beyond repair 11jun75; struck off charge 12aug75 |
| 11 63 | 558 | Mi-4A | East German AF | toc | 16aug58 | opb HS/TFSchule at Dessau; transferred to HG Brandenburg-Briest 05jan59 (redesignated HG-31 01jan61); to Zentrale Reserve; struck off charge 20mar76 |
| 12 63 | 555 | Mi-4A | East German AF | mfd | 1958 | toc 11jul58; opb HS/TFSchule at Dessau; transferred to HG Brandenburg-Briest 05jan59 |
| | DM-SPA | Mi-4A | Deutsche Lufthansa | h/o | 18jun59 | at SXF; rgd 18jul59 ?; in dark green c/s with light blue underside, no titles, only badge; underwent crane-flight trials at SXF 27aug59 (3 flights) and at Leipzig-Mockau 28jan63 (3 flights); certified for crane-flights 19/20feb63 (9 flights) |
| | '20422' | Mi-4A | US Army Aviation | SXF | 08apr63 | appeared in these fake markings in the 1964 East German film "Preludio 11" |
| | DM-SPA | Mi-4A | Deutsche Lufthansa | | | conducted the first operational crane-flight 22may63; last crane-flight 17jun63; l/n SXF 11sep63 |
| | DM-SPA | Mi-4A | Interflug | rgd | 01sep63 | was never painted in Interflug colours |
| | 786 | Mi-4A | East German AF | trf | late 63 | opb HG-31 from 28jan64; to Zentrale Reserve; struck off charge 20mar76 |
| 14 63 | 564 | Mi-4A | East German AF | toc | 11jul58 | opb HS/TFSchule, Dessau; transferred to HG Brandenburg-Briest 05jan59; (redesignated HG-31 01jan61); to Zentrale Reserve; canx 20mar76 |
| 16 63 | not known | Mi-4SP | Soviet Air Force | mfd | 1958 | |
| | CCCP-31512 | Mi-4SP | AFL/Kyrgyzstan | toc | 25jun60 | no version given on register; rgd 02jul60; opb 180 AO of Kirgizskaya OAG GVF (became 180 LO of Frunzenski OAO in 1963); was sent to ARZ-41 at Omsk in spring 1977, but was not overhauled; struck off charge 31may77 as life-time expired |
| 17 63 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-31554 | Mi-4A | AFL/Arkhangelsk | toc | 01jul74 | rgd 08aug74; struck off charge 22jun78 as life-time expired |
| 12 64 | CCCP-31395 | Mi-4A | AFL/East Siberia | mfd | 17jun58 | toc 22aug58; initially opb 199 AO (became 199 LO Nizhneudinskogo OAO in 1963); trf to 245 LO Bratskogo OAO after dec63; w/o 03may70 on a flight from Nyda (Nadym district of the Tyumen region) to Yar-Sale (Yamal district of the Tyumen region) in support of an expedition when the intoxicated crew encountered below-minima weather conditions (snowfall and poor visibility) and lost spatial orientation so that the helicopter crashed at a speed of some 155-160 km/h in the snow-covered tundra 10 km south-west of Yar- |

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|---|---|---|---|---|---|---|
| | | | | | | Sale while flying a right turn at low height, all 3 crew members and both passengers were killed; t/t 5,985 hours; the wreck was found only 04may70; struck off charge 17jun70 |
| 13 64 | CCCP-31401 | Mi-4A | AFL/Magadan | toc | 01nov58 | opb UTO-23 Magadanskoi OAG GVF; in dark green c/s with light blue underside; seen Khasyn (Kolyma) 13jul59; was to be struck off charge as of 01dec63, stored without rotors by then; t/t 1,322 hours; struck off charge 09jan64 as worn out |
| 14 64 | CCCP-31408 | Mi-4A | AFL/East Siberia | mfd | jun58 | toc 14sep58; in dark green c/s with light grey underside; struck off charge 07sep73 as life-time expired |
| 16 64 | CCCP-31405 | Mi-4A | AFL/Yakutiya | toc | 09sep58 | opb 197 AO Yakutskoi OAG GVF (became 197 AO Aldanskogo OAO in 1963); in dark green c/s with light blue underside; struck off charge 30sep75 as life-time expired |
| 17 64 | CCCP-31396 | Mi-4A | AFL/Yakutiya | toc | 20sep58 | opb 197 AO Yakutskoi OAG GVF (became 197 AO Aldanskogo OAO in 1963); struck off charge 13aug74 as worn out |
| 18 64 | CCCP-31397 | Mi-4A | AFL/Urals | mfd | 17apr58 | toc 27jun58; opb Tyumenskaya aviagruppa Uralskoi OAG GVF; t/t 298 hours by 01nov58; dbr 21mar59 on a flight from Sosvinskaya kultbaza to site No. 72 in square 200 in support of a seismic survey expedition when descended too steeply on final approach due to pilot error, came down hard, the tail rotor came off and the helicopter came to rest on its right side, all 3 crew and both passengers escaped unhurt; struck off charge 17apr59 |
| 19 64 | CCCP-31399 | Mi-4A | AFL/Magadan | toc | 01nov58 | opb 150 AO Magadanskoi OAG GVF; dbr 11sep63 on a gravimetric survey flight from Anadyr when the engine flamed out (due to a problem with the RS-24-V fuel-air mixture regulator) 38 minutes into the flight, the helicopter made an auto-rotation landing with tail wind in the swampy tundra 80 km SSW of Anadyr airport, the tail rotor touched the ground and the helicopter and came to rest on its left side, all 3 crew and the sole passenger (an operator) escaped; t/t 1,062 hours; struck off charge 09jan64 |
| 20 64 | CCCP-31407 | Mi-4A | AFL/Magadan | toc | 01nov58 | opb 150 OAO Magadanskoi OAG GVF; dbr 14jul61 on a flight in support of a geological expedition when made a hard landing, no casualties; t/t 730 hours; struck off charge 27mar62 |
| 01 65 | CCCP-31402 | Mi-4A | AFL/Yakutiya | toc | 09sep58 | opb 197 OAO Yakutskoi OAG GVF (became 197 LO Aldanskogo OAO in 1963); destroyed by fire at Chulman 20nov64; struck off charge 08jan65 |
| 02 65 | CCCP-31394 | Mi-4A | AFL/East Siberia | mfd | 09jun58 | operated in cargo/passenger configuration with 10 seats; toc 23aug58; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); w/o 09sep65 on a flight from Kalakan (Chara district of the Chita region) to the drilling site "11 let Oktyabrya" when a hinge of the main rotor hub failed, resulting in vibrations which were so severe that the helicopter broke up in mid-air and crashed on the right bank of the river Kalakan 77 km north-east of Kalakan airport, all 3 crew members and 4 passengers were killed; t/t 2,689 hours; struck off charge 18nov65 |
| 03 65 | CCCP-31404 | Mi-4A | AFL/Far East | toc | 10oct58 | initially opb 147 AO (became 147 LO Yuzhno-Sakhalinskogo OAO in 1963); in red/grey c/s; trf to 149 LO 2-go Petropavlovskogo OAO after dec63; struck off charge 22sep78 as life-time expired |
| 04 65 | CCCP-31403 | Mi-4A | AFL/Far East | toc | 18aug58 | opb 145 AO (became 145 LO Vladivostokskogo OAO in 1963); dbr 26dec72 on a flight on Sakhalin when longitudinal cyclic control failed and the helicopter crashed near Okha; struck off charge 26mar73 |
| 05 65 | CCCP-31410 | Mi-4A | AFL/Far East | toc | 29sep58 | initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; in red/grey c/s; struck off charge 23aug78 as life-time expired |
| 06 65 | CCCP-31409 | Mi-4A | AFL/Magadan | toc | 01nov58 | used in cargo/passenger and cargo configuration; opb 194 AO Magadanskoi OAG GVF (became 194 LO Seimchanskogo OAO in 1963); l/n Merenga 29aug77; struck off charge 23aug78 as life-time expired |
| 07 65 | CCCP-31398 | Mi-4A | AFL/Far East | toc | 16aug58 | initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; in dark green c/s with light blue underside; struck off charge 23aug78 as life-time expired |
| 08 65 | CCCP-31412 | Mi-4A | AFL/Krasnoyarsk | toc | 22sep58 | opb 127 AO; w/o 05jul63 while the engine was started up at Boguchany when the helicopter caught fire and burnt out, no casualties; t/t 1,591 hours; struck off charge 12dec63 |
| 09 65 | CCCP-31413 | Mi-4A | AFL/Krasnoyarsk | toc | 09sep58 | initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1964; trf to Turukhanskaya OAE after 1963; dbr 29nov71 on take-off from the Norilsk-Fakel helipad at dusk when entered a snow vortex so that the pilot lost spatial orientation and the helicopter crashed; struck off charge 24jan72 |
| 10 65 | CCCP-31400 | Mi-4A | AFL/Magadan | toc | 01nov58 | initially opb Magadanskaya OAG GVF; in dark green c/s with light blue underside; struck off charge 23aug78 as life-time expired |
| 11 65 | CCCP-31411 | Mi-4A | AFL/Krasnoyarsk | toc | 09sep58 | initially opb 126 AO; in red/grey c/s; trf to 188 LO Krasnoyarskogo OAO probably in 1964; trf to 251 LO Norilskogo OAO in 1965; trf to 329 LO Norilskogo OAO in 1970; struck off charge 22sep78 as life-time expired |
| 15 65 | CCCP-31406 | Mi-4A | AFL/Magadan | toc | 01nov59 | opb 150 OAO Magadanskoi OAG GVF; dbr 09aug62 on an ambulance flight to the area of Hill 566 on the territory of the sovkhoz (state farm) "Kanchalanski" when tried to land at two different unsuitable sites and manoeuvred at low height, damaging the tail rotor in the process, when the helicopter eventually landed on top of a hill the tail rotor failed at a height of some 1.5-2 metres so that the helicopter crash-landed and came to rest on its right side, all 5 crew and 9 passengers (patients) escaped unhurt; t/t 1,040 hours; struck off charge 20feb63 |
| 02 66 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14160 | Mi-4A | AFL/Far East | toc | 17dec74 | rgd 10mar75; struck off charge 23jul78 as life-time expired |
| 06 66 | not known | Mi-4A | Soviet Air Force | mfd | 1958 | |
| | CCCP-14245 | Mi-4A | AFL/Kremenchug FS | rgd | 19mar76 | struck off charge 23mar79 as life-time expired |
| 14 66 | not known | Mi-4A | Soviet Air Force | mfd | 1958 | |
| | CCCP-31486 | Mi-4A | AFL/Moscow SPiMVL | toc | 01may60 | |
| | CCCP-31486 | Mi-4A | AFL/Privolzhsk | trf | 19feb75 | struck off charge 31aug76 as life-time expired |
| 17 66 | not known | Mi-4A | Soviet Air Force ? | mfd | 1958 | |
| | CCCP-31496 | Mi-4A | AFL/Turkmenistan | toc | 15apr60 | initially opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); in red/grey c/s; trf to 167 LO Chardzhouskogo OAO after dec63; last overhaul in 1971; trf to 387 LO Chardzhouskogo OAO in 1976; struck off charge 25oct78 as life-time expired |
| 20 66 | not known | Mi-4A | Soviet Air Force ? | mfd | 1958 | |
| | CCCP-31475 | Mi-4A | AFL/Moscow SPiMVL | toc | 01may60 | |
| | CCCP-31475 | Mi-4A | AFL/Northern | trf | 01sep60 | opb 69 AO (became 69 LO Petrozavodskogo OAO in 1963) |
| | CCCP-31475 | Mi-4A | AFL/Leningrad | trf | 01jan73 | 69 LO Petrozavodskogo OAO; struck off charge 25feb77 as life-time expired |
| 02 67 | not known | Mi-4A | not known | mfd | 1958 | |
| | CCCP-31487 | Mi-4A | AFL/Moscow SPiMVL | toc | 01may60 | |
| | CCCP-31487 | Mi-4A | AFL/Tyumen | trf | 1968 | opb 293 LO Tobolskogo OAO; in dark green c/s with light blue underside; featured in the Soviet movie "Ot snega do snega" (From Snow to Snow) shot in 1968; struck off charge 24dec74 as life-time expired |
| 04 67 | not known | Mi-4SP | MAP ? | mfd | 09aug58 | |
| | CCCP-31467 | Mi-4SP | AFL/Urals | toc | 27apr60 | opb 123 AO Uralskoi OAG GVF from 22may60; trf to 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF probably jan61 (became 255 LO Tyumenskogo OAO in 1963) |
| | CCCP-31467 | Mi-4SP | AFL/Tyumen | trf | 20feb67 | opb 255 LO Tyumenskogo OAO; t/t 3,223 hours by aug66; struck off charge 27dec73 as worn out |
| 05 67 | not known | Mi-4SP | MAP ? | mfd | 31jul58 | |
| | CCCP-31494 | Mi-4SP | AFL/Turkmenistan | toc | 16apr60 | rgd 14may60; opb 166 AO at Ashkhabad |
| | CCCP-31494 | Mi-4SP | AFL/Urals | trf | 27oct63 | opb 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF (became 255 LO of Tyumenski OAO in 1963) |
| | CCCP-31494 | Mi-4SP | AFL/Tyumen | trf | 20feb67 | opb 255 LO of Tyumenski OAO; dbr in 1968, details unknown; struck off charge 02jan69 |
| 08 67 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14153 | Mi-4A | AFL/Komi | toc | 24jan75 | rgd 13feb75; opb 76 LO Pechorskogo OAO; struck off charge 25oct78 as life-time expired |
| 10 67 | CCCP-31414 | Mi-4P | AFL/North Kavkaz | toc | 27mar59 | in 10 passenger configuration; opb 59 AE (became Adlerskaya OAE sep63); in yellow/red c/s; seen AER 14sep60 |
| | CCCP-31414 | Mi-4P | AFL/Kremenchug FS | trf | 01jan71 | struck off charge 23mar79 as life-time expired |
| 11 67 | CCCP-31415 | Mi-4P | AFL/GosNII GVF | toc | 09feb59 | |
| | CCCP-31415 | Mi-4P | AFL/Moscow SPiMVL | trf | 01nov60 | used in 10 passenger configuration |
| | CCCP-31415 | Mi-4P | AFL/Northern | trf | 17jan61 | initially opb 68 AO (became 68 LO Arkhangelskogo OAO in 1963); trf to 73 LO Naryan-Marskogo OAO after jul63 |
| | CCCP-31415 | Mi-4P | AFL/Arkhangelsk | trf | 01jan73 | opb 73 LO Naryan-Marskogo OAO; damaged 23mar74 on an ambulance flight at night when had to go around on final approach to a site, descended too early on the second approach and came down hard; repaired; struck off charge 27feb79 as life-time expired |
| 12 67 | CCCP-31416 | Mi-4P | AFL/North Kavkaz | toc | 14mar59 | in 10 passenger configuration; opb 59 AE (became Adlerskaya OAE sep63); in light c/s with dark 'lightning-bolt' cheatline; on a photo at Gagra; struck off charge 01jul75 as life-time expired |
| 13 67 | CCCP-31417 | Mi-4P | AFL/North Kavkaz | toc | 26mar59 | in 10 passenger configuration; opb 59 AE (became Adlerskaya OAE sep63); dbr, details unknown; struck off charge 07jul67 |
| 14 67 | CCCP-31418 | Mi-4P | AFL/Ukraine | toc | 19feb59 | initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63); in white c/s with black 'lightning-bolt' cheatline (colour photo); f/n Yalta 1959 |
| | CCCP-31418 | Mi-4P | AFL/Syktyvkar | trf | 22aug63 | opb 233 AO Syktyvkarskoi OAG GVF |
| | CCCP-31418 | Mi-4P | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; struck off charge 23mar79 as life-time expired |
| 15 67 | CCCP-31419 | Mi-4P | AFL/Moscow SPiMVL | toc | 01mar59 | in 10 passenger configuration |
| | CCCP-31419 | Mi-4P | AFL/North Kavkaz | trf | 02apr59 | opb 59 AE (became Adlerskaya OAE sep63); in light c/s with dark 'lightning bolt' |
| | CCCP-31419 | Mi-4P | AFL/Kremenchug FS | trf | 01apr71 | struck off charge 28apr79 as life-time expired |
| 16 67 | CCCP-31420 | Mi-4P | AFL/Ukraine | toc | 19feb59 | initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63); in grey c/s with 'lightning-bolt' cheatline |
| | CCCP-31420 | Mi-4P | AFL/Syktyvkar | trf | 22aug63 | opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963); trf to Vorkutinskaya OAE after dec63 |
| | CCCP-31420 | Mi-4P | AFL/Komi | trf | 15feb66 | opb Vorkutinskaya OAE; struck off charge 30apr76 as worn out |
| 17 67 | CCCP-66860 | Mi-4P | AFL/Moscow SPiMVL | toc | 01apr59 | probably in white/light grey c/s with 'lightning-bolt' cheatline; was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow in the early 1960s |
| | CCCP-66860 | Mi-4P | AFL/Privolzhsk | trf | 24jan75 | struck off charge 23mar79 as life-time expired |
| 18 67 | CCCP-31571 | Mi-4P | AFL/Ukraine | toc | 19feb59 | used in 10 passenger configuration; initially opb 79 AO at SIP (disbanded 07dec62); in white c/s with dark blue 'lightning-bolt'; trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63) |
| | CCCP-31571 | Mi-4P | AFL/Azerbaijan | trf | 12aug64 | opb 109 LO of Zabratski OAO |
| | CCCP-31571 | Mi-4P | AFL/Privolzhsk | trf | 31mar69 | struck off charge 23mar79 as life-time expired |
| 19 67 | CCCP-31572 | Mi-4P | AFL/Uzbekistan | rgd | 18sep59 | toc 01oct59; opb 164 AO at Sergeli (became 164 LO of Sergeliski OAO in 1963); struck off charge 23mar79 as life-time expired |
| 09 68 | not known | Mi-4AV | Soviet Air Force | mfd | 1958 | |
| | CCCP-14196 | Mi-4A | AFL/Kremenchug FS | rgd | 23jul75 | toc 01sep75; struck off charge 27feb79 as life-time expired |
| 15 68 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |

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| | CCCP-14187 | Mi-4A | AFL/Krasnoyarsk | toc | jun75 | rgd 08jul75; struck off charge 30nov78 as life-time expired |
| 02 69 | not known | Mi-4P | MAP ? | mfd | 1959 | |
| | CCCP-31489 | Mi-4P | AFL/Georgia | toc | 01may60 | opb 230 AO (became 230 LO Tbilisskogo OAO in 1963) |
| | CCCP-31489 | Mi-4P | AFL/Urals | trf | unknown | trf before oct66; opb 125 LO Beryozovskogo OAO Tyumenskoi aviagruppy |
| | CCCP-31489 | Mi-4P | AFL/Tyumen | trf | 20feb67 | opb 125 LO Beryozovskogo OAO; struck off charge 30nov78 as life-time expired |
| 03 69 | not known | Mi-4 | Soviet Air Force ? | mfd | 1958 | |
| | CCCP-31497 | Mi-4A | AFL/Turkmenistan | trf | 15apr60 | initially opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); trf to 167 LO Chardzhouskogo OAO after dec63; trf to 387 LO Chardzhouskogo OAO in 1976; struck off charge 30jul77 as life-time expired |
| 05 69 | CCCP-04332 | Mi-4A | Polyarnaya Aviats. | toc | 17nov58 | detached to the 5th Soviet Antarctic expedition (KAE) 17nov58; was to be opb Antarkticheski AO; w/o probably jan59 during unloading from M/V "Ob'" at Lazarevskaya ice station (Antarctica) when sank due to a storm; struck off charge 23feb59 |
| 06 69 | CCCP-04335 | Mi-4A | Polyarnaya Aviats. | toc | 17nov58 | used in cargo/passenger and cargo configuration, equipped for service in the Arctic; initially opb Moskovski AO; trf to Khatangski AO 21may59; trf to Chukotski AO 13jun59 |
| | CCCP-04335 | Mi-4A | AFL/Polar | trf | 10feb60 | opb 248 AO (became 3 AE 248 LO of Nizhnekolymski OAO in 1963); in dark green c/s with light blue underside; damaged 16jun70 on a flight on Chukotka in support of a geodetic expedition when took off from a site near Pogynden in the direction of a downward slope and thus went out of the ground effect, the left nose gear collided with a stone on the slope, the tailboom touched the slope and the helicopter came down below and rolled over onto its left side; repaired |
| | CCCP-04335 | Mi-4A | AFL/Yakutiya | trf | 01oct70 | opb 248 LO of Nizhnekolymski OAO (became 248 LO of Kolymo-Indigirski OAO 15mar72), probably operated by Chokurdakhskaya OAE in the early/mid-1970s; in red/grey c/s; struck off charge 26jan76 as worn out |
| 07 69 | CCCP-04333 | Mi-4A | Polyarnaya Aviats. | toc | 17nov58 | used in cargo/passenger and cargo configuration, equipped for service in the Arctic; opb Khatangski AO; probably in red c/s |
| | CCCP-04333 | Mi-4A | AFL/Krasnoyarsk | trf | 15apr60 | opb 251 AO at Norilsk (became 251 LO of Norilski OAO sep63); dbr, details unknown; struck off charge 21sep69 |
| 08 69 | CCCP-04336 | Mi-4A | Polyarnaya Aviats. | toc | 17nov58 | used in cargo/passenger and cargo configuration, equipped for service in the Arctic; initially opb Moskovski AO; in dark green c/s with light blue underside; trf to Khatangski AO 13jun59 |
| | CCCP-04336 | Mi-4A | AFL/Krasnoyarsk | trf | 15apr60 | initially opb 251 AO (became 251 LO of Norilski OAO sep63); photo at Igarka in 1962; trf to 329 LO of Norilski OAO nov70; struck off charge 30nov78 as life-time expired |
| 09 69 | CCCP-04334 | Mi-4A | Polyarnaya Aviats. | toc | 17nov58 | initially opb UTO-24; trf to 247 AO in 1959 or 1960 |
| | CCCP-04334 | Mi-4A | AFL/Polar | trf | 10feb60 | initially opb 247 AO; in dark green c/s with light grey underside; trf to UTO-24 23dec60; trf to 254 AO between 1962 and 1968; trf from Sheremetyevski OAO to Tiksinskaya eskadrilya 03jun69 |
| | CCCP-04334 | Mi-4A | AFL/Krasnoyarsk | trf | 28oct70 | opb 221 LO Khatangskogo OAO; struck off charge 26dec76 as life-time expired |
| 11 69 | not known | Mi-4A | Soviet Air Force | mfd | 1958 | |
| | CCCP-31556 | Mi-4A | AFL/Komi | toc | 27jul74 | rgd 16aug74; opb 233 LO Ukhtinskogo OAO; struck off charge 30nov78 as life-time expired |
| 13 69 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14168 | Mi-4A | AFL/Yakutiya | toc | 12feb75 | rgd 06mar75; struck off charge 27dec78 as life-time expired |
| 03 70 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14172 | Mi-4A | AFL/Yakutiya | toc | 24feb75 | rgd 21mar75; struck off charge 30nov78 as life-time expired |
| 04 70 | not known | Mi-4A | Soviet Air Force | mfd | 1959 | |
| | CCCP-14186 | Mi-4A | AFL/Krasnoyarsk | rgd | 08jul75 | struck off charge 30nov78 as life-time expired |
| 05 70 | not known | Mi-4A | Soviet Air Force | mfd | 1958 | |
| | CCCP-14303 | Mi-4A | AFL/Komi | toc | 11aug76 | rgd 31aug76; opb Vorkutinskaya OAE; struck off charge 30nov78 as life-time expired |
| 07 70 | not known | Mi-4A | Soviet Air Force | mfd | 1959 | |
| | CCCP-14234 | Mi-4A | AFL/Turkmenistan | toc | 29nov75 | rgd 15dec75; struck off charge 27dec78 as life-time expired |
| 09 70 | not known | Mi-4AV | Soviet Air Force | mfd | 1958 | |
| | CCCP-14154 | Mi-4A | AFL/Far East | toc | 10mar75 | rgd 10mar75; w/o 01jul75 on a flight in the Khabarovsk region when landed on a site near Kherpuchei and the hot exhaust fumes incinerated the dry grass so that the helicopter caught fire and burnt out, no casualties; struck off charge 30sep78 and canx the same day |
| 11 70 | not known | Mi-4 | Soviet Air Force | mfd | 1959 | |
| | CCCP-14224 | Mi-4 | AFL/Arkhangelsk | rgd | 27oct75 | struck off charge 27dec78 as life-time expired |
| 15 70 | not known | Mi-4 | Soviet Air Force | mfd | 1958 | |
| | CCCP-14138 | Mi-4A | AFL/North Kavkaz | toc | 24dec74 | rgd 14jan75; opb 1 AE 351 LO Nalchikskogo OAO; in red/grey c/s; struck off charge 27dec78 as life-time expired |
| 17 70 ? | 1770 | Mi-4 | Czechoslovak AF | | | opb 13. vrlt at Mladá |
| 18 70 | not known | Mi-4 | Soviet Air Force | w/o | 24aug68 | crashed near Kostomlaty pod Milesovkou on a flight from Dresden to Prague with three crew on board and two pax, when hit a hill in fog, crashed and burned; on board was reportedly "propaganda cargo", probably leaflets to be thrown from helicopter for the people in Czechoslovakia, the 3 crew survived but two pax (journalists) were killed; when the Soviets came to the crash site, everybody was sent away and the cause of the crash was reported by them that "the helicopter was shot down from the ground by Czechoslovak counter-revolutionaries"; the Czechoslovak investigators found an engine failure as a main cause but this was disclaimed by the Soviet government |
| 11 71 | 171 | Mi-4A | Polish Air Force | d/d | 29jan59 | struck off charge 17oct83; preserved as a gate-guard at the barracks at Kutno-Skleczki, seen may02/jul13 |
| 13 71 | 137 | Mi-4A | Polish Air Force | d/d | 29jan59 | struck off charge 10jan84; see c/n 16104 |
| 20 71 | not known | Mi-4A | MAP ? | mfd | 1958 | |
| | CCCP-08827 | Mi-4A | MAP Rostov VPO | rgd | 21mar72 | canx 24jan79 |
| 07 72 | not known | Mi-4A | Soviet Air Force | mfd | 31dec58 | opb 436 otap (military unit 13751) at Stupino |
| | CCCP-31558 | Mi-4A | AFL/Yakutiya | toc | 12jul74 | used in cargo/passenger and cargo configuration; rgd 16aug74; opb 197 LO Aldanskogo OAO; w/o 19may78 on a gravimetric survey flight from Toko (Neryungri district of Yakutiya) in support of the Yakutian Geophysical Expedition No. 6 when tried to land at a site in a valley near lake Bolshoye Toko at a height of 1,779 metres, approached at low speed and mushed due to a change of the direction of the wind so that the nose gear collided with the rocky slope below the site, the tailboom touched the ground and the helicopter tumbled down the slope, coming to rest at a height of 1,650 metres, 1 of the 3 passengers (equipment operators) killed and the other 2 as well as all 3 crew injured; t/t 416 hours 41 minutes and 675 cycles; struck off charge 18jul78 |
| 13 72 | CCCP-06131 | Mi-4A | MVD UOOP Perm | rgd | 03jan60 | Upravleniye okhrany obchestvennogo poryadka Permskogo oblastnogo ispolkoma (became UVD Permskogo oblastnogo ispolkoma 01dec68); opb penal camp Sh-320 (Nyroblag) at Nyrob; canx 28jan79 |
| 17 72 | not known | Mi-4A | Soviet Air Force | mfd | 1959 | |
| | CCCP-14228 | Mi-4A | AFL/Turkmenistan | toc | 14sep75 | rgd 27nov75; struck off charge 27feb79 as life-time expired |
| 01 73 | not known | Mi-4 | Soviet Air Force | mfd | 1959 | |
| | CCCP-14278 | Mi-4 | AFL/Leningrad | toc | 29jun76 | rgd 21jul76; struck off charge 28apr79 as life-time expired |
| 02 73 | CCCP-31481 | Mi-4A | AFL/Kazakhstan | toc | 20apr60 | opb 191 AO (became 191 LO Burundaiskogo OAO in 1963); struck off charge 29aug77 as life-time expired |
| 03 73 | CCCP-31424 | Mi-4A | AFL/Uzbekistan | toc | 15jun60 | version from register; rgd 25jun60; opb 164 AO at Sergeli (became 164 LO of Sergeliski OAO in 1963); struck off charge 27dec78 as life-time expired |
| 06 73 | not known | Mi-4 | Soviet Air Force | mfd | 1959 | in dark green c/s with light blue underside |
| | CCCP-31425 | Mi-4 | AFL/Uzbekistan | toc | 15jun60 | opb 164 AO at Sergeli (became 164 LO of Sergeliski OAO in 1963) |
| | CCCP-31425 | Mi-4 | AFL/Urals | trf | jul66 | opb 284 LO Khanty-Mansiskogo OAO Tyumenskoi aviagruppy |
| | CCCP-31425 | Mi-4 | AFL/Tyumen | trf | 20feb67 | opb 284 LO Khanty-Mansiskogo OAO; in dark green c/s with light blue underside; l/n HMA 15apr72; struck off charge 30sep75 as life-time expired; scrapped at HMA after aug76 |
| 07 73 | not known | Mi-4 | Soviet Air Force | mfd | 1959 | |
| | CCCP-14166 | Mi-4 | AFL/Far East | rgd | 04mar75 | struck off charge 27feb79 as life-time expired |
| 08 73 | not known | Mi-4A | Soviet Air Force | mfd | 1959 | |
| | CCCP-14239 | Mi-4A | AFL/Arkhangelsk | toc | 30jan76 | rgd 10feb76; struck off charge 28apr79 as life-time expired |
| 09 73 | not known | Mi-4A | Soviet Air Force | mfd | 1959 | |
| | CCCP-14178 | Mi-4A | AFL/Yakutiya | toc | 25mar75 | rgd 08may75; opb Chokurdakhskaya OAE of Kolymo-Indigirski OAO; in red/grey c/s; photo nov75; reported at Yakutsk in 1977, reportedly loaded on a truck; photo 01jan78; struck off charge 27feb79 as life-time expired |
| 10 73 | CCCP-31573 | Mi-4A | AFL/East Siberia | toc | 03apr59 | operated in cargo/passenger configuration with 10 seats; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); dbr, details unknown; struck off charge 17aug65 |
| 15 73 | CCCP-04311 | Mi-4 | Polyarnaya Aviats. | mfd | 10feb59 | toc 25mar59; opb MAGON |
| | CCCP-04311 | Mi-4 | AFL/Polar | trf | 10feb60 | opb 247 AO; w/o 17may60 on a positioning flight from Murmansk-Murmashi to the ice-breaker "Lenin" in the bay of Murmansk (near Rosta) with the MTOW exceeded by 500 kg when approached with cross and tail wind, was not able to hover over the helipad of the icebreaker, lost height, crashed into the water and came to rest upside-down at a depth of 18 metres, 3 of the 4 crew killed and the sole survivor slightly injured; t/t 68 hours; the wreck was recovered some hours later; struck off charge 08aug60 |
| 16 73 | not known | Mi-4 | Soviet Air Force | mfd | 1959 | |
| | CCCP-14256 | Mi-4 | AFL/Far East | toc | 19apr76 | rgd 06may76; struck off charge 27feb79 as life-time expired |
| 17 73 | CCCP-04312 | Mi-4A | Polyarnaya Aviats. | toc | 25mar59 | initially opb 254 AO Moskovskogo OAO; detached to the 5th Soviet Antarctic expedition (KAE) 14oct59; opb Antarkticheski AO |
| | CCCP-04312 | Mi-4A | AFL/Polar | trf | 10feb60 | initially opb Antarkticheski AO; trf to 254 LO Sheremetyevskogo OAO 21jan65 |
| | CCCP-04312 | Mi-4A | AFL/Tyumen | trf | 01nov70 | opb Mys-Kamenskaya OAE Salekhardskogo OAO (became 350 LO Mys-Kamenskogo OAO jul75); initially with 'lightning-bolt' cheatline; later repainted in red/grey c/s; struck off charge 27feb79 as life-time expired |
| 18 73 | CCCP-31574 | Mi-4A | AFL/Far East | toc | 17jun59 | opb 149 AO (became 149 LO Petropavlovskogo OAO in 1963); stored with ARZ-24 at Khabarovsk as of 01dec63; destroyed by a fire during transportation by rail 23mar64; struck off charge 14nov64 |
| 19 73 | CCCP-31575 | Mi-4A | AFL/Magadan | toc | 20nov59 | opb Magadanskaya aviagruppa |
| | CCCP-31575 | Mi-4A | AFL/Urals | trf | 22apr72 | initially opb 123 LO 2-go Sverdlovskogo OAO; last overhaul in 1972; trf to 326 LO 2-go Sverdlovskogo OAO dec72; damaged 13aug74 on a flight near Ivdel; struck off charge 30nov78 as life-time expired |
| 20 73 | CCCP-31576 | Mi-4A | AFL/East Siberia | toc | 03apr59 | used in cargo/passenger and cargo configuration; opb 183 AO (became 138 LO Ulan-Udenskogo OAO in 1963); struck off charge 28feb78 as life-time expired |
| 01 74 | CCCP-31577 | Mi-4A | AFL/Far East | toc | 17jun59 | opb 149 AO (became 149 LO Petropavlovskogo OAO in 1963 and 149 LO 2-go Petropavlovskogo OAO in 1965); struck off charge 23mar79 as life-time expired |
| 02 74 | CCCP-31578 | Mi-4A | AFL/Magadan | toc | 01aug59 | opb Magadanskaya OAG GVF; struck off charge 28apr79 as life-time expired |
| 03 74 | CCCP-31579 | Mi-4A | AFL/Yakutiya | toc | 07may59 | used in cargo/passenger and cargo configuration; in dark green c/s with light blue underside; initially opb 192 AO Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1964); trf to 270 LO Nyurbinskogo OAO |

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| | | | | | | apr66; f/n at the river Yyatta (Yakutiya) in 1968; trf to 276 LO Zhiganskogo OAO in 1969; struck off charge 09apr74 as life-time expired |
| 04 74 | CCCP-31580 | Mi-4A | AFL/Krasnoyarsk | toc | 01may59 | initially opb 126 AO at Krasnoyarsk; trf to 188 LO of Krasnoyarski OAO probably in 1964; trf to 362 LO of Turinski OAO jan68; in red/grey c/s; photo 01feb75; w/o 21jun77 on landing at a site near Tura when the hot exhaust fumes incinerated the dry grass so that the helicopter caught fire and burnt out; struck off charge 29jul77 |
| 05 74 | CCCP-31581 | Mi-4A | AFL/Far East | toc | 24apr59 | rgd 08jun59; initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; in red/grey c/s; struck off charge 28apr79 as life-time expired |
| 06 74 | CCCP-31582 | Mi-4A | AFL/Magadan | mfd | 09feb59 | used in cargo/passenger and cargo configuration; toc 01sep59; opb 194 AO Magadanskaya OAG GVF (became 194 LO Seimchanskogo OAO in 1963); in dark green c/s with light blue underside; photo on Chukotka in 1963; severely damaged 06jan78 on the leg from Koroby to the "Shiroki" mine of a flight from Susuman to the "Shiroki" mine when landed in white-out conditions, the tail rotor touched a snow drift and the helicopter rolled onto its right side, no casualties; t/t 7,809 hours and 10,962 cycles; possibly not repaired; struck off charge 25may79 as life-time expired |
| 07 74 | CCCP-31583 | Mi-4A | AFL/Yakutiya | toc | 08may59 | initially opb 140 AO Yakutskoi OAG GVF (became 140 LO Maganskogo OAO in 1964); trf to 288 LO Maganskogo OAO apr67; made forced landings 07jan70, 31oct70, 06apr72 and 16nov73; struck off charge 28mar77 as life-time expired |
| 08 74 | CCCP-31584 | Mi-4 | AFL/Krasnoyarsk | toc | 01may59 | dbr 24aug59 when suffered structural damage, details unknown, no casualties; t/t 62 hours; could not be repaired by a GVF overhaul facility and was hence struck off charge 05sep60 |
| 09 74 | CCCP-31585 | Mi-4A | AFL/East Siberia | toc | 03apr59 | operated in cargo/passenger configuration with 10 seats; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); struck off charge 28apr79 as life-time expired |
| 10 74 | CCCP-31586 | Mi-4A | AFL/Far East | toc | 24apr59 | initially opb 129 AO (became 129 LO Blagoveshchenskogo OAO in 1963); trf to 146 LO Blagoveshchenskogo OAO in 1972; struck off charge 28apr79 as life-time expired |
| 11 74 | 1174 | Mi-4 | Czechoslovak AF | | photo | |
| 12 74 | 1274 | Mi-4 | Czechoslovak AF | | | operated initially by 24. vrp at Brno-Cernovice and later by 2. vellt at Brno-Cernovice |
| | 1274 | Mi-4R | Czechoslovak AF | | photo | radio-relay version, distinguishable from the outside by the additional aerials on the rear of the helicopter; operated initially by 47. pzlp at Pardubice and later by 41. spojlt at Havlíckuv Brod |
| 13 74 | 1374 | Mi-4 | Czechoslovak AF | | | operated initially by 4. vrlt at Bechyne and later by 4. spojlt at Bechyne |
| 14 74 | 1474 | Mi-4 | Czechoslovak AF | | photo | opb 12. vrp at Olomouc |
| 16 74 | 1674 | Mi-4 | Czechoslovak AF | ph. | sep71 | in the book "O létání v Bechyni" by Jiri Havel; operated initially by 4. spojlt at Písek, later by 9. vrlt at Bechyne and finally by 4. spojlt at Bechyne |
| 17 74 | 1774 | Mi-4 | Czechoslovak AF | ph. | 1963 | at Zelená hora near Nepomuk; operated initially by 1. vrlt at Slaný, later by 13. vrlt at Mladá and finally by 19. vrlt at Plzen |
| 18 74 | 1874 | Mi-4A | Czechoslovak AF | mfd | jul59 | unterwent tests with the VÚ at Kbely; was based at Brno, Pardubice, Bechyne, Plzen-Bory and Klatovy, operated by 41. spojlt at Havlíckuv Brod; in dark green/olive drab camo c/s with light blue underside; last flight 16jun77 (with VÚ 8502 at Brno); t/t 2,530 hours and 6,125 cyles; used as a ground instructional airframe by the Military Academy "Antonín Zápotocký" at Brno-Slatina from 07aug78 to 01sep90; transported by road from Brno-Slatina to Kunovice in 1991 and preserved in Letecké muzeum v Kunovicích (N49.034509 E17.458516), seen jul06/aug24 |
| 19 74 | 1974 | Mi-4 | Czechoslovak AF | ph. | 11sep71 | operated initially by 24. vrp at Brno-Cernovice and later by 1. vellt at Bechyne |
| 20 74 | CCCP-31587 | Mi-4A | AFL/East Siberia | toc | 14may59 | initially opb 135 AO (became 135 LO of Ust'-Kutski OAO jun63); trf to 183 LO of Ulan-Udenski OAO after 1964; struck off charge 30dec76 as life-time expired |
| 01 75 | CCCP-31588 | Mi-4 | AFL/Krasnoyarsk | toc | 19may59 | opb 127 AO; dbr 22jun59 on a cargo flight from Verkhneimbatskoye to a site near the river Deltula in support of a geological expedition with the MTOW exceeded by 258 kg when flew too low and was not able to climb over a hill (200 metres) 22 km north-east of Verkhneimbatskoye airport, the main rotor collided with tree tops and the helicopter crashed on the wooded slope of the hill, no casualties; t/t 18 hours; struck off charge 21jul59 |
| 02 75 | CCCP-31589 | Mi-4A | AFL/Turkmenistan | toc | 04may59 | rgd 04jun59; opb 166 AO (became 166 LO of Ashkhabadski OAO in 1963); struck off charge 22jun78 as life-time expired |
| 03 75 | CCCP-31590 | Mi-4A | AFL/Krasnoyarsk | toc | 19may59 | initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1964; trf to 131 LO Kezhemskogo OAO in 1966; struck off charge 28apr79 as life-time expired |
| 04 75 | CCCP-31591 | Mi-4A | AFL/East Siberia | toc | 04may59 | opb 183 AO at Ulan-Ude; dbr 14mar61 on a gravimetric survey flight in Buryatia when a landing close to the Vitim river was called off by the head of the geophysical party shortly before touch-down, the helicopter climbed out, but collided at a height of 15 metres with a cable over the river 500 metres from the site of the aborted landing and fell onto the ice covering the river, all 3 crew members and 4 passengers (members of the geophysical party) were injured; t/t 967 hours; struck off charge 23may61 |
| 05 75 | CCCP-31592 | Mi-4A | AFL/Kazakhstan | toc | 01jun59 | rgd 04jun59; opb 157 AO (became 157 LO Ust'-Kamenogorskogo OAO in 1963); trf to 328 LO Ust'-Kamenogorskogo OAO may70; struck off charge 24jan79 as life-time expired |
| 06 75 | CCCP-31593 | Mi-4A | AFL/Turkmenistan | toc | 04may59 | rgd 04jun59; opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963) |
| | CCCP-31593 | Mi-4A | AFL/Kyrgyzstan | trf | 01jan64 | opb 180 LO Frunzenskogo OAO; struck off charge 27dec78 as life-time expired |
| 07 75 | CCCP-31594 | Mi-4A | AFL/Turkmenistan | toc | 05may59 | opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); struck off charge 25oct78 as life-time expired |
| 08 75 | CCCP-31595 | Mi-4A | AFL/Sasovo Fl.Sch. | toc | 20mar59 | |
| | CCCP-31595 | Mi-4A | AFL/Kremenchug FS | trf | 02aug66 | |
| | CCCP-31595 | Mi-4A | AFL/Urals | trf | dec66 | opb 284 LO Khanty-Mansiskogo OAO Tyumenskoi aviagruppy |
| | CCCP-31595 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 284 LO Khanty-Mansiskogo OAO; in red/grey c/s; last overhaul dec73; struck off charge 28may75 as life-time expired |
| 09 75 | CCCP-31596 | Mi-4A | AFL/Kazakhstan | toc | may59 | initially opb 157 AO (became 157 LO Ust'-Kamenogorskogo OAO in 1963); trf to 328 LO Ust'-Kamenogorskogo OAO may70; last overhaul in 1972; struck off charge 28apr79 as life-time expired |
| 10 75 | CCCP-31597 | Mi-4A | AFL/Northern | toc | apr59 | used in cargo/passenger and cargo configuration; initially opb 70 AO (became 70 LO of Murmanski OAO in 1963); trf to 71 LO of Vologodski OAO in 1970; appeared in the 1972 Soviet film "Idushchiye za gorizont" (Going beyond the Horizon) |
| | CCCP-31597 | Mi-4A | AFL/Leningrad | trf | 01jan73 | opb 71 LO of Vologodski OAO; in red/grey c/s; last overhaul in 1977; struck off charge 26jun79 as life-time expired |
| 11 75 | CCCP-31598 | Mi-4A | AFL/East Siberia | toc | 06may59 | operated in cargo/passenger configuration with 10 seats; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); in red/grey c/s; struck off charge 25may79 as life-time expired; possibly it was this helicopter which was seen wfu at Mamakan, with only '..598' readable, l/n jun94 |
| 12 75 | CCCP-31599 | Mi-4A | AFL/East Siberia | toc | 04may59 | operated in cargo/passenger configuration with 10 seats; initially opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); trf to 190 LO 2-go Irkutskogo OAO in 1970; struck off charge 27oct77 as life-time expired |
| 13 75 | CCCP-31600 | Mi-4A | AFL/Northern | toc | apr59 | used in 12 passenger configuration; opb 70 AO (became 70 LO Murmanskogo OAO in 1963); in dark green c/s with light blue underside; dbr 22may71 on take-off from an unsuitable site near Kotlas, no casualties; struck off charge 09jul71 |
| 14 75 | CCCP-31601 | Mi-4A | AFL/Urals | toc | 10apr59 | ambulance version; later converted to a flying crane helicopter with a PTU-O closed-circuit TV system (dates unknown) |
| | CCCP-31601 | Mi-4A | AFL/Mosk. AG SPiVS | trf | jun59 | |
| | CCCP-31601 | Mi-4A | AFL/Ukraine | trf | aug59 | in dark green c/s with light blue underside; damaged, details unknown; struck off charge 26may66; used as a ground instructional airframe by Vyborgskoye ATU GA, photo around 1966/69 |
| 15 75 | CCCP-31602 | Mi-4A | AFL/Syktyvkar | toc | 08mar59 | opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963) |
| | CCCP-31602 | Mi-4A | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; struck off charge 24dec75 as life-time expired |
| 16 75 | CCCP-31603 | Mi-4A | AFL/Syktyvkar | toc | 08mar59 | opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963) |
| | CCCP-31603 | Mi-4A | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; struck off charge 26sep73 as life-time expired |
| 17 75 | CCCP-31604 | Mi-4A | AFL/Urals | toc | 03apr59 | initially opb 123 AO (became 123 LO 2-go Sverdlovskogo OAO in 1963); slightly damaged 11jun63 on landing at a site when the tail rotor touched the ground due to pilot error; t/t 6,244 hours by 24may69; trf to 326 LO 2-go Sverdlovskogo OAO dec72; dbr in 1973, details unknown; struck off charge 12jun73 |
| 18 75 | CCCP-66822 | Mi-4ASP | AFL/Urals | mfd | 18mar59 | toc 06apr59; opb 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF (became 255 LO Tyumenskogo OAO Tyumenskoi aviagruppy in 1963) |
| | CCCP-66822 | Mi-4SSP | AFL/Tyumen | trf | 20feb67 | initially opb 255 LO Tyumenskogo OAO; t/t 3,118 hours by jul67; trf to 121 LO Surgutskogo OAO dec69; damaged jun71 on a flight in the Surgut district when the hydraulic system failed and the helicopter made a forced landing near Lokosovo; trf to Nizhnevartovskaya OAE jan72; trf to 331 LO Nizhnevartovskogo OAO 20feb72; struck off charge 30nov74 as life-time expired; scrapped by ARZ-41 at Omsk |
| 19 75 | CCCP-66823 | Mi-4A | AFL/Krasnoyarsk | toc | 19may59 | operated in cargo/passenger and cargo configuration; opb 127 AO (became 127 LO Yeniseiskogo OAO sep64); in dark green c/s with light blue underside; on a photo at Sovrudnik in 1968; trf to Turukhanskaya OAE dec75; damaged 27aug76 on a flight in support of a geophysical expedition when landed on an unprepared site with cross and tail wind, started to rotate anti-clockwise at a height of 5 metres and came down on its right side; repaired; struck off charge 13jul79 as life-time expired; reportedly scrapped at Turukhansk nov79 |
| 20 75 | CCCP-66824 | Mi-4 | AFL/Northern | mfd | 25mar59 | used in cargo/passenger configuration (for 12 passengers) and cargo configuration; opb 70 AO (became 70 LO Murmanskogo OAO in 1963); w/o 27apr68 on a flight from Chan-Ruchei (Kola district of the Murmansk region) with an underslung load in support of the construction of a high-voltage power-line for the Kislaya Guba tidal power station on the coast of the Barents Sea, due to a snow flurry the helicopter landed 4 km from Chan-Ruchei, when it took off again after some minutes the hawser of the underslung load got entangled in the left main gear, the helicopter banked to the left and crashed 90 metres from the take-off point, 1 of the 3 crew members was killed and the other 2 were slightly injured; t/t 3,857 hours; struck off charge 29aug68 |
| 01 76 | CCCP-66825 | Mi-4A | AFL/North Kavkaz | toc | 20jun59 | opb 59 AE at Sochi-Adler; dbr 10jun61 on a flight in support of a geological party (probably in the Krasnodar region) when the pilots flew too low and did not duly co-ordinate their actions so that the helicopter lost speed while climbing over a hill without increased engine power and came down in a forest after the captain had shut down the engine, both crew members and both passengers were injured; struck off charge 20jul61 |
| 02 76 | CCCP-66826 | Mi-4A | AFL/Urals | toc | 03apr59 | opb 123 AO Uralskoi OAG GVF; dbr 09sep59 on a flight in the Beryozovo district of the Tyumen region in support of a geological expedition when took off from a small site with the MTOW exceeded by 203 kg, was not able to climb out, collided with tree tops and came down in the taiga, all 4 crew members and the sole passenger escaped unhurt; t/t 395 hours; struck off charge 08mar60 |

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| 03 76 | CCCP-66827 | Mi-4A | AFL/East Siberia | toc | 14may59 | initially opb 133 AO; trf to Bodaibinskaya OAE apr62; trf to 133 LO Bodaibinskogo OAO jun64; dbr 23dec74 when the engine failed and the helicopter crash-landed near Gorno-Chuiski (Irkutsk region), no casualties; struck off charge 21nov75 |
| 04 76 | CCCP-66828 | Mi-4A | AFL/Sasovo Fl.Sch. | toc | jul59 | |
| | CCCP-66828 | Mi-4A | AFL/Krivoi Rog ATU | trf | 31may60 | in dark green c/s with light blue underside; struck off charge 25feb77 as worn out |
| 05 76 | CCCP-66829 | Mi-4A | AFL/Komi | toc | 09jun59 | opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963); damaged jan70 when the hydraulic system failed and the helicopter made a forced landing near Usinsk; trf to the Kuibyshev Aviation Institute, probably as a ground instructional airframe, around 1972 |
| 06 76 | CCCP-66830 | Mi-4A | AFL/Georgia | toc | 11jun59 | initially opb Abkhazskaya OAG; opb Sukhumskaya OOAE from 15sep64 (became 297 LO Sukhumskogo OAO dec68) |
| | CCCP-66830 | Mi-4A | AFL/Kremenchug FS | trf | 14dec70 | struck off charge 20sep79 as life-time expired |
| 07 76 | CCCP-66831 | Mi-4A | AFL/Northern | toc | may59 | opb 68 AO (became 68 LO Arkhangelskogo OAO in 1963); photo as a flying crane helicopter in "Skrzydlata Polska" No. 06/60; dbr, details unknown; struck off charge 17may65 |
| 08 76 | CCCP-66832 | Mi-4A | AFL/Northern | toc | may59 | used in cargo/passenger and cargo configuration; opb 68 AO (became 68 LO Arkhangelskogo OAO in 1963 and 68 LO 2-go Arkhangelskogo OAO in 1969); in dark green c/s with light blueunderside |
| | CCCP-66832 | Mi-4A | AFL/Arkhangelsk | trf | 01jan73 | initially opb 68 LO 2-go Arkhangelskogo OAO; trf to 300 LO Kotlasskogo OAO jul73; struck off charge 28mar77 as life-time expired |
| 09 76 | CCCP-66833 | Mi-4A | AFL/Syktyvkar | toc | 09jun59 | opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963) |
| | CCCP-66833 | Mi-4A | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; struck off charge 21nov75 as life-time expired |
| 10 76 ? | 1076 | Mi-4 | Czechoslovak AF | ph. | jul72 | in the book "O létání v Bechyni" by Jiri Havel; initially operated by 1. vellt at Bechyn and later by 40. spojlt at Bechyne; in olive drab or dark green c/s with an unknown badge (showing a bird (a seamew ?) and a catfish); on a photo may70; lost 05jul72, details unknown |
| 11 76 ? | 1176 | Mi-4 | Czechoslovak AF | no | reports | underwent trials with the VZLÚ 10feb60; operated initially by 12. vrp at Olomouc, later by 9. vrlt at Bechyne and finally by 42. spojlt at Havlíckuv Brod; on a photo at the HriÜte TJ Znojmo playground in the 1960s |
| 04 77 | CCCP-66834 | Mi-4A | AFL/Far East | toc | 08aug59 | used in cargo/passenger and cargo configuration; initially opb 144 AO (became 144 LO Nikolayevskogo-na-Amure OAO in 1963); trf to 378 LO Nikolayevskogo-na-Amure OAO in 1976; struck off charge 25may79 as life-time expired |
| 05 77 | CCCP-66835 | Mi-4A | AFL/Yakutiya | toc | 19oct59 | initially opb 192 OAO Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1964); trf to 270 LO Nyurbinskogo OAO apr66; dbr in 1969, details unknown; struck off charge 22dec69 |
| 06 77 | CCCP-66836 | Mi-4A | AFL/Magadan | toc | aug59 | opb Magadanskaya OAG GVF |
| | CCCP-66836 | Mi-4A | AFL/West Siberia | trf | 22feb73 | opb 3 AE 116 LO Movosibirskogo OAO; struck off charge 25oct78 as life-time expired |
| 07 77 | CCCP-66837 | Mi-4A | AFL/Yakutiya | toc | 27aug59 | rgd 14sep59; opb 197 AO Yakutskoi OAG GVF (became 197 AO Aldanskogo OAO in 1963); struck off charge 01jul75 as life-time expired |
| 08 77 | CCCP-66838 | Mi-4A | AFL/Far East | toc | 28oct59 | opb 149 AO; in dark green c/s with light blue underside; w/o 11may60 on a flight at Medny Island (Commander Islands) when was to carry an underslung load from the cargo hold of a barge to a construction site 8 km from the coast, but the load got entangled with a part of the barge, the hawser broke, the helicopter went out of control due to pilot error, the main rotor cut off the tailboom and the helicopter crashed, all 3 crew killed; struck off charge 25jun60 |
| 09 77 | no reg | Mi-4 | MAP MVZ im. Milya | mfd | 1959 | struck off charge 05jul61 as trf to OKB-329 (p/ya 1506); probably used for trials by MVZ im. Milya after that |
| 10 77 | CCCP-66840 | Mi-4A | AFL/Syktyvkar | toc | 09jun59 | opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963) |
| | CCCP-66840 | Mi-4A | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; struck off charge 27dec77 as life-time expired |
| 11 77 | CCCP-66841 | Mi-4T | AFL/Syktyvkar | toc | may59 | opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963) |
| | CCCP-66841 | Mi-4T | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; struck off charge 23aug78 as life-time expired |
| 03 78 | CCCP-66842 | Mi-4A | AFL/Far East | toc | 31jul59 | initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; in dark green c/s with light blue underside; struck off charge 26jun79 as life-time expired |
| 04 78 | CCCP-66843 | Mi-4A | AFL/Uzbekistan | toc | 10jun59 | opb 164 AO (became 164 LO of Sergeliski OAO in 1963) |
| | CCCP-66843 | Mi-4A | AFL/Urals | trf | 01aug66 | opb 121 LO Surgutskogo OAO Tyumenskoi aviagruppy |
| | CCCP-66843 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 121 LO Surgutskogo OAO; struck off charge 24dec74 as life-time expired |
| 05 78 | CCCP-66844 | Mi-4P | AFL/Syktyvkar | toc | 09jun59 | opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963) |
| | CCCP-66844 | Mi-4P | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; struck off charge 24apr78 as life-time expired |
| 06 78 | CCCP-66845 | Mi-4A | AFL/West Siberia | mfd | 31may59 | toc aug59; initially opb 237 AO (became 237 LO Kolpashevskogo OAO in 1963); trf to 257 LO Kolpashevskogo OAO feb65; w/o 06jun68 on the leg from Strezhevoi to drilling site R60 of a round flight from Aleksandrovskoye in support of the Aleksandrovskoye oil exploration party when the cyclic pitch control stick went to the extreme rear position (due to a manufacturing defect of the BU-10P hydraulic booster) without the crew being able to counteract this, the helicopter rose almost vertically, stalled and crashed in swampy terrain near Strezhevoi (Aleksandrovskoye district of the Tomsk region), 1 of the 3 crew members was killed and the other 2 as well as the sole passenger were injured; t/t 5,410 hours; struck off charge 22nov68 |
| 07 78 | CCCP-66846 | Mi-4A | AFL/Kazakhstan | toc | 05jul59 | opb 191 AO (became 191 LO Burundaiskogo OAO 24jan64); in dark green c/s with light blue underside;photo 15may70 off airport |
| | CCCP-66846 | Mi-4A | AFL/Kremenchug FS | trf | 27may71 | struck off charge 20sep79 as life-time expired |
| 08 78 | CCCP-66847 | Mi-4A | AFL/Far East | toc | 17dec59 | opb 147 AO (became 147 LO Yuzhno-Sakhalinskogo OAO in 1963); struck off charge 26jun79 as life-time expired |
| 09 78 | CCCP-66848 | Mi-4A | AFL/Yakutiya | toc | 14oct59 | opb 140 AO Yakutskoi OAG GVF; in dark green c/s with light blue underside; dbr at Ust'-Nera 21nov63 while warming engine and gear-box up before take-off when the main rotor head faile and the the tailboom was destroyed by the ensuing vibrations, both pilots were slightly injured; t/t 2,111 hours; struck off charge 29jan64 |
| 10 78 | CCCP-66849 | Mi-4A | AFL/Far East | toc | 08jul59 | initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; struck off charge 26jun79 as life-time expired |
| 11 78 | CCCP-66850 | Mi-4A | AFL/Far East | toc | 18jul59 | initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; in dark green c/s with light blue underside; struck off charge 27jul78 as life-time expired |
| 12 78 | CCCP-66851 | Mi-4A | AFL/Magadan | toc | aug59 | initially opb 150 AO Magadanskoi OAG GVF (became 150 LO Anadyrskogo OAO in 1963); in dark green c/s with light blue underside; trf to 182 LO Shmidtovskogo OAO in 1971 (became 182 LO Anadyrskogo OAO jul77); struck off charge 20sep79 as life-time expired |
| 13 78 | CCCP-66852 | Mi-4A | AFL/Yakutiya | toc | 25sep59 | initially opb 192 AO (became 192 LO Nyurbinskogo OAO in 1964); trf to 270 LO Nyurbinskogo OAO apr66; struck off charge 31jul72 as life-time expired |
| 14 78 | CCCP-66853 | Mi-4A | AFL/Magadan | toc | oct59 | opb Magadanskaya OAG GVF |
| | CCCP-66853 | Mi-4A | AFL/Far East | trf | 27apr72 | opb 149 LO 2-go Petropavlovskogo OAO; struck off charge 26jun79 as life-time expired |
| 15 78 | CCCP-66854 | Mi-4A | AFL/Far East | toc | 08aug59 | initially opb 145 AO (became 145 LO Vladivostokskogo OAO in 1963); trf to 334 LO Vladivostokskogo OAO jul73; struck off charge 22nov73 as life-time expired |
| 16 78 | CCCP-66862 | Mi-4 | AFL/Far East | toc | 01dec59 | opb 149 AO; suffered severe structural damage during shipment from Medny Island to Petropavlovsk-Kamchatski jun60; t/t 37 hours; struck off charge 23may61 |
| 17 78 | CCCP-66861 | Mi-4A | AFL/East Siberia | toc | 04aug59 | opb 199 AO (became 199 LO Nizhneudinskogo OAO in 1963) |
| | CCCP-66861 | Mi-4A | AFL/Tyumen | trf | mar72 | struck off charge 30jul75 as life-time expired |
| 18 78 | CCCP-66855 | Mi-4A | AFL/Magadan | toc | 01sep59 | opb 150 AO Magadanskoi OAG GVF |
| | CCCP-66855 | Mi-4A | AFL/Far East | trf | 02feb73 | struck off charge 13jul79 as life-time expired |
| 19 78 | CCCP-66863 | Mi-4A | AFL/Yakutiya | mfd | 29may59 | toc 25sep59; initially opb 192 AO (became 192 LO Nyurbinskogo OAO in 1964); trf to 270 LO Nyurbinskogo OAO apr66; trf to Zhiganskaya OAE 276 LO Zhiganskogo OAO in 1969; in dark green c/s with light blue underside; w/o 27jul70 on an unauthorised flight from lake Kedynchai to Sebyan-Kyuel (Kobyai district of Yakutiya) in below-minima weather conditions (low clouds and poor visibility) at night with an intoxicated crew at the controls when crashed into the steep slope of a mountain (45 metres below the summit) 22 km north-east of Sebyan-Kyuel, all 4 crew and both passengers killed; t/t 6,782 hours; struck off charge 20aug70 |
| 20 78 | CCCP-66864 | Mi-4A | AFL/Magadan | mfd | 1959 | was stored at Novosibirsk-Severny for about 10 months in 1960, but was not taken on charge by Kolpashevski ATO as originally planned; allocated to Magadanskaya OAG GVF dec60; suffered substantial structural damage to the fuselage during sea transportation (disassembled in a container) from Vanino to Nagayevo (Far East) during the night 26/27dec60 when the container turned over during a storm; t/t in Aeroflot service 0 hours; struck off charge 26mar61 and canx 28mar61 |
| 01 79 | CCCP-66865 | Mi-4A | AFL/Yakutiya | toc | 25sep59 | initially opb 192 AO Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1963); trf to 270 LO Nyurbinskogo OAO apr66; struck off charge 31jul72 as life-time expired |
| 02 79 | CCCP-66866 | Mi-4A | AFL/Turkmenistan | toc | 15aug59 | used in cargo/passenger and cargo configuration; rgd 21sep59; opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); in dark green c/s with light blue underside; last overhaul jun78; struck off charge 16aug79 as life-time expired; a photo over the desert was published in the magazine "Sovyetski Soyuz" No. 7/1986 |
| 03 79 | CCCP-66867 | Mi-4A | AFL/Krasnoyarsk | mfd | jun59 | toc aug59; initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1964; trf to 127 LO Yeniseiskogo OAO in 1965; trf to 362 LO Turinskogo OAO dec75; damaged 18oct76 on a flight in support of an oil exploration party when landed on a sandbar in the river Nizhnyaya Tunguska, came down hard due to pilot error and rolled over onto its side; repaired; struck off charge 25may79 as life-time expired |
| 04 79 | CCCP-66868 | Mi-4A | AFL/Krasnoyarsk | toc | aug59 | opb 126 AO; in dark green c/s with light blue underside |
| | CCCP-66868 | Mi-4A | AFL/Omskoye LTU GA | trf | 01mar62 | struck off charge 15may62 as a 'maket' (mock-up); used as a ground instructional airframe by Omskoye LTU GA; probably scrapped around 1972 |
| 05 79 | CCCP-66869 | Mi-4A | AFL/Yakutiya | toc | 25sep59 | initially opb 192 AO Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1963); trf to 270 LO Nyurbinskogo OAO apr66; struck off charge 24dec75 as life-time expired |
| 06 79 | YR-EMC | Mi-4 | MFA UM01878 | rgd | 1972 | first CofA issued 23apr72; canx 17nov76 as to the military |
| | 679 | Mi-4 | Romanian Air Force | ph. | 1970s | at T¨rgu Mures; c/n not confirmed (tie-up from a Romanian forum); in dark green or olive drab c/s with white code |
| 08 79 | 0879 | Mi-4 | Czechoslovak AF | | photo | crashed 30may72 |
| 14 79 | not known | Mi-4 | Soviet Air Force | mfd | 1959 | |
| | CCCP-31569 | Mi-4 | AFL/Privolzhsk | toc | 19dec74 | rgd 17jan75; struck off charge 16aug79 as life-time expired |
| 15 79 | not known | Mi-4 | Soviet Air Force | mfd | 1959 | |
| | CCCP-14143 | Mi-4 | AFL/Privolzhsk | toc | 13dec74 | rgd 17jan75; struck off charge 20sep79 as life-time expired |
| 16 79 | CCCP-06119 | Mi-4SP | MAP ? | mfd | 30jul59 | |

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| | CCCP-06119 | Mi-4SP | AFL/Urals | trf | 13jul66 | initially opb 123 LO 2-go Sverdlovskogo OAO; t/t 3,066 hours by 02jun69; trf to 326 LO 2-go Sverdlovskogo OAO in 1972; struck off charge 30dec76 as life-time expired; preserved in front of the airport terminal at Aramil-Uktus (N56.69819 E60.77851); was in yellow c/s without markings for about ten years, repainted in white c/s with blue cheatline, no titles, seen as such jun08/aug24 |
| 18 79 | CCCP-04313 | Mi-4A | Polyarnaya Aviats. | mfd | 30jun59 | used in cargo/passenger and cargo configuration, equipped for service in the Arctic; toc 21sep59; opb Khatangski AO |
| | CCCP-04313 | Mi-4A | AFL/Krasnoyarsk | trf | 10feb60 ? | opb 251 AO at Norilsk; last overhaul completed 31jan62; w/o 04feb62 on the leg from Nizhnyaya Pyosha to Naryan-Mar of a positioning flight from Leningrad to Igarka when encountered below-minima weather conditions (low clouds, poor visibility and snowfall) and failed to return, the intoxicated crew (pilot: P.I. Kozlov) lost spatial orientation after entering clouds and the helicopter crashed in the snow-covered tundra 25 km north-east of Nizhnyaya Pyosha, all 4 crew members were killed; t/t 592 hours; struck off charge 19mar62 |
| 19 79 | CCCP-04344 | Mi-4A | Polyarnaya Aviats. | mfd | jul59 | used in cargo/passenger and cargo configuration, equipped for service in the Arctic; toc 18dec59; opb Moskovski AO |
| | CCCP-04344 | Mi-4A | AFL/Polar | trf | 10feb60 | initially opb 247 AO; in red/grey c/s; trf to 248 AO 05nov60; damaged 09apr61 on landing in snow-covered rough terrain near cape Sterligov in poor weather; assigned to the Arctic expedition "Sever-13" 12jun61; trf to 254 AO 22mar62 (became 254 LO Sheremetyevskogo OAO in 1963); used to resupply the drifting polar station SP-13F apr65/oct66 |
| | CCCP-04344 | Mi-4A | AFL/Tyumen | trf | oct70 | initially opb Mys-Kamenskaya OAE; trf to 350 LO Mys-Kamenskogo OAO jul75; struck off charge 30dec76 as life-time expired |
| 20 79 | CCCP-04345 | Mi-4SP | Polyarnaya Aviats. | mfd | jul59 | used in cargo/passenger and cargo configuration, equipped for service in the Arctic; toc 21sep59; opb Chukotski AO; in dark green c/s with light blue underside; used to resupply the drifting polar station SP-7 |
| | CCCP-04345 | Mi-4SP | AFL/Polar | trf | 10feb60 | initially opb 248 AO; trf to 247 AO 22jun60; used to resupply the drifting polar station SP-9 apr60/mar61; trf to 254 AO 12dec60; trf to 248 AO 31jul61; dbr 09jul63 on a flight in support of the 141st expedition of GU Geodezii and Kartografii when attempted to land on a slope in a mountainous area 240 km from Sredne-Kolymsk with tail wind, mushed and started to move backwards, the right main gear and the tail rotor were ripped off and the helicopter came to rest on its right side, all 3 crew members were slightly injured; t/t 1,111 hours; struck off charge 29jan64 |
| 01 80 | CCCP-04346 | Mi-4SP | Polyarnaya Aviats. | mfd | 08sep59 | used in passenger, cargo/passenger and cargo configuration, equipped for service in the Arctic; toc 18dec59; opb 24 UTO Moskovskogo AO |
| | CCCP-04346 | Mi-4SP | AFL/Polar | trf | 10feb60 | initially opb 247 AO; trf to 254 AO 12dec60 (became 254 LO Sheremetyevskogo OAO in 1963); damaged 27may61 on landing at a site near the river Kotuikan (Taimyr Peninsula) when came down hard in thick snow due to pilot error, suffering damage to the tailboom; conducted trials of the "Kali" television system (used for observing ice-fields from board of helicopters to guide ice-breakers) around 17apr64; based on the ice-breaker "Leningrad" in 1965/66 |
| | CCCP-04346 | Mi-4SP | AFL/Krasnoyarsk | trf | 28oct70 | opb 221 LO Khatangskogo OAO; in red/grey c/s; t/t 10,167 hours by 06oct77; struck off charge 16oct79 as life-time expired |
| 02 80 | CCCP-66856 | Mi-4 | AFL/Syktyvkar | mfd | 30jun59 | used in cargo/passenger and cargo configuration; toc 16jul59; initially opb 233 AO Syktyvkarskoi OAG GVF; later opb 2 AE Ukhtinskogo OAO Syktyvkarskoi OAG GVF; w/o 16aug63 on a training flight from Ukhta when one blade of the main rotor came off on final approach at a height of some 15-20 metres so that the helicopter went out of control, crashed and caught fire, 1 of the 2 pilots killed and the sole survivor seriously injured; t/t 1,824 hours; struck off charge 01feb64 |
| 03 80 | CCCP-66857 | Mi-4A | AFL/Syktyvkar | toc | 16jul59 | initially opb 76 AO Syktyvkarskoi OAG GVF; trf to Vorkutinskaya OAE Syktyvkarskoi OAG GVF 21feb61 |
| | CCCP-66857 | Mi-4A | AFL/Komi | trf | 15feb66 | opb Vorkutinskaya OAE; initially in dark green c/s with light blue underside and later in red/grey c/s; struck off charge 26jun79 as life-time expired; preserved at Vorkuta (N67.490763 E64.005122) from oct80, seen as such jul02/apr10; repainted in red/light blue c/s, seen as such mar11/oct21 |
| 04 80 | CCCP-66858 | Mi-4A | AFL/Uzbekistan | toc | 18jul59 | opb 164 AO (became 164 LO of Sergeliski OAO in 1963); struck off charge 29aug77 as life-time expired |
| 05 80 | CCCP-66859 | Mi-4A | AFL/Yakutiya | toc | 14oct59 | initially opb 140 AO Yakutskoi OAG GVF (became 140 LO Maganskogo sep64); trf to 288 LO Maganskogo OAO apr67; the tail rotor was damaged on landing 14sep68; made a forced landing 29may71; the tail rotor was damaged on a gravimetric survey flight when the helicopter landed in deep snow 01mar74; made a forced landing due to smoke in the cockpit 13dec76; struck off charge 30jun77 as life-time expired |
| 06 80 | CCCP-66870 | Mi-4P | AFL/Syktyvkar | toc | 26nov59 | opb 233 AO of Syktyvkarskaya OAG GVF (became 233 LO of Ukhtinski OAO in 1963) |
| | CCCP-66870 | Mi-4P | AFL/Komi | trf | 15feb66 | opb 233 LO of Ukhtinski OAO; in light c/s with thin lightning-bolt cheatline; struck off charge 16oct79 as life-time expired |
| 07 80 | CCCP-66871 | Mi-4VP | AFL/Komi | toc | 26nov59 | opb 233 AO Syktyvkarskoi OAG GVF; dbr 13mar63 on a training flight when landed at a site near Syktyvkar, the tail-boom touched the snow-covered ground due to pilot error and the helicopter suffered substantial damage; t/t 963 hours; struck off charge 28may63 |
| 08 80 | CCCP-66872 | Mi-4P | AFL/North Kavkaz | toc | 02jan60 | in 11 passenger configuration; initially opb 59 AE (became Adlerskaya OAE sep63); in red/grey c/s; f/n Gagry 29may61; trf to 1 AE 351 LO Nalchikskogo OAO jul75; l/n NAL may76; struck off charge 17dec79 as life-time expired |
| 09 80 | CCCP-66873 | Mi-4A | AFL/Uzbekistan | mfd | 26sep59 | toc 01dec59; opb 164 AO (became 164 LO of Sergeliski OAO in 1963); last overhaul mar73; w/o 14feb76 on a cargo flight from Karshi to the helipad at Kelif (Chardzhou region of Turkmenistan) in support of the "Mubarekgaz" pipeline company when encountered poor weather (a snow flurry and severe turbulence) on final approach, crashed at a height of 600 metres into a slope of Mount Kulapashar (644 metres) while trying to go around, caught fire and burnt out, all 3 crew killed; t/t 9,456 hours and 16,052 cycles; struck off charge 07may76 |
| 10 80 | CCCP-66914 | Mi-4S | Soviet Gvt/AFL c/s | toc | oct59 | opb 235 OAO at VKO (used by Soviet leader Nikita Khrushchov); in white/light grey c/s with thin red 'lightning-bolt' cheatline; photo in "Skrzydlata Polska" No. 50/1959 |
| | CCCP-66914 | Mi-4P | AFL/Moscow SPiMVL | trf | oct60 | |
| | CCCP-66914 | Mi-4P | AFL/Privolzhsk | trf | 16jan72 | l/n SXF 01apr74 |
| | CCCP-66914 | Mi-4P | AFL/Kremenchug FS | trf | 30dec75 | struck off charge 16nov79 as life-time expired |
| 12 80 | CCCP-66915 | Mi-4P | AFL/Ukraine | toc | 01nov60 | initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63) |
| | CCCP-66915 | Mi-4P | AFL/Northern | trf | 02oct63 | in light/dark c/s with 'lightning-bolt' cheatline; photo in the magazine "Grazhdanskaya Aviatsiya" nov72 |
| | CCCP-66915 | Mi-4P | AFL/Leningrad | trf | 01jan73 | |
| | CCCP-66915 | Mi-4P | AFL/Kremenchug FS | trf | jun76 | struck off charge 16nov79 as life-time expired |
| 13 80 | CCCP-66876 | Mi-4P | AFL/Northern | toc | oct59 | used in 10 passenger configuration; initially opb 68 LO (became 68 LO Arkhangelskogo OAO in 1963); probably in grey c/s with 'lightning bolt'; trf to 300 LO Kotlasskogo OAO after jul63 |
| | CCCP-66876 | Mi-4P | AFL/Arkhangelsk | trf | 01jan73 | opb 300 LO Kotlasskogo OAO; struck off charge 16nov79 as life-time expired |
| 14 80 | CCCP-66877 | Mi-4VP | AFL/Kyrgyzstan | toc | dec59 | opb 180 AO Kirgizskoi OAO GVF (became 180 LO Frunzenskogo OAO in 1963); struck off charge 31jan75 as life-time expired |
| 15 80 | CCCP-66878 | Mi-4P | AFL/Northern | toc | 17dec59 | used in 11 passenger configuration; initially opb 68 AO (became 68 68 LO Arkhangelskogo OAO in 1963); trf to 300 LO Kotlasskogo OAO after jul63; in probably grey c/s with 'lightning bolt'; last overhaul in 1972 |
| | CCCP-66878 | Mi-4P | AFL/Arkhangelsk | trf | 01jan73 | opb 300 LO Kotlasskogo OAO; struck off charge 28mar76 as life-time expired |
| 16 80 | CCCP-66879 | Mi-4P | AFL/North Kavkaz | toc | 02jan60 | in 11 passenger configuration; initially opb Pyatigorskaya OAE; trf to Nalchikskaya AE of Pyatigorski OAO in 1963 (became Nalchikskaya OAE 01jan72); in light c/s with dark 'lightning-bolt' cheatline; damaged beyond repair 12mar73 when the pilot (who was the sole crew member) encountered below-minima weather conditions and the helicopter crashed near Nalchik airport; struck off charge 26sep73 |
| 17 80 | CCCP-66880 | Mi-4P | AFL/Ukraine | toc | 11jan60 | used in 10 passenger configuration; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63) |
| | CCCP-66880 | Mi-4P | AFL/Kremenchug FS | trf | 21nov70 | struck off charge 17dec79 as life-time expired |
| 18 80 | not known | Mi-4A | Soviet Air Force | mfd | 1959 | |
| | CCCP-14265 | Mi-4A | AFL/Yakutiya | rgd | 24may76 | toc 18jun76; probably in red/grey c/s; struck off charge 13jul79 as life-time expired; part of central fuselage sat derelict at YKS, seen 15aug06 |
| 19 80 | not known | Mi-4A | Soviet Air Force | mfd | 1959 | |
| | CCCP-14310 | Mi-4A | AFL/Komi-PEX | rgd | 03sep76 | opb 76 LO Pechorskogo OAO; struck off charge 16aug79 as life-time expired |
| 01 81 | not known | Mi-4A | Soviet Air Force | mfd | 1959 | |
| | CCCP-14162 | Mi-4A | AFL/Komi | toc | 24jan75 | rgd 04mar75; opb 76 LO Pechorskogo OAO; in dark green c/s with light blue underside; struck off charge 16aug79 as life-time expired |
| 02 81 | "37" yellow | Mi-4A | Soviet Air Force | no | reports | target designation version with 'RYM-B' kit and 'Lotos' add-on; opb 3 ae 226 osap at Sperenberg around 1963/67 |
| 04 81 | "36" yellow | Mi-4A | Soviet Air Force | mfd | 1959 | target designation version with 'RYM-B' kit and 'Lotos' add-on; opb 3 ae 226 osap at Sperenberg around 1963/67; in dark green c/s with light blue underside; suffered rotor blade flutter and barely managed to force-land 04oct65 |
| | CCCP-14190 | Mi-4A | AFL/East Siberia | rgd | 21jul75 | toc 01jul76 ?; struck off charge 16aug79 as life-time expired |
| 05 81 | not known | Mi-4 | MAP LII Zhukovski | no | reports | used as a test-bed for studying blade slap phenomenon in 1965/70, the results of the tests were used for the design of the main rotors of the Mi-6, Mi-8 and Mi-24 |
| 17 81 | CCCP-66881 | Mi-4P | AFL/Ukraine | toc | 11jan60 | used in 10 passenger configuration; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63) |
| | CCCP-66881 | Mi-4P | AFL/Kremenchug FS | trf | 08dec70 | struck off charge 17dec79 as life-time expired |
| 18 81 | CCCP-66882 | Mi-4P | AFL/Ukraine | toc | 11jan60 | used in 11 passenger configuration; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71) |
| | CCCP-66882 | Mi-4P | AFL/Tajikistan | trf | 14apr72 | opb 178 LO of Dushanbinski OAO; struck off charge 16nov79 as life-time expired |
| 19 81 | CCCP-66883 | Mi-4P | AFL/North Kavkaz | toc | 02jan60 | in 11 passenger configuration; initially opb 59 AE (became Adlerskaya OAE in 1963); photos in red/light grey c/s with 'lightning-bolt' cheatline and in probably white/light grey c/s with 'lightning-bolt' cheatline |
| | CCCP-66883 | Mi-4A | AFL/Kremenchug FS | trf | 01jan71 | struck off charge 17dec79 as life-time expired |
| 20 81 | CCCP-66884 | Mi-4P | AFL/Northern | toc | 19dec59 | used in 12 passenger configuration; possibly opb 70 AO (no unit is given in the inventory listings of the Northern directorate dated 01may63 and 01jul63) |
| | CCCP-66884 | Mi-4P | AFL/Vyborg ATU GA | trf | 24apr72 | struck off charge 27dec73 as worn out |
| 01 82 | CCCP-66885 | Mi-4P | AFL/Ukraine | toc | 11jan60 | initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63) |
| | CCCP-66885 | Mi-4P | AFL/Komi | trf | 22aug63 | opb Vorkutinskaya OAE; in red/grey c/s; struck off charge 16nov79 as life-time expired |
| 02 82 | CCCP-66886 | Mi-4A | AFL/North Kavkaz | toc | 02jan60 | in 11 passenger configuration; initially opb 59 AE (became Adlerskaya OAE sep63) |
| | CCCP-66886 | Mi-4A | AFL/Kremenchug FS | trf | 14dec70 | struck off charge 18jan80 as life-time expired |

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| 03 82 | CCCP-66887 | Mi-4P | AFL/West Siberia | toc | 10jan60 | initially opb 184 AO (became 184 LO of Novokuznetski OAO in 1963); f/n BAX may60; trf to 354 LO of Novokuznetski OAO dec74; struck off charge 26oct76 as life-time expired |
| 04 82 | CCCP-66888 | Mi-4A | AFL/Magadan | toc | feb60 | opb 185 AO Magadanskoi OAG GVF (became 258 LO 2-go Magadanskogo OAO 09jan65); struck off charge 17dec79 as life-time expired |
| 05 82 | CCCP-66889 | Mi-4P | AFL/East Siberia | toc | 19feb60 | in 11 passenger configuration; opb 135 AO (became 135 LO Ust'-Kutskogo OAO jun63) |
| | CCCP-66889 | Mi-4P | AFL/West Siberia | trf | jun72 | initially opb 184 LO Novokuznetskogo OAO; trf to 354 LO Novokuznetskogo OAO dec74; struck off charge 18jan80 as life-time expired |
| 06 82 | CCCP-66890 | Mi-4A | AFL/Magadan | toc | may60 | initially opb 150 AO Magadanskoi OAG GVF (became 150 LO Anadyrskogo OAO in 1963); trf to 194 LO Seimchanskogo OAO between dec63 and 1972 |
| | CCCP-66890 | Mi-4A | AFL/West Siberia | trf | 02feb73 | opb 257 LO Kolpashevskogo OAO; in red/grey c/s; struck off charge 17dec79 as life-time expired |
| 07 82 | CCCP-66891 | Mi-4P | AFL/East Siberia | toc | 13feb60 | in 11 passenger configuration; initially opb 133 AO; trf to Bodaibinskaya OAE apr62; trf to 133 LO Bodaibinskogo OAO jun64; struck off charge 18jan80 as life-time expired |
| 08 82 | CCCP-66892 | Mi-4A | AFL/West Siberia | toc | 18jan60 | initially opb 118 AO (became 118 LO Barnaulskogo OAO in 1963); trf to 244 LO Strezhevskogo OAO mar74; struck off charge 27feb79 as life-time expired |
| 09 82 | CCCP-66893 | Mi-4A | AFL/Azerbaijan | toc | 21apr60 | opb 109 AO (became 109 LO Zabratskogo OAO in 1963) |
| | CCCP-66893 | Mi-4A | AFL/Privolzhsk | trf | 17nov69 | struck off charge 14jan77 as life-time expired |
| 11 82 | not known | Mi-4A | MAP ? | mfd | 1959 | |
| | CCCP-13364 | Mi-4A | MAP Gorkovski AZ | rgd | 21aug73 | opb transportny aviaotryad; trf to TsKB zavoda "Krasnoye Sormovo" probably around 1975; canx 1979 |
| 15 82 | not known | Mi-4 | Soviet Air Force | mfd | 1959 | |
| | CCCP-14171 | Mi-4 | AFL/Yakutiya | toc | 24feb75 | rgd 21mar75; struck off charge 20sep79 as life-time expired |
| 16 82 | not known | Mi-4 | Soviet Air Force | mfd | 1959 | |
| | CCCP-14142 | Mi-4 | AFL/North Kavkaz | toc | 24dec74 | rgd 14jan75; opb 1 AE 351 LO Nalchikskogo OAO; in red/grey c/s; photo in the Elbrus region in 1975; struck off charge 13feb80 as life-time expired |
| 17 82 | not known | Mi-4 | Soviet Air Force | mfd | 1959 | |
| | CCCP-03559 | Mi-4 | AFL/Turkmenistan | toc | 20dec77 | rgd 02jan78; struck off charge 16oct79 as life line expired |
| 02 83 | not known | Mi-4AV | Soviet Air Force | mfd | 1959 | |
| | CCCP-14339 | Mi-4A | AFL/Uzbekistan | toc | 29sep76 | rgd 18nov76; opb 164 LO Sergeliskogo OAO; struck off charge 16oct79 as life-time expired |
| 07 83 | not known | Mi-4 | Soviet Air Force | mfd | 1959 | |
| | CCCP-14284 | Mi-4 | AFL/Magadan | rgd | 20jul76 | struck off charge 20sep79 as life-time expired |
| 11 83 | not known | Mi-4A | Soviet Air Force | mfd | 1959 | |
| | CCCP-14192 | Mi-4A | AFL/East Siberia | rgd | 21jul75 | toc 01jul76 ?; struck off charge 16nov79 as life-time expired |
| 19 83 | not known | Mi-4 | Soviet Air Force | mfd | 1959 | |
| | CCCP-14299 | Mi-4 | AFL/Leningrad | toc | 14aug76 | rgd 23aug76; struck off charge 17dec79 as life-time expired |
| 05 84 | not known | Mi-4AV | Soviet Air Force | mfd | 1959 | |
| | CCCP-14181 | Mi-4A | AFL/North Kavkaz | toc | 15jun75 | rgd 27jun75; opb 1 AE 351 LO Nalchikskogo OAO; in red/grey c/s; photo at the Agan river in 1978; struck off charge 17dec79 as life-time expired |
| 06 84 | not known | Mi-4AV | Soviet Air Force | mfd | 1959 | |
| | CCCP-14253 | Mi-4A | AFL/Kremenchug FS | rgd | 16apr76 | toc jun76; struck off charge 17dec79 as life-time expired |
| 07 84 | CCCP-66894 | Mi-4P | AFL/Krasnoyarsk | mfd | 31dec59 | in 11 passenger configuration; toc feb60; initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1964; trf to 127 LO in 1965; w/o 19jul72 on the leg from Abakan to Krasnoyarsk of a positioning flight from Abakan to Yeniseisk when probably the free-wheel clutch of the main gear-box failed, the crew attempted an auto-rotation landing, but the helicopter crashed at a height of some 530 metres into the wooded slope of a mountain (608 metres) on the eastern shore of the Krasnoyarsk reservoir (66 km south-west of Krasnoyarsk-Severny airport), caught fire and burnt out, all 4 crew members were killed; t/t 5,536 hours; struck off charge 25dec72 |
| 08 84 | CCCP-66895 | Mi-4A | AFL/Azerbaijan | toc | 30jan60 | opb 109 AO (became 109 LO Zabratskogo OAO in 1963); trf to 111 LO Makhachkalinskogo OAO between dec 63 and 1971; photo jan67 |
| | CCCP-66895 | Mi-4A | AFL/Urals | trf | 17apr72 | opb 123 LO 2-go Sverdlovskogo OAO; struck off charge 27oct75 as worn out |
| 09 84 | CCCP-66896 | Mi-4P | AFL/Yakutiya | toc | 05mar60 | opb 140 AO Yakutskoi OAG GVF; in probably white/light grey c/s with 'lightning-bolt' cheatline; dbr 30jun60 when the engine overheated and lost power and the helicopter made a forced landing in a swampy forest clearing, the nose gear broke off, no casualties; t/t 204 hours; as a recovery of the helicopter from the accident site was not viable it was struck off charge 29sep60 |
| 10 84 | CCCP-66897 | Mi-4P | AFL/GosNII GVF | toc | jan60 | f/n HAV feb60; used by a NII VVS crew to train Cuban crews; donated by the Soviet Union to Cuba apr61 |
| | H-100 | Mi-4P | Cuban Air Force | rgd | 1961 ? | wfu around 1975; seen unmarked in the museum at Havana in late 1999, identified as former CCCP-66897; repainted in white c/s with light blue cheatline and belly, no titles; was preserved with this doubtful serial in the Playa Giron museum on the outskirts of Havana (N23.06852 W82.45865), seen nov97/aug08; later transported to San Antonio de los Baños, but further fate unknown |
| 12 84 | CCCP-66899 | Mi-4VP | AFL/Kyrgyzstan | toc | 13jan60 | opb 180 AO of Kirgizskaya OAG GVF (became 180 LO of Frunzenski OAO in 1963); in light c/s with thin dark lightning bolt and Red Crosses; on a photo at Sary-Kamysh 27sep61; last overhaul in 1975; struck off charge 16aug79 as life-time expired |
| 13 84 | CCCP-66900 | Mi-4P | AFL/Kazakhstan | toc | 31jan60 | initially opb 157 AO (became 157 LO Ust'-Kamenogorskogo OAO in 1963); trf to 328 LO Ust'-Kamenogorskogo OAO may70; struck off charge 13feb80 as life-time expired |
| 14 84 | CCCP-66901 | Mi-4P | AFL/Yakutiya | toc | 05mar60 | used in passenger configuration (with 11 seats); initially opb 140 OAO Yakutskoi OAG GVF (became 140 LO Maganskogo OAO sep64); in red/grey c/s; f/n Oimyakon 1966; trf to 288 LO Maganskogo OAO 03apr67; rotor damaged at Yakutsk 27apr68; made forced landings 14nov70, 04jul71 and 20jun76; main rotor damaged on landing 10nov77; struck off charge 13feb80 as life-time expired |
| 15 84 | CCCP-66902 | Mi-4A | AFL/Uzbekistan | toc | 08feb60 | opb 164 AO; dbr 11aug61 on an unauthorised flight during gravimetric survey operations in a mountainous part of Uzbekistan when the crew of 2 (a pilot and a flight mechanic) tried to land at an unsuitable site, but the main rotor collided with a rock spur and the helicopter crashed, the flight mechanic was injured; struck off charge 18sep61 |
| 16 84 | CCCP-66903 | Mi-4P | AFL/East Siberia | mfd | dec59 | in passenger configuration with 11 seats; toc 13feb60; initially opb 183 AO (became 183 LO Ulan-Udenskogo in 1963); in red/grey c/s; trf to 199 LO Nizhneudinskogo OAO after 1964; struck off charge 16may80 as life-time expired |
| 17 84 | CCCP-66904 | Mi-4A | AFL/Far East | mfd | dec59 | toc 17feb60; initially opb 143 AO; trf to 249 AO apr60 (became 249 LO 2-go Khabarovskogo OAO in 1963); dbr on the ground, details unknown; struck off charge 22feb74 |
| 18 84 | CCCP-66905 | Mi-4P | AFL/Far East | mfd | 18dec59 | used in passenger configuration; opb 145 AO (became 145 LO Vladivostokskogo OAO in 1963); toc 19feb60; w/o 10may68 on a flight from Vladivostok to Nakhodka when a fire emerged in the engine compartment, the crew attempted an emergency landing in a field 6 km north of Vasilyevka (Vladimiro-Aleksandrovskoye district of the Primorye region), but the engine failed at a height of some 50-100 metres, the helicopter banked to the left, crashed and exploded, both pilots and all 9 passengers were killed; t/t 2,922 hours; struck off charge 29aug68 |
| 19 84 | CCCP-66906 | Mi-4P | AFL/Georgia | mfd | dec59 | toc feb60; initially opb Sukhumskaya OAE (became Sukhumskaya OOAE 15sep64 and 297 LO Sukhumskogo OAO dec68); dbr 19feb78 on a flight in the Orenburg region in support of the Urals Deep Drilling Expedition with the MTOW exceeded by 304 kg when encountered below-minima weather conditions and crashed at a drilling site near Nezhinka, no casualties; struck off charge 17apr78 |
| 20 84 | CCCP-66907 | Mi-4P | AFL/Georgia | mfd | jul59 | toc feb60; opb Sukhumskaya OAE (became Sukhumskaya OOAE 15sep64 and 297 LO Sukhumskogo OAO dec68) |
| | CCCP-66907 | Mi-4P | AFL/Kremenchug FS | trf | 14dec70 | struck off charge 19mar80 as life-time expired |
| 01 85 | CCCP-66908 | Mi-4P | AFL/Kazakhstan | toc | 31jan60 | opb 191 AO (became 191 LO Burundaiskogo OAO in 1963); struck off charge 13feb80 as life-time expired |
| 02 85 | not known | Mi-4P | Guinea Government | d/d | 1960 | donated by Soviet leader Nikita Khrushchov to the President of the Republic of Guinea; shipped from Odessa to Conakry and assembled at Conakry may60 |
| 05 85 | not known | Mi-4AV | Soviet Air Force | mfd | 1959 | |
| | CCCP-14185 | Mi-4A | AFL/Leningrad | toc | 23jun75 | rgd 09jul75; opb 71 LO Vologodskogo OAO; struck off charge 17dec79 as life-time expired |
| 08 85 | CCCP-66910 | Mi-4A | AFL/Krasnoyarsk | toc | 01feb60 | initially opb 128 AO; trf to 251 AO jun60; last overhaul completed 31jan62; dbr 23jun63, details unknown; struck off charge 14nov64 |
| 09 85 | CCCP-66911 | Mi-4A | AFL/Urals | toc | 29nov59 | used in cargo/passenger and cargo configuration; initially opb 123 AO Uralskoi OAG GVF (became 123 LO 2-go Sverdlovskogo OAO in 1963); made a forced landing 10 km from Vacha (Gorki region) 15jul61 on the positioning flight home after overhaul as one of the blades of the main rotor had been fastened incorrectly during the overhaul; t/t 6,827 hours by 24jul69; trf to 326 LO 2-go Sverdlovskogo OAO dec72; struck off charge 22feb74 as life-time expired |
| 10 85 | CCCP-66912 | Mi-4A | AFL/Uzbekistan | toc | oct59 | opb 164 AO (became 164 LO of Sergeliski OAO in 1963); found the wreck of Il-14P CCCP-91577 02jun60; struck off charge 22sep78 as life-time expired |
| 11 85 | CCCP-66913 | Mi-4ASP | AFL/Urals | mfd | 08aug59 | no version given in register; toc 30sep59; rgd 17dec59; opb 255 AO of Tyumenskaya aviagruppa of Uralskaya OAG GVF (became 255 LO of Tyumenski OAO of Tyumenskaya aviagruppa in 1963) |
| | CCCP-66913 | Mi-4ASP | AFL/Tyumen | trf | 20feb67 | initially opb 255 LO of Tyumenski OAO; trf to 284 LO of Khanty-Mansiski OAO in 1969; last overhaul in 1972; struck off charge 01jul75 as worn out |
| 12 85 | CCCP-66874 | Mi-4A | AFL/West Siberia | toc | 04jan60 | initially opb 184 AO (became 184 LO Novokuznetskogo OAO in 1963); in dark green c/s with light blue underside; f/n at NOZ in the late 1960s; trf to 354 LO Novokuznetskogo OAO dec74; struck off charge 27oct75 as life-time expired |
| 16 85 | not known | Mi-4AV | Soviet Air Force | mfd | 1959 | |
| | CCCP-14274 | Mi-4A | AFL/North Kavkaz | toc | 26jun76 | rgd 08jul76; opb 1 AE 351 LO Nalchikskogo OAO; in dark green c/s with light blue underside; f/n Lokosovo 1978; struck off charge 18jan80 as life-time expired |
| 18 85 | not known | Mi-4 | Soviet Air Force | mfd | 1959 | |
| | CCCP-14191 | Mi-4A | AFL/East Siberia | toc | 01jul75 | rgd 21jul75; struck off charge 17dec79 as life-time expired |
| 20 85 | not known | Mi-4 | Soviet Air Force | mfd | 1959 | |
| | CCCP-14285 | Mi-4 | AFL/Kazakhstan | toc | 06jul76 | rgd 21jul76; struck off charge 17dec79 as life-time expired |
| 02 86 | not known | Mi-4A | Soviet Air Force | mfd | 1959 | |
| | CCCP-14193 | Mi-4A | AFL/Leningrad | rgd | 23jul75 | opb 71 LO Vologodskogo OAO; struck off charge 17dec79 as life-time expired |
| 05 86 | not known | Mi-4AV | Soviet Air Force | mfd | 1959 | |
| | CCCP-14140 | Mi-4A | AFL/North Kavkaz | toc | 24dec74 | rgd 14jan75; initially opb Nalchikskaya OAE; trf to 1 AE 351 LO Nalchikskogo OAO jul75; in red/grey c/s; f/n Akhta 1978; struck off charge 13feb80 as life-time expired |
| 06 86 | not known | Mi-4 | Soviet Air Force | mfd | 1959 | |
| | CCCP-14225 | Mi-4 | AFL/Arkhangelsk | rgd | 27oct75 | toc 20dec75; struck off charge 17dec79 as life-time expired |
| 13 86 | not known | Mi-4A | Soviet Air Force | mfd | 1960 | |
| | CCCP-14328 | Mi-4A | AFL/Privolzhsk | rgd | 19oct76 | struck off charge 17dec79 as life-time expired |

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| 15 86 | not known | Mi-4 | not known | f/f | dec59 | the first Mi-4 with all-metal rotor blades and an AP-31 auto-pilot |
| 16 86 | "28" yellow | Mi-4A | Soviet Air Force | no | reports | 'Salon' version; opb 3 ae 226 osap at Sperenberg around 1963/67 |
| 20 86 | not known | Mi-4A | Soviet Air Force | mfd | 17nov59 | |
| | CCCP-14156 | Mi-4A | AFL/West Siberia | toc | 26jan75 | used in cargo/passenger and cargo configuration; rgd 14feb75; opb 354 LO Novokuznetskogo OAO; damaged 16jan77 on the leg from Kargasok to Vertikos of a flight from Parabel to Vertikos when the pilot lost spatial orientation on landing at a snow-covered site (due to white-out conditions) and the helicopter came to rest on its left side, t/t 3,939 hours by then; struck off charge 17dec79 as life-time expired |
| 02 87 | not known | Mi-4 | Soviet Air Force | mfd | 1959 | |
| | CCCP-14139 | Mi-4 | AFL/North Kavkaz | toc | 24dec74 | rgd 14jan75; struck off charge 13feb80 as life-time expired |
| 09 87 | "29" yellow | Mi-4A | Soviet Air Force | no | reports | opb 3 ae 226 osap at Sperenberg around 1963/67 |
| 11 87 | "35" yellow | Mi-4A | Soviet Air Force | no | reports | opb 3 ae 226 osap at Sperenberg around 1963/67 |
| 12 87 | not known | Mi-4A | Soviet Air Force | mfd | 21dec59 | |
| | CCCP-14161 | Mi-4A | AFL/Arkhangelsk | toc | 01feb75 | rgd 27feb75; opb 300 LO Kotlasskogo OAO; w/o 12dec76 on the leg from Salekhard to Vorkuta of a positioning flight from Salekhard to Kotlas when encountered below-minima weather conditions (poor visibility), the crew cut the route straight (trying to overfly the mountains) and the helicopter probably crashed into a mountain near the Post 106 km railway station in the Aksarka district of the Tyumen region (Polar Urals), all 3 crew and the sole passenger (an aircraft mechanic) killed; t/t 4,180 hours and 10,800 cycles; struck off charge 22feb77 and canx the same day; the wreck was not found for a long time (possibly never found) |
| 13 87 | not known | Mi-4A | Soviet Air Force | mfd | 1959 | |
| | CCCP-14167 | Mi-4A | AFL/Far East | rgd | 04mar75 | toc 06may75; opb 249 LO 2-go Khabarovskogo OAO; dbr 15jun79 on take-off near Khabarovsk when crashed due to pilot error; struck off charge 17dec79 |
| 14 87 | not known | Mi-4A | Soviet Air Force | mfd | 1960 | |
| | CCCP-14202 | Mi-4A | AFL/Krasnoyarsk | toc | 03jul75 | rgd 25jul75; struck off charge 18jan80 as life-time expired |
| 18 87 | not known | Mi-4AV | Soviet Air Force | mfd | 1959 | |
| | CCCP-14155 | Mi-4A | AFL/West Siberia | toc | 29jan75 | used in cargo/passenger and cargo configuration; rgd 14feb75; opb 354 LO Novokuznetskogo OAO; struck off charge 18jan80 as life-time expired |
| 02 88 | not known | Mi-4 | Soviet Air Force | mfd | 1960 | |
| | CCCP-14297 | Mi-4 | AFL/Leningrad | toc | 14aug76 | rgd 23aug76; struck off charge 19mar80 as life-time expired |
| 03 88 | not known | Mi-4A | Soviet Air Force | mfd | 1960 | |
| | CCCP-14230 | Mi-4A | AFL/Turkmenistan | toc | 14nov75 | rgd 27nov75; struck off charge 13feb80 as life-time expired |
| 12 88 | not known | Mi-4A | Soviet Air Force | mfd | dec59 | |
| | CCCP-14232 | Mi-4A | AFL/Turkmenistan | toc | 30nov75 | rgd 15dec75; initially opb 167 LO Chardzhouskogo OAO; in dark green c/s with light blue underside; trf to 387 LO Chardzhouskogo OAO in 1976; appeared in the 1977 Soviet film "Lyusya"; struck off charge 19mar80 as life-time expired |
| 15 88 | CCCP-66916 | Mi-4A | AFL/Sasovo Fl.Sch. | toc | 02jan60 | |
| | CCCP-66916 | Mi-4A | AFL/Kremenchug FS | trf | 01oct60 | struck off charge 19mar80 as life-time expired |
| 16 88 | CCCP-66917 | Mi-4A | AFL/Far East | toc | 24mar60 | initially opb 144 AO (became 144 LO Nikolayevskogo-na-Amure OAO in 1963); trf to 378 LO Nikolayevskogo-na-Amure OAO in 1976; struck off charge 13feb80 as life-time expired |
| 17 88 | CCCP-66918 | Mi-4A | AFL/West Siberia | mfd | jan60 | toc 17feb60; initially opb 118 AO (became 118 LO Barnaulskogo OAO in 1963); trf to 257 LO Kolpashevskogo OAO in 1970; struck of charge 30jul75 as life-time expired |
| 18 88 | CCCP-66919 | Mi-4A | AFL/Uzbekistan | mfd | jan60 | toc 08feb60; opb 164 AO (became 164 LO of Sergeliski OAO in 1963); struck off charge 22sep78 as life-time expired |
| 19 88 | CCCP-66920 | Mi-4A | AFL/Northern | toc | feb60 | used in cargo/passenger configuration (for 10 passengers) and cargo configuration; opb 73 AO (became 73 LO Naryan-Marskogo OAO in 1963); in red/grey c/s; photo at NNM in the 1960s |
| | CCCP-66920 | Mi-4A | AFL/Arkhangelsk | trf | 01jan73 | opb 73 LO Naryan-Marskogo OAO; initially in red/grey c/s; repainted in grey/orange c/s during overhaul in 1974; was sent for overhaul to ARZ-41 at Omsk in summer 1976, but struck off charge 28sep76 as worn out; scrapped by ARZ-41 after may78 |
| 20 88 | CCCP-66921 | Mi-4SP | AFL/Urals | mfd | 28jan60 | toc 13feb60; initially opb 246 AO Tyumenskoi aviagruppy Uralskoi OAG GVF; trf to 255 AO Tyumenskoi aviagruppy jan61 (became 255 LO Tyumenskogo OAO in 1963); the tail rotor was damaged 05oct63 on an ambulance flight when the helicopter landed at an unsuitable site at Vagai and the tail rotor touched the ground due to pilot error; trf to UTO-4 18apr66; trf back to 255 LO Tyumenskogo OAO Tyumenskoi aviagruppy jul66; t/t 3,757 hours by jul66 |
| | CCCP-66921 | Mi-4SP | AFL/Tyumen | trf | 20feb67 | opb 255 LO Tyumenskogo OAO; struck off charge 22dec69 as life-time expired |
| 01 89 | CCCP-66922 | Mi-4SP | AFL/Urals | mfd | 09jan60 | toc 13feb60; initially opb 246 AO Tyumenskoi aviagruppy Uralskoi OAG GVF; trf to 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF jan61 (became 255 LO Tyumenskogo OAO Tyumenskoi aviagruppy in 1963) |
| | CCCP-66922 | Mi-4SP | AFL/Tyumen | trf | 20feb67 | initially opb 255 LO Tyumenskogo OAO; trf to 293 LO Tobolskogo OAO in 1972 |
| | CCCP-66922 | Mi-4SP | AFL/Vyborg ATU GA | trf | 31jul74 | painted in dark green c/s with light blue underside during overhaul in 1977; later in red/grey c/s; struck off charge 26jun79; used as a ground instructional airframe by the Vyborg Technical College of Civil Aviation (N60.73824 E28.60988), seen 1991/jul13 |
| 02 89 | CCCP-66923 | Mi-4A | AFL/West Siberia | toc | 01mar60 | no version given in register; rgd 26apr60; opb 118 AO at Barnaul (became 118 LO of Barnaulski OAO in 1963); in dark green c/s with light blue underside |
| | CCCP-66923 | Mi-4A | AFL/Tajikistan | trf | dec66 | opb 178 LO of Dushanbinski OAO; in dark green c/s with light blue underside; dbr 02sep70 on a flight in the Leninabad region when was caught by a strong downstream near Shakhristan and collided with the slope of a mountain; struck off charge 20may71 |
| 03 89 | CCCP-66924 | Mi-4A | AFL/West Siberia | toc | 01mar60 | initially opb 237 AO (became 237 LO Kolpashevskogo OAO in 1963); in dark green c/s with light blue underside; trf to 257 LO Kolpashevskogo OAO feb65; struck off charge 27oct72 as life-time expired |
| 04 89 | CCCP-66925 | Mi-4A | AFL/Far East | toc | 22mar60 | opb ZV 359 LO Sakhalinskogo PO; damaged 14nov75 on the leg from Katangli to Kaigan of a flight from Nogliki to Nabil in support of the North Sakhalin Drilling Directorate when came in too low on landing at an unprepared site, the tail rotor collided with a 1 metre high sand wall and the helicopter came to rest on its right side, the crew and the sole passenger escaped unhurt; repaired; struck off charge 15mar80 as life-time expired |
| 05 89 | CCCP-66926 | Mi-4A | AFL/Krasnoyarsk | mfd | 13jan60 | toc mar60; initially opb 128 AO; trf to 251 AO jun60 (became 251 LO Norilskogo OAO in 1964); last overhaul completed feb70; w/o 04jun70 on an aerial survey flight from Norilsk-Valyok for the construction of a gas pipeline from Messoyakha to Norilsk when lost longitudinal controllability due to faulty overhaul of the hydraulics system by ARZ No. 403, crash-landed in the snow-covered tundra at km 58 of the railway line from Norilsk to Dudinka (9 km north of Norilsk-Alykel airport), rolled over onto its left side and caught fire, 2 of the 3 crew members were injured and 1 of the 5 passengers killed plus 3 injured; t/t 5,178 hours and 8,113 cycles; struck off charge 07sep70 |
| 06 89 | CCCP-66927 | Mi-4A | AFL/Krasnoyarsk | toc | mar60 | initially opb 127 AO (became 127 LO Yeniseiskogo OAO in 1964); trf to 131 LO Kezhemskogo OAO in 1965; struck off charge 27feb79 as life-time expired |
| 07 89 | CCCP-66928 | Mi-4SP | AFL/Far East | toc | 02mar60 | version from register; rgd 26apr60; dbr 20jul60, details unknown, no casualties; t/t 222 hours; as the hulk could not be recovered from the remote location the helicopter was struck off charge 25oct60 |
| 08 89 | CCCP-66929 | Mi-4A | AFL/Far East | toc | 30mar60 | initially opb 129 AO (became 129 LO Blagoveshchenskogo OAO in 1963); trf to 146 LO Blagoveshchenskogo OAO in 1972; struck off charge 16jul79 as life-time expired |
| 09 89 | CCCP-66930 | Mi-4A | AFL/East Siberia | toc | 16mar60 | opb 199 AO (became 199 LO Nizhneudinskogo OAO in 1963); struck off charge 13jul79 as life-time expired |
| 10 89 | CCCP-66931 | Mi-4A | AFL/Far East | toc | 27mar60 | initially opb 145 AO (became 145 LO Vladivostokskogo OAO in 1963); in red/grey c/s; trf to 334 LO Vladivostokskogo OAO jul73; struck off charge 13feb80 as life-time expired |
| 11 89 | CCCP-66932 | Mi-4A | AFL/East Siberia | toc | 25mar60 | initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; dbr 31aug74 on take-off from a site near Nikolayevsk-na-Amure when the tail rotor touched the ground; struck off charge 30nov74 |
| 12 89 | CCCP-66933 | Mi-4SP | AFL/East Siberia | toc | 03apr60 | version from register; rgd 23apr60; struck off charge 12jun73 as life-time expired |
| 13 89 | CCCP-66934 | Mi-4SP | AFL/East Siberia | toc | 24mar60 | version from register; rgd 23apr60; dbr, details unknown; struck off charge 01dec70 |
| 14 89 | CCCP-66935 | Mi-4SP | AFL/Syktyvkar | toc | 02feb60 | version from register; rgd 23apr60; opb 233 AO of Syktyvkarskaya OAG GVF (became 233 LO of Ukhtinski OAO in 1963) |
| | CCCP-66935 | Mi-4SP | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; last overhaul in 1972; struck off charge 24apr78 as life-time expired |
| 15 89 | CCCP-66936 | Mi-4A | AFL/Northern | toc | 20feb60 | opb 69 AO (became 69 LO Petrozavodskogo OAO in 1963); struck off charge 27dec73 as life-time expired |
| 16 89 | CCCP-66937 | Mi-4A | AFL/Urals | toc | 16feb60 | opb 123 AO Uralskoi OAG GVF; w/o 19jul60 on a flight from Ivdel to Yurty Sabyanina in support of a geological party of the Tyumen Geological Directorate when part of a main rotor blade came off in-flight (due to a manufacturing defect) so that the helicopter went out of control, crashed upside-down in swampy terrain 22 km north-east of Ivdel airport, caught fire and burnt out, all 3 crew members and 3 passengers were killed; t/t 552 hours; struck off charge 16nov60 |
| 17 89 | not known | Mi-4A | MAP ? | mfd | 1960 | |
| | CCCP-06100 | Mi-4A | MAP Novosibirsk | rgd | 17nov77 | used in passengers and cargo configuration; in dark green c/s with light grey underside; last overhaul in 1980; canx 29feb84 |
| 18 89 | CCCP-66938 | Mi-4A | AFL/Sasovo Fl.Sch. | toc | 10feb60 | |
| | CCCP-66938 | Mi-4A | AFL/Kremenchug FS | trf | 16oct60 | |
| | CCCP-66938 | Mi-4A | AFL/Kazakhstan | trf | 24mar67 | |
| | CCCP-66938 | Mi-4A | AFL/Tyumen | trf | 16may72 | opb Tazovskaya OAE Salekhardskogo OAO; struck off charge 30jul75 as life-time expired |
| 19 89 | CCCP-19114 | Mi-4SP | AFL/Sasovo Fl.Sch. | toc | 10feb60 | rgd 11apr60 |
| | CCCP-19114 | Mi-4SP | AFL/Kremenchug FS | trf | 29nov60 | |
| | CCCP-19114 | Mi-4SP | AFL/North Kavkaz | trf | 16may67 | initially opb Nalchikskaya AE Pyatigorskogo OAO (became Nalchikskaya OAE 01jan72); trf to 1 AE 351 LO Nalchikskogo OAO jul75; dbr 05oct76 on a flight from Elista when a blade of the main rotor separated while the helicopter was hovering alter lift-off so that the helicopter crashed, no casualties; struck off charge 25feb77 |
| 20 89 | CCCP-19115 | Mi-4SP | AFL/North Kavkaz | toc | 06apr60 | version from register; rgd 23apr60; opb 59 AE at Adler (became Adlerskaya OAE in 1963) |
| | CCCP-19115 | Mi-4SP | AFL/Urals | trf | 01jul66 | opb 121 OAO of Surgutski OAO of Tyumenskaya aviagruppa |
| | CCCP-19115 | Mi-4SP | AFL/Tyumen | trf | 20feb67 | opb 121 OAO of Surgutski OAO; struck off charge 28feb75 as life-time expired |
| 01 90 | CCCP-19116 | Mi-4SP | AFL/Turkmenistan | toc | 08apr60 | rgd 28apr60; initially opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); trf to 167 LO Chardzhouskogo OAO after nov63; trf to 387 LO Chardzhouskogo OAO in 1976; struck off charge 16aug79 as life-time expired |
| 02 90 | CCCP-19117 | Mi-4SP | AFL/Sasovo Fl.Sch. | toc | 10feb60 | rgd 11apr60 |
| | CCCP-19117 | Mi-4SP | AFL/Kremenchug FS | trf | 01oct60 | |
| | CCCP-19117 | Mi-4SP | AFL/Yakutiya | trf | 31aug67 | struck off charge 25feb77 as life-time expired |

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| 03 90 | CCCP-19118 | Mi-4SP | AFL/Far East | toc | 17may60 | rgd 18oct60; opb 149 AO (became 149 LO Petropavlovskogo OAO in 1963 and 149 LO 2-go Petropavlovskogo OAO in 1965); initially in dark green c/s with light blue underside and later in red/grey c/s; struck off charge 19mar80 as life-time expired |
| 04 90 | CCCP-19119 | Mi-4SP | AFL/Northern | toc | 14mar60 | in 10 passenger configuration; rgd 01apr60; opb 74 AO (became 74 LO 2-go Leningradskogo OAO in 1963) |
| | CCCP-19119 | Mi-4SP | AFL/Leningrad | trf | 01jan73 | opb 74 LO Leningradskogo OAO |
| | CCCP-19119 | Mi-4SP | AFL/Vyborg ATU GA | trf | 22oct76 | struck off charge 18jan80 as life-time expired |
| 18 90 | not known | Mi-4A | Soviet Air Force | mfd | 1960 | |
| | CCCP-14822 | Mi-4A | AFL/West Siberia | toc | 01aug77 | rgd 16aug77; opb 354 LO Novokuznetskogo OAO; struck off charge 17apr80 as life-time expired; reportedly scrapped at Novokuznetsk jan81 |
| 20 90 | not known | Mi-4 | Soviet Air Force | mfd | 1960 | |
| | CCCP-14293 | Mi-4 | AFL/Komi | rgd | 06aug76 | toc 12aug76; opb Vorkutinskaya OAE; struck off charge 15mar80 as life-time expired |
| 04 91 | not known | Mi-4 | Soviet Air Force | mfd | 09mar60 | |
| | CCCP-14298 | Mi-4 | AFL/Leningrad | toc | 14aug76 | used in cargo/passenger and cargo configuration; rgd 23aug76; opb 71 LO Vologodskogo OAO; damaged 19oct78 on a training flight from Vologda while training an auto-rotation landing when the collective pitch control jammed and the helicopter came down hard and bounced, the tail rotor collided with the runway nd the tail rotor pylon broke off, t/t 5,711 hours and 17,961 cycles by then; struck off charge 16mar80 as life-time expired |
| 05 91 | not known | Mi-4 | Soviet Air Force | mfd | 1960 | |
| | CCCP-14158 | Mi-4 | AFL/Far East | toc | 12feb75 | rgd 04mar75; struck off charge 17apr80 as life-time expired |
| 06 91 | not known | Mi-4A | Soviet Air Force | mfd | 1960 | |
| | CCCP-14173 | Mi-4A | AFL/Yakutiya | toc | 03mar75 | rgd 21mar75; opb 1 AE 197 LO Aldanskogo OAO; in red/grey c/s; f/n Aldan 1978; damaged 29dec79 on a flight from Chulman to the banks of the river Amanzhakh (?) (N56°52' E126°59') in support of the 6th Geophysical Expedition when the crew lost visual contact with the ground due to a snow whirl on final approach to the snow-covered site and the tail rotor touched the ground, all crew and passengers escaped unhurt; dbr, details unknown; struck off charge 29jan82 |
| 07 91 | 0791 | Mi-4 | Czechoslovak AF | mfd | 1960 | operated initially by 1. lÜp at PreÜov, later by 1. spojlt at Plzen, later by 311. vrroj at LuÜtenice and finally by 13. vrlt at Mladá; on a photo at PRG sep60 |
| 08 91 | 0891 | Mi-4 | Czechoslovak AF | ph. | 1963 | in book "O létání v Bechyni" by Jiri Havel; operated initially by 1. lÜp at PreÜov, later by 4. vrlt at Bechyne, later by 4. spojlt at Bechyne, later by 1. spojlt at Plzen, later by 2. vrlt at Klatovy and finally by 11. vrlt at Plzen |
| 09 91 | 0991 | Mi-4 | Czechoslovak AF | | | opb 4. spojlt at Bechyne |
| 10 91 | 1091 | Mi-4A | Czechoslovak AF | PRG | sep60 | opb 41. spojlt at Havlíckuv Brod; in red c/s |
| 11 91 | 1191 | Mi-4A | Czechoslovak AF | ph. | oct60 | initially opb 50. spojlp at Klecany; trf to 4. vrlt 9. slp at Bechyne oct60; operated later by 4. spojlt at Bechyne, later by 4. vrlt at Havlíckuv Brod and finally by Oc. 1. lÜp at PieÜtany; photo in the book "O létání v Bechyni" by Jiri Havel |
| 12 91 | not known | Mi-4A | Soviet Air Force | mfd | 1960 | |
| | CCCP-14148 | Mi-4A | AFL/Arkhangelsk | toc | 12dec74 | rgd 20jan75; struck off charge 17apr80 as life-time expired |
| 13 91 | not known | Mi-4A | Soviet Air Force | mfd | 1960 | |
| | CCCP-14164 | Mi-4A | AFL/Yakutiya | toc | 08feb75 | rgd 03mar75; struck off charge 17apr80 as life-time expired |
| 18 91 | not known | Mi-4A | Soviet Air Force | mfd | 1960 | |
| | CCCP-14837 | Mi-4A | AFL/Tajikistan | toc | 25jul77 | used in cargo/passenger and cargo configuration; rgd 09sep77; initially opb 178 LO Dushanbinskogo OAO; trf to 401 LO Dushanbinskogo OAO in 1979; struck off charge 17apr80 as life-time expired |
| 02 92 | not known | Mi-4 | Soviet Air Force | mfd | 1960 | |
| | CCCP-14165 | Mi-4 | AFL/Far East | rgd | 04mar75 | struck off charge 17apr80 as life-time expired |
| 05 92 | CCCP-19120 | Mi-4VP | AFL/Ukraine | mfd | jun60 | version from register, used in 11 passenger configuration; toc 20jul60; rgd 19aug60; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71) |
| | CCCP-19120 | Mi-4VP | AFL/Kremenchug FS | trf | dec75 | (according to the register 08jun77); struck off charge 19jun80 as life-time expired |
| 06 92 | CCCP-19121 | Mi-4P | AFL/Moscow SPiMVL | rgd | 10jun60 | in light/dark c/s with 'lightning-bolt' cheatline; photo at Sudai (Kostroma region) in spring 1965; possibly trf to Syktyvkarskaya OAG GVF; struck off charge 19jun80 as life-time expired |
| 07 92 | CCCP-19122 | Mi-4 | AFL/North Kavkaz | mfd | 29jun60 | rgd 07oct60; displayed at Tunis (Tunisia) in 1960 |
| | CCCP-19122 | Mi-4 | AFL/Kremenchug FS | trf | 10mar61 | opb 3 AO; w/o 23mar73 on a training flight from Globino (Poltava region) when the free wheel clutch of the R-5 gear-box failed while the helicopter was flying at a height of 100 metres so that the RPMs of the engine increased and the helicopter lost height, the crew attempted an auto-rotation landing, but height was not sufficient and the helicopter crashed in a wooded area near Verbki (north-west of Globino), the instructor pilot was killed and the trainee pilot seriously injured; t/t 5,005 hours and 35,569 cycles; struck off charge 03jul73 |
| 08 92 | CCCP-19123 | Mi-4P | AFL/Kazakhstan | rgd | 13aug60 | version from register; presented at Pyongyang (North Korea) in 1960; dbr 23mar64, details unknown, no casualties; t/t 1,079 hours; struck off charge 15may64 and canx 15jun64 |
| 09 92 | CCCP-19130 | Mi-4P | AFL/Moscow SPiMVL | rgd | 11aug60 | in 11 passenger configuration |
| | CCCP-19130 | Mi-4P | AFL/Krasnoyarsk | trf | 03sep60 | opb 131 AO (became 131 LO Kezhemskogo OAO in 1964); struck off charge 19jun80 as life-time expired |
| 10 92 | CCCP-19131 | Mi-4VP | AFL/Azerbaijan | toc | 16jul60 | rgd 01aug60; opb 109 AO; dbr 13jul63 on a humanitarian aid flight from Makhachkala to mountain villages in Dagestan when took off from the helipad at Gunib, was caught by a strong downstream near a scarp at a height of some 15-20 metres and lost height so that the main rotor collided with the porch of the house and the helicopter crashed, no casualties; t/t 1,455 hours; struck off charge 12dec63 and canx the same day |
| 11 92 | CCCP-19132 | Mi-4P | AFL/Moscow SPiMVL | toc | jul60 | rgd 11aug60; photo exists |
| | CCCP-19132 | Mi-4P | AFL/Azerbaijan | trf | 17oct60 | opb 109 AO (became 109 LO Zabratskogo OAO in 1963) |
| | CCCP-19132 | Mi-4P | AFL/Privolzhsk | trf | 17jun69 | initially opb 66 LO 2-go Kuibyshevskogo OAO; trf to 333 LO 2-go Kuibyshevskogo OAO in 1973; last overhaul in 1974; struck off charge 30dec76 as life-time expired |
| 12 92 | CCCP-19133 | Mi-4P | AFL/Moscow SPiMVL | toc | jul60 | rgd 11aug60 |
| | CCCP-19133 | Mi-4P | AFL/Azerbaijan | trf | 08oct60 | opb 109 AO (became 109 LO Zabratskogo OAO in 1963); photo at Artyom island off Baku; struck off charge 21nov75 as life-time expired |
| 13 92 | CCCP-19134 | Mi-4VP | AFL/Azerbaijan | toc | 16jul60 | rgd 01aug60; opb 109 AO (became 109 LO Zabratskogo OAO in 1963) |
| | CCCP-19134 | Mi-4VP | AFL/Privolzhsk | trf | 30mar69 | struck off charge 28apr79 as life-time expired |
| 14 92 | CCCP-19135 | Mi-4P | AFL/Ukraine | toc | 18jul60 | used in 10 passenger configuration; rgd 12oct60; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63) |
| | CCCP-19135 | Mi-4P | AFL/Urals | trf | 28dec69 | initially opb 123 LO of 2-i Sverdlovski OAO; last overhaul in 1972; trf to 326 LO of 2-i Sverdlovski OAO dec72; struck off charge 22sep78 as life-time expired |
| 16 92 | not known | Mi-4A | Soviet Air Force | mfd | 1960 | |
| | CCCP-14309 | Mi-4A | AFL/Komi | toc | 11aug76 | rgd 03sep76; opb 76 LO Pechorskogo OAO; struck off charge 13aug80 as life-time expired |
| 01 93 | "04" yellow | Mi-4 | Soviet Air Force | Krh | 12sep96 | in olive drab c/s with light grey underside; was preserved at Kharkiv-Korotych, seen sep96/jun99; preserved in the museum of the Lugansk repair plant at Lugansk-Ostraya Mogila (N48.528589 E39.381374), seen sep09/sep13, c/n checked |
| 07 93 | 0793 | Mi-4 | Czechoslovak AF | | | opb 12. vrp at Olomouc; damaged mar63 when the tail fin and the tail rotor came off when the helicopter was hovering so that the helicopter started to rotate, but was able to touch down without rolling over |
| 09 93 | 0993 | Mi-4 | Czechoslovak AF | ph. | jul73 | operated initially by 50. spojlp at Klecany, later by 1. vellt at Bechyne and finally by 2. spojlt at Trencín |
| 10 93 | 1093 | Mi-4 | Czechoslovak AF | mfd | aug60 | operated initially by 24. vrp at Brno-Cernovice and later by 47. pzlp (2. vrroj 4. slp) at Pardubice; used as a ground instructional airframe at PieÜtany, l/n jul99; later to KoÜice ? |
| 11 93 | 1193 | Mi-4 | Czechoslovak AF | | photo | opb 50. spojlp at Klecany; suffered engine problems 15may61 while landing in terrain at night and landed at Brandýs nad Labem; ferried to PRG 24mar61 |
| 12 93 | 1293 | Mi-4 | Czechoslovak AF | | photo | opb 50. spojlp at Klecany |
| | OK-OVF | Mi-4 | CSA-Agrolet | rgd | 07apr61 | ferried from Klecany to PRG 24mar61; canx 15oct70; used as a ground instructional airframe at Liberec |
| 20 93 | not known | Mi-4A | Soviet Air Force | mfd | 1960 | |
| | CCCP-14177 | Mi-4A | AFL/Far East | toc | 17dec74 | rgd 19may75; struck off charge 19jun80 as life-time expired |
| 04 94 | not known | Mi-4A | Soviet Air Force | mfd | 1960 | |
| | CCCP-14820 | Mi-4A | AFL/Arkhangelsk | rgd | 15aug77 | opb 73 LO of Naryan-Marski OAO; in red/grey c/s; struck off charge 19jun80 as life-time expired; was preserved on a plinth in front of the wooden airport terminal at Naryan-Mar probably from oct81 to 1993 |
| 05 94 | not known | Mi-4 | Soviet Air Force | | | w/o 17may61 when a spar of a main rotor blade broke (due to a manufacturing defect) and the helicopter crashed, all occupants (among them the Deputy Commander-in-Chief of the Soviet Land Forces, General of the Army V.Ya. Kolpakchi) killed |
| 07 94 | not known | Mi-4 | Soviet Air Force | mfd | 1960 | |
| | CCCP-14838 | Mi-4 | AFL/Arkhangelsk | toc | 09sep77 | rgd 09sep77; opb 68 LO 1-go Arkhangelskogo OAO; in red/grey c/s; struck off charge 19jun80 as life-time expired |
| 09 94 | CCCP-19149 | Mi-4A | AFL/Sasovo Fl.Sch. | toc | 07jul60 | version from register; rgd 13aug60 |
| | CCCP-19149 | Mi-4A | AFL/Kremenchug FS | trf | 01oct60 | |
| | CCCP-19149 | Mi-4A | AFL/Far East | trf | 02nov65 | struck off charge 19jun80 as life-time expired |
| 13 94 | CCCP-14151 | Mi-4A | AFL/Arkhangelsk | rgd | 29jan75 | canx 1980 |
| 16 94 | CCCP-19137 | Mi-4VP | AFL/Moscow | rgd | 26jul60 | version from register; the operator was redesignated Moskovskaya aviagruppa SP i VS oct64 and AFL/Central Region in 1971; appeared in the Soviet film "Sibiriada" Part 4 which was shot in 1978; struck off charge 16nov79 as life-time expired; photo aug82 |
| 17 94 | CCCP-19124 | Mi-4AVP | Soviet Gvt/AFL c/s | mfd | apr60 | rgd 01jun60; opb 235 OAO at VKO |
| | CCCP-19124 | Mi-4AVP | MAP Kazan KVZ | trf | 02sep60 | registration not confirmed, may already have been CCCP-06177 |
| | CCCP-06177 | Mi-4AVP | MAP MVZ im. Milya | rgd | 25oct63 | |
| | CCCP-58643 | Mi-4s | MAP MVZ im. Milya | rgd | 21jul67 | converted to a Mi-4s (with a lower-case 's' for syelskokhozyaistvenny, agricultural, as distinct from the Mi-4S with an upper-case 'S' which stands for salon); in yellow c/s with white top of fuselage and dark blue trim |
| | CCCP-06110 | Mi-4VP | MAP LMZ | rgd | 09jan81 | Lukhovitski mashinostroitelny zavod (p-ya V-2993); struck off charge 17apr90 |
| 18 94 | CCCP-19125 | Mi-4AVP | Soviet Gvt/AFL c/s | rgd | 01jun60 | opb 235 OAO at VKO; photo exists |
| | CCCP-19125 | Mi-4AVP | AFL/Moscow SPiMVL | trf | 29may61 | |
| | CCCP-19125 | Mi-4AVP | AFL/Privolzhsk | trf | 16dec74 | struck off charge 19jun80 as life-time expired |
| 19 94 | CCCP-19126 | Mi-4P | AFL/Moscow | rgd | 26jul60 | in 6 passenger configuration; initially opb 59 AE (became Adlerskaya OAE sep63) |
| | CCCP-19126 | Mi-4P | AFL/North Kavkaz | trf | aug60 | f/n AER 06jul70; struck off charge 29jul77 as life-time expired |
| 20 94 | CCCP-19127 | Mi-4P | Soviet Gvt/AFL c/s | mfd | jun60 | toc 05jul60; rgd 15jul60; opb 235 OAO at VKO |
| | CCCP-19127 | Mi-4P | AFL/Moscow SPiMVL | trf | 29may61 | reportedly in dark green c/s with light blue underside |

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| | CCCP-19127 | Mi-4P | AFL/West Siberia | trf | 1975 | opb 3 AE 116 LO Novosibirskogo OAO; in red/grey c/s; last overhaul in 1975; struck off charge 16may80 as life-time expired |
| 01 95 | CCCP-19138 | Mi-4VP | AFL/Moscow | rgd | 26jul60 | version from register; photo in "Skrzydlata Polska" No. 35/60; reportedly trf from 235 OAO 29may61; the operator was redesignated Moskovskaya aviagruppa SP i VS oct64 and AFL/Central Region in 1971 |
| | CCCP-19138 | Mi-4VP | AFL/Privolzhsk | trf | 16dec74 | struck off charge 19jun80 as life-time expired |
| 02 95 | CCCP-19139 | Mi-4VP | AFL/Moscow SpiMVL | rgd | 26jul60 | f/n at an unknown Moscow airport jan66; struck off charge 19apr80 as life-time expired |
| 05 95 | YR-EMA | Mi-4 | Aviatia Utilitara | rgd | 21apr61 | operated for Ministerul Energiei Electrice; initially in dark green c/s and later in light c/s with dark 'lightning-bolt' cheatline and belly, probably no titles; w/o 15jul73 when crashed into a house, details unknown, no casualties; canx 20dec74 |
| 06 95 | 655 | Mi-4A | East German AF | toc | 1960 | opb HG Brandenburg-Briest (redesignated HG-31 01jan61); struck off charge 28feb74; to LaSK (Lehrtechnik) |
| 07 95 | 647 | Mi-4A | East German AF | toc | 1960 | opb HG Brandenburg-Briest (redesignated HG-31 01jan61); struck off charge 31aug74; was preserved in US-8 LSK/LV at Bad Düben (Chemische Dienste) |
| 17 95 | not known | Mi-4AV | Soviet Air Force | mfd | 1960 | |
| | CCCP-14157 | Mi-4A | AFL/West Siberia | toc | 26jan75 | rgd 14feb75; opb 257 LO Kolpashevskogo OAO; struck off charge 13aug80 as life-time expired |
| 19 95 | CCCP-19150 | Mi-4A | AFL/Far East | toc | 22nov60 | rgd 11mar61; initially opb 149 AO (became 149 LO Kamchatskogo OAO in 1963); trf to 285 LO Koryakskogo OAO in 1965; damaged 17dec78 while being parked at Tilichiki when An-2T CCCP-05640 broke loose during a test run of the engine and hit the tailboom of the helicopter; struck off charge 18jul80 as life-time expired |
| 20 95 | CCCP-19151 | Mi-4 | AFL/Magadan | rgd | 14mar61 | opb 149 AO Magadanskoi OAG GVF (became 149 LO Seimchanskogo OAO in 1963); in red/grey c/s; struck off charge 13aug80 as life-time expired |
| 01 96 | CCCP-19152 | Mi-4A | AFL/Syktyvkar | toc | 21jul60 | rgd 28jul60; opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963) |
| | CCCP-19152 | Mi-4A | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; struck off charge 21nov75 as life-time expired |
| 02 96 | CCCP-19153 | Mi-4A | AFL/East Siberia | mfd | 13jun60 | used in cargo/passenger (with 10 seats) and cargo configuration; toc 22sep60; rgd 30sep60; opb 183 AO |
| | CCCP-19153 | Mi-4A | AFL/West Siberia | trf | jun72 | initially opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); in dark green c/s with light blue underside; trf to 257 LO Kolpashevskogo OAO jun72; last overhaul in 1976; dbr in 1978, details unknown; struck off charge 25oct78; scrapped by ARZ-41 at Omsk |
| 03 96 | CCCP-19154 | Mi-4A | AFL/East Siberia | toc | 19sep60 | rgd 30sep60; opb 199 AO (became 199 LO Nizhneudinskogo OAO in 1963); struck off charge 28apr79 as life-time expired |
| 04 96 | CCCP-19155 | Mi-4SP | AFL/Magadan | rgd | 02mar61 | initially opb 63 OAE Magadanskoi OAG GVF; trf to 151 LO Chaunskogo OAO Magadanskoi OAG jul63; dbr 17sep65 on a transport flight in the region of the Kuvet river in poor visibility when the pilot suffered from white-out on landing on the snow-covered plateau of a 540 metre high hill, the helicopter crash-landed on the edge of the plateau and rolled over onto its left side, tailboom and engine broke off, all 3 crew and the sole passenger injured; struck off charge 24jan66 and canx the same day |
| 05 96 | CCCP-19156 | Mi-4A | AFL/East Siberia | toc | 19sep60 | rgd 30sep60; opb 199 AO (became 199 LO Nizhneudinskogo OAO in 1963); in dark green c/s with light blue underside; struck off charge 16oct79 as life-time expired |
| 06 96 | not known | Mi-4A | Soviet Air Force | mfd | 1960 | |
| | CCCP-14220 | Mi-4A | AFL/Far East | toc | 01nov75 | rgd 27nov75; struck off charge 18jul80 as life-time expired |
| 07 96 | not known | Mi-4 | Soviet Air Force | mfd | 1960 | |
| | CCCP-14111 | Mi-4 | AFL/Central Region | toc | 10jun77 | rgd 19jul77; struck off charge 13aug80 as life-time expired |
| 08 96 | CCCP-19159 | Mi-4A | AFL/Northern | mfd | 15jun60 | version from register; rgd 15aug60; opb 73 AO at Naryan-Mar (became 73 LO of Naryan-Marski OAO in 1963); photo exists |
| | CCCP-19159 | Mi-4A | AFL/Arkhangelsk | trf | 01jan73 | opb 73 LO of Naryan-Marski OAO; w/o 01apr75 on the leg from Volonga to the mouth of the river Peschanka of a round flight from Nizhnyaya Pyosha in support of the Severny Timan geological expedition, on final approach to a landing site 600 metres from the shore of Cheshskaya guba bay near the mouth of the river Peschanka (63 km north of Nizhnyaya Pyosha) the captain lost spatial orientation so that the helicopter crashed, caught fire and burnt out, 2 of the 3 crew members and all 3 passengers were killed and the sole survivor was injured; t/t 8,987 hours and 11,937 cycles; the wreck was found 02apr75 and the survivor 03apr75; struck off charge 27oct75 |
| 09 96 | CCCP-19160 | Mi-4 | AFL/Far East | toc | 06nov60 | initially opb 144 AO (became 144 LO Nikolayevskogo-na-Amure OAO in 1963); trf to 378 LO Nikolayevskogo-na-Amure OAO in 1976; struck off charge 18jul80 as life-time expired |
| 11 96 | CCCP-19162 | Mi-4A | AFL/Yakutiya | mfd | 30jun60 | toc 02sep60; rgd 21nov60; opb 197 AO Yakutskoi OAG GVF (became 197 AO Aldanskogo OAO in jul63); in dark green c/s with light blue underside; w/o 19sep64 on a supply flight from Uchur to Meguskan in support of a geological expedition when encountered below-minima weather conditions (poor visibility and snowfall) so that the crew decided to return to Uchur 18 minutes into the flight, but the helicopter crashed in the taiga near Uchur some minutes later, both crew members were killed; t/t 1,814 hours; struck off charge 18dec64 and canx the same day; the wreck was found only 03oct74 |
| 12 96 | CCCP-19163 | Mi-4A | AFL/Urals | toc | 25jul60 | rgd 01sep60; initially opb 123 AO (became 123 LO 2-go Sverdlovskogo OAO in 1963); made a forced landing 05feb63 when the frame of the main gear box failed on a positioning flight after overhaul; slightly damaged 21feb64 on landing at an unsuitable site near Posmak when the tail rotor touched the ground; trf to 255 LO Tyumenskoi aviagruppy dec64 (on the basis of a decree issued 30sep64) |
| | CCCP-19163 | Mi-4A | AFL/Tyumen | trf | 20feb67 | t/t 6,512 hours by 27oct69; struck off charge 24aug72 as life-time expired |
| 13 96 | CCCP-19164 | Mi-4A | AFL/Yakutiya | toc | 02sep60 | rgd 07oct60; opb 192 AO Yakutskoi OAG GVF; w/o 25jun61 while being refuelled from a barrel when the barrel caught fire, the fire spread to the helicopter and the helicopter and burnt out, no casualties; t/t 658 hours; struck off charge 16sep61 and canx the same day |
| 14 96 | CCCP-19165 | Mi-4A | AFL/Urals | mfd | 05aug60 | version from register; rgd 19aug60; on charge as of 01sep60; initially opb 123 AO; trf to 255 AO of Tyumenskaya aviagruppa between sep60 and nov61; trf to 121 LO of Surgutski OAO of Tyumenskaya aviagruppa 01nov64; t/t 2,464 hours by 01nov64 |
| | CCCP-19165 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 121 LO of Surgutski OAO; struck off charge 04apr75 as life-time expired |
| 15 96 | CCCP-19166 | Mi-4A | AFL/Far East | toc | 14oct60 | rgd 29oct60; opb 129 AO (became 129 LO Blagoveshchenskogo OAO in 1963); dbr, details unknown; struck off charge 22dec65 and canx the same day |
| 16 96 | CCCP-19167 | Mi-4A | AFL/Krasnoyarsk | toc | 19sep60 | rgd 30sep60; initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1964; trf to 130 LO Abakanskogo OAO in 1965; last overhaul in 1972; trf to 346 LO Abakanskogo OAO nov73; struck off charge 19mar80 as life-time expired |
| 17 96 | CCCP-19168 | Mi-4A | AFL/Krasnoyarsk | rgd | 25oct60 | not included in an inventory listing of the Krasnoyarsk directorate 01dec63; struck off charge 27dec78 as life-time expired |
| 18 96 | CCCP-19169 | Mi-4A | AFL/Far East | toc | 10oct60 | rgd 12jun61; initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; struck off charge 17dec79 as life-time expired |
| 19 96 | CCCP-19170 | Mi-4A | AFL/Yakutiya | toc | 02sep60 | rgd 22nov60; initially opb 197 AO Yakutskoi OAG GVF (became 197 LO Aldanskogo OAO in 1963); struck off charge 30apr77 as life-time expired |
| 20 96 | CCCP-19171 | Mi-4SP | AFL/Magadan | rgd | 02mar61 | opb 194 AO Magadanskoi OAG GVF (became 194 LO Seimchanskogo OAO in 1963); struck off charge 13jul80 as life-time expired |
| 01 97 | CCCP-19172 | Mi-4SP | AFL/East Siberia | toc | 19jul60 | operated in cargo/passenger (with 10 seats) and cargo configuration; rgd 01aug60; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); struck off charge 13aug80 as life-time expired |
| 02 97 | CCCP-19173 | Mi-4A | AFL/East Siberia | toc | 19jul60 | rgd 01aug60; initially opb 133 AO; trf to Bodaibinskaya OAE apr62; trf to 133 LO Bodaibinskogo OAO jun64; in dark green c/s with light blue underside; struck off charge 16aug79 as life-time expired |
| 03 97 | CCCP-04358 | Mi-4A | AFL/Polar | toc | 04oct60 | initially opb 248 AO; trf to Tiksinskaya OAE 08sep63; made a forced landing 40 km from Cherski 27nov68 when ran out of fuel on a positioning flight from Chokurdkakh to Cherski as the crew had lost orientation |
| | CCCP-04358 | Mi-4A | AFL/Yakutiya | trf | 01oct70 | opb 248 LO Nizhnekolymskogo OAO (became 248 LO Kolymo-Indigirskogo OAO mar72); struck off charge 13aug80 as life-time expired |
| 04 97 | CCCP-04359 | Mi-4A | AFL/Polar | toc | oct60 | initially opb 247 AO; trf to 254 AO 12dec60 (became 254 LO Sheremetyevskogo OAO in 1963); took part in the 13th Soviet Antarctic expedition (SAE) in 1967/69; trf to Mys-Kamenskaya OAE in 1969 |
| | CCCP-04359 | Mi-4A | AFL/Tyumen | trf | 01oct70 | opb Mys-Kamenskaya OAE; struck off charge 12jun73 as life-time expired |
| 05 97 | CCCP-04360 | Mi-4A | AFL/Polar | toc | 06oct60 | initially opb 254 AO; trf to 248 AO jan63 (became 248 LO Nizhnekolymskogo OAO in 1963); in red/grey c/s; made a forced landing at Bilibino 17oct60 due to a clogged fuel filter; damaged 25feb64 on hovering at Nizhniye Kresty when came to rest on its right side due to pilot error; repaired |
| | CCCP-04360 | Mi-4A | AFL/Yakutiya | trf | 01oct70 | opb Tiksinskaya OAE; in red/grey c/s; struck off charge 13aug80 as life-time expired |
| 06 97 | CCCP-19177 | Mi-4A | AFL/Moscow SPiMVL | rgd | 26jul60 | |
| | CCCP-19177 | Mi-4A | AFL/GosNII GVF | trf | 01feb61 | |
| | CCCP-19177 | Mi-4A | AFL/Moscow SPiMVL | trf | 17mar61 | w/o, details unknown; struck off charge 25oct78 |
| 07 97 | not known | Mi-4 | Soviet Air Force | mfd | 1960 | |
| | CCCP-14152 | Mi-4 | AFL/Far East | toc | 18feb75 | rgd 04mar75; struck off charge 11sep80 as life-time expired |
| 08 97 | not known | Mi-4AV | Soviet Air Force | mfd | 1960 | in dark green c/s with light blue underside |
| | CCCP-14288 | Mi-4A | AFL/West Siberia | trf | 01jul76 | rgd 26jul76; opb 116 LO Novosibirskogo OAO; initially in dark green c/s with light blue underside; slightly damaged at Mezhovka 12jul77 when a truck collided with the main rotor; last overhaul in 1978; repainted in red/grey c/s; struck off charge 20oct80 as life-time expired |
| 09 97 | CCCP-19180 | Mi-4 | AFL/Moscow | toc | 19jul60 | rgd 26jul60; in red/grey c/s |
| | CCCP-19180 | Mi-4 | AFL/Vyborg ATU GA | trf | 24apr73 | in red/grey c/s; struck off charge as 27dec73 as worn out; was used as a ground instructional airframe by the Vyborg Technical College of Civil Aviation (VATU GA) |
| 10 97 | CCCP-19174 | Mi-4A | AFL/West Siberia | toc | 11jul60 | used in cargo/passenger and cargo configuration; rgd 04aug60; initially opb 237 AO (became 237 LO Kolpashevskogo OAO in 1963); in dark green c/s with light blue underside; severely damaged may63 on landing at a site in the flood plain of the river Sorominskaya (Tyumen region) when came to rest on its right side, the tailboom broke off; repaired; trf to 244 LO Strezhevskogo OAO 15mar72; struck off charge 24dec74 as life-time expired |
| 11 97 | CCCP-19175 | Mi-4A | AFL/Krasnoyarsk | toc | jul60 | rgd 28jul60; opb 127 AO (became 127 LO Yeniseiskogo OAO 10apr64); dbr, details unknown; struck off charge 19mar80 |
| 12 97 | CCCP-19181 | Mi-4A | AFL/Uzbekistan | toc | 28jul60 | rgd 12sep60; opb 164 AO (became 164 LO of Sergeliski OAO in 1963); struck off charge 16nov79 as life-time expired |
| 13 97 | CCCP-19182 | Mi-4A | AFL/Kyrgyzstan | toc | 07jul60 | opb 180 OAO Kirgizskoi OAG GVF; severely damaged 30jul60, details unknown, no casualties; t/t 33 hours; was not registered before its accident; struck off charge 31aug61 as the GVF repair facility did not dispose of a holding frame necessary for the repair, canx the same day |
| 14 97 | CCCP-19183 | Mi-4SP | AFL/East Siberia | mfd | 30jun60 | operated in cargo/passenger (with 10 seats) and cargo configuration; toc 09aug60; rgd 29aug60; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); in dark green c/s with light grey underside; struck off charge 20sep79 as life-time expired |

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| 15 97 | CCCP-19184 | Mi-4 | AFL/East Siberia | mfd | 07jun60 | toc 09aug60; rgd 29aug60; opb 138 OAO; w/o 06oct60 on a positioning flight from Takhtamygda to Magdagachi for refuelling when encountered poor visibility (some 400-500 metres) due to forest fires in the area between the railway stations Burinda and Promyslovaya, the captain did not cope with flying according to IFR and lost spatial orientation so that the helicopter crashed 55 km north-west of Magdagachi airport and exploded, all 3 crew killed; t/t 205 hours; struck off charge 12nov60 and canx the same day |
| 16 97 | CCCP-19185 | Mi-4A | AFL/Syktyvkar | toc | 09aug60 | rgd 12sep60; opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963) |
| | CCCP-19185 | Mi-4A | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; struck off charge 28mar77 as life-time expired |
| 17 97 | CCCP-19186 | Mi-4A | AFL/East Siberia | mfd | 08aug60 | used in cargo/passenger and cargo configuration; toc 17aug60; rgd 26aug60; opb 135 AO (became 135 LO Ust-Kutskogo OAO jun63); in dark green c/s with light blue underside |
| | CCCP-19186 | Mi-4A | AFL/West Siberia | trf | 11jan72 | initially opb 118 LO Barnaulskogo OAO; trf to 184 LO Novokuznetskogo OAO jan74; trf to 354 LO Novokuznetskogo OAO dec74; struck off charge 13feb80 as life-time expired |
| 18 97 | CCCP-19187 | Mi-4A | AFL/East Siberia | toc | 20aug60 | rgd 06sep60; opb 199 AO (became 199 LO Nizhneudinskogo OAO in 1963); struck off charge 24jan79 as life-time expired |
| 19 97 | CCCP-19188 | Mi-4 | AFL/West Siberia | mfd | 19jul60 | used in cargo/passenger and cargo configuration; toc 08sep60; rgd 23sep60; initially opb 116 AO (became 116 LO Novosibirskogo OAO in 1963); trf to 118 LO Barnaulskogo between nov63 and 1967; dbr in 1967 when came down in the mountains near Kosh-Agach; struck off charge 18aug67 and canx the same day |
| 20 97 | CCCP-19189 | Mi-4 | AFL/North Kavkaz | rgd | 26sep60 | used in cargo configuration; toc also 26sep60; opb 59 AE (became Adlerskaya OAE in 1963) |
| | CCCP-19189 | Mi-4 | AFL/Tajikistan | trf | 21jan71 | opb 178 LO Dushanbinskogo OAO; struck off charge 28apr79 as life-time expired |
| 01 98 | CCCP-19190 | Mi-4A | AFL/Far East | toc | 22nov60 | rgd 23dec60; opb 149 AO (became 149 LO Petropavlovskogo OAO in 1963 and 149 LO 2-go Petropavlovskogo OAO in 1965); struck off charge 22dec80 as life-time expired |
| 02 98 | CCCP-19191 | Mi-4A | AFL/Far East | toc | 07oct60 | rgd 26oct60; initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; struck off charge 20oct80 as life-time expired |
| 03 98 | CCCP-19192 | Mi-4A | AFL/Far East | toc | 15oct60 | rgd 12nov60; opb 145 AO (became 145 LO Vladivostokskogo OAO in 1963); struck off charge 24dec75 as life-time expired |
| 04 98 | CCCP-19193 | Mi-4SP | AFL/Urals | mfd | 27jul60 | toc 09sep60; rgd 23sep60; initially opb 246 AO Tyumenskoi aviagruppy Uralskoi OAG GVF; trf to 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF jan61 (became 255 LO Tyumenskogo OAO in 1963); made a forced landing near Parfyonovo 04aug62; t/t 3,480 hours by 12jan67; trf to 123 LO 2-go Sverdlovskogo OAO 24jan67 |
| | CCCP-19193 | Mi-4SP | AFL/Tyumen | trf | 14apr67 | opb 255 LO Tyumenskogo OAO; dbr, details unknown; struck off charge 14jul69 |
| 05 98 | CCCP-19194 | Mi-4 | AFL/Magadan | toc | 20dec60 | rgd 16jan61; initially opb 63 OAE Magadanskoi OAG GVF; trf to 151 AO Magadanskoi OAG GVF 18jul63 (became 151 LO Chaunskogo OAO in 1963); struck off charge 11sep80 as life-time expired |
| 06 98 | CCCP-19195 | Mi-4T | AFL/Syktyvkar | toc | 11sep60 | rgd 23sep60; opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963) |
| | CCCP-19195 | Mi-4T | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; in red/grey c/s; struck off charge 16nov79 as life-time expired |
| 07 98 | CCCP-19196 | Mi-4SP | AFL/Turkmenistan | toc | 17sep60 | rgd 27sep60; opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); last overhaul in 1973; struck off charge 22sep78 as life-time expired |
| 08 98 | CCCP-19197 | Mi-4SP | AFL/Turkmenistan | toc | 17sep60 | rgd 27sep60; opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); struck off charge 27jul78 as life-time expired |
| 09 98 | CCCP-19198 | Mi-4SP | AFL/Krasnoyarsk | toc | 19sep60 | rgd 19oct60; opb 131 AO (became 131 LO Kezhemskogo OAO sep64); dbr, details unknown; struck off charge 27dec73 |
| 10 98 | CCCP-19199 | Mi-4SP | AFL/Privolzhsk | toc | 15sep60 | rgd 27sep60; opb 172 AO (became 172 LO Ufimskogo OAO in 1963); struck off charge 31aug76 as life-time expired |
| 11 98 | CCCP-19200 | Mi-4SP | AFL/Privolzhsk | rgd | 30sep60 | opb 171 AO (became 171 LO Saratovskogo OAO in 1963); struck off charge 30dec76 as life-time expired |
| 12 98 | CCCP-19201 | Mi-4 | AFL/Ukraine | toc | 29sep60 | used in cargo configuration; rgd 12oct60; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63) |
| | CCCP-19201 | Mi-4SP | AFL/Urals | trf | 10jan70 | initially opb 123 LO of 2-i Sverdlovski OAO; trf to 326 LO of 2-i Sverdlovski OAO dec72; struck off charge 30nov78 as life-time expired |
| 13 98 | CCCP-19202 | Mi-4SP | AFL/Northern | rgd | 15oct60 | initially opb 68 LO (became 68 LO Arkhangelskogo OAO in 1963); trf to 300 LO Kotlasskogo OAO after jul63 |
| | CCCP-19202 | Mi-4SP | AFL/Arkhangelsk | trf | 01jan73 | opb 300 LO Kotlasskogo OAO; in dark green c/s with light blue underside; dbr 12dec76 on a cargo flight from Salekhard to Vorkuta when encountered below-minima weather conditions (poor visibility), the crew cut the route straight (trying to overfly the mountains) and the helicopter crashed into the slope of a mountain near the Post 106 km railway station (67 km south-east of Vorkuta) in the Aksarka district of the Tyumen region (Polar Urals), all 3 crew members and the sole passenger (an aircraft mechanic) survived the accident and tried to reach the railway line from Labytnangi to Vorkuta, but died due to hypothermia 3.5 km from the accident site; the wreck was found 15dec76 and the dead occupants 21dec76; struck off charge 17dec79 |
| 14 98 | CCCP-19203 | Mi-4SP | AFL/Kazakhstan | toc | 19sep60 | rgd 15oct60; initially opb 157 AO (became 157 LO Ust'-Kamenogorskogo OAO in 1963); trf to 328 LO Ust'-Kamenogorskogo OAO may70; struck off charge 29jul77 as life-time expired |
| 15 98 | CCCP-19204 | Mi-4A | AFL/Yakutiya | toc | 19sep60 | rgd 07oct60; initially opb 192 AO (became 192 LO Nyurbinskogo OAO in 1964); in dark green c/s with light blue underside; trf to 270 LO Nyurbinskogo OAO apr66; dbr, details unknown; struck off charge 21oct67 and canx the same day |
| 16 98 | CCCP-19176 | Mi-4A | AFL/Yakutiya | toc | 20sep60 | rgd 07oct60; initially opb 192 AO (became 192 LO Nyurbinskogo OAO in 1964); trf to 270 LO Nyurbinskogo OAO apr66; struck off charge 24jan73 as life-time expired |
| 17 98 | CCCP-19178 | Mi-4A | AFL/Far East | toc | 06oct60 | rgd 29oct60; initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; in red/grey c/s; struck off charge in 1979 as life-time expired |
| 18 98 | CCCP-19179 | Mi-4 | AFL/Far East | toc | 06oct60 | rgd 29oct60; initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; trf to 144 LO Nikolayevskogo-na-Amure OAO after dec63; dbr 18sep75 on a flight looking for herds of deer when the pilot tried to cut the route short and overfly the Suntar pass (some 2,000 metres) in the Suntar-Khayata range at low height (due to low clouds), but the helicopter was caught by a strong downstream near the Yudoma river, the main rotor touched the slope of a mountain and the helicopter crashed, all crew and passengers escaped unhurt; struck off charge 24dec75 |
| 01 99 | 0199 | Mi-4 | Czechoslovak AF | mfd | 1960 | opb 1. spojlt at Príbram; in dark green c/s with light blue underside; seen Prague-Michle 06jan61 |
| 02 99 | 0299 | Mi-4 | Czechoslovak AF | mfd | 1960 | operated initially by 50. spojlp at Klecany and later by 41. spojlt at Havlíckuv Brod; photo in 1960 |
| 03 99 | 0399 | Mi-4 | Czechoslovak AF | | photo | opb 50. spojlp at Klecany |
| | OK-OVE | Mi-4 | CSA-Agrolet | rgd | 07apr61 | ferried from Klecany to PRG 24mar61; first mission undertaken 04apr61; underwent trials with the VZLÚ 23jun62; dbr 23feb66 on a crane flight at Sirk (Revúca district of the Banská Bystrica region), both crew members escaped unhurt; canx only 15oct74 |
| 04 99 | 0499 | Mi-4 | Czechoslovak AF | | photo | initially opb 50. spojlp at Klecany; trf to 4. vrlt 9. slp at Bechyne around 1960; the tailboom was damaged 05sep61 on a landing at night |
| 05 99 | 0599 | Mi-4B | Czechoslovak AF | mfd | aug60 | opb 50. spojlp at Klecany; photo at PRG 04sep60; both nose wheels were damaged 27jun61 when they ran into a 20 cm deep track on landing; in dark green/black camo c/s; was preserved at Prostejov, seen sep90; preserved in Muzeum letecké a pozemní techniky at VyÚkov (N49.301322 E17.023264), seen jul99/sep24 |
| 06 99 | 0699 | Mi-4 | Czechoslovak AF | | photo | opb 50. spojlp at Klecany; a photo exists; made a forced landing due to engine problems 21may63 |
| 07 99 | MONGOL-799 | Mi-4 | MIAT Mongolia | mfd | 31aug60 | probably in dark green c/s with light blue underside; w/o 27apr65 on a positioning flight from Ulan-Bator via Ulan-Ude to Irkutsk when the crew deviated from the prescribed flight path, the tail rotor collided under unknown circumstances with a twig and separated some 2-3 km further on so that the helicopter went out of control and crashed 6 km south-west of Tankhoi (Kabansk district of Buryatia), all 3 crew members and the sole passenger were killed; t/t 927 hours |
| 08 99 | YR-EMB | Mi-4 | Aviatia Utilitara | rgd | 21apr61 | operated for Ministerul Energiei Electrice; in dark green c/s with light blue underside and a logo, no titles; canx 06dec68 as to the military |
| 14 99 | 1499 | Mi-4 | Czechoslovak AF | ph. | 1963 | at Vrchlabí; another photo is reported to be dated sep75, but the helicopter is also reported as having crashed at Libava 02jul72 |
| 15 99 | 1599 | Mi-4 | Czechoslovak AF | | | opb 24. vrp at Brno-Cernovice |
| 16 99 | 1699 | Mi-4 | Czechoslovak AF | ph. | 1961 | at Dobrany, still with wooden rotor blades; operated initially by 1. vrlt at Dobrany and later by 1. spojlt at Dobrany |
| 17 99 | 1799 | Mi-4 | Czechoslovak AF | | | obp 2. spojlt at Trencín |
| 18 99 | CCCP-19206 | Mi-4P | AFL/Komi | mfd | 10dec60 | used in passenger configuration; toc 09may61; rgd 31may61; initially opb Vorkutinskaya OAE Syktyvkarskoi OAG GVF; trf to 76 LO Pechorskogo OAO between dec63 and jul74; damaged 19aug74 when the engine failed and the helicopter made an auto-rotation landing in swampy terrain; struck off charge 13aug80 as life-time expired |
| 19 99 | CCCP-19207 | Mi-4 | AFL/Kazakhstan | toc | 24may61 | rgd 29jun61; opb 191 AO (became 191 LO Burundaiskogo OAO jan64); struck off charge 28sep76 as life-time expired |
| 20 99 | CCCP-19208 | Mi-4 | AFL/Azerbaijan | toc | 30apr61 | rgd 22jun61; initially opb 109 AO (became 109 LO Zabratskogo OAO in 1963); trf to 111 LO Makhachkalinskogo OAO between dec63 and dec73 |
| | CCCP-19208 | Mi-4 | AFL/North Kavkaz | trf | 01jan74 | opb 111 LO Makhachkalinskogo OAO; struck off charge 21nov75 as life-time expired |
| 01 100 | CCCP-19209 | Mi-4P | AFL/East Siberia | toc | 04jun61 | in 11 passenger configuration; rgd 12jul61; initially opb 133 AO; trf to Bodaibinskaya OAE apr62; trf to 133 LO Bodaibinskogo OAO jun64; struck off charge 23aug78 as life-time expired |
| 02 100 | CCCP-19210 | Mi-4 | AFL/Northern | toc | 17may61 | rgd 05jul61 |
| | CCCP-19210 | Mi-4 | AFL/Arkhangelsk | trf | 01jan73 | opb 73 AO (became 73 LO Naryan-Marskogo OAO in 1963); struck off charge 19jan81 as life-time expired |
| 03 100 | CCCP-19211 | Mi-4P | AFL/Yakutiya | toc | 28jul61 | used in passenger configuration; rgd 08aug61; initially opb 192 AO Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1964); initially in light c/s with thin dark lightning bolt; trf to 270 LO Nyurbinskogo OAO apr66; trf to Chokurdakhskaya OAE Kolymo-Indigirskogo OAO nov75; repainted in red/grey c/s; damaged 24may77 on the leg from a site near Druzhina to Byelaya Gora of a flight from Druzhina to Byelaya Gora when took off with the MTOW and with tail wind, failed to climb out, collided with brushes in swampy terrain, the left main gear touched the ground while the helicopter was flying a steep left turn in order to evade a house and the helicopter crashed in the garden of the house and came to rest on its right side, the tailboom broke off; all 3 crew and 12 passengers escaped unhurt; repaired; struck off charge 19jan81 as life-time expired |
| 04 100 | CCCP-19212 | Mi-4P | AFL/West Siberia | mfd | 08may61 | rgd 28jun61; initially opb 184 AO (became 184 LO Novokuznetskogo OAO in 1963); trf to 3 AE 118 LO Barnaulskogo OAO between oct63 and 1970; struck off charge 30nov78 as life-time expired |
| 05 100 | CCCP-19213 | Mi-4 | AFL/Kazakhstan | toc | 24may61 | rgd 29jun61; opb 191 AO (became 191 LO Burundaiskogo OAO jan64); struck off charge 29jul77 as life-time expired |
| 06 100 | CCCP-19214 | Mi-4P | AFL/Krasnoyarsk | rgd | 04jul61 | opb 127 AO (became 127 LO Yeniseiskogo OAO in 1964); struck off charge 19feb81 as life-time expired |

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| 07 100 | CCCP-19215 | Mi-4P | AFL/Georgia | mfd | 30apr61 | rgd 29jun61; initially opb 230 AO (became 230 LO Tbilisskogo OAO in 1963); trf to 297 LO Sukhumskogo OAO between dec63 and nov69; w/o 13nov69 on the leg from Vitebsk to Velikiye Luki of a positioning flight from Sukhumi to zavod No. 21 GA at Leningrad when part of main rotor blade No. 1 came off (due to faulty repair) while the helicopter was flying at a height of some 200 metres near Khotolya (Vitebsk district of the Vitebsk region) so that the helicopter went out of control and crashed upside down in swampy terrain some 100 metres from the banks of the river Zapadnaya Dvina, all 3 crew members and the sole passenger (an aircraft mechanic) were killed; t/t 2,641 hours and 6,644 cycles; struck off charge 05jan70 and canx the same day |
| 13 100 | not known | Mi-4A | Soviet Air Force | mfd | 1961 | |
| | CCCP-14159 | Mi-4A | AFL/Far East | toc | 17dec74 | rgd 10mar75; struck off charge 19jan81 as life-time expired |
| 16 100 | not known | Mi-4A | Soviet Air Force | mfd | 1961 | |
| | CCCP-14212 | Mi-4A | AFL/East Siberia | toc | 23jul75 | rgd 07aug75; on a photo as a geophysical survey aircraft; struck off charge 19jan81 as life-time expired |
| 02 101 | CCCP-31564 | Mi-4 | AFL/Far East | rgd | 30oct74 | canx 1980 |
| 03 101 | CCCP-06106 | Mi-4A | MAP Rostov Heli. | rgd | 01oct79 | canx 1981 |
| 07 101 | not known | Mi-4AV | Soviet AF/PVO | mfd | 1961 | opb ote 12 OA PVO (military unit 02016) |
| | CCCP-01849 | Mi-4A | AFL/Uzbekistan | toc | 05sep72 | rgd 13sep72; opb 164 LO Sergeliskogo OAO; struck off charge 22dec80 as life-time expired |
| 09 101 | not known | Mi-4A | Soviet AF/PVO | mfd | 1961 | opb 763 iap PVO (military unit 40372) at Komsomolski (Tyumen region) |
| | CCCP-29025 | Mi-4A | AFL/Yakutiya | toc | 13jul74 | rgd 15jul74; struck off charge 17nov80 as life-time expired |
| 01 102 | CCCP-19216 | Mi-4P | AFL/Georgia | toc | 09may61 | in 10 passenger configuration; rgd 22jun61; opb Sukhumskaya OAE (became Sukhumskaya OOAE 15sep64); dbr in 1968, details unknown; struck off charge 09jul68 |
| 02 102 | CCCP-19217 | Mi-4SP | AFL/Privolzhsk | rgd | 29jun61 | opb 171 AO (became 171 LO Saratovskogo OAO in 1963); struck off charge 16aug79 as life-time expired |
| 03 102 | CCCP-19128 | Mi-4P | AFL/Far East | toc | 27may61 | used in passenger configuration; rgd 28jul61; initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; in light grey c/s with dark blue 'lightning bolt'; displayed at the Tokyo Trade Show Expo aug61; struck off charge 22dec80 as life-time expired |
| 04 102 | CCCP-19129 | Mi-4P | AFL/West Siberia | toc | 22apr61 | rgd 28jun61; initially opb 237 AO (became 237 LO Kolpashevskogo OAO in 1963); trf to 257 LO Kolpashevskogo OAO feb65; trf to 1 AE 244 LO Strezhevskogo OAO 15mar72; in light grey c/s with a 'lightning bolt'; struck off charge 27oct77 as life-time expired |
| 05 102 | CCCP-19136 | Mi-4VP | AFL/Kyrgyzstan | toc | may61 | also used in ambulance configuration; rgd 06jul61; opb 180 AO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO in 1963); in white c/s with dark 'lightning-bolt' cheatline and a Red Cross; photo at the Soosamyr pasture (Kyrgyzstan) in 1967; was sent to ARZ-41 at Omsk in autumn 1976, but was not overhauled; struck off charge 14jan77 as life-time expired; scrapped by ARZ-41 mar78 |
| 05 102 | CCCP-19136 | Mi-4VP | AFL/Kyrgyzstan | rgd | 06jul61 | converted to ambulance version and photo as such at Soosamyr pasture, Kyrgyzstan, 1967; photo in Flieger Revue 75/12; canx 1977 |
| 06 102 | CCCP-19140 | Mi-4P | AFL/Ukraine | toc | 01may61 | used in 11 passenger configuration; rgd 28jun61; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71) |
| | CCCP-19140 | Mi-4P | AFL/Kremenchug FS | trf | 29dec75 | struck off charge 19jan81 as life-time expired |
| 07 102 | CCCP-19141 | Mi-4 | AFL/GosNII GVF | toc | 05may61 | rgd 31may61 |
| | CCCP-19141 | Mi-4 | AFL/Kremenchug FS | trf | apr62 | struck off charge 03jul73 as worn out |
| 08 102 | CCCP-19142 | Mi-4P | AFL/North Kavkaz | mfd | 27apr61 | rgd 28jun61; opb 59 AE aeroporta Adler (became Adlerskaya OAE in 1963); w/o 09feb68 on a flight from Kropotkin to drilling site No. 1 (near Mirskaya in the Caucasus district of the Krasnodar region) of the Krasnodar oil exploration enterprise in below-minima weather conditions (snowfall and fog) when the pilot lost spatial orientation while flying a turn on final approach and the helicopter crashed in a snow-covered field on the north-western outskirts of Mirskaya, all 3 crew members and 6 passengers were killed; t/t 4,140 hours and 11,868 cycles; struck off charge 31may68 and canx the same day |
| 09 102 | CCCP-19143 | Mi-4P | AFL/Northern | toc | 30apr61 | used in 10 passenger configuration; rgd 05jul61; opb 68 LO (became 68 LO Arkhangelskogo OAO in 1963 and 68 LO 2-go Arkhangelskogo OAO in 1969) |
| | CCCP-19143 | Mi-4P | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO 2-go Arkhangelskogo OAO; in red/grey c/s; struck off charge 19jan81 as life-time expired |
| | 'CCCP-2AOAO' | Mi-4P | no titles | Arv | 03jun10 | identity from the display plate; in white c/s with red top of fuselage and belly, with the registration painted on as such; preserved with this fake registration (standing for 2nd Arkhangelsk Flight Unit) inside the airport at Arkhangelsk-Vaskovo from 1980, l/n oct11 |
| | CCCP-19143 | Mi-4P | Aeroflot | ph. | 14aug21 | in white c/s with red top of fuselage and belly; preserved in front of the terminal at Arkhangelsk-Vaskovo (N64.443219 E40.430763), seen aug21/jun24 |
| 10 102 | CCCP-19144 | Mi-4P | AFL/Northern | toc | 30apr61 | used in 10 passenger configuration; rgd 05jul61; opb 68 AO at Arkhangelsk (became 68 LO of Arkhangelski OAO in 1963 and 68 LO of 2-i Arkhangelski OAO in 1969); probably in light grey c/s with thin dark blue 'lightning-bolt' cheatline; photo at Severodvinsk may65 |
| | CCCP-19144 | Mi-4P | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO; struck off charge 24jan79 as life-time expired |
| 13 102 | "04" white | Mi-4 | Soviet Air Force | mfd | 1961 | opb military unit 69780; in dark green c/s with light blue underside; photo in the early 1970s |
| 14 102 | not known | Mi-4A | Soviet Air Force | mfd | 1961 | |
| | CCCP-14829 | Mi-4A | AFL/West Siberia | rgd | 29aug77 | toc 13sep77; opb 257 LO Kolpashevskogo OAO; last overhaul in 1979; in red/grey c/s; struck off charge 19feb81 as life-time expired; reportedly scrapped at Kolpashevo dec81 |
| 15 102 | not known | Mi-4A | MRP ? | mfd | 1961 | probably opb OKB-379 Sverdlovskogo SNKh (redesignated UPKB "Detal" MRP in 1966) at Kamensk-Uralski |
| | CCCP-98103 | Mi-4A | MRP NILITs | rgd | 20jan66 | toc 20may66; used as an avionics test-bed by filial NILITS at Kamensk-Uralski (became NPO "Vzlyot" in 1972); trf to VNIIRA (p/ya A-3158), date unknown; canx 1980 |
| 17 102 | not known | Mi-4A | Soviet Air Force | mfd | 1960 | |
| | CCCP-14324 | Mi-4A | AFL/Privolzhsk | rgd | 19oct76 | struck off charge 17nov80 as life-time expired |
| 02 103 | CCCP-29048 | Mi-4A | AFL/Kremenchug FS | toc | 30sep61 | rgd 08dec61; struck off charge 18jan82 as life-time expired |
| 06 103 | 12013 | Mi-4A | Yugoslav Air Force | mfd | 1961 | opb 107. helikopterski puk at NiÜ; in olive drab c/s with light blue underside; wfu 1977; towed by a tractor to Belgrade-Surcin in 1977; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade-Surcin (N44.819213 E20.286611) from 16feb77, seen sep90/aug19 |
| 11 103 | CCCP-19145 | Mi-4VP | AFL/Azerbaijan | toc | 30apr61 | rgd 28jun61; opb 111 AO (became 111 LO Makhachkalinskogo OAO in 1963) |
| | CCCP-19145 | Mi-4VP | AFL/Urals | trf | jun72 | initially opb 123 LO 2-go Sverdlovskogo OAO; trf to 326 LO 2-go Sverdlovskogo OAO dec72; struck off charge 30jul75 as life-time expired |
| 12 103 | CCCP-19146 | Mi-4P | AFL/North Kavkaz | toc | 05may61 | in 11 passenger configuration; rgd 28jun61; initially opb Nalchikskaya AE Pyatigorskogo OAO; in light c/s with 'lightning-bolt' cheatline; photo in 1969; trf to 1 AE 351 LO Nalchikskogo OAO jul75; struck off charge 26jun79 as life-time expired |
| 13 103 | CCCP-19147 | Mi-4P | AFL/Ukraine | toc | 01may61 | used in 11 passenger configuration; rgd 28jun61; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63 and 252 LO of Zavodskoi OAO 01oct71); appeared in the 1965 Soviet film "Akvalangi na dne" (Scuba Sets on the Sea Floor) |
| | CCCP-19147 | Mi-4P | AFL/Kremenchug FS | trf | 19feb76 | in red/grey c/s; struck off charge 15dec81 as life-time expired |
| 14 103 | CCCP-28960 | Mi-4P | AFL/Ukraine | toc | 08dec61 | used in 11 passenger configuration; rgd 29mar62; initially opb 79 AO at SIP (disbanded 07dec62); trf to 252 AO at Zavodskoye (became 252 LO of Simferopolski OAO 27jun63) |
| | CCCP-28960 | Mi-4P | AFL/Urals | trf | 12jul66 | opb 234 LO of Salekhardski OAO of Tyumenskaya aviagruppa |
| | CCCP-28960 | Mi-4P | AFL/Tyumen | trf | 20feb67 | initially opb 234 LO of Salekhardski OAO; in red/grey c/s; trf to 388 LO of Salekhardski OAO in 1976; struck off charge 17apr81 as life-time expired |
| 15 103 | CCCP-29049 | Mi-4P | AFL/GosNII GVF | toc | 08jan62 | reported as Mi-4P series II; rgd 19feb62; in red/white (sic) c/s |
| | CCCP-29049 | Mi-4P | AFL/Central Region | trf | 26sep65 | |
| | CCCP-29049 | Mi-4P | AFL/Kremenchug FS | trf | 19may70 | struck off charge 11feb83 as life-time expired |
| 08 104 | OK-BYL | Mi-4 | Czech MoI (LO MV) | rgd | 04sep61 | canx 29apr65 |
| | 8104 | Mi-4 | Czechoslovak AF | ph. | sep69 | c/n not confirmed; l/n may75; photo in book "O létání v Bechyni" by Jiri Havel |
| 13 104 | 574 | Mi-4A | East German AF | toc | 1961 | HG-31 Brandenburg-Briest |
| | 574 | Mi-4A | East German Navy | trf | 15sep62 | HKVM Parow; (became HGVM Parow 01may63); to HS-18 Parow 01dec71; to Zentrale Reserve; canx 20mar76 |
| 14 104 | 577 | Mi-4A | East German AF | toc | 1961 | opb HG-31 at Brandenburg-Briest; damaged 21may65 on an auto-rotation landing when the tailboom touched the ground; repaired; to Zentrale Reserve; struck off charge 20mar76 |
| 15 104 | 578 | Mi-4A | East German AF | mfd | 1961 | toc HG-31 Brandenburg-Briest 1961; struck off charge 18jul61 |
| | DM-SPC | Mi-4A | Deutsche Lufthansa | h/o | 17may61 | at SXF; rgd 18jul61; in dark green c/s with light blue underside, no titles, only badge; underwent crane-flight trials at SXF 16aug/08sep61 (60 flights); first operational crane-flight conducted 19sep61; dbr 08feb62 on a wood-hauling flight near Creuzburg (Thuringia) when the pilot made an error and lost control, crew injured; canx 23feb62 |
| 16 104 | 137 | Mi-4A | Polish Air Force | d/d | 1961 | struck off charge 14sep80; used as a ground instructional airframe by the technical school at Olesnica; later scrapped; see c/n 1371 |
| 17 104 | 710 | Mi-4A | Polish Air Force | d/d | 1961 | struck off charge 11apr85 |
| 19 104 ? | 9504 | Mi-4 | Czechoslovak AF | ph. | 11sep71 | could also by c/n 09104; there are no data regarding the existence of 9104; operated initially by 24. vrp at Brno-Cernovice, later by 1. vellt at Bechyne and finally by Oc. 1. lÚp at PieÚtany; photo in the book "O létání v Bechyni" by Jiri Havel |
| 20 104 | not known | Mi-4A | Soviet Air Force | mfd | apr61 | |
| | CCCP-14833 | Mi-4A | AFL/West Siberia | rgd | 29aug77 | used in cargo/passenger and cargo configuration; toc 12sep77; opb 257 LO Kolpashevskogo OAO; repainted in orange c/s with thik dark blue cheatline during overhaul in 1979; struck off charge 19feb81 as life-time expired |
| 01 105 | not known | Mi-4A | Soviet Air Force | mfd | jun61 | |
| | CCCP-14831 | Mi-4A | AFL/West Siberia | rgd | 29aug77 | used in cargo/passenger and cargo configuration; toc 13sep77; initially opb 354 LO Novokuznetskogo OAO; trf to 257 LO Kolpashevskogo OAO dec78; dbr 18oct80 when the hydraulics system failed and the helicopter made a forced landing near Negotka (Tomsk region); struck off charge 19jan81; scrapped at Kargasok (Tomsk region) mar81 |
| 11 105 | not known | Mi-4A | Soviet Air Force | mfd | 1961 | |
| | CCCP-14144 | Mi-4A | AFL/Privolzhsk | toc | 13dec74 | rgd 17jan75; struck off charge 19jan81 as life-time expired |
| 13 105 | not known | Mi-4 | Soviet Air Force | mfd | 1961 | |
| | CCCP-14847 | Mi-4 | AFL/Privolzhsk | toc | 10oct77 | rgd 23nov77; struck off charge 23nov81 as life-time expired |
| 14 105 | not known | Mi-4 | not known | mfd | 1961 | |
| | CCCP-06102 | Mi-4 | MAP Zakarpat. MSZ | rgd | 25sep79 | Zakarpatski mashinostroitelny zavod (Transcarpathian Machine-Building Factory) at Dubovoye; in Aeroflot c/s; canx 29jun83 |
| 07 106 | not known | Mi-4 | Soviet Air Force | mfd | 1961 | |
| | CCCP-14846 | Mi-4 | AFL/Privolzhsk | toc | 10oct77 | rgd 23nov77; struck off charge 23mar81 as life-time expired |
| 08 106 | not known | Mi-4A | Soviet Air Force | mfd | 1961 | |

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| | CCCP-14174 | Mi-4A | AFL/Far East | toc | 17dec74 | rgd 24mar75; struck off charge 23nov81 as life-time expired |
| 20 106 | CCCP-19218 | Mi-4A | AFL/Urals | toc | 29apr61 | rgd 29jun61; initially opb 123 AO (became 123 LO 2-go Sverdlovskogo OAO 18jun63); trf to 121 LO Surgutskogo OAO Tyumenskoi aviagruppy 09dec64 (on the basis of a decree issued 30sep64), t/t 1,987 hours by then; w/o 01feb67 while being prepared for take-off at Surgut, the main gear box was heated as the outside temperature was -43° C, but the helicopter caught fire and burnt out; struck off charge 06apr67 |
| 01 107 | CCCP-19219 | Mi-4 | AFL/GosNII GVF | toc | 21jul61 | rgd 02aug61 |
| | CCCP-19219 | Mi-4 | AFL/Moscow SPiMVL | trf | 14aug61 | |
| | CCCP-19219 | Mi-4 | AFL/Tajikistan | trf | 08apr71 | opb 178 LO Dushanbinskogo OAO; struck off charge 19jun80 as life-time expired |
| 02 107 | CCCP-19220 | Mi-4 | AFL/Moscow SPiMVL | rgd | 26mar63 | a late rgd date according to the register |
| | CCCP-19220 | Mi-4 | AFL/Kremenchug FS | trf | 24feb76 | struck off charge 16nov79 as life-time expired |
| 03 107 | CCCP-19221 | Mi-4A | AFL/Kremenchug FS | toc | 09may61 | rgd 29jun61 |
| | CCCP-19221 | Mi-4A | AFL/Yakutiya | trf | 31aug67 | opb 288 LO Maganskogo OAO; ran out of fuel 29sep69 and made a forced landing 30 km from Zhigansk; struck off charge 23nov81 as life-time expired |
| 04 107 | CCCP-19222 | Mi-4 | AFL/Kremenchug FS | rgd | 29jun61 | in dark green c/s with light grey underside; canx 1981 |
| 05 107 | CCCP-19223 | Mi-4 | AFL/Kremenchug FS | mfd | 22apr61 | used in training configuration; toc 09may61; rgd 29jun61 |
| | CCCP-19223 | Mi-4 | AFL/Vyborg ATU GA | trf | 03oct65 | in dark green c/s with light blue underside; photo nov68 |
| | CCCP-19223 | Mi-4 | AFL/Leningrad | trf | 30aug73 | used in cargo/passenger and cargo configuration; opb 74 LO 2-go Leningradskogo OAO; struck off charge 03nov81 as life-time expired |
| 06 107 | CCCP-19224 | Mi-4 | AFL/Kremenchug FS | rgd | 29jun61 | canx 1979 |
| 07 107 | CCCP-19225 | Mi-4 | AFL/Kremenchug FS | toc | 09may61 | rgd 29jun61 |
| | CCCP-19225 | Mi-4 | AFL/Kazakhstan | trf | 24mar67 | struck off charge 27dec78 as life-time expired |
| 08 107 | CCCP-19226 | Mi-4 | AFL/East Siberia | mfd | 14apr61 | used in cargo/passenger (with 10 passenger seats) and cargo configuration; toc 12may61; rgd 28jun61; opb 183 AO (became 183 LO Ulan-Udenskogo OAO jan63) |
| | CCCP-19226 | Mi-4 | AFL/West Siberia | trf | dec71 | initially opb 184 LO Novokuznetskogo OAO; in dark green c/s with light blue underside; last overhaul in 1973; trf to 3 AE 116 LO Novosibirskogo OAO 01jan72; struck off charge 14jan77 as life-time expired; reportedly scrapped at Novosibirsk-Severny jun77 |
| 10 107 | not known | Mi-4 | Soviet Air Force | mfd | 1961 | |
| | CCCP-14337 | Mi-4 | AFL/Yakutiya | toc | 31oct76 | rgd 27may77; struck off charge 15dec81 as life-time expired |
| 16 107 | not known | Mi-4A | Soviet Air Force | mfd | 1961 | |
| | CCCP-14214 | Mi-4A | AFL/Far East | rgd | 14aug75 | struck off charge 15dec81 as life-time expired |
| 02 108 | not known | Mi-4T | Soviet Air Force | mfd | 1961 | |
| | CCCP-14125 | Mi-4T | AFL/Komi-PEX | rgd | 15jul77 | canx 1981 |
| 04 108 | not known | Mi-4 | Soviet Air Force | mfd | 1961 | |
| | CCCP-14112 | Mi-4 | AFL/Central Region | toc | 10jun77 | rgd 19jul77; struck off charge 15dec81 as life-time expired |
| 06 108 | CCCP-29047 | Mi-4A | AFL/Urals | mfd | 21aug61 | used in cargo/passenger and cargo configuration; toc 25sep61; rgd 12dec61; opb 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF (became 255 LO Tyumenskogo OAO in 1963); in dark green c/s with light blue underside; t/t 2,182 hours by 04jan67 |
| | CCCP-29047 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 255 LO Tyumenskogo OAO; trf to 345 LO Uraiskogo OAO oct74; struck off charge 27sep75 as life-time expired |
| 07 108 | not known | Mi-4A | Soviet Air Force | mfd | 1961 | |
| | CCCP-14329 | Mi-4A | AFL/Arkhangelsk | rgd | 18oct76 | struck off charge 23nov81 as life-time expired |
| 09 108 | CCCP-19228 | Mi-4 | AFL/East Siberia | toc | 12aug61 | rgd 08dec61; dbr, details unknown; canx 13dec64 and struck off charge 18dec64 |
| 10 108 | CCCP-19229 | Mi-4A | AFL/Ukraine | toc | 02apr62 | used in 10 passenger configuration; rgd 26jun62; underwent service trials with 88 AO at LWO; t/t 193 hours by 01nov63; later opb 252 LO of Simferopolski |
| | CCCP-19229 | Mi-4A | AFL/Azerbaijan | trf | 17jul64 | opb 111 LO of Makhachkalinski OAO |
| | CCCP-19229 | Mi-4A | AFL/North Kavkaz | trf | 01jan74 | opb 111 LO of Makhachkalinski OAO; struck off charge 15dec81 as life-time expired |
| 12 108 | CCCP-19231 | Mi-4P | AFL/Azerbaijan | toc | 09oct61 | rgd 30oct61; opb 109 AO (became 109 LO Zabratskogo OAO in 1963); photo at Neftyanyye Kamni near Baku |
| | CCCP-19231 | Mi-4P | AFL/Turkmenistan | trf | 29dec75 | opb 167 LO Chardzhouskogo OAO; struck off charge 22sep78 as life-time expired |
| 13 108 | CCCP-19232 | Mi-4 | AFL/Central Region | toc | oct61 | rgd 03mar62 |
| | CCCP-19232 | Mi-4 | AFL/Azerbaijan | trf | oct62 | opb 111 AO (became 111 LO Makhachkalinskogo OAO in 1963) |
| | CCCP-19232 | Mi-4 | AFL/North Kavkaz | trf | 01jan74 | opb 111 LO Makhachkalinskogo OAO; struck off charge 16aug79 as life-time expired |
| 15 108 | CCCP-19234 | Mi-4VP | AFL/Syktyvkar | toc | 12dec61 | rgd 19jan62; opb Vorkutinskaya OAE Syktyvkarskoi OAG GVF; dbr 02apr62 on a flight from Vorkuta to a drilling site 125 km north-west of Vorkuta in support of the Vorkuta Complex Geological Exploration Expedition when encountered below-minima weather conditions (snowfall and poor visibility) and failed to return, the pilot tried to make a precautionary landing in the tundra 120 km north-west of Vorkuta, but lost spatial orientation due to snow vortex and the helicopter crashed from a height of some 2-3 metres, all 3 crew and the sole passenger escaped unhurt and were rescued by an An-2 the next day; t/t 114 hours; struck off charge 24aug62 and canx the same day |
| 16 108 | CCCP-19235 | Mi-4VP | AFL/Krasnoyarsk | mfd | 24may61 | also given as 30apr61; in 11 passenger configuration; toc 21dec61; rgd 05jan62; initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1963; trf to 329 LO Norilskogo OAO between 1964 and 1973; last overhaul in 1973; trf to Boguchanskaya OAE in 1978; damaged 03dec79 while 'hopping' from the petrol station at Chemdalsk to the apron when the engine lost power and the helicopter made an auto-rotation landing, the tailboom broke off; struck off charge 23nov81 as life-time expired |
| 17 108 | CCCP-19236 | Mi-4VP | AFL/East Siberia | toc | 15mar62 | rgd 23apr62 |
| | not known | Mi-4VP | Soviet Air Force | trf | 01mar70 | on the basis of a decree of the Council of Ministers dated 25mar69 |
| | CCCP-14292 | Mi-4VP | AFL/Yakutiya | toc | 19jul76 | rgd 14oct76; struck off charge 23nov81 as life-time expired |
| 18 108 | CCCP-19237 | Mi-4P | AFL/Yakutiya | toc | 01apr62 | used in passenger configuration; rgd 23apr62; opb 197 AO Yakutskoi OAG GVF (became 197 LO Aldanskogo OAO in 1963); dbr, details unknown; struck off charge 26apr68 and canx the same day |
| 02 109 | 2109 | Mi-4 | Czechoslovak AF | | photo | |
| | OK-RKA | Mi-4 | CSA-Agrolet | rgd | 08jul66 | canx 24mar67 |
| 05 109 | CCCP-14120 | Mi-4 | AFL/Kazakhstan | rgd | 28jul77 | canx 1981 |
| 07 109 | CCCP-29046 | Mi-4A | AFL/Yakutiya | toc | 06oct61 | rgd 30oct61; initially opb 140 AO of Yakutskaya OAG GVF (became 140 LO of Maganski OAO in 1963); trf to 288 LO of Maganski OAO apr67; in all-red c/s; made forced landings 03oct74 and 30may76; photo 01may75; struck off charge 28mar77 as life-time expired |
| 08 109 | CCCP-14128 | Mi-4 | AFL/Privolzhsk | rgd | 01aug77 | canx 1981 |
| 10 109 | not known | Mi-4A | Soviet AF/PVO | mfd | 1961 | opb 90 iap PVO at Chervonoglinskoye |
| | CCCP-31552(2) | Mi-4A | AFL/Privolzhsk | toc | 18jul74 | rgd 14aug74; struck off charge 23nov81 as life-time expired; see c/n 0613 |
| 13 109 | not known | Mi-4A | Soviet Air Force | mfd | 1961 | |
| | CCCP-14233 | Mi-4A | AFL/Turkmenistan | toc | 30nov75 | rgd 15dec75; struck off charge 23jan81 as life-time expired |
| 14 109 | CCCP-14240 | Mi-4A | AFL/Kremenchug FS | rgd | 27feb76 | struck off charge 15dec81 as life-time expired |
| 17 109 | not known | Mi-4A | Soviet Air Force | mfd | 1961 | |
| | CCCP-14188 | Mi-4A | AFL/Kremenchug FS | toc | 27jun76 | rgd 16jul75; struck off charge 15dec81 as life-time expired |
| 04 110 | not known | Mi-4A | Soviet Air Force | mfd | 1961 | |
| | CCCP-14327 | Mi-4A | AFL/Privolzhsk | rgd | 19oct76 | and toc the same day; struck off charge 23nov81 as life-time expired |
| 07 110 | not known | Mi-4A | Soviet Air Force | mfd | 1961 | |
| | CCCP-14821 | Mi-4A | AFL/Arkhangelsk | toc | 13jul77 | rgd 15aug77; struck off charge 26mar82 as life-time expired |
| 08 110 | 18 | Mi-4 | Bulgarian AF | | | sat at the training range at Anevo, seen 30jul06, but incorrectly reported as '37' |
| | no serial | Mi-4 | Bulgarian AF | ph. | sep21 | used as a ground training aid at the barracks of the 61st Mechanised Mechanised Brigade of the Bulgarian Army at Karlovo (N42.64211 E24.78971), seen sep21/aug24no boom or rotor |
| 12 110 | not known | Mi-4 | Soviet Air Force | mfd | 1961 | |
| | CCCP-14116 | Mi-4 | AFL/Turkmenistan | toc | 21jun77 | rgd 16jul77; struck off charge 23nov81 as life-time expired |
| 07 111 | CCCP-19238 | Mi-4P | AFL/North Kavkaz | toc | 08jan62 | in 11 passenger configuration; rgd 22jan62; opb 59 AE (became Adlerskaya OAE in 1963) |
| | CCCP-19238 | Mi-4P | AFL/Kremenchug FS | trf | 01jan71 | photo in "Grazhdanskaya Aviatsiya" oct71; struck off charge 23feb82 as life-time expired |
| 08 111 | CCCP-19239 | Mi-4P | AFL/Syktyvkar | toc | 27jan62 | rgd 19apr62; opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963 |
| | CCCP-19239 | Mi-4P | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; struck off charge 11feb83 as life-time expired |
| 09 111 | not known | Mi-4A | Soviet Air Force | mfd | 1961 | |
| | CCCP-31560 | Mi-4A | AFL/Arkhangelsk | rgd | 28aug74 | and toc the same day; struck off charge 16aug82 as life-time expired |
| 10 111 | CCCP-19241 | Mi-4VP | AFL/Krasnoyarsk | toc | 02apr62 | in 11 passenger configuration; rgd 23apr62; initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1964; trf to 131 LO Kezhemskogo OAO in 1965; dbr 02sep73 when the engine failed and the helicopter crash-landed in a forest clearing in the Priangarskaya taiga near Boguchany and rolled over onto its right side, no casualties; struck off charge 27dec73 |
| 11 111 | CCCP-19227 | Mi-4SP | AFL/Urals | mfd | 12may61 | toc 08oct61; rgd 12dec61; opb 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF (became 255 LO Tyumenskogo OAO in 1963); damaged 11jun62 on a flight from Salekhard in support of a geological expedition when lost height and speed due to pilot error and crash-landed in a forest; repaired; dbr 29jul66, details unknown; t/t 2,448 hours; struck off charge 29oct66 |
| 12 111 | CCCP-19242 | Mi-4 | AFL/Syktyvkar | toc | 06oct61 | rgd 16oct61; opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963) |
| | CCCP-19242 | Mi-4 | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; struck off charge 23aug78 as life-time expired |
| 13 111 | CCCP-19243 | Mi-4A | AFL/Uzbekistan | toc | 26oct61 | rgd 19dec61; opb 164 AO (became 164 LO of Sergeliski OAO in 1963); struck off charge 27feb79 as life-time expired |
| 14 111 | CCCP-19244 | Mi-4A | AFL/Magadan | toc | 31dec61 | rgd 22jan61; OPB MagadanskAYA OAG GVF, dbr, details unknown; struck off charge 26mar68 |
| 15 111 | CCCP-19245 | Mi-4SP | AFL/Urals | mfd | 22may61 | toc 17oct61; rgd 12dec61; initially opb Beryozovskaya AE 255 AO Tyumenskoi aviagruppy (became Beryozovskaya OAE Tyumenskoi aviagruppy in 1963); trf to 125 LO Beryozovskogo OAO Tyumenskoi aviagruppy oct64; t/t 2,795 hours by sep66 |
| | CCCP-19245 | Mi-4SP | AFL/Tyumen | trf | 20feb67 | opb 125 LO Beryozovskogo OAO; struck off charge 27oct75 as life-time expired |
| 16 111 | CCCP-19246 | Mi-4SP | AFL/Turkmenistan | toc | 12oct61 | rgd 10nov61; opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); struck off charge 27mar78 as life-time expired |
| 17 111 | CCCP-19247 | Mi-4A | AFL/Moscow SPiMVL | toc | oct61 | rgd 09nov61; in dark green c/s with light blue underside |
| | CCCP-19247 | Mi-4A | AFL/Tajikistan | trf | 14may71 | opb 178 LO Dushanbinskogo OAO; last overhaul in 1973; struck off charge 29apr75 as worn out |
| 18 111 | CCCP-19248 | Mi-4A | AFL/West Siberia | mfd | 18dec61 | used in cargo/passenger and cargo configuration; rgd already 08dec61; toc jan62; initially opb 184 AO (became 184 LO Novokuznetskogo OAO in 1963); trf to 354 LO Novokuznetskogo OAO dec74; struck off charge 30dec76 as life-time expired |
| 19 111 | CCCP-19249 | Mi-4 | AFL/Yakutiya | toc | 22oct61 | rgd 08dec61; initially opb 140 Yakutskoi OAG GVF (became 140 LO Maganskogo OAO in 1963); trf to 288 LO Maganskogo OAO apr68; made a forced landing 17nov70; made an auto-rotation after an engine failure |

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| | | | | | | at a height of 700 metres 13apr74; trf to Tiksinskaya OAE after apr74; dbr 15oct76 on landing near Tiksi when rolled over onto its side, no casualties; struck off charge 27dec77 |
| 20 111 | ? BZ531 | Mi-4 | Indian Air Force | d/d | sep60 | c/n not confirmed (could also be 01112, 18112 or 06113); shipped to Bombay and assembled at Santacruz; in dark c/s with light blue underside; on a photo evacuating tribals from a helipad in the erstwhile North East Frontier Agency (NEFA) in 1962; preserved in the Indian Air Force museum at Shillong (N25.53659 E91.82772), seen jun15/dec12 |
| 01 112 | ? BZ532 | Mi-4 | Indian Air Force | d/d | sep60 | c/n not confirmed (could also be 20111, 18112 or 06113); shipped to Bombay and assembled at Santacruz |
| 02 112 | CCCP-19252 | Mi-4 | AFL/East Siberia | toc | 23oct61 | used in cargo/passenger (with 10 seats) and cargo configuration; rgd 10nov61; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); struck off charge 19jun80 as life-time expired |
| 03 112 | CCCP-19253 | Mi-4 | AFL/Magadan | toc | 31dec61 | rgd 22jan62; opb Magadanskaya OAG GVF; dbr, details unknown; struck off charge 08jul65 and canx the same day |
| 04 112 | CCCP-19254 | Mi-4 | | | | line for c/n and registration left blank on the Soviet register, so probably not taken up |
| | AP-AMU | Mi-4 | OGDC | KHI | 08sep66 | Oil & Gas Development Corporation; requisitioned by Pakistan Army Aviation in late sep65, initially operating from Dhamial; took part in the supply of Pakistani forces in Azad Kashmir 30oct65/feb66 |
| 05 112 | CCCP-19255 | Mi-4 | AFL/Far East | toc | 03may62 | rgd 13jun62; initially opb 144 AO (became 144 LO Nikolayevskogo-na-Amure OAO in 1963); trf to 378 LO Nikolayevskogo-na-Amure OAO in 1976; struck off charge 23nov81 as life-time expired |
| 06 112 | CCCP-19256 | Mi-4P | AFL/East Siberia | toc | 18apr62 | in 11 passenger configuration; rgd 11may62; initially opb Bodaibinskaya OAE; trf to 133 LO Bodaibinskogo OAO jun64; struck off charge 22jun81 as life-time expired |
| 08 112 | 9G-OTP (1) | Mi-4 | Ghana Government | rgd | 02jul62 | carried 'Ghana Government' titles below the cabin windows; a photo showing it hangared at Accra is reported to be dated 15apr61, but that date is too early for this c/n, however the rgd slots in with the mfd for this c/n; canx 22mar65 as returned to the Soviet Union; see c/n 15145 |
| 09 112 | AP-AMV | Mi-4 | OGDC | KHI | 08sep66 | Oil & Gas Development Corporation; requisitioned by Pakistan Army Aviation in late sep65, initially operating from Dhamial; took part in the supply of Pakistani forces in Azad Kashmir 30oct65/feb66 |
| 10 112 | CCCP-28961 | Mi-4A | AFL/Magadan | mfd | 12dec61 | toc 31dec61; rgd 22jan62; initially opb Magadanskaya aviagruppa; in dark green c/s with light blue underside; struck off charge 15dec81 as life-time expired and canx the same day; photo exists |
| 11 112 | not known | Mi-4SP | MAP ? | mfd | 1961 | used in cargo/passenger and cargo configuration |
| | CCCP-28962 | Mi-4SP | AFL/Moscow SPiMVL | toc | 14may63 | rgd 04jun63; initially opb 176 AO; operated in the north of the Tyumen region in winter 1963/64; trf to 2-ya Yaroslavskaya AE Ivanovskogo OAO in 1964 (became Yaroslavskaya OAE Ivanovskogo OAO in 1967); trf to 319 LO Yaroslavskogo OAO 02mar69 |
| | CCCP-28962 | Mi-4SP | AFL/Kremenchug FS | trf | 19nov75 | used in training configuration |
| | CCCP-28962 | Mi-4SP | AFL/Moscow SPiMVL | trf | 24jul76 | struck off charge 13jul79 as life-time expired |
| 14 112 | CCCP-28963 | Mi-4SP | AFL/East Siberia | mfd | 30sep61 | used in cargo/passenger (with 10 seats) and cargo configuration; toc 22oct61; rgd 13dec61; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963) |
| | CCCP-28963 | Mi-4SP | AFL/Polar | trf | 14apr68 | opb 248 LO Nizhnekolymskogo OAO |
| | CCCP-28963 | Mi-4SP | AFL/Yakutiya | trf | 01oct70 | initially opb 248 LO Nizhnekolymskogo OAO; in red/grey c/s; trf to Ust'-Nerskaya OAE Kolymo-Indigirskogo OAO 15mar72 (became Ust'-Nerskaya OAE Maganskogo OAO in 1975); damaged 13aug77 on a flight in support of a geological expedition when the engine failed (due to an error in handling the fuel system) shortly after take-off from a site on the banks of a river so that the helicopter fell back to the ground and came to rest on its left side, the tailboom broke off, all 3 crew members escaped unhurt; repaired; the tail rotor was damaged 29feb80 when the helicopter created a snow whirl on landing at a site and the tail rotor collided with a shrub; trf to 404 LO Ust'-Nerskogo OAO in 1980; struck off charge 23nov81 as life-time expired |
| 15 112 | CCCP-28964 | Mi-4SP | AFL/Krasnoyarsk | mfd | 27sep61 | used in passenger and cargo configuration; toc 21oct61; rgd 09nov61; initially opb 130 AO (became 130 LO Abakanskogo OAO 19apr64); trf to 3 AE 346 LO Abakanskogo OAO nov73; struck off charge 22dec80 as life-time expired |
| 16 112 | CCCP-28965 | Mi-4SP | AFL/East Siberia | toc | 21oct61 | rgd 09nov62; initially opb 133 AO; trf to Bodaibinskaya OAE apr62; trf to 133 LO Bodaibinskogo OAO jun64; struck off charge 27dec77 as life-time expired |
| 17 112 | CCCP-28966 | Mi-4A | AFL/Far East | toc | 29dec61 | rgd 19jan62; initially opb 144 AO (became 144 LO Nikolayevskogo-na-Amure OAO in 1963); trf to 378 LO Nikolayevskogo-na-Amure OAO in 1976; struck off charge 22dec80 as life-time expired |
| 18 112 | ? BZ533 | Mi-4 | Indian Air Force | d/d | sep60 | c/n not confirmed (could also be 20111, 01112 or 06113); shipped to Bombay and assembled at Santacruz |
| | no serial | Mi-4SP | Indian Air Force | | | c/n confirmed (checked oct07); with square windows; was preserved in the Traffic Park at Delhi (N2867204 E77.13890), but no longer visible on Google Earth by mar13 |
| 19 112 | CCCP-28968 | Mi-4SP | AFL/Krasnoyarsk | toc | 13nov61 | rgd 12dec61; opb 130 AO (became 130 LO Abakanskogo OAO in 1964); photo in "Flieger-Revue" No. 10/1973; struck off charge 23nov81 as life-time expired |
| 20 112 | CCCP-28969 | Mi-4SP | AFL/West Siberia | mfd | 29jun61 | toc 27dec61; rgd 05jan62; opb 237 AO; w/o 29mar62 on a flight from Un-Mukhyn-Tuf to Igrim in support of a geodetic expedition when a blade of the main rotor came off (due to a manufacturing defect) while the helicopter was flying at a height of some 250-300 metres so that the helicopter went out of control, disintegrated and crashed in snow-covered swampy terrain 8 km south of Igrim airport, all 3 crew members and the sole passenger were killed; t/t 280 hours; struck off charge 05jun62 |
| 01 113 | CCCP-28970 | Mi-4SP | AFL/Magadan | rgd | 22jan62 | toc 31dec62; opb Magadanskaya OAG GVF |
| | CCCP-28970 | Mi-4SP | AFL/West Siberia | trf | 21feb73 | opb 1 AE 244 LO Strezhevskogo OAO; struck off charge 27feb79 as life-time expired; reportedly scrapped at Aleksandrovskoye |
| 02 113 | CCCP-28971 | Mi-4SP | AFL/Kremenchug FS | toc | 18oct61 | rgd 09nov61; struck off charge 15dec81 as life-time expired |
| 03 113 | CCCP-28972 | Mi-4SP | AFL/Yakutiya | toc | 19sep61 | rgd 08dec61; initially opb 192 AO Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1964); trf to 270 LO Nyurbinskogo OAO apr66; dbr, details unknown; struck off charge 31mar68 |
| 04 113 | CCCP-28973 | Mi-4A | AFL/Magadan | rgd | 22jan62 | canx 1982 |
| 05 113 | CCCP-28974 | Mi-4SP | AFL/Turkmenistan | toc | 28oct61 | rgd 19dec61; opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); photo in "Grazhdanskaya Aviatsiya" jun73; struck off charge 20sep79 as life-time expired |
| 06 113 | ? BZ534 | Mi-4 | Indian Air Force | d/d | sep60 | c/n not confirmed (could also be 20111, 01112 or 18112); shipped to Bombay and assembled at Santacruz |
| 07 113 | CCCP-28976 | Mi-4SP | AFL/Krasnoyarsk | toc | 03oct61 | rgd 17dec61; opb 251 AO; dbr 03jun64, details unknown; struck of charge 14nov64 and canx the same day |
| 08 113 | CCCP-28977 | Mi-4 | AFL/Krasnoyarsk | toc | 05nov61 | rgd 12dec61; opb 127 AO (became 127 LO Yeniseiskogo OAO in 1964); last overhaul in 1972; dbr 15jul75 on take-off near Yartsevo (Krasnoyarsk region) when the pilot tried to take off with tail wind and the helicopter crashed, no casualties; struck off charge 21nov75 |
| 09 113 | CCCP-28978 | Mi-4SP | AFL/Yakutiya | toc | 24oct61 | rgd 13dec61; opb 197 AO Yakutskoi OAG GVF (became 197 LO Aldanskogo OAO in 1963); struck off charge 21nov75 as life-time expired |
| 10 113 | CCCP-28979 | Mi-4A | AFL/East Siberia | mfd | 24nov61 | toc 04dec61; rgd 27dec61; opb 199 AO (became 199 LO Nizhneudinskogo OAO in 1963); dbr 10sep76 on landing near Nizhneudinsk (Irkutsk region) when descended too steeply at low speed due to crew error, came down very hard and suffered substantial damage, no casualties; struck off charge 30dec76 |
| 11 113 | CCCP-28980 | Mi-4ASP | AFL/Kyrgyzstan | toc | 22dec61 | rgd 12jan62; opb 180 AO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO in 1963) |
| | CCCP-28980 | Mi-4ASP | AFL/Tyumen | trf | 05apr72 | opb 331 LO Nizhnevartovskogo OAO; struck off charge 27oct75 as life-time expired |
| 12 113 | CCCP-28981 | Mi-4SP | AFL/Northern | toc | 26oct61 | rgd 19dec61; opb 70 AO (became 70 LO of Murmanski OAO in 1963); seen MMK aug70; on a photo in the "Grazhdanskaya Aviatsiya" magazine may72; struck off charge 17dec79 as life-time expired |
| 13 113 | CCCP-28982 | Mi-4A | AFL/East Siberia | toc | 11nov61 | rgd 13dec61; opb 183 AO; dbr 24may63 when the engine failed and the helicopter made a forced landing in the valley of the river Bambuika (Taksimo district of Buryatia) and came to rest on its left side; canx 17jun63 and struck off charge 13aug63; the wreck was extant in 2010, showing traces of dark green as well as of red colour |
| 14 113 | CCCP-28983 | Mi-4A | AFL/Far East | toc | 13nov61 | rgd 01aug62; initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; struck off charge 19jan81 as life-time expired |
| 15 113 | CCCP-28984 | Mi-4A | AFL/Far East | mfd | 30jan62 | rgd 12mar62; opb 149 AO (became 149 LO Petropavlovskogo OAO in 1963 and 149 LO 2-go Petropavlovskogo OAO 03oct73); struck off charge 15dec81 as life-time expired |
| 16 113 | CCCP-28985 | Mi-4SP | AFL/Krasnoyarsk | mfd | oct61 | toc 05nov61; rgd 12dec61; initially opb 127 AO (became 127 LO Yeniseiskogo OAO in 1964); trf to 346 LO Abakanskogo OAO jan75; struck off charge 20oct80 as life-time expired |
| 17 113 | CCCP-28986 | Mi-4 | AFL/Magadan | toc | 23mar62 | rgd 05apr62; opb 150 AO Magadanskoi OAG; dbr 21may63 on the leg from Enurmino to Zaliv Lavrentiya of an ambulance flight from Anadyr to Zaliv Lavrentiya when the crew tried to overfly the pass at the end of the valley of the Chegitun river, encountered poor visibility, tried to fly through the adjacent valley and did not realise that the distance between the helicopter and the slope decreased, eventually the nose wheels touched the snow-covered slope 54 km from Zaliv Lavrentiya (at a height of 320 metres above sea level) and broke off, the main rotor hit the ground and the helicopter rolled over onto its left side, all 3 crew and all passengers escaped unhurt, the crew tried to forge the flight documentation after the accident; t/t 398 hours; struck off charge 09jan64 |
| 19 113 | CCCP-28987 | Mi-4A | AFL/Kremenchug FS | rgd | 11jun62 | trf to AFL/Kazakhstan 28mar78; |
| | CCCP-28987 | Mi-4A | AFL/Kazakhstan | trf | 24mar67 | initially opb 191 LO Burundaiskogo OAO; last overhaul in 1972; trf to either Mangyshlakski OAO or Ust'-Kamenogorskogo OAO between 1972 and jan77; struck off charge 19jun80 as life-time expired |
| 20 113 | CCCP-28988 | Mi-4P | AFL/Kremenchug FS | rgd | 28jun62 | |
| | CCCP-28988 | Mi-4P | AFL/Kazakhstan | trf | 24mar67 | |
| | CCCP-28988 | Mi-4P | AFL/Kremenchug FS | trf | 14jan71 | struck off charge 22nov82 as life-time expired |
| 01 114 | CCCP-28989 | Mi-4VP | AFL/Kyrgyzstan | mfd | 25may62 | toc jun62; rgd 27jun62; opb 180 AO Kirgizskoi OAO GVF (became 180 LO Frunzenskogo OAO in 1963); in light c/s with 'lightning-bolt' cheatline; last overhaul in 1975; struck off charge 17jan83 as life-time expired and canx the same day |
| 02 114 | CCCP-28990 | Mi-4P | AFL/Urals | mfd | 08feb62 | in 11 passenger configuration; toc 15mar62; rgd 29mar63; opb 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF (became 255 LO Tyumenskogo OAO in 1963) |
| | CCCP-28990 | Mi-4P | AFL/Tyumen | trf | 20feb67 | opb 255 LO 1-go Tyumenskogo OAO; struck off charge 27feb79 as life-time expired |
| 03 114 | CCCP-28991 | Mi-4P | AFL/Krasnoyarsk | toc | 13jun62 | rgd 13jul62; initially opb 126 AO; trf to 188 LO Krasnoyarskogo OAO probably in 1964; w/o 25jul64 during aerial survey operations from Igarka in support of the Norilsk Exploration Expedition of Vostokgiprogaz when was refuelled from 2 barrels in the cargo bay at a site near Igarka, some fuel was spilt due to human error and ignited by a spark so that the helicopter caught fire and burnt out, 1 of the 3 crew members was killed and another crew member and the sole passenger were seriously injured while the 3rd crew member escaped unhurt; struck off charge 30sep64 and canx the same day |
| 04 114 | 563 | Mi-4S | East German AF | d/d | jun62 | opb HG-31 (redesignated HG-34 01may71) at Brandenburg-Briest; f/n Brandenburg-Briest jul79; struck off charge 01dec79; sat at the Klietz training range; scrapped by 2002 |
| 05 114 | CCCP-28993 | Mi-4P | AFL/Moscow SPiMVL | rgd | 27aug62 | in 11 passenger configuration |
| | CCCP-28993 | Mi-4P | AFL/North Kavkaz | trf | 25oct62 | opb Nalchikskaya AE Pyatigorskogo OAO; was displayed in the "S.M. Kirov" entertainment park at Leningrad, seen aug65; landed at a height of 5,621 metres on the eastern summit of Mount Elbrus 27aug66 (as the first helicopter) |

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| | | CCCP-28993 | Mi-4A | AFL/East Siberia | trf | 09aug71 | opb 244 LO Kolpashevskogo OAO (became 244 LO Strezhevskogo OAO 15mar72); struck off charge 27aug78 as life-time expired |
| 07 | 114 | HR-1 | Mi-4A | Finnish Air Force | d/d | 06feb62 | in olive drab c/s with 'Ilmavoimat' titles; wfu 21sep79; preserved in Keski-Suomen Ilmailmuseo at Jyväskylä-Tikkakoski, seen jun00/jan14 |
| 08 | 114 | HR-2 | Mi-4A | Finnish Air Force | d/d | 06feb62 | wfu 21sep79; used as a ground instructional airframe by the Helsinki College; later stored at Utti; sat in poor condition (without tailboom) at Karjalan ilmailumuseo at Lappeenranta (N61.04087 E28.14145), seen may05/aug20 |
| 09 | 114 | HR-3 | Mi-4A | Finnish Air Force | d/d | 06feb62 | in olive drab c/s with 'Ilmavoimat' titles; f/n Tampere-Harmala 06jul69; wfu 21sep79; preserved in Suomen ilmailumuseo (Finnish Aviation Museum) at Helsinki-Vantaa from 22sep87, seen mar92/may23 |
| 10 | 114 | 0114 | Mi-4 | Czechoslovak AF | mfd | 05may61 | d/d 20dec61; a photo exists |
| 11 | 114 | 1114 | Mi-4 | Czechoslovak AF | mfd | nov61 | opb 2. vrlt at Trencín |
| | | 1514 | Mi-4B | Czechoslovak AF | | photo | opb 4. spojlt at Bechyne; struck off charge 26jul82; was preserved with Mr. Brehov at PreÜov, seen jul92/nov97 |
| | | '1992' | Mi-4B | Slovak Air Force | POV | aug05 | preserved with this fake serial at PreÜov air base (N49.024175 E21.290493), seen aug05/mar18 |
| 12 | 114 | 2114 | Mi-4 | Czechoslovak AF | mfd | dec61 | photo |
| | | 2514 | Mi-4B | Czechoslovak AF | | photo | opb 2. vrlt at Trencín; was preserved at Hrabyne, seen sep89/may95; sold in an auction to some private person from Czechia who sold it on to Poland, fate ? |
| 13 | 114 | 3114 | Mi-4 | Czechoslovak AF | d/d | 20dec61 | |
| 15 | 114 | 511 | Mi-4A | Polish Air Force | d/d | 13jan62 | repainted in medium green/dark grey camo c/s with light grey belly; struck off charge 12dec84; preserved in Muzeum Lotnictwa Polskiego at Kraków, seen oct91/aug24 |
| 16 | 114 | 611 | Mi-4A | Polish Air Force | d/d | 13jan62 | struck off charge 19dec84; was preserved in Muzeum im. Orla Bialego at Skarzysko-Kamienna from 1986, l/n jun05; stored at Goraszka, seen jun05/may13 |
| 17 | 114 | not known | Mi-4 | Soviet Air Force | mfd | 1962 | |
| | | CCCP-14127 | Mi-4 | AFL/Privolzhsk | toc | 15jul77 | rgd 01aug77; struck off charge 23sep82 as life-time expired |
| 18 | 114 | not known | Mi-4AV | Soviet Air Force | mfd | 1962 | |
| | | CCCP-31555 | Mi-4A | AFL/Komi | toc | 24jul74 | rgd 16aug74; opb 233 LO Ukhtinskogo OAO; dbr 29oct77 when the engine failed and the helicopter made an auto-rotation landing near Usinsk, no casualties; struck off charge 27mar78 |
| 19 | 114 ? | 9514 | Mi-4 | Czechoslovak AF | | | |
| 04 | 115 | not known | Mi-4 | Soviet Air Force | mfd | 1962 | |
| | | CCCP-14115 | Mi-4 | AFL/Central Region | toc | 24jun77 | rgd 20jul77; struck off charge 16aug82 as life-time expired |
| 05 | 115 | not known | Mi-4 | Soviet Air Force | mfd | 1962 | |
| | | CCCP-14849 | Mi-4 | AFL/Magadan | toc | sep77 | rgd 17nov77; struck off charge 23nov81 as life-time expired |
| 06 | 115 | not known | Mi-4 | Soviet Air Force | mfd | 1962 | |
| | | CCCP-14283 | Mi-4 | AFL/Magadan | rgd | 20jul76 | toc the same day; struck off charge 18jan82 as life-time expired |
| 12 | 115 | not known | Mi-4 | Soviet Air Force | mfd | 1962 | |
| | | CCCP-14817 | Mi-4 | AFL/Central Region | rgd | 16aug77 | toc 21aug77; struck off charge 16aug82 as life-time expired |
| 16 | 115 ? | BZ535 | Mi-4 | Indian Air Force | d/d | nov60 | c/n not confirmed (could also be 17115, 18115 or 19115); shipped to Bombay and assembled at Santacruz; in dark c/s with light underside, with Red Crosses; photo as such 1962 |
| 17 | 115 ? | BZ536 | Mi-4 | Indian Air Force | d/d | nov60 | c/n not confirmed (could also be 16115, 18115 or 19115); shipped to Bombay and assembled at Santacruz |
| 18 | 115 ? | BZ537 | Mi-4 | Indian Air Force | d/d | nov60 | c/n not confirmed (could also be 16115, 17115 or 19115); shipped to Bombay and assembled at Santacruz |
| 19 | 115 ? | BZ538 | Mi-4 | Indian Air Force | d/d | nov60 | c/n not confirmed (could also be 16115, 17115 or 18115); shipped to Bombay and assembled at Santacruz |
| 20 | 115 | 584 | Mi-4A | East German AF | d/d | 18dec61 | opb HG-31 at Brandenburg-Briest; to Zentrale Reserve; struck off charge 31aug74; to LaSK (Lehrtechnik) |
| 01 | 116 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |
| | | CCCP-14117 | Mi-4A | AFL/Leningrad | toc | 06jul77 | rgd 01aug77; struck off charge 23nov81 as life-time expired |
| 02 | 116 | CCCP-06189 | Mi-4A | Novosibirski SNKh | rgd | 13dec62 | opb Factory No. 153 at Novosibirsk (p/ya 202) |
| | | CCCP-06189 | Mi-4A | MAP Novosibirsk AZ | trf | 1965 | later became Novosibirskoye APO (p/ya G-4744); canx 09sep83 |
| 04 | 116 | 4116 | Mi-4A | Czechoslovak AF | d/d | 26jan61 ? | operated initially by 13. vrlt at Mladá and later by 42. spojlt at Havlíckuv Brod; on a photo at Prague in 1965; damaged beyond repair 06apr68, date unknown; photo in "Letectví+Kosmonautika" No. 11/1988 |
| 06 | 116 | not known | Mi-4 | Soviet Air Force | mfd | 1962 | |
| | | CCCP-14842 | Mi-4 | AFL/Privolzhsk | rgd | 23nov77 | toc 30dec77; struck off charge 18jan82 as life-time expired |
| 07 | 116 | 7116 | Mi-4 | Czechoslovak AF | d/d | 26jan61 ? | operated initially by 24. vrp at Brno-Cernovice and later by 2. vrtulníkový roj 4. slp (1. vellt) at Bechyne; written off 12sep72 on the last leg a flight from Malacky via Hlohovec and PieÜtany to the area of Jihlava during the exercise "ètít 1972" when a blade of the main rotor came off (due to corrosion) and the helicopter crashed close to Rudikov (near Trebic) and exploded, all 3 crew members and 7 passengers (staff officers of 1. sld) were killed; a photo of the wreckage exists |
| 11 | 116 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |
| | | CCCP-14318 | Mi-4A | AFL/East Siberia | rgd | 12oct76 | used in cargo/passenger and cargo configuration; opb 190 LO 2-go Irkutskogo OAO; repainted in red/grey c/s during overhaul in 1978; struck off charge 20dec82 as life-time expired |
| 12 | 116 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |
| | | CCCP-14289 | Mi-4A | AFL/Kazakhstan | toc | 30jun76 | rgd 28jul76; opb 328 LO Ust'-Kamenogorskogo OAO; in red/grey c/s; struck off charge 16aug82 as life-time expired |
| 13 | 116 | 3116 | Mi-4 | Czechoslovak AF | mfd | 13sep61 | f/f 26sep61; h/o 30nov61; opb 1. lÜp at PreÜov; a photo exists; sent to upgrade 08sep70 |
| | | 3516 | Mi-4B | Czechoslovak AF | mfd | 26jan71 | version not confirmed; struck off charge 14jul78 and trf to Technická katedra VVLè-SNP at KoÜice for use as a ground instructional airframe |
| 15 | 116 | CCCP-14137 | Mi-4P | AFL/Privolzhsk | rgd | 23aug77 | canx 1981 |
| 18 | 116 | CCCP-28996 | Mi-4P | AFL/Syktyvkar | mfd | 16oct61 | toc 02dec62; rgd 29jan63; opb Vorkutinskaya OAE Syktyvkarskoi OAG GVF; trf to 76 LO Pechorskogo OAO between dec63 and 1972 |
| | | CCCP-28996 | Mi-4P | AFL/Komi | trf | 15feb66 | initially opb 76 LO Pechorskogo OAO; trf to Vorkutinskaya OAE between 1972 and nov74; last overhaul nov74; struck off charge 30dec76 as worn out |
| 19 | 116 | CCCP-28997 | Mi-4 | AFL/Moscow SPiMVL | mfd | 1962 | f/n Khabarovsk-Maly dec62; rgd 30nov63; struck off charge 20dec82 as life-time expired |
| 20 | 116 | CCCP-29075 | Mi-4AVM | AFL/Krasnoyarsk | toc | 27may63 | version given on russianplanes.net as Mi-4P; rgd 07jun63; opb 251 251 AO (became 251 LO Norilskogo OAO in 1964; trf to 329 LO Norilskogo OAO nov70; struck off charge 19may84 as life-time expired |
| 01 | 117 | CCCP-28999 | Mi-4A | AFL/Northern | toc | 06dec62 | with square windows; rgd 23jan63; opb 70 AO (became 70 LO Murmanskogo OAO in 1963) |
| | | CCCP-28999 | Mi-4A | AFL/Leningrad | trf | 01jan73 | opb 70 LO Murmanskogo OAO; in red/grey c/s; seen RVH 1979; struck struck off charge 22nov82 as life-time expired |
| 02 | 117 | CCCP-29076 | Mi-4A | AFL/Far East | toc | 27jun63 | with rectangular windows, converted from passenger to cargo version; rgd 09sep63; opb 149 LO Petropavlovskogo OAO (became 149 LO 2-go Petropavlovskogo OAO in 1965); in red/grey c/s; severely damaged 23aug83 during the start-up of the engine at Rekinniki (Koryakia) when a strong gust of wind lead to the main rotor touching and cutting off the tailboom, a repair was deemed economically not viable; struck off charge 18oct83 as life-time expired |
| 03 | 117 | CCCP-29001 | Mi-4A | AFL/Moscow SPiMVL | rgd | 04sep62 | |
| | | CCCP-29001 | Mi-4A | AFL/Kremenchug FS | trf | 12jul77 | (date from register); struck off charge 23nov83 as life-time expired |
| 04 | 117 | CCCP-29002 | Mi-4A | AFL/Privolzhsk | toc | 03dec62 | rgd 26dec62; opb 172 LO Ufimskogo OAO from 03dec63; last overhaul in 1972; struck off charge 17dec79 as life-time expired |
| 05 | 117 | CCCP-19250 | Mi-4 | AFL/Magadan | toc | 01mar62 | opb Magadanskaya OAG GVF; struck off charge 23sep82 as life-time expired |
| 06 | 117 | CCCP-19251 | Mi-4 | AFL/Magadan | rgd | 03mar62 | opb 185 AO Magadanskoi OAG GVF (became 258 LO 2-go Magadanskogo OAO 09jan65); in red/grey c/s; struck off charge 22nov80 as life-time expired |
| 07 | 117 | CCCP-28967 | Mi-4SP | AFL/Urals | mfd | 11jan62 | toc 07feb62; rgd 01mar62; opb Beryozovskaya OAE Tyumenskoi aviagruppy (became 125 LO Beryozovskogo OAO Tyumenskoi aviagruppy sep64) |
| | | CCCP-28967 | Mi-4SP | AFL/Tyumen | trf | 20feb67 | initially opb 125 LO Beryozovskogo OAO; last overhaul in 1971; trf to 345 LO Uraiskogo OAO after 1971; w/o 22sep80 on an ambulance flight from Saranpaul to Neroika (Beryozovo district of the Tyumen region) with 2 unauthorised passengers on board when encountered low clouds on approach to Neroika, tried to fly through the gorge of the river Shchekurya at low level, encountered fog, collided at a height of 350 metres with trees on the northern slope of a mountain (N64°30' E59°57') 15 km south-east of Neroika and came to rest on its left side, 1 of the 3 crew killed and the other 2 as well a both passengers injured; wreck and survivors found only 24sep80; t/t 10,025 hours 55 minutes; struck off charge 04dec80 |
| 08 | 117 | CCCP-28975 | Mi-4SP | AFL/Urals | mfd | 04jan62 | toc 07feb62; rgd 01mar62; opb 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF (became 255 LO Tyumenskogo OAO in 1963); t/t 2,765 hours by aug66 |
| | | CCCP-28975 | Mi-4SP | AFL/Tyumen | trf | 20feb67 | initially opb 255 LO Tyumenskogo OAO; trf to another OAO in 1971; struck off charge 28feb75 as life-time expired |
| 09 | 117 | CCCP-29003 | Mi-4A | AFL/Far East | toc | 10jan62 | rgd 02feb62; opb 129 AO (became 129 LO Blagoveshchenskogo OAO in 1963); dbr, details unknown; struck off charge 06dec65 and canx the same day |
| 10 | 117 | CCCP-29004 | Mi-4A | AFL/Magadan | mfd | dec61 | toc 23mar62; rgd 05apr62; initially opb Magadanskaya OAG GVF; struck off charge 19may82 as life-time expired |
| 11 | 117 | CCCP-29005 | Mi-4A | AFL/Urals | mfd | 20dec61 | used in cargo/passenger and cargo configuration; toc 21dec61; rgd 09jan62; initially opb 123 AO (became 123 LO 2-go Sverdlovskogo OAO 18jun63); t/t 5,862 hours by 26aug69; trf to 326 LO 2-go Sverdlovskogo OAO dec72; struck off charge 14dec73 as life-time expired |
| 12 | 117 | CCCP-29006 | Mi-4SP | AFL/Northern | mfd | 30jan62 | rgd 12mar62; opb 73 AO (became 73 LO Naryan-Marskogo OAO in 1963); probably in red/grey c/s; f/n Yokusha 1965 |
| | | CCCP-29006 | Mi-4SP | AFL/Arkhangelsk | trf | 01jan73 | opb 73 LO Naryan-Marskogo OAO; w/o 12mar73 on a flight in support of the expedition No. 10 of the Ukhta Territorial Geological Directorate of the Komi Autonomous Republic when a blade of the main rotor separated in flight (due to a manufacturing defect) and hit the tailboom, the helicopter went out of control, crashed upside-down near the mouth of the river Neruta (67 km NNE of Naryan-Mar) and exploded, all 3 crew members and 6 passengers were killed; t/t 6,745 hours and 11,491 cycles; struck off charge 20jul73 and canx the same day |
| 13 | 117 | CCCP-29007 | Mi-4A | AFL/Magadan | toc | 23mar62 | rgd 05apr62; initially opb Magadanskaya OAG GVF; struck off charge 23feb82 as life-time expired |
| 14 | 117 | CCCP-29008 | Mi-4SP | AFL/Kremenchug FS | toc | 27feb62 | rgd 29mar62 |
| | | CCCP-29008 | Mi-4SP | AFL/Vyborg ATU GA | trf | 03jan70 | |
| | | CCCP-29008 | Mi-4SP | AFL/Northern | trf | 01mar72 | opb 71 LO Vologodskogo OAO |
| | | CCCP-29008 | Mi-4SP | AFL/Leningrad | trf | 01jan73 | opb 71 LO Vologodskogo OAO; struck off charge 16aug82 as life-time expired |
| 15 | 117 | CCCP-29009 | Mi-4A | AFL/Krasnoyarsk | toc | 06feb62 | rgd 12mar62; initially opb 251 AO (became 251 LO Norilskogo OAO sep64); trf to 329 LO Norilskogo OAO in 1970; last overhaul in 1975; struck off charge 15dec81 as life-time expired |
| 16 | 117 | CCCP-29010 | Mi-4 | AFL/Magadan | toc | apr62 | rgd 14may62; initially opb 150 AO Magadanskoi OAG GVF (became 150 LO Anadyrskogo OAO in 1963); in red/grey c/s; struck off charge 20apr82 as life-time expired |

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| 17 117 | CCCP-29011 | Mi-4SP | AFL/Urals | mfd | 18nov61 | toc 27dec61; rgd 20feb62; initially opb Beryozovskaya OAE Tyumenskoi aviagruppy Uralskoi OAG GVF; trf to 125 LO Beryozovskogo OAO oct64); struck off charge 04apr75 as worn out |
| 18 117 | CCCP-29012 | Mi-4A | AFL/Krasnoyarsk | toc | 07mar62 | rgd 10apr62; initially opb Kezhemskaya OAE; trf to 131 LO Kezhemskogo OAO in 1964; dbr, details unknown; struck off charge 23dec73 |
| 19 117 | CCCP-29013 | Mi-4A | AFL/Far East | rgd | 02feb62 | toc the same day; opb 147 AO (became 147 LO Yuzhno-Sakhalinskogo OAO in 1963); trf to 3 AE 147 LO at Okha jan80; struck off charge 15dec81 as life-time expired |
| 20 117 | CCCP-29014 | Mi-4SP | AFL/Kremenchug FS | mfd | jan62 | toc 27feb62; rgd 29mar62; struck off charge 23feb82 as life-time expired |
| 01 118 | CCCP-29015 | Mi-4A | AFL/Krasnoyarsk | toc | 07mar62 | rgd 21mar62; initially opb 251 AO (became 251 LO Norilskogo OAO in 1964); trf to 329 LO Norilskogo OAO nov70); struck off charge 20dec79 as life-time expired |
| 02 118 | CCCP-29016 | Mi-4 | AFL/Magadan | rgd | 14may62 | initially opb 63 OAE Magadanskoi OAG GVF; trf to 151 AO Magadanskoi OAG GVF 18jul63 (became 151 LO Chaunskogo OAO in 1963); struck off charge 16aug82 as life-time expired |
| 03 118 | CCCP-29017 | Mi-4A | AFL/Turkmenistan | toc | 08feb62 | rgd 20feb62; opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); dbr, details unknown; canx 17aug64 and struck off charge 17aug65 (one year is certainly wrong) |
| 04 118 | CCCP-29018 | Mi-4A | AFL/East Siberia | toc | 07feb62 | used in cargo/passenger (with 10 seats) and cargo configuration; rgd 22feb62; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); struck off charge 24jan79 as life-time expired |
| 05 118 | CCCP-29019 | Mi-4SP | AFL/Kremenchug FS | toc | 27feb62 | rgd 29mar62 |
| | CCCP-29019 | Mi-4SP | AFL/Yakutiya | trf | 31aug67 | struck off charge 20apr88 as life-time expired |
| 06 118 | CCCP-29020 | Mi-4SP | AFL/Kremenchug FS | toc | 14mar62 | rgd 29mar62; seen on TV; struck off charge 26mar82 as life-time expired |
| 07 118 | CCCP-29021 | Mi-4SP | AFL/Kremenchug FS | mfd | 10jan62 | used in training configuration; toc 27feb62; rgd 12mar62; struck off charge 26mar82 as life-time expired |
| 08 118 | CCCP-29022 | Mi-4SP | AFL/Kremenchug FS | toc | 27feb62 | rgd 12mar62; photo exists; struck off charge 26mar82 as life-time expired |
| 09 118 | not known | Mi-4P | Soviet Air Force ? | mfd | 1962 | |
| | CCCP-29023 | Mi-4P | AFL/Syktyvkar | rgd | 06dec62 | opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963 |
| | CCCP-29023 | Mi-4P | AFL/Komi | trf | 15feb66 | initially opb 233 LO Ukhtinskogo OAO; trf to 76 LO Pechorskogo OAO in 1975; struck off charge 18oct83 as life-time expired |
| 12 118 | CCCP-29077 | Mi-4A | AFL/Far East | toc | 27jul63 | rgd 09sep63; opb 149 AO (became 149 LO Petropavlovskogo OAO jul63 and 149 LO 2-go Petropavlovskogo OAO in 1965); appeared in the 1965 Soviet film "Daityе zhalobnuyu knigu" (Give Me the Book of Complaints); struck off charge 18aug83 as life-time expired |
| 13 118 | CCCP-29078 | Mi-4VP | AFL/Turkmenistan | toc | may63 | rgd 14jun63; opb 166 AO (became 166 LO Ashkhabadskogo OAO in 1963); last overhaul in 1973; struck off charge 13feb80 as life-time expired |
| 14 118 | CCCP-29026 | Mi-4A | AFL/Kremenchug FS | toc | 19sep62 | rgd 11nov62 |
| | CCCP-29026 | Mi-4A | AFL/Vyborg ATU GA | trf | 03jan70 | in red/grey c/s; struck off charge 27dec73 as worn out |
| 15 118 | CCCP-29027 | Mi-4P | AFL/Central Region | toc | 25mar63 | rgd 10may63; in red/grey c/s; carried a Red Cross for some time; struck off charge 20may83 as life-time expired; preserved with SPARK at LED (N59.810292 E30.303556), l/n in its original c/s jul98, seen with additional 'SPARC' titles aug02/jun10, repainted in 'Russian flag' c/s (but still with 'Aeroflot' titles), f/n as such mar18 |
| 16 118 | CCCP-29028 | Mi-4 | AFL/Magadan | rgd | 14may62 | opb 150 AO Magadanskoi OAG GVF (became 150 LO Anadyrskogo OAO in 1963); in red/grey c/s; struck off charge 23nov81 as life-time expired |
| 17 118 | CCCP-29029 | Mi-4SP | AFL/Kremenchug FS | toc | 14mar62 | rgd 29mar62 |
| | CCCP-29029 | Mi-4SP | AFL/GosNII GA | trf | apr62 | |
| | CCCP-29029 | Mi-4SP | AFL/Central Region | trf | 26jun70 | struck off charge 19may82 as life-time expired |
| 18 118 | CCCP-29030 | Mi-4A | AFL/West Siberia | mfd | 09feb61 | used in cargo/passenger and cargo configuration; toc mar62; rgd 10apr62; opb 3 AE 116 AO (became 3 AE 116 LO Novosibirskogo OAO in 1963); initially in red/grey c/s; repainted in grey/orange c/s during overhaul by ARZ-41 in 1974; struck off charge 30dec76 as life-time expired |
| 02 119 | CCCP-29050 | Mi-4SP | AFL/Kremenchug FS | toc | 14mar62 | rgd 29mar62; in red/grey c/s; struck off charge 19may82 as life-time expired |
| 11 119 | CCCP-19157 | Mi-4A | AFL/Moscow SPiMVL | toc | 20jan63 | opb 229 AO (became 229 LO of Myachkovski OAO sep64); 1 of 2 deployed to Banjarbaru (Indonesia), supporting the survey of iron ore resources in South Kalimantan; was abandoned after the military coup of 1965; struck off charge 21oct67 as time between overhauls exceeded and due to long storage in the open under tropical conditions in Indonesia; there is a photo of the hulk at Banjarbaru which was l/n in 1988 but gone in the early 1990s |
| 12 119 | CCCP-29032 | Mi-4ASP | AFL/Urals | mfd | 18dec61 | toc 21apr62; rgd 13jun62; opb 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF (became 255 LO Tyumenskogo OAO in 1963) |
| | CCCP-29032 | Mi-4ASP | AFL/Tyumen | trf | 20feb67 | initially opb 255 LO Tyumenskogo OAO; trf to 293 LO Tobolskogo OAO between 1968 and 1970; last overhaul in 1972; seriously damaged at Surgut in spring 1975, details unknown; struck off charge 31aug76 as life-time expired |
| 13 119 | CCCP-29033 | Mi-4A | AFL/Polar | rgd | 16mar62 | opb 248 AO (became 248 LO Nizhne-Kolymskogo OAO in 1963); w/o 18mar67, further details unknown; struck off charge 18jan68 |
| 14 119 | CCCP-19161 | Mi-4A | AFL/Central Region | rgd | 20jan63 | opb 229 AO (became 229 LO of Myachkovski OAO sep64); 1 of 2 deployed to Banjarbaru (Indonesia), supporting the survey of iron ore resources in South Kalimantan; was abandoned after the military coup of 1965; struck off charge 21oct67 as time between overhauls exceeded and due to long storage in the open under tropical conditions in Indonesia |
| 15 119 | CCCP-29035 | Mi-4SP | AFL/East Siberia | toc | 02apr62 | used in cargo/passenger (with 10 seats) and cargo configuration; rgd 09jun62; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963) |
| | CCCP-29035 | Mi-4SP | AFL/Polar | trf | 14apr68 | initially opb 248 LO Nizhnekolymskogo OAO; trf to Shmidtovskaya OAE jan70 |
| | CCCP-29035 | Mi-4SP | AFL/Yakutiya | trf | 01oct70 | opb 248 LO Nizhnekolymskogo OAO (became 248 LO Kolymo-Indigirskogo OAO mar72); struck off charge 16aug82 as life-time expired |
| 16 119 | CCCP-29036 | Mi-4SP | AFL/Privolzhsk | rgd | 11jun62 | opb 172 AO (became 172 LO Ufimskogo OAO in 1963); struck off charge 30dec76 as life-time expired |
| 17 119 | CCCP-29037 | Mi-4P | AFL/Polar | rgd | 16mar62 | initially opb AO (became 254 LO Sheremetyevskogo OAO in 1963); trf to Tiksinskaya OAE between nov63 and sep70 |
| | CCCP-29037 | Mi-4P | AFL/Yakutiya | trf | 24sep70 | opb Tiksinskaya OAE; dbr 03aug73 on a flight from Bulun to Tiksi when the oil pressure dropped to zero (due to poor maintenance), the helicopter force-landed on auto-rotation, came down hard and rolled over onto its left side, no casualties; struck off charge 27dec73 as life-time expired |
| 18 119 | CCCP-29038 | Mi-4SP | AFL/Northern | toc | 18mar62 | rgd 29mar62; initially opb 74 AO (became 74 LO 2-go Leningradskogo OAO in 1963); trf to 68 LO (2-go) Arkhangelskogo OAO between jul63 and dec72 |
| | CCCP-29038 | Mi-4SP | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO 2-go Arkhangelskogo OAO; struck off charge 30apr76 as life-time expired |
| 19 119 | not known | Mi-4 | Soviet Air Force | mfd | 1962 | |
| | CCCP-14122 | Mi-4 | AFL/Kazakhstan | toc | 29jun77 | used in cargo/passenger and cargo configuration; rgd 28jul77; opb 361 LO Mangyshlakskogo OAO; severely damaged, details unknown; struck off charge 23nov81 as a repair being economically not viable |
| 20 119 | CCCP-29040 | Mi-4SP | AFL/East Siberia | toc | 15jun62 | rgd 05jul62; struck off charge 27feb79 as life-time expired |
| 01 120 | CCCP-14121 | Mi-4 | AFL/Kazakhstan | rgd | 28jul77 | canx 1982 |
| 02 120 | 9N-HAB | Mi-4 | Royal Nepal | KTM | 13feb65 | in olive drab c/s with light grey underside, no titles |
| 03 120 | CCCP-29043 | Mi-4A | AFL/Uzbekistan | toc | 12mar62 | rgd 19apr62; opb 164 AO (becme 164 LO Sergeliskogo OAO 15sep64) |
| | CCCP-29043 | Mi-4A | AFL/Tyumen | trf | 18apr69 | opb 125 LO Beryozovskogo OAO; in red/grey c/s; struck off charge 29apr75 as worn out |
| 04 120 | CCCP-29044 | Mi-4A | AFL/Far East | toc | 30sep62 | rgd 16nov62; initially opb 129 AO (became 129 LO Blagoveshchenskogo OAO in 1963); trf to 146 LO Blagoveshchenskogo OAO in 1972; struck off charge 19jan81 as life-time expired |
| 05 120 | CCCP-29045 | Mi-4A | AFL/Urals | toc | 12mar62 | rgd 21mar62; initially opb 123 AO (became 123 LO 2-go Sverdlovskogo OAO in 1963); t/t 5,133 hours by 27feb69; trf to 326 LO 2-go Sverdlovskogo OAO dec72; struck off charge 12jun73 as life-time expired |
| 06 120 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |
| | CCCP-14281 | Mi-4A | AFL/Yakutiya | toc | 28may76 | rgd 09jul76; struck off charge 11feb83 as life-time expired |
| 07 120 | CCCP-31429 | Mi-4P | AFL/Far East | toc | 09apr62 | used in passenger configuration; initially opb 143 AO; trf to 249 LO 2-go Khabarovskogo OAO in 1963; struck off charge 21sep81 as life-time expired |
| 09 120 | 9N-HAA | Mi-4 | Royal Nepal | KTM | 13feb65 | with rectangular windows; in light grey ? c/s with lightning bolt, no titles |
| 10 120 | CCCP-29070 | Mi-4P | AFL/Northern | toc | 01dec62 | with rectangular windows; rgd 07jan63; initially opb 68 AO at Arkhangelsk (became 68 LO of Arkhangelski OAO in 1963); in red/grey c/s; photo at Severodvinsk may65; trf to 71 LO of Vologodski OAO in 1969 |
| | CCCP-29070 | Mi-4P | AFL/Leningrad | trf | 01jan73 | opb 71 LO of Vologodski OAO |
| | CCCP-29070 | Mi-4P | AFL/Kremenchug FS | trf | 13feb76 | struck off charge 26jul84 as life-time expired |
| 11 120 | CCCP-29079 | Mi-4P | AFL/Moscow SPiMVL | toc | 20aug63 | rgd 23aug63; photo at Moscow City heliport jan66 in Putnams' book on Aeroflot published in 1975 |
| | CCCP-29079 | Mi-4P | AFL/Privolzhsk | trf | 03mar73 | struck off charge 17apr81 as life-time expired |
| 12 120 | CCCP-29080 | Mi-4S | AFL/Moscow SPiMVL | toc | 20aug63 | in 6 passenger configuration; rgd 23aug63 |
| | CCCP-29080 | Mi-4S | AFL/North Kavkaz | trf | 01oct63 | initially opb Adlerskaya OAE; in red/grey c/s; f/n AER 1970; trf to Nalchikskaya OAE before 1975; trf to 351 LO Nalchikskogo OAO jul75; destroyed 01may76 while being refuelled from a barrel at the helipad of pumping station (NPS) No. 3 of the Guryev-Orsk pipeline when caught fire due to negligence and burnt out; struck off charge 20jul76 |
| 12 120 | CCCP-29080 | Mi-4P | AFL/Moscow SPiMVL | toc | 20aug63 | rgd 23aug63 |
| | CCCP-29080 | Mi-4P | AFL/North Kavkaz | trf | 01oct63 | in red/grey c/s; initially opb 59 OAE (became Adlerskaya OAE in 1964); f/n AER 1970; trf to Nalchikskaya OAE before 1975; trf to 351 LO Nalchikskogo OAO jul75; destroyed 01may76 while being refuelled from a barrel at the helipad of pumping station (NPS) No. 3 of the Guryev-Orsk pipeline when caught fire due to negligence and burnt out; struck off charge 20jul76 |
| 13 120 | CCCP-29081 | Mi-4A | AFL/West Siberia | mfd | 20sep63 | late mfd; used in cargo/passenger and cargo configuration; toc 15dec63; rgd 25dec63; initially opb 184 AO (became 184 LO Novokuznetskogo OAO in 1964); trf to 354 LO Novokuznetskogo OAO dec74; struck off charge 30nov78 as life-time expired |
| 16 120 | CCCP-14307 | Mi-4A | AFL/Komi | mfd | 1962 | probably ex Soviet Air Force; rgd 03sep76; opb Ukhtinski OAO; involved in an incident 11jan80 when a person on the ground was killed by the main rotor when the helicopter landed near Ukhta; canx 1982 |
| 12 121 | CCCP-31557 | Mi-4 | AFL/Yakutiya | rgd | 16aug74 | canx 1982 |
| 14 121 | not known | Mi-4AV | Soviet AF/PVO | mfd | 1962 | opb 116 uchebny tsentr boyevogo primeneniya aviatsii PVO at Astrakhan |
| | CCCP-28995 | Mi-4A | AFL/Urals | toc | 26jun74 | used in cargo/passenger and cargo configuration; rgd 15jul74; opb 326 LO 2-go Sverdlovskogo OAO; struck off charge 18jan82 as life-time expired |
| 16 121 | CCCP-14276 | Mi-4A | AFL/North Kavkaz | rgd | 08jul76 | canx 1985 |
| 17 121 | "06" yellow | Mi-4A | Soviet Air Force | mfd | 1962 | sat in poor condition in MARZ ROSTO at Fedurnovo (Chornoye), seen 26aug02/apr06 |
| | "04" yellow | Mi-4A | DOSAAF | Che | 23jul07 | preserved at the gate of MARZ ROSTO at Fedurnovo (N55.758841 E38.057498); initially in olive drab c/s with light grey underside, seen as such jul07/jan18; repainted in very dark olive drab camo c/s with light blue underside, seen as such feb19/may21 |
| 19 121 | not known | Mi-4AV | Soviet Air Force | mfd | 1962 | |
| | CCCP-03571 | Mi-4A | AFL/Uzbekistan | toc | 18apr78 | rgd 05jun78; opb 164 LO Sergeliskogo OAO; struck off charge 20may83 as life-time expired |
| 01 122 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |
| | CCCP-14124 | Mi-4A | AFL/Leningrad | toc | 12jul77 | rgd 01aug77; struck off charge 16aug82 as life-time expired |

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| 03 122 | not known | Mi-4PLO | Soviet Navy | mfd | 1962 | ASW helicopter with a powerful wide-band search radar, developed under the "Grebeshok-3" project |
| | CCCP-14227 | Mi-4 | AFL/Arkhangelsk | rgd | 11nov75 | toc 22mar76; struck off charge 15dec81 as life-time expired |
| 05 122 | not known | Mi-4 | Soviet Air Force | mfd | 1962 | |
| | CCCP-14816 | Mi-4 | AFL/Central Region | toc | 02aug77 | rgd 16aug77; struck off charge 25oct82 as life-time expired |
| 06 122 | CCCP-29041 | Mi-4P | AFL/Ukraine | toc | 01mar63 | used in 11 passenger configuration; underwent service trials with 90 AO at ODS; t/t 6 hours by 01nov63; rgd only 09jul64; trf to 252 LO of Simferopolski OAO probably in 1964 (became 252 LO of Zavodskoi OAO 01oct71) |
| | CCCP-29041 | Mi-4P | AFL/Urals | trf | 28dec69 | opb 123 LO of 2-i Sverdlovski OAO; dbr 15mar75 when the pilot perfomed unauthorised manoeuvres and the helicopter crashed near Perm, no casualties; struck off charge 28may65 |
| 07 122 | CCCP-29042 | Mi-4P | AFL/North Kavkaz | toc | 05apr63 | in 11 passenger configuration; rgd 21aug63; initially opb Nalchikskaya AE Pyatigorskogo OAO (became Nalchikskaya OAE 01jan72); in red/grey c/s; trf to 1 AE 351 LO Nalchikskogo OAO jul75; f/n NAL 1980; struck off charge 23sep82 as life-time expired |
| 08 122 | OK-BYM | Mi-4P | Czech MoI (LO MV) | rgd | 13jun62 | VIP helicopter; initially in light c/s with dark 'lightning-flash' cheatline; repainted in dark green c/s with light blue underside; canx 31may73 |
| 14 122 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |
| | CCCP-14213 | Mi-4A | AFL/East Siberia | toc | 23jul75 | rgd 07aug75; struck off charge 23sep82 as life-time expired |
| 01 123 | not known | Mi-4 | Soviet Air Force | mfd | 1962 | |
| | CCCP-14296 | Mi-4 | AFL/Leningrad | toc | 14jul76 | rgd 23aug76; struck off charge 17jan83 as life-time expired and canx the same day |
| 03 123 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |
| | CCCP-14811 | Mi-4A | AFL/Turkmenistan | toc | 02aug77 | rgd 02aug77 |
| | CCCP-14811 | Mi-4A | AFL/Far East | trf | 15jan82 | struck off charge 17jan83 as life-time expired and canx the same day |
| 04 123 | not known | Mi-4A | Soviet Air Force | mfd | 31mar62 | |
| | CCCP-14107 | Mi-4A | AFL/Kazakhstan | toc | 13jan77 | rgd 01mar77; opb 328 LO Ust'-Kamenogorskogo OAO; w/o 01mar81 on an SAR flight from Kurchum, searching a missing machine of the Kaspi geophysical party, when the free-wheel clutch failed while the helicopter was flying at a height of some 100 metres in poor visibility (snowfall) and the helicopter crashed on the ice of lake Zaisan 70 metres from the shore some 10-12 km south-west of Aksuat (at N48°15' E83°33') and caught fire, all 3 crew and both passengers killed; t/t 5,955 hours and 9,883 cycles; struck off charge 05jun81 |
| 09 123 | not known | Mi-4 | Soviet Air Force | mfd | 1962 | |
| | CCCP-14839 | Mi-4 | AFL/Kazakhstan | toc | 29jun77 | rgd 06oct77; struck off charge 22nov82 as life-time expired |
| 13 124 | 544 | Mi-4A | East German AF | d/d | 02jun62 | opb HG-31 at Brandenburg-Briest; photo 26apr65; redesignated HG-34 01may71; struck off charge 31aug74; to LaSK (Lehrtechnik) |
| 19 124 | CCCP-14123 | Mi-4A | AFL/Kazakhstan | rgd | 28jul77 | canx 1983 |
| 01 125 ? | 0125 | Mi-4 | Czechoslovak AF | | photo | could also be c/n 0125; photo in the book "O létání v Bechyni" by Jiri Havel |
| 03 125 ? | 3125 | Mi-4 | Czechoslovak AF | | photo | opb 4. spojlt at Bechyne; photo in th ebook "O létání v Bechyni" by Jiri Havel |
| 04 125 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |
| | CCCP-14826 | Mi-4A | AFL/Privolzhsk | toc | 16jul77 | used in cargo/passenger and cargo configuration; rgd 23aug77; opb 172 LO Ufimskogo OAO; initially in dark green c/s with light blue underside; repainted in red/grey c/s during overhaul in 1980; struck off charge 23sep82 as life-time expired |
| 05 125 | not known | Mi-4AV | Soviet Air Force | mfd | 1962 | |
| | CCCP-14827 | Mi-4A | AFL/West Siberia | rgd | 23aug77 | toc 11oct77; opb 116 LO Novosibirskogo OAO; last overhaul in 1979; repainted in red/grey c/s; struck off charge 23sep82 as life-time expired; reportedly scrapped at Novosibirsk-Severny jan83 |
| 08 125 | not known | Mi-4AV | Soviet AF/PVO | mfd | 1962 | opb 116 uchebny tsentr boyevogo primeneniya aviatsii PVO at Astrakhan |
| | CCCP-28994 | Mi-4A | AFL/Urals | toc | 26jun74 | rgd 15jul74; opb 123 LO 2-go Sverdlovskogo OAO; struck off charge 16aug82 as life-time expired |
| 10 125 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |
| | CCCP-14801 | Mi-4A | AFL/Privolzhsk | toc | 16jul77 | rgd 23aug77; struck off charge 18jan82 as life time expired |
| 13 125 | not known | Mi-4 | Soviet Air Force | mfd | 1962 | |
| | CCCP-14336 | Mi-4 | AFL/Yakutiya | toc | 31oct76 | rgd 27may77; struck off charge 23sep82 as life-time expired |
| 14 125 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |
| | CCCP-14824 | Mi-4A | AFL/Privolzhsk | toc | 16jul77 | rgd 23aug77; struck off charge 23sep82 as life-time expired |
| 02 126 | "46" yellow | Mi-4A | DOSAAF | mfd | 1962 | in dark green c/s with light grey underside, with titles; sat in poor condition in MARZ ROSTO/DOSAAF at Fedurnovo (Chornoye), seen aug02/sep10; renovated by MARZ DOSAAF in 2011 |
| | "60" yellow | Mi-4A | DOSAAF | Tml | sep11 | in dark green c/s with titles; preserved in the Mil Helicopter Plant (MVZ im. Milya) at Tomilino (N55.668006 E37.934124), seen sep11/jun18 |
| 04 126 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | opb military unit 75362 (eskadrilya Serdobskogo polka) of Saratovskoye VVAUL |
| | CCCP-31570 | Mi-4A | AFL/Privolzhsk | toc | 19dec74 | rgd 17jan75; opb 172 LO Ufimskogo OAO; struck off charge 22nov82 |
| 07 126 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |
| | CCCP-14149 | Mi-4A | AFL/Arkhangelsk | toc | 20dec74 | rgd 29jan75; struck off charge 29aug77 as life-time expired |
| 10 126 | not known | Mi-4A | Soviet Air Force | mfd | 24jun62 | |
| | CCCP-14835 | Mi-4A | AFL/West Siberia | rgd | 29aug77 | toc 09sep77; opb 257 LO Kolpashevskogo OAO; dbr 23jul78 on a flight in the Tomsk region when the engine failed and the helicopter crash-landed near Kolpashevo, no casualties; struck off charge 27dec78 and canx the same day |
| 14 126 | not known | Mi-4AV | Soviet AF/PVO | mfd | 1962 | opb ote 12 otdyelnoi armii PVO (military unit 02016) |
| | CCCP-01847 | Mi-4 | AFL/Uzbekistan | toc | 05sep72 | rgd 13sep72; opb 164 LO Sergeliskogo OAO; struck off charge 22nov82 as life-time expired |
| 18 126 | not known | Mi-4 | Soviet Air Force | mfd | 1962 | |
| | CCCP-14114 | Mi-4 | AFL/Central Region | toc | 26jul77 | (or perhaps 26jun77 ?); rgd 20jul77; struck off charge 19apr83 as life-time expired |
| 01 127 | 748 | Mi-4A | East German Navy | d/d | 19jul62 | HG-31 Brandenburg-Briest; to Zentrale Reserve; struck off charge 20mar76 |
| 02 127 | 598 | Mi-4A | East German AF | d/d | 1962 | opb HG-31 (redesignated HG-34 01may71) at Brandenburg-Briest; dbr 06sep76 on a target simulation mission for MiG-21MF '682' of JG-8 when the fighter pilot failed to veer off in time so that the left wing of the MiG-21MF collided with the main rotor of the Mi-4A, the 1st pilot of the helicopter bailed out, but the 2nd pilot managed to make a forced landing in a field on the outskirts of Wriezen (Bad Freienwalde district) so that all 3 crew survived, the MiG pilot ejected and the fighter crashed 4 km east of Wriezen |
| 04 127 | 753 | Mi-4A | East German AF | d/d | 19jul62 | opb HG-31 at Brandenburg-Briest |
| | 753 | Mi-4A | East German Navy | | photo | opb HS-18 (redesignated HG-18 01dec76) at Parow; struck off charge 30aug77; was preserved at Kühlungsborn from 1977; scrapped in 1990 |
| 05 127 | 761 | Mi-4A | East German AF | d/d | 19jul62 | opb HG-31 at Brandenburg-Briest |
| | 761 | Mi-4A | East German Navy | trf | 17jan63 | opb HKVM (redesignated HSVM) at Parow; trf to HS-18 at Parow; to Zentrale Reserve; struck off charge 20mar76; was preserved at Kühlungsborn, seen 1977/1989 |
| 07 127 | 746 | Mi-4A | East German AF | d/d | 19jul62 | opb HG-31 at Brandenburg-Briest |
| | 746 | Mi-4A | East German Navy | trf | 31jan64 | opb HSVM at Parow; trf to HS-18 (redesignated HG-18 01dec76) at Parow; struck off charge 30aug77; scrapped |
| 08 127 | 769 | Mi-4A | East German AF | d/d | 1962 | opb HG-31 at Brandenburg-Briest |
| | 769 | Mi-4A | East German Navy | trf | | opb HS-18 (redesignated HG-18 01dec76) at Parow; struck off charge 30aug77; scrapped |
| 09 127 | "26" yellow | Mi-4A | Soviet Air Force | Spr | 1967 | opb 3 ae 226 osap at Sperenberg around 1963/67; equipped for parachute training; in dark green c/s with light blue underside |
| 10 127 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |
| | CCCP-03560 | Mi-4A | AFL/Magadan | toc | 14feb78 | rgd 25jan78; struck off charge 22nov82 as life-time expired |
| 11 127 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |
| | CCCP-14800 | Mi-4A | AFL/Privolzhsk | toc | 21jul77 | rgd 23aug77; struck off charge 18jan82 as life-time expired |
| 13 127 ? | 3127 | Mi-4 | Czechoslovak AF | ph. | 1963/64 | could also be c/n 03127; operated initially by 4. spojlt at Bechyne, later by 4. vrlt at Havlívkuv Brod, later by 15. vrlt at Ceské Budejovice and finally by 11. vrlt at Plzen |
| 15 127 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |
| | CCCP-14215 | Mi-4A | AFL/Far East | toc | sep75 | rgd 14aug75; struck off charge 16aug82 as life-time expired |
| 16 127 ? | 6127 | Mi-4 | Czechoslovak AF | | photo | c/n given as 6127, so could also be 06127; opb 11. vrlt at Plzen |
| 19 127 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |
| | CCCP-14325 | Mi-4A | AFL/Privolzhsk | rgd | 19oct76 | struck off charge 17apr83 as life-time expired and canx the same day |
| 03 128 | not known | Mi-4A | Soviet Air Force | mfd | 31aug62 | |
| | CCCP-14317 | Mi-4A | AFL/East Siberia | rgd | 12oct76 | used in cargo/passenger and cargo configuration; opb 199 LO Nizhneudinskogo OAO; slightly damaged 29jun80 while taxiing at Ust'-Uda when the main rotor collided with the propeller of An-2P CCCP-07734; repaired; last overhaul sep79; struck off charge 23nov83 as life-time expired |
| 06 128 | not known | Mi-4A | Soviet Air Force | mfd | 31aug62 | |
| | CCCP-03568 | Mi-4A | AFL/Kyrgyzstan | toc | 24apr78 | rgd 17may78; opb 180 LO Frunzenskogo OAO; w/o 18jul78 on a flight from Przhevalsk (Issyk-Kul district) to Ananyevo (N42°43' E77°40') when suffered from ground resonance during the landing run on uneven ground, the tailboom broke off and the nose gear collapsed so that the helicopter rolled over onto its left side, caught fire and burnt out, 2 of the 4 crew were killed and the other 2 as well as the sole passenger injured; t/t 3,209 hours; struck off charge 26sep78 and canx the same day |
| 08 128 | not known | Mi-4A | Soviet Air Force | mfd | sep62 | |
| | CCCP-14209 | Mi-4A | AFL/Far East | toc | 11jul75 | rgd 05aug75; struck off charge 23sep82 as life-time expired |
| 10 128 | CCCP-14210 | Mi-4 | AFL/East Siberia | rgd | 05aug75 | in dark green c/s with light grey underside; seen Khomolkho 17jun76; canx 1982 |
| 11 128 | 1128 | Mi-4 | Czechoslovak AF | mfd | 1962 | |
| | 1528 | Mi-4B | Czechoslovak AF | | | operated initially by 12. vrp at Olomouc and later 51. vrp at Prostejov |
| 12 128 | 2128 | Mi-4 | Czechoslovak AF | | | |
| | 2528 | Mi-4 | Czechoslovak AF | | | probably a Mi-4B; opb 42. spojlt Havlíckuv Brod |
| 13 128 | 3128 | Mi-4 | Czechoslovak AF | | photo | operated initially by 3. lÜp at Trencín, later by 12. vrp at Olomouc and finally by 42. spojlt Havlíckuv Brod |
| | 3528 | Mi-4 | Czechoslovak AF | ph. | 22jul66 | at BartoÜovice, providing help during the flooding; probably a Mi-4B |
| 15 128 | OK-BYN | Mi-4 | Czech MoI (LO MV) | rgd | 05nov62 | in dark green c/s with light blue underside; canx 31may73; sat wfu at PRG, seen 26aug78 |
| 16 128 | 6128 | Mi-4 | Czechoslovak AF | | | |
| | 6528 | Mi-4 | Czechoslovak AF | ph. | sep75 | in the book "O létání v Bechyni" by Jiri Havel; probably a Mi-4B; operated initially by 4. spojlt at Bechyne, later by 3. velroj at Äatec, later by 14. vrlt at Bechyne and finally again by 4. spojlt at Bechyne |
| 17 128 | 7128 | Mi-4A | Czechoslovak AF | | | |
| | 7528 | Mi-4A | Czechoslovak AF | | photo | probably a Mi-4B; operated initially by 12. vrp Olomouc, later by Oc 1. dvlp at Prostejov and finally by 41. spojlt at Havlíckuv Brod |
| 18 128 | 8128 ? | Mi-4 | Czechoslovak AF | | | |
| | 8528 | Mi-4 | Czechoslovak AF | | photos | opb Oc 1. dvlp at Prostejov; on a photo during the exercise "Vltava-66" and at PieÜtany |
| 20 128 | 0128 | Mi-4 | Czechoslovak AF | | photo | opb 11. vrlt at Plzen |

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| | 0528 | Mi-4B | Czechoslovak AF | | photo | opb 11. vrlt at Plzen; appeared in the 1974 Czechoslovakian film "Sedmého dne vecer" (The Evening of the Seventh Day) |
| 02 129 ? | 2129 | Mi-4 | Czechoslovak AF | | | opb 12. vrp at Olomouc; on a photo in a scrap yard oct85 |
| 03 129 ? | 3129 | Mi-4 | Czechoslovak AF | | photo | operated initially by 2. vrlt at Klatovy and later by 11. vrlt at Plzen |
| 07 129 | CCCP-29051 | Mi-4A | AFL/Privolzhsk | rgd | 18aug62 | opb 171 AO (became 171 LO Saratovskogo OAO in 1963); dbr 23feb70 on a flight in Tatarstan when the intoxicated pilot did not cope with the situation and the helicopter crashed near Yelabuga, no casualties; struck off charge 11apr70 |
| 08 129 | CCCP-29052 | Mi-4A | AFL/Turkmenistan | mfd | 19jul62 | toc 07aug62; rgd 15aug62; opb 166 AO; see c/n 15133 |
| | CCCP-29052 | Mi-4A | AFL/Urals | trf | 18oct63 | opb 255 LO of Tyumenski OAO of Tyumenskaya aviagruppa of Uralskaya OAG GVF; t/t 2,317 hours by sep66 |
| | CCCP-29052 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 255 LO of Tyumenski OAO; in red/grey c/s; trf to an unknown OAO in 1971; struck off charge 30sep75 as life-time expired; a photo shows it underslung under Mi-6 CCCP-11322 |
| 09 129 | CCCP-29053 | Mi-4A | AFL/Kremenchug FS | rgd | 06sep62 | canx 1982 |
| 10 129 | CCCP-29054 | Mi-4A | AFL/Kremenchug FS | rgd | 25aug62 | in red/grey c/s; canx 1982 |
| 11 129 | CCCP-29055 | Mi-4A | AFL/Kremenchug FS | rgd | 25aug62 | canx 1982 |
| 12 129 | CCCP-29056 | Mi-4A | AFL/Urals | mfd | 19jul62 | toc 19sep62; rgd 10oct62; initially opb 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF (became 255 LO Tyumenskogo OAO in 1963); damaged 29jan63 on a flight in support of an expedition in the vicinity of Narykar when landed at a snow-covered site near Kora and the tail rotor and the left main gear were damaged due to pilot error; trf to 121 LO Surgutskogo OAO Tyumenskoi aviagruppy 19nov64 |
| | CCCP-29056 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 121 LO Surgutskogo OAO; t/t 1,598 hours by 06mar65; struck off charge 01jul75 as life-time expired |
| 13 129 | CCCP-29057 | Mi-4A | AFL/Yakutiya | toc | 09aug62 | rgd 27aug62; initially opb 192 Yakutskoi OAG GVF (became 192 LO Nyurbinskogo OAO in 1964); trf to 270 LO Nyurbinskogo OAO apr66; struck off charge 19mar80 as life-time expired |
| 14 129 | CCCP-29058 | Mi-4 | AFL/East Siberia | mfd | 26jul62 | used in cargo/passenger (with 10 seats) and cargo configuration; toc 22aug62; rgd 15dec62; opb 183 AO (became 183 LO Ulan-Udenskogo OAO in 1963); dbr 11may75 on an aerial survey flight from Ulan-Ude in support of the Ulan-Ude geophysical expedition when probably the RS-24V mixture regulator failed (due to a design fault) so that the engine lost power and the helicopter crashed in a field near Selenga aka Sibir (Tarbagatai district of Buryatia) 21 km south of Ulan-Ude airport and caught fire, 2 of the 3 crew members and both passengers were killed and the sole survivor was seriously injured; t/t 8,252 hours 48 minutes; struck off charge 21nov75 |
| 15 129 | CCCP-29059 | Mi-4 | AFL/East Siberia | toc | 02sep62 | used in cargo/passenger and cargo configuration; rgd 20sep62; initially opb Bodaibinskaya OAE; in red/grey c/s; trf to 133 LO Bodaibinskogo OAO jun64; struck off charge 19feb81 as life-time expired; sat derelict at Mamakan, l/n dec93 |
| 16 129 | CCCP-29060 | Mi-4A | AFL/Turkmenistan | toc | 15sep62 | rgd 10oct62; initially opb 166 AO (became 166 LO of Ashkhabadski OAO in 1963); in red/grey c/s; trf to 167 LO of Chardzhouski OAO after nov63; last overhaul in 1971; on a photo 02jun76; struck off charge 25may79 as life-time expired |
| 17 129 | 7129 | Mi-4A | Czechoslovak AF | | photo | operated initially by 12. vrp at Olomouc and later by 14. vrlt at Bechyne |
| | 7529 | Mi-4B | Czechoslovak AF | | photo | upgraded by LOT at Trencín; operated initially by 4. spojlt at Bechyne, later by 9. vrlt at Bechyne and finally by 14. vrlt at Bechyne |
| 18 129 ? | 8529 | Mi-4 | Czechoslovak AF | | photo | opb 4. spojlt at Bechyne |
| 19 129 | 9129 | Mi-4 | Czechoslovak AF | | photo | opb 50. spojlp at Kbely |
| 11 130 | CCCP-29061 | Mi-4A | AFL/Far East | toc | 16nov62 | rgd 10jan63; opb 149 AO (became 149 LO Petropavlovskogo OAO in 1963 and 149 LO 2-go Petropavlovskogo OAO 03oct73); dbr 19apr79 on a flight in Kamchatka when the free-wheel clutch failed and the helicopter crash-landed near Bystroye, no casualties; struck off charge 26jun79 |
| 12 130 | not known | Mi-4AV | Soviet Air Force | mfd | 1962 | |
| | CCCP-03574 | Mi-4A | AFL/Uzbekistan | rgd | 17jul78 | toc 24sep78; opb 164 LO Sergeliskogo OAO; struck off charge 23sep83 as life-time expired |
| 17 130 | not known | Mi-4AV | Soviet Air Force | mfd | 1962 | |
| | CCCP-14216 | Mi-4 | AFL/Uzbekistan | toc | 02aug75 | rgd 05aug75; opb 164 LO Sergeliskogo OAO; struck off charge 19apr83 as life-time expired |
| 01 131 | 45 | Mi-4 | Bulgarian AF | PDV | 1962 | c/n from www.russianplanes.net; Bulgarian serial number TA 35/7202; opb 44 VAP at Plovdiv-Krumovo |
| | 45 | Mi-4 | Bulgarian Navy | | | based at Chaika; in dark green c/s with light blue underside and red code; preserved in the naval museum at Varna (N43.200508 E27.921446), seen oct87/aug24 |
| 13 132 | 3132 | Mi-4 | Czechoslovak AF | | photo | opb 24. vrp at Brno-Cernovice |
| 15 133 | "87" yellow | Mi-4A | Soviet Air Force | Che | 03jul06 | probably a composite airframe as both 15133 and 14133 were found; in olive drab c/s; was preserved at the gate of MARZ ROSTO at Fedurnovo (Chornoye), seen jul06/jul07; stored inside MARZ DOSAAF, seen aug12/may16; seen under overhaul sep16/jan18 (was made airworthy again) |
| | no reg | Mi-4A | MARZ DOSAAF | Che | 24aug18 | in white/yellow c/s with black trim, no markings whatsoever |
| | 'CCCP-48973' | Mi-4A | MARZ DOSAAF | Che | 24aug18 | fake registration applied on a sticker 24aug18; the engine was started up for the first time around 25sep18 and rotor blades from a Mi-8 were fitted by 13dec19; l/n Fedurnovo 29may22; see c/n 16184 |
| | 'CCCP-29052' | Mi-4A | UTair | Tjp | 21aug24 | bought from MARZ DOSAAF; in yellow/black/orange c/s with titles; preserved in these fake colours at Tyumen-Plekhanovo; see c/n 08129 |
| 18 133 | not known | Mi-4AV | Soviet Air Force | mfd | 1962 | |
| | CCCP-14221 | Mi-4 | AFL/Uzbekistan | toc | 08oct75 | rgd 21oct75; opb 164 LO Sergeliskogo OAO; dbr 24apr79 on a flight in the Tashkent region when the enginefailed and the helicopter crash-landed, no casualties; struck off charge 07dec79 and canx the same day |
| 19 133 | not known | Mi-4 | Soviet Air Force | mfd | 23dec63 | |
| | CCCP-14223 | Mi-4 | AFL/Arkhangelsk | rgd | 27oct75 | toc 24nov75; damaged 11sep80 near Nizhnyaya Pyosha; repaired; struck off charge 18oct83 as life-time expired |
| 01 134 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |
| | CCCP-14133 | Mi-4A | AFL/West Siberia | rgd | 29jul77 | toc 01aug77; opb 3 AE 116 LO Novosibirskogo OAO; last overhaul in 1980; repainted in red/grey c/s; struck off charge 18mar83 as life-time expired; reportedly scrapped at Novosibirsk-Severny jun83 |
| 02 134 | not known | Mi-4AV | Soviet Air Force | mfd | 1962 | |
| | CCCP-14250 | Mi-4 | AFL/Uzbekistan | toc | 07aug75 | rgd 27aug75; opb 164 LO Sergeliskogo OAO; struck off charge 29may84 as life-time expired |
| 05 134 | CCCP-29062 | Mi-4A | AFL/Polar | rgd | 01dec62 | in a document sep62 as just delivered; initially opb 254 AO (became 254 LO Sheremetyevskogo OAO in 1963); trf to Mys-Kamenskaya OAE 01oct68 |
| | CCCP-29062 | Mi-4A | AFL/Tyumen | trf | 01nov70 | opb Mys-Kamenskaya OAE; photo exists; last overhaul in 1971; struck off charge 28feb75 as worn out |
| 06 134 | CCCP-29063 | Mi-4A | AFL/Urals | mfd | 18sep62 | toc 09oct62; rgd 10nov62; initially opb 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF (became 255 LO Tyumenskogo OAO in 1963); trf to 121 LO Surgutskogo OAO Tyumenskoi aviagruppy between feb64 and jul65; t/t 1,965 hours by 11may66 |
| | CCCP-29063 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 121 LO Surgutskogo OAO; trf to 331 LO Nizhnevartovskogo OAO in 1972; last overhaul in 1973; struck off charge 28feb75 as life-time expired |
| 07 134 | CCCP-29064 | Mi-4A | AFL/Kazakhstan | toc | 10jan63 | rgd 02feb63; initially opb 157 AO (became 157 LO Ust'-Kamenogorskogo OAO in 1963); trf to 328 LO Ust'-Kamenogorskogo OAO may70; last overhaul in 1972; struck off charge 28sep77 as life-time expired |
| 08 134 | CCCP-29065 | Mi-4A | AFL/Kremenchug FS | rgd | 26dec62 | |
| | CCCP-29065 | Mi-4A | AFL/Privolzhsk | trf | 22sep65 | initially opb 66 LO 2-go Kuibyshevskogo OAO; last overhaul in 1972; trf to 33 LO 2-go Kuibyshevskogo OAO in 1973; struck off charge 04jan77 as life-time expired |
| 09 134 | CCCP-29066 | Mi-4A | AFL/Kremenchug FS | toc | nov62 | rgd 26dec62; struck off charge 20dec82 as life-time expired |
| 10 134 | CCCP-29067 | Mi-4A | AFL/Kremenchug FS | toc | nov62 | rgd 26dec62; struck off charge 16jul84 as life-time expired |
| 11 134 | CCCP-29068 | Mi-4A | AFL/Urals | mfd | 29sep62 | toc 01dec62; rgd 10jan63; initially opb Beryozovskaya OAE Tyumenskoi aviagruppy Uralskoi OAG GVF; trf to 125 LO Beryozovskogo OAO Tyumenskoi aviagruppy sep64; trf to Tazovskaya OAE after dec66 |
| | CCCP-29068 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb Tazovskaya OAE; in red/grey c/s; dbr 26nov74 on a flight from Tazovski to Nakhodka in support of an expedition when the lubricant in the pitch hinges of the main rotor froze (as the summer version of the lubricant had been applied) while the helicopter was hovering after take-off so that the helicopter could not be controlled, crashed 40 metres from the helipad and came to rest on its left side, all 3 crew slightly minjured while the sole passenger was killed; t/t 9,885 hours; struck off charge 20feb75 |
| 12 134 | CCCP-29069 | Mi-4A | AFL/Far East | toc | 06feb63 | rgd 28mar63; opb 147 AO (became 147 LO Yuzhno-Sakhalinskogo OAO in 1963); trf to 3 AE 147 LO at Okha jan80; struck off charge 19feb81 as life-time expired |
| 13 134 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14819 | Mi-4A | AFL/Yakutiya | toc | 19jan77 | rgd 11aug77; struck off charge 11feb83 as life-time expired |
| 15 134 | not known | Mi-4A | MRP | mfd | 1962 | avionics test-bed; opb Leningradski NII aviatsionnogo oborudovaniya (p-ya A-3158) |
| | CCCP-08828 | Mi-4A | MRP NILITs | rgd | 16may66 | became NPO "Vzlyot" in 1972; canx 28dec82 |
| 16 134 | not known | Mi-4AV | Soviet Air Force | mfd | 1963 | |
| | CCCP-03567 | Mi-4A | AFL/Kyrgyzstan | toc | 24apr78 | rgd 17may78; opb 180 LO Frunzenskogo OAO; struck off charge 18mar83 as life-time expired |
| 20 134 | not known | Mi-4A | Soviet Air Force | mfd | nov62 | |
| | CCCP-14813 | Mi-4A | AFL/West Siberia | toc | 09aug77 | used in cargo/passenger and cargo configuration; rgd 09aug77; opb 116 LO Novosibirskogo OAO; painted in grey/orange c/s during overhaul by ARZ-403; struck off charge 18mar83 as life-time expired |
| 01 135 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14832 | Mi-4A | AFL/West Siberia | rgd | 29aug77 | toc 09sep77; opb 257 LO Kolpashevskogo OAO; struck off charge 18mar83 as life-time expired |
| 03 135 | not known | Mi-4 | Soviet Air Force | mfd | 1962 | |
| | CCCP-14300 | Mi-4 | AFL/Leningrad | toc | 14aug76 | rgd 23aug76; opb 74 LO 2-go Leningradskogo OAO; struck off charge 22nov82 as life-time expired |
| 07 135 | not known | Mi-4A | Soviet Air Force | mfd | 19nov62 | |
| | CCCP-14304 | Mi-4A | AFL/Tajikistan | toc | 24aug76 | version also given as Mi-4GF; rgd 06sep76; opb 178 LO Dushanbinskogo OAO; in dark green c/s with light grey underside; dbr 01jul78 on take-off from the Varzob gorge near Gazhni (N38°49'32" E68°49'20") during a highway patrol flight for the GAI (Traffic Police) when the engine lost power shortly after lift-off so that the helicopter lost height, collided with a high-voltage power-line close by and crashed into the river Varzob, 2 of the 3 crew killed (they drowned) and the 3rd one as well as the sole passenger (a policeman) injured; t/t 4,501 hours 34 minutes; struck off charge 26sep78 |
| 08 135 | not known | Mi-4A | Soviet Air Force | mfd | nov62 | |
| | CCCP-14830 | Mi-4A | AFL/West Siberia | rgd | 29aug77 | used in cargo/passenger and cargo configuration; toc 09sep77; opb 257 LO Kolpashevskogo OAO; initially in red/grey c/s; last overhaul in 1978; repainted in grey/orange c/s; dbr 24sep80 on a flight in the Byely Yar district of the Tomsk region when the engine failed and the helicopter crash-landed near Klyukvinka, no casualties; struck off charge 19jan81 |
| 12 135 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14205 | Mi-4A | AFL/Uzbekistan | toc | 28jul75 | rgd 05aug75; opb 164 LO Sergeliskogo OAO; struck off charge 25oct82 as life-time expired |
| 16 135 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14338 | Mi-4A | AFL/Uzbekistan | toc | 29oct76 | rgd 18nov76; opb 164 LO Sergeliskogo OAO; struck off charge 19apr83 as life-time expired |
| 17 135 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |

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|---|---|---|---|---|---|---|
| | CCCP-31567 | Mi-4A | AFL/Privolzhsk | toc | 19dec74 | rgd 17jan75; opb 333 LO 2-go Kuibyshevskogo OAO; struck off charge 22nov82 as life-time expired |
| 18 135 | not known | Mi-4A | Soviet Air Force | mfd | 1962 | |
| | CCCP-14319 | Mi-4A | AFL/Privolzhsk | toc | 25aug76 | rgd 13oct76; struck off charge 20dec82 as life-time expired |
| 19 135 | not known | Mi-4A | Soviet Air Force | mfd | dec62 | |
| | CCCP-31568 | Mi-4A | AFL/Privolzhsk | toc | 19dec74 | rgd 17jan75; opb 333 LO 2-go Kuibyshevskogo OAO; in red/grey c/s; last overhaul in 1975; struck off charge 20dec82 as life-time expired |
| 20 135 | not known | Mi-4 | Soviet Air Force | mfd | 1963 | |
| | CCCP-14282 | Mi-4 | AFL/Leningrad | rgd | 12jul76 | toc the same day; used in cargo/passenger and cargo configuration; opb 71 LO Vologodskogo OAO; repainted in orange c/s with blue cheatline and trim; struck off charge 20may83 as life-time expired |
| 01 136 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-03565 | Mi-4A | AFL/Uzbekistan | toc | 09aug78 | rgd 19apr78; opb 164 LO Sergeliskogo OAO; struck off charge 25oct82 as life-time expired |
| 02 136 | not known | Mi-4A | Soviet Air Force | mfd | 23nov63 | |
| | CCCP-14812 | Mi-4A | AFL/West Siberia | toc | 09aug77 | used in cargo/passenger and cargo configuration; rgd 09aug77; opb 116 LO Novosibirskogo OAO; repainted in grey/orange c/s during overhaul by ARZ-403 nov78; t/t 5,283 and 4,902 cycles by 10jun79; struck off charge 20dec82 as life-time expired |
| 07 136 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | in dark green c/s with light blue underside |
| | CCCP-14823 | Mi-4A | AFL/West Siberia | toc | 01aug77 | used in cargo/passenger and cargo configuration; rgd 16aug77; opb 354 LO Novokuznetskogo OAO; initially in dark green c/s with light blue underside; last overhaul in 1977; repainted in red/grey c/s; struck off charge 19apr83 as life-time expired |
| 08 136 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14246 | Mi-4A | AFL/Kremenchug FS | rgd | 19mar76 | in dark green c/s; photo around 1976/78; struck off charge 11feb83 as life-time expired |
| 10 136 | not known | Mi-4 | Soviet Air Force | mfd | 1963 | |
| | CCCP-14130 | Mi-4 | AFL/Magadan | toc | 26jul77 | rgd 26jul77; struck off charge 11feb83 as life-time expired |
| 12 136 | "38" yellow | Mi-4 | Soviet Air Force | mfd | 1963 | opb 68 obvp at Nailakh (Mongolia); damaged 11jul75 and later used as a target at the training range |
| 01 137 | not known | Mi-4 | Soviet Air Force | mfd | 1963 | |
| | CCCP-14136 | Mi-4 | AFL/Privolzhsk | toc | 21jul77 | rgd 23aug77; struck off charge 16aug82 as life-time expited; sat derelict at UFA, seen 14jul94 |
| 02 137 | not known | Mi-4 | Soviet Air Force | mfd | 1963 | |
| | CCCP-14841 | Mi-4 | AFL/Privolzhsk | toc | 06oct77 | rgd 23nov77; struck off charge 20dec82 as life-time expired |
| 03 137 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14828 | Mi-4A | AFL/West Siberia | rgd | 29aug77 | toc 16sep77; opb 116 LO Novosibirskogo OAO; struck off charge 28jun83 as life-time expired and canx the same day |
| 04 137 | not known | Mi-4 | Soviet Air Force | mfd | 1963 | |
| | CCCP-14333 | Mi-4 | AFL/Kazakhstan | toc | 08sep76 | used in cargo/passenger and cargo configuration; rgd 26oct76; opb 361 LO Mangyshlakskogo OAO; struck off charge 20may83 as life-time expired |
| 15 137 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-31548 | Mi-4A | AFL/Far East | rgd | 09aug74 | toc the same day; photo at the BAM (Baikal-Amur Magistral) in 1976; struck off charge 20may83 as life-time expired |
| 17 137 | not known | Mi-4 | Soviet Air Force | mfd | 1963 | |
| | CCCP-31553 | Mi-4 | AFL/Far East | rgd | 16aug74 | toc the same day; struck off charge 18mar83 as life-time expired |
| 19 137 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14825 | Mi-4A | AFL/Privolzhsk | toc | 16jul77 | rgd 23aug77; struck off charge 22nov82 as life-time expired |
| 02 138 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14134 | Mi-4A | AFL/West Siberia | rgd | 29jul77 | toc 01aug77; opb 116 LO Novosibirskogo OAO; last overhaul in 1978; repainted in red/grey c/s; struck off charge 20dec82 as life-time expired |
| 05 138 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14129 | Mi-4A | AFL/Leningrad | toc | 06jul77 | rgd 01aug77; struck off charge 18mar83 as life-time expired |
| 06 138 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14331 | Mi-4A | AFL/Arkhangelsk | rgd | 18oct76 | used in cargo/passenger and cargo configuration; toc 01nov76; struck off charge 19apr83 as life-time expired |
| 09 138 ? | 9138 | Mi-4 | Czechoslovak AF | | photo | at Otrokovice in 1963; canx jan86 |
| 10 138 | 013 | Mi-4A | Polish Air Force | d/d | 20mar63 | struck off charge 22oct81 |
| 11 138 | 113 | Mi-4A | Polish Air Force | d/d | 20mar63 | struck off charge 22oct81 |
| 12 138 | 213 | Mi-4A | Polish Air Force | d/d | 05apr63 | struck off charge 05nov79 |
| 13 138 | 313 | Mi-4A | Polish Air Force | d/d | 05apr63 | struck off charge 09mar81 |
| 19 138 | 9138 | Mi-4A | Czechoslovak AF | | | modified to a radio relay helicopter by LOT Trencín; opb 51. vrp at Prostejov |
| | 9538 | Mi-4 | Czechoslovak AF | | | probably a Mi-4B; opb 51. vrp at Prostejov |
| 20 138 | 0138 | Mi-4A | Czechoslovak AF | mfd | 26jan63 | initially operated by 12. vrp at Olomouc and later by 51. vrp at Prostejov |
| | 0538 | Mi-4B | Czechoslovak AF | | | in green/dark grey camo c/s; photo in 1978; trf to 1. lÜp at PieÜtany in 1985; later operated by VÚ 030 at Kbely, was still active jun86; preserved in the aviation museum (Letecké muzeum) at Prague-Kbely (N50.125403 E14.536820), seen sep90/aug24 |
| 01 139 | 1139 | Mi-4 | Czechoslovak AF | | photo | operated initially by 7. lo at Kbely, later by 4. spojlt at Bechyne and finally by 14. vrlt Bechyne; on a photo near Tálín |
| 02 139 | 2139 | Mi-4 | Czechoslovak AF | mfd | 1963 | initially operated by 12. vrp Olomouc; modified to a 'salon' version and then operated by 19. vrlt at Plzen and later by 1. vellt at Bechyne; photo sep73; was preserved in front of the primary school at Bojná (Topolcany district) in the 1980s |
| | no serial | Mi-4 | no titles | ph. | 09aug06 | preserved in silver c/s without any markings whatsoever in Flugausstellung L.+P. Junior at Hermeskeil, seen aug06/sep24 |
| 03 139 | 3139 | Mi-4A | Czechoslovak AF | | photo | operated initially by 12. vrp at Olomouc and later by Oc. 1. lÜp at PieÜtany |
| 04 139 | 4139 | Mi-4 | Czechoslovak AF | mfd | feb63 | operated initially by 3. velroj Äatec and later by 4. spojlt at Bechyne; in dark green/black camo c/s; preserved in Muzeum letecké a pozemní techniky at VyÜkov (N49.301904 E17.022649), seen jun99/sep24 |
| 05 139 | 5139 | Mi-4 | Czechoslovak AF | | | operated initially by 12. vrp at Olomouc, later by 4. spojlt at Bechyne, later by 14. vrlt at Bechyne and finally again by 4. spojlt at Bechyne |
| 07 139 | CCCP-29071 | Mi-4A | AFL/East Siberia | mfd | 17feb63 | also given as 12dec62; toc mar63; rgd 04may63; opb 183 LO Ulan-Udenskogo OAO |
| | not known | Mi-4A | Soviet Air Force | trf | 1969 | based on a decree by the Council of Ministers issued 25mar69 |
| | CCCP-03551 | Mi-4A | AFL/Magadan | rgd | 06dec77 | opb 151 LO Chaunskogo OAO; w/o 07apr78 on a positioning flight from Mys Shmidta to Pevek when a blade of the tail rotor separated (the cause could not be established), resulting in severe vibrations so that the tailboom disintegrated and the helicopter crashed at N69°51'50" E175°27' on the ice of Innukai lagoon 11 km west of Billings (Iultin district of Chukotka), all 4 crew members were killed; t/t 4,349 hours 3 minutes and 3,683 hours; struck off charge 17aug78 |
| 08 139 | CCCP-29072 | Mi-4 | AFL/East Siberia | mfd | 13feb63 | used in cargo/passenger and cargo configuration; toc mar63; rgd 25apr63; initially opb 138 LO Ulan-Udenskogo OAO; trf to 133 LO Bodaibinskogo OAO after 1964; w/o 25nov75 on an ambulance flight from Lugovski (Mama district of the Irkutsk region) to Mama along the river Mama when encountered below-minima weather conditions (poor visibility and snowfall), the decision to return was taken too late, the crew became disoriented and the helicopter collided with the ice on the surface of the Mama River near Mama airport and came to rest upside-down partially submerged, 1 of the 3 crew members drowned while the other 2 and all 5 passengers escaped unhurt and were rescued by Mi-4 CCCP-02320 some time later, t/t 8,625 hours 45 minutes and 9,050 cycles; struck off charge 30apr76 |
| 09 139 | CCCP-29073 | Mi-4A | AFL/Kremenchug FS | toc | 20mar63 | rgd 06apr63; in red/light grey c/s; struck off charge 18aug83 as life-time expired |
| 10 139 | CCCP-29074 | Mi-4A | AFL/Kremenchug FS | toc | 20mar63 | used in training configuration; rgd 06apr63 |
| | CCCP-29074 | Mi-4A | AFL/North Kavkaz | trf | 16may67 | used in cargo/passenger and cargo configuration; dbr, details unknown; struck off charge 26nov69 |
| 11 139 | CCCP-29083 | Mi-4A | AFL/Kremenchug FS | toc | 20mar63 | used in training configuration; rgd 06apr63 |
| | CCCP-29083 | Mi-4A | AFL/Central Region | trf | 15may70 | used in cargo/passenger and cargo configuration; struck off charge 13aug80 as life-time expired |
| 12 139 | CCCP-29084 | Mi-4SP | AFL/Kyrgyzstan | toc | 12apr63 | rgd 16apr63; opb 180 AO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO in 1963); struck off charge 16may80 as life-time expired |
| 13 139 | CCCP-29085 | Mi-4A | AFL/Urals | toc | 23mar63 | rgd 02apr63; opb 123 AO (became 123 LO 2-go Sverdlovskogo OAO 18jun63); t/t 461 hours by 01mar64; dbr in 1965, details unknown; struck off charge 26may65 |
| 14 139 | CCCP-29086 | Mi-4A | AFL/Kremenchug FS | mfd | 21feb63 | toc 20mar63; rgd 06apr63 |
| | CCCP-29086 | Mi-4A | AFL/West Siberia | trf | 29may66 | opb 118 LO Barnaulskogo OAO; in red/grey c/s; last overhaul in 1976; struck off charge 28mar77 as life-time expired |
| 15 139 | CCCP-29087 | Mi-4A | AFL/Urals | mfd | 19feb63 | used in cargo/passenger and cargo configuration; toc 23mar63; rgd 06apr63; opb 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF (became 255 LO Tyumenskogo OAO Tyumenskoi aviagruppy sep64) |
| | CCCP-29087 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 255 LO Tyumenskogo OAO; in red/grey c/s; trf to 125 LO Beryozvoskogo OAO after oct65; struck off charge 28feb75 as life-time expired |
| 16 139 | CCCP-29088 | Mi-4A | AFL/Krasnoyarsk | mfd | 27feb63 | used in cargo/passenger and cargo configuration; rgd 16apr63 and toc the same day; opb 131 AO (became 131 LO Kezhemskogo OAO sep64); struck off charge 16aug79 as life-time expired |
| 17 139 | CCCP-29089 | Mi-4A | AFL/Privolzhsk | mfd | 28feb63 | used in cargo/passenger and cargo configuration; toc 13mar63; rgd 07jun63; opb 171 AO (became 171 LO Saratovskogo OAO in 1963); w/o 18mar73 on the return flight from drilling site No. 19 (near Topovka) toKrasnoarmeisk in below-minima weather conditions (which had not been forecast by the met office) when flew very low in poor visibility and crashed in a snow-covered field 1.5 km north-west of the Krasnoarmeisk helidrome, both pilots and the sole passenger were killed; t/t 8,336 hours and 19,926 cycles; struck off charge 28apr73 |
| 18 139 | CCCP-29090 | Mi-4A | AFL/Syktyvkar | mfd | 28feb63 | used in cargo/passenger and cargo configuration; toc 24mar63; rgd 02apr63; initially opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963); in red/grey c/s; trf to 72 LO Syktyvkarskogo OAO between dec63 and feb73 |
| | CCCP-29090 | Mi-4A | AFL/Komi | trf | 15feb66 | opb 72 LO Syktyvkarskogo OAO; dbr 13mar73 on a flight near Inta when the engine failed and the helicopter made an auto-rotation landing; struck off charge 12jun73 |
| 19 139 | CCCP-29091 | Mi-4A | AFL/Syktyvkar | toc | 23mar63 | rgd 02apr63; opb 76 AO Syktyvkarskoi OAG GVF (became 76 LO Pechorskogo OAO in 1963) |
| | CCCP-29091 | Mi-4A | MRP | trf | 30nov63 | used as an avionics test-bed; initially opb Bakinski radiozavod (p-ya M-5804); trf to NILITs (p/ya 1929) at Solntsevo 03jan67 (became NPO "Vzlyot" or p/ya A-7541 in 1972); canx 13apr83 |
| 20 139 | CCCP-29092 | Mi-4A | AFL/Yakutiya | toc | 18apr63 | rgd 10may63; struck off charge 22jul81 as life-time expired |
| 01 140 | CCCP-29093 | Mi-4A | AFL/Georgia | mfd | 25feb63 | rgd 10may63; opb 230 AO (became 230 LO Tbilisskogo OAO in 1963) |
| | CCCP-29093 | Mi-4A | AFL/Urals | trf | 18jan71 | initially opb 123 LO 2-go Sverdlovskogo OAO; trf to 326 LO 2-go Sverdlovskogo OAO dec72; made a forced landing due to engine problems 09apr79, t/t 10,726 hours by then; struck off charge 17dec79 as life-time expired |

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| 02 140 | CCCP-29094 | Mi-4A | AFL/East Siberia | toc | mar63 | rgd 26jun63; initially opb Bodaibinskaya OAE; trf to 133 LO Bodaibinskogo OAO jun64; struck off charge 30nov78 as life-time expired |
| 03 140 | CCCP-29095 | Mi-4A | AFL/West Siberia | mfd | 12mar63 | used in cargo/passenger and cargo configuration; toc apr63; rgd 16apr63; initially opb 119 AO (became 119 LO Tomskogo OAO in 1963); trf to 257 Kolpashevskogo OAO dec67; initially in red/grey c/s; repainted in dark green c/s with light blue underside during overhaul by ARZ-41 in 1975; struck off charge 30dec76 as life-time expired |
| 04 140 | CCCP-29096 | Mi-4A | AFL/Northern | toc | 01apr63 | rgd 07jun63; opb 68 LO Arkhangelskogo OAO (became 68 LO 2-go Arkhangelskogo OAO in 1969) |
| | CCCP-29096 | Mi-4A | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO 2-go Arkhangelskogo OAO; struck off charge 17dec79 as life-time expired |
| 05 140 | CCCP-29097 | Mi-4A | AFL/West Siberia | mfd | 20mar63 | used in cargo/passenger and cargo configuration; toc apr63; rgd 14may63; initially opb 237 AO (became 237 LO Kolpashevskogo OAO in 1963); trf to 257 LO Kolpashevskogo OAO feb65; trf to 1 AE 244 LO Strezhevskogo OAO 15mar72; repainted in grey/orange c/s during overhaul by ARZ-41 in 1973; struck off charge 11jul75 as life-time expired |
| 06 140 | CCCP-29098 | Mi-4A | AFL/Far East | toc | 17jun63 | rgd 16jul63; opb 149 LO Petropavlovskogo OAO (became 149 LO 2-go Petropavlovskogo OAO 03oct73); struck off charge 18aug81 as life-time expired |
| 02 141 | 214 ? | Mi-4A | Polish Air Force | d/d | 28jun63 | struck off charge 09sep80; serial not confirmed |
| 03 141 | 314 | Mi-4A | Polish Air Force | d/d | 12aug63 | in green/grey/brown camo c/s with light grey underside; struck off charge 31jul84; preserved in Lubuskie Muzeum Wojskowe at Drzonów from 22jun84, l/n jun24 |
| 04 141 | 414 | Mi-4A | Polish Air Force | d/d | 13jul63 | struck off charge 04oct82 |
| 05 141 | 514 | Mi-4A | Polish Air Force | d/d | jul63 | struck off charge 04oct82 |
| 09 141 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-63823 | Mi-4A | AFL/Tajikistan | toc | 13mar79 | version also given as Mi-4GF; rgd 19mar79; opb 178 LO Dushanbinskogo OAO |
| | CCCP-63823 | Mi-4A | AFL/Far East | trf | 30jan80 | struck off charge 21jul83 as life-time expired |
| 10 141 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-03554 | Mi-4A | AFL/Turkmenistan | toc | 24nov77 | rgd 13dec77 |
| | CCCP-03554 | Mi-4A | AFL/Far East | trf | 01sep82 | struck off charge 21sep83 as life-time expired |
| 11 141 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14105 | Mi-4A | AFL/Arkhangelsk | toc | 30jan78 | rgd 22nov77; struck off charge 28jun83 as life-time expired |
| 12 141 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14291 | Mi-4A | AFL/Kazakhstan | toc | 09jul76 | rgd 06aug76; struck off charge 18aug83 as life-time expired |
| 13 141 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14341 | Mi-4A | AFL/Arkhangelsk | rgd | 31dec76 | used in cargo/passenger and cargo configuration; toc 10jan77; struck off charge 18mar83 as life-time expired |
| 14 141 | not known | Mi-4 | Soviet Air Force | mfd | 1963 | |
| | CCCP-63822 | Mi-4 | AFL/Far East | toc | 30nov78 | rgd 08jan79; struck off charge 18mar83 as life-time expired |
| 16 141 | 6141 | Mi-4 | Czechoslovak AF | | | |
| | 6541 | Mi-4 | Czechoslovak AF | ph. | oct70 | probably a Mi-4B; in dark olive drab c/s with light grey underside |
| 17 141 | 7141 | Mi-4 | Czechoslovak AF | | photo | operated initially by 10. vellt at Hradec Králové, later by 51. vrp at Prostejov and finally by 41. spojlt at Havlíckuv Brod |
| | 7541 | Mi-4 | Czechoslovak AF | | photo | probably a Mi-4B; operated by 12. vrp at Olomouc |
| 18 141 | 8141 | Mi-4 | Czechoslovak AF | | photo | operated initially by 4. vrlt Bechyne, later by 4. spojlt at Bechyne and finally by 14. vrlt Bechyne |
| | 8541 | Mi-4 | Czechoslovak AF | ph. | jun78 | probably a Mi-4B; operated initially by 4. spojlt at Bechyne, later by 14. vrlt at Bechyne and finally again by 4. spojlt at Bechyne |
| 19 141 | 9141 | Mi-4A | Czechoslovak AF | | | |
| | 9541 | Mi-4B | Czechoslovak AF | | | upgraded by LOT at Trencín |
| 20 141 | 0141 | Mi-4 | Czechoslovak AF | mfd | 1963 | canx nov85 |
| | 0541 | Mi-4B | Czechoslovak AF | | photo | opb 51. vrp at Prostejov |
| 01 142 | 1142 | Mi-4 | Czechoslovak AF | | photo | opb 11. vrlt at Plzen; on a photo at Libavá during exercise "Palcát 70" |
| 02 142 ? | 2142 | Mi-4A | Czechoslovak AF | | photo | based at Bechyne; in dark green or olive drab c/s with light blue or light grey underside; on a photo above LanÜkroun; took part in the exercise "Vltava-66"; w/o 25aug70 on a flight from Trencín via Ãilina and Poprad to KoÜice when encountered bad weather (poor visibility, low clouds, rain and strong winds) and crashed at a height of 850 metres into a hill near Strecno, 5 of the occupants were killed and 6 were injured |
| 03 142 ? | 3142 | Mi-4 | Czechoslovak AF | | photo | at Vlkov u Veselí nad LuPnicí during an airborne exercise 23/27aug71; canx apr86 |
| 04 142 | 4142 | Mi-4A | Czechoslovak AF | mfd | apr63 | in dark green/black camo c/s; seen Prostejov 1991; was preserved at Nové Mesto nad Metuji, l/n aug94; scrapped in 1999 |
| 05 142 | DM-SPD | Mi-4A | Deutsche Lufthansa | mfd | 1963 | rgd 30jul63; toc 12aug63 at SXF; in dark green c/s with light blue underside, no titles; re-registered for ideological reasons as 'SPD' is also the abbreviation for 'Sozialdemokratische Partei Deutschlands', a leading political party in West Germany |
| | DM-SPF | Mi-4A | Interflug/SF | rgd | 01sep63 | in dark green c/s with light blue underside, no titles; flew SXF-DRS 03sep63 and return 06sep63; l/n as such Berlin jul64; first operational crane-flight 22dec63; later in red/grey c/s, no titles, only badge; carried additional 'HOWA' advertising at some time and 'Kunsum' titles on 12dec65 |
| | 'PA+207' | Mi-4A | German Army | | photo | appeared in these fake (West) German Army markings (in olive drab c/s) in the East German movie "Axel Cäsar Springer", shot on the island of Rügen in 1970 |
| | DM-SPF | Mi-4A | Interflug/BF | SXF | summ'71 | in red/grey c/s; wfu 20oct72; b/u at SXF; canx 20mar76 |
| 06 142 | DM-SPE | Mi-4A | Deutsche Lufthansa | mfd | 1963 | d/d 31may63 to SXF; taken over from Aviaexport 05jun63; rgd 30jul63; in dark green c/s with light blue underside, no titles; first operational crane-flight 10aug63 |
| | DM-SPE | Mi-4A | Interflug/SF | rgd | 01sep63 | in red/grey c/s, no titles, only badge; lost its underslung load at Lauta 28oct63; dbr 13may65 during a test (after the main rotor had been changed) at Brandenburg-Briest, the helicopter was tethered and rolled over on take-off due to a misunderstanding between flight and ground crew, two ground technicians killed |
| 07 142 | 538 | Mi-4A | East German AF | d/d | 24jul63 | opb HG-31 (redesignated HG-34 01may71) at Brandenburg-Briest |
| | DM-WSB | Mi-4A | GST | rgd | sep72 | seen DRS sep72, leased for a contest |
| | 538 | Mi-4A | East German AF | ret | sep72 | opb HG-34 at Brandenburg-Briest; seen Brandenburg-Briest jul79; struck off charge 01dec79; was used for ground training at the Storkow training area of Chemische Dienste, seen 1990; preserved in Flugplatzmuseum Cottbus, seen apr96/aug11, stripped of paint jul12/jul17 and under restoration jun22 |
| 08 142 | 546 | Mi-4A | East German AF | d/d | 24jul63 | opb HG-31 at Brandenburg-Briest |
| | 546 | Mi-4A | E.G. Grenztruppen | trf | 01dec64 | opb HS-16 at Salzwedel |
| | 546 | Mi-4A | East German AF | Brb | jul79 | opb HG-34 at Brandenburg-Briest; struck off charge 01dec79; scrapped |
| 09 142 | 571 | Mi-4A | East German AF | d/d | 17apr63 | opb HG-31 at Brandenburg-Briest |
| | 571 | Mi-4A | E.G. Grenztruppen | trf | 01dec64 | opb HS-16 at Salzwedel; l/n 1972 |
| | 571 | Mi-4A | East German AF | Brb | jul79 | opb HG-34 at Brandenburg-Briest; struck off charge 01dec79; trf as a ground instructional airframe to Landstreitkäfte; sat at the Lehnin training range (N52.28606 E12.79055), seen 1990/jul05, in poor condition |
| 10 142 | 525 | Mi-4A | East German AF | d/d | 19jul63 | opb HG-31 at Brandenburg-Briest |
| | DM-SPX | Mi-4A | Interflug | rgd | may67 | BT Wirtschaftsflug/Spezialflug, leased from LSK; registration later a Ka-26 c/n 7303806 |
| | 525 | Mi-4A | East German AF | ret | | opb HG-31 (redesignated HG-34 01may71) at Brandenburg-Briest; seen Brandenburg-Briest jul79; struck off charge 01dec79; used as a ground instructional airframe by US-8 LSK/LV at Bad Düben |
| 11 142 | 581 | Mi-4A | East German AF | d/d | 31jul63 | opb HG-31 at Brandenburg-Briest; damaged 03dec63 on landing at a site of limited size 500 metres NNW of Brandenburg-Briest airfield when the tail rotor touched trees; repaired |
| | 581 | Mi-4A | East German Navy | trf | unknown | opb HS der Volksmarine; w/o 29may64 after lifting combat divers from a boat in the Strelasund sound when went out of control and crashed into the sea, 1 of the 3 crew killed (the combat divers were able to jump out in time) |
| 12 142 ? | 2542 | Mi-4 | Czechoslovak AF | ph. | aug78 | operated initially by 9. vrlt at Bechyne and later by 14. vrlt at Bechyne |
| 14 142 | 4542 | Mi-4 | Czechoslovak AF | | | probably a Mi-4B; operated by 12. vrp at Olomouc |
| 15 142 | 5142 | Mi-4 | Czechoslovak AF | | | |
| | 5542 | Mi-4 | Czechoslovak AF | | photo | operated by 12. vrp at Olomouc |
| 17 142 | 7142 | Mi-4 | Czechoslovak AF | | | opb 12. vrp at Olomouc |
| | 7542 | Mi-4B | Czechoslovak AF | | | operated initially by 12. vrp at Olomouc, later by 51. vrp at Prostejov and finallly by 41. spojlt at Havlíckuv Brod |
| 18 142 | 8142 | Mi-4A | Czechoslovak AF | | | |
| | 8542 | Mi-4B | Czechoslovak AF | | | upgraded by LOT at Trencín; opb 12. vrp at Olomouc |
| 19 142 | 9142 | Mi-4A | Czechoslovak AF | | photo | photo in the book "Historie 51 vrtulnikoveho pluku" |
| | 9542 | Mi-4B | Czechoslovak AF | | | upgraded by LOT at Trencín; operated initially by 9. vrlt at Bechyne, later by 1. vellt at Bechyne and finally by 11. vrlt at Plzen |
| 20 142 | 0142 | Mi-4A | Czechoslovak AF | mfd | 1963 | |
| | 0542 | Mi-4B | Czechoslovak AF | | photo | initially operated by 7. lo at Kbely, later by 1. vellt at Bechyne, later by 14. vrlt at Bechyne and finally by 11. vrlt at Plzen; was preserved at Chrudím, seen jul95/aug98 |
| 01 143 | 1143 | Mi-4 | Czechoslovak AF | | | opb 12. vrp at Olomouc |
| 02 143 | 2143 | Mi-4A | Czechoslovak AF | f/f | 17may63 | opb 12. vrp at Olomouc from 05sep63; on a photo during the exercise "Vltava-66" |
| | 2143 | Mi-4B | Czechoslovak AF | | | upgraded by LOT at Trencín; the final operator was military unit VÚ 030 at Prague; preserved in the aviation museum (Letecké muzeum) at Prague-Kbely from 1987, seen sep92/aug02; later stored outside, seen sep06; restored by LOM Praha in 2013 and repainted in dark greyish green/medium green camo c/s, seen as such apr14/aug24 |
| 03 143 | 3143 | Mi-4 | Czechoslovak AF | ph. | 1970 | operated initially by 24. vrp at Brno-Cernovice, later by 1. vellt at Bechyne and finally by 51. vrp at Prostejov; struck off charge may86 |
| 04 143 | 4143 | Mi-4 | Czechoslovak AF | mfd | jul63 | was preserved with the Aero Club at Sobeslav, seen jul93; later stored with Museum Fahrzeug-Technik-Luftfahrt at Bad Ischl-Lauffen, seen apr05/sep19 |
| 11 143 | 1543 | Mi-4 | Czechoslovak AF | | | operated initially by Oc 1. dvlp Prostejov and later by 11. vrlt at Plzen; the tail rotor was damaged on landing at Prostejov 05jul70; damaged 17jan72 on landing when the hydraulics system failed while the helicopter was hovering at a height of some 1.5-2 metres so that tail boom hit the ground and broke off, the damage amounted to 700,000 Czechoslovakian crowns; repaired; canx may86 |
| 12 143 ? | 2543 | Mi-4 | Czechoslovak AF | mfd | may63 | opb 11. vlp at Plzen-Bory; in green/black camo c/s; damaged beyond repair 1984 when landed hard after an engine failure; was preserved at Plzen-Líne; later preserved in the Air Park at Zruc (N49.808754 E13.415161), seen 1998/sep24 |
| 13 143 | CCCP-29099 | Mi-4SP | AFL/Krasnoyarsk | toc | 09jul63 | rgd 12aug63; opb ASAE until 1966; in red/grey c/s; struck off charge 20oct80 as life-time expired |

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|---|---|---|---|---|---|---|
| 14 143 | CCCP-29100 | Mi-4A | AFL/East Siberia | rgd | 26jun63 | initially opb Bodaibinskaya OAE; trf to 133 LO Bodaibinskogo OAO jun64; struck off charge 13jul79 as life-time expired |
| 15 143 | CCCP-35200 | Mi-4A | AFL/Far East | toc | 02aug63 | rgd 26sep63; opb 149 LO Petropavlovskogo OAO (became 149 LO 2-go Petropavlovskogo OAO 03oct73); struck off charge 20may83 as life-time expired |
| 16 143 | CCCP-35201 | Mi-4A | AFL/Far East | toc | 05aug63 | rgd 24apr64; opb 149 LO Petropavlovskogo OAO (became 149 LO 2-go Petropavlovskogo OAO 03oct73); in red/grey c/s; struck off charge 19may82 as life-time expired |
| 17 143 | CCCP-35202 | Mi-4A | AFL/Magadan | toc | dec63 | rgd 03apr64; initially opb Magadanskaya OAG GVF (not yet allocated to a flight unit by 01dec63); later opb 150 LO Anadyrskogo OAO; trf to 182 LO Shmidtovskogo OAO dec71 (became 182 LO Anadyrskogo OAO jul77); damaged by a storm dec72 while being parked at Mys Shmidta; repaired; trf to 150 LO Anadyrskogo OAO dec82; struck off charge 16jul84 as life-time expired |
| 18 143 | CCCP-35203 | Mi-4A | AFL/Magadan | toc | dec63 | rgd 02jan64; initially opb Magadanskaya OAG GVF (not yet allocated to a flight unit by 01dec63); later opb 150 LO Anadyrskogo OAO; in red/grey c/s; trf to 182 LO Shmidtovskogo OAO dec71 (became 182 LO Anadyrskogo OAO jul77); damaged by a storm dec72 while being parked at Mys Shmidta; repaired; struck off charge 17jan83 as life-time expired and canx the same day |
| 19 143 | CCCP-35204 | Mi-4A | AFL/Magadan | rgd | 28apr64 | initially opb Magadanskaya aviagruppa OAG GVF (not yet allocated to a flight unit by 01dec63); later opb 150 LO Anadyrskogo OAO |
| | CCCP-35204 | Mi-4A | AFL/West Siberia | trf | 16apr73 | opb 257 LO Kolpashevskogo OAO; last overhaul in 1975; struck off charge 20oct80 as life-time expired |
| 20 143 | CCCP-35205 | Mi-4A | AFL/Kremenchug FS | rgd | 28jun63 | toc the same day; struck off charge 20jan84 as life-time expired |
| 01 144 | CCCP-35206 | Mi-4A | AFL/Kremenchug FS | rgd | 28jun63 | toc the same day; in red/grey c/s; struck off charge 17sep84 as life-time expired |
| 02 144 | CCCP-35207 | Mi-4A | AFL/North Kavkaz | toc | 10jun63 | rgd 13aug63; opb Nalchikskaya AE Pyatigorskogo OAO (became Nalchikskaya OAE 01jan72); in red/grey c/s; photo in "Krylya Rodiny" No. 02/72; trf to 1 AE 351 LO Nalchikskogo OAO jul75; struck off charge 18jul80 as life-time expired |
| 03 144 | CCCP-35208 | Mi-4A | AFL/Yakutiya | toc | 28aug63 | rgd 18sep63; struck off charge 16oct79 as life-time expired |
| 04 144 | CCCP-35209 | Mi-4A | AFL/East Siberia | toc | 15jun63 | rgd 22jun63; opb 190 AO (became 190 LO 2-go Irkutskogo OAO in 1963) |
| | CCCP-35209 | Mi-4A | AFL/West Siberia | trf | 20jan72 | initially opb 184 LO Novokuznetskogo OAO; trf to 354 LO Novokuznetskogo OAO dec74; struck off charge 27dec78 as life-time expired |
| 05 144 | CCCP-35210 | Mi-4A | AFL/Uzbekistan | toc | 12jul63 | rgd 01aug63; opb 164 LO Sergeliskogo OAO; struck off charge 07dec78 as life-time expired |
| 06 144 | CCCP-35211 | Mi-4A | AFL/Turkmenistan | rgd | 09jul63 | opb 166 LO Ashkhabatskogo OAO; struck off charge 22jun78 as life-time expired |
| 07 144 | CCCP-35212 | Mi-4A | AFL/Urals | rgd | 08apr63 | opb Beryozovskaya OAE Tyumenskoi aviagruppy Uralskoi OAG GVF (became 125 LO Beryozovskogo OAO in 1964) |
| | CCCP-35212 | Mi-4A | AFL/Uzbekistan | trf | 15mar68 | opb 164 LO Sergeliskogo OAO; struck off charge 19mar80 as life-time expired |
| 08 144 | CCCP-35213 | Mi-4A | AFL/Privolzhsk | rgd | 29jun63 | opb 171 LO Saratovskogo OAO; struck off charge 30dec76 as life-time expired |
| 09 144 | CCCP-35214 | Mi-4A | AFL/Yakutiya | mfd | 27may63 | rgd 01aug63; opb 288 LO Maganskogo OAO; w/o 01jul77 on a flight from Khandyga to Krest-Khaldzhai (Tompon district of Yakutiya) in support of sovkhoz (state farm) im. Okhlopkova when the swash plate failed on approach (due to fatigue), the helicopter went out of control and crashed into a lake 2.5 km from Krest-Khaldzhai (at N62°49' E134°14'), all 3 crew members were killed; t/t 9,647 hours and 14,358 cycles; struck off charge 26aug77 |
| 10 144 | CCCP-35215 | Mi-4SP | AFL/Kyrgyzstan | rgd | 07jul63 | toc dec63; opb 180 AO of Kirgizskaya OAG GVF (became 180 LO of Frunzenski OAO in 1963); in red/grey c/s; photo 24aug71; last overhaul jan76; struck off charge 13aug80 as life-time expired |
| 11 144 | CCCP-35216 | Mi-4A | AFL/Northern | toc | may63 ? | w/o 30jun63 when submerged, details unknown, no casualties; t/t 46 hours; struck off charge 31oct63 |
| 12 144 | CCCP-35217 | Mi-4A | AFL/Urals | mfd | 20may63 | toc 14jun63; rgd 12sep63; initially opb 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF (became 255 LO Tyumenskogo OAO in 1963); trf to 121 OAO Surgutskogo OAO Tyumenskoi aviagruppy between jun64 and jul65; damaged by a storm (up to 70 m/s) while being parked at Surgut 06jul65; repaired; t/t 1,392 hours by aug66 |
| | CCCP-35217 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 121 OAO Surgutskogo OAO; in red/grey c/s; trf to Nizhnevartovskaya OAE mar70 (became 331 LO Nizhnevartovskogo OAO 20feb72); struck off charge 24dec75 as life-time expired |
| 13 144 | CCCP-35218 | Mi-4A | AFL/Syktyvkar | mfd | 13jun63 | used in cargo/passenger and cargo configuration; toc 23jun63; rgd 04apr63; opb 76 LO Pechorskogo OAO Syktyvkarskoi OAG GVF |
| | CCCP-35218 | Mi-4A | AFL/Komi | trf | 15feb66 | opb Vorkutinskaya OAE; in red/grey c/s; photo at Ust'-Kara in 1969; struck off charge 16aug79 as life-time expired |
| 14 144 | CCCP-35219 | Mi-4 | AFL/Syktyvkar | mfd | 13jun63 | used in cargo/passenger and cargo configuration; toc 21jun63; rgd 18sep63; opb 233 LO Ukhtinskogo OAO; trf to Vorkutinskaya OAE between dec63 and 1972 |
| | CCCP-35219 | Mi-4 | AFL/Komi | trf | 15feb66 | opb Vorkutinskaya OAE; last overhaul in 1972; struck off charge 22jul81 as life-time expired |
| 15 144 | CCCP-35220 | Mi-4A | AFL/Georgia | mfd | 13jun63 | used in cargo/passenger and cargo configuration; rgd 27aug64; initially opb 230 AO (became 230 LO Tbilisskogo OAO in 1963); trf to 297 LO Sukhumskogo OAO feb71; struck off charge 18jan80 due to its poor technical condition |
| 16 144 | CCCP-35221 | Mi-4A | AFL/Azerbaijan | toc | 13jul63 | rgd 31jul63; opb 109 AO (became 109 LO Zabratskogo OAO in 1963) |
| | CCCP-35221 | Mi-4A | AFL/Kremenchug FS | trf | 01apr76 | struck off charge 17sep84 as life-time expired |
| 17 144 | CCCP-06111 | Mi-4A | MAP Lyubertsy MSZ | mfd | jun63 | rgd 02feb81; canx 17apr90 |
| 19 144 | not known | Mi-4A | MAP ? | mfd | jun63 | |
| | CCCP-48115 | Mi-4A | MAP MVZ im. Milya | rgd | 24jun71 | used in cargo/passenger and cargo configuration; initially opb Filial No. 1 MVZ im. Milya at Kazan; trf to MVZ im. Milya in 1975; canx 1979 |
| 02 145 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14194 | Mi-4A | AFL/West Siberia | rgd | 06aug75 | used in cargo/passenger and cargo configuration; toc sep75; opb 257 LO Kolpashevskogo OAO; repainted in grey/orange c/s during overhaul by ARZ-403 in 1980; struck off charge 18oct83 as life-time expired |
| 05 145 | not known | Mi-4A | Soviet Air Force | mfd | 25jun63 | |
| | CCCP-14814 | Mi-4A | AFL/West Siberia | rgd | 09aug77 | toc also 09aug77 ?; opb 116 LO Novosibirskogo OAO; overhauled in 1980 and repainted in red/grey c/s; l/n Suzun 24aug81; made a forced landing near Medvezhenki 04sep82, t/t 7,884 hours by then; struck off charge 20may83 as life-time expired; reportedly scrapped at Novosibirsk-Severny in 1983 |
| 09 145 | "45" white | Mi-4 | Soviet Air Force | ZIA | 03sep93 | dumped |
| 12 145 | CCCP-35277 | Mi-4 | GKAT zavod # 329 | rgd | 03jun64 | Zavod No. 329 became MVZ im. Milya in 1970 |
| | CCCP-35277 | Mi-4P | AFL/Moscow SPiMVL | trf | 28aug64 | convereted to passenger configuration; initially opb 227 LO Vertolyotnogo OAO; in white c/s with dark blue and orange trim; trf to 305 LO Myachkovskogo OAO may69 and to 319 LO Yaroslavskogo OAO in 1971 |
| | CCCP-35277 | Mi-4P | AFL/Privolzhsk | trf | 20mar77 | struck off charge 23nov83 as life-time expired; repainted in dark blue/light grey c/s with 'Aeroflot' titles and preserved in the Museum of Civil Aviation at Ulyanovsk (N54.29060 E48.23118), seen aug93/aug24 |
| 13 145 | CCCP-35278 | Mi-4P | GKAT zavod # 329 | mfd | 1963 | Zavod No. 329 became MVZ im. Milya in 1970 |
| | CCCP-35278 | Mi-4P | AFL/Central Region | rgd | 03jun64 | toc 01sep64; in white c/s with red cheatline and black belly and trim; struck off charge 15may80 as life-time expired |
| 15 145 | 9G-ABG | Mi-4 | Ghana Government | rgd | unknown | |
| | 9G-OTP (2) | Mi-4 | Ghana Government | rgd | 25mar65 | canx 21sep70; fate unknown, reported as having crashed in 1970 as well as having been trf to the Ghana Air Force; see c/n 08112 |
| 16 145 | 6145 | Mi-4 | Czechoslovak AF | | | |
| | 6545 | Mi-4B | Czechoslovak AF | | | operated by 12. vrp at Olomouc; w/o 07may69 on a flight to Velká Studená dolina in the High Tatra mountains with rescuers on board when crashed a few hundred metres from the Zbojnická chata hut, one passenger was killed; a photo after the accident exists |
| 17 145 | 7145 | Mi-4 | Czechoslovak AF | | photo | operated by 24. vrp at Brno-Cernovice |
| 18 145 | 8145 | Mi-4 | Czechoslovak AF | | photo | at Kbely; operated initially by 2. vellt at Brno-Cernovice and later by 41. spojlt at Havlíckuv Brod |
| | 8545 | Mi-4B | Czechoslovak AF | | photo | in "Letectví+Kosmonautika" No. 10/1974 |
| 19 145 | 9145 | Mi-4 | Czechoslovak AF | | | |
| | 9545 | Mi-4 | Czechoslovak AF | | photo | operated initially by 4. spojlt at Bechyne later by 9. vrlt at Písek, later by 4. spojlt at Písek, later by 9. vrlt at Bechyne, later by 1. vellt at Bechyne and finally by 4. spojlt at Bechyne on a photo in 1966 adorned with 3 small stars, after a well-known hotel at nearby Písek |
| 20 145 | 0145 | Mi-4A | Czechoslovak AF | mfd | 1963 | |
| | 0545 | Mi-4B | Czechoslovak AF | | | opb 11. vrlt Plzen |
| 01 146 | 1146 | Mi-4 | Czechoslovak AF | | | operated initially by 12. vrp at Olomouc and later by 2. spojlt at Trencín; on a photo at PieÜtany in 1982 and on another photo in a scrapyard oct85 |
| 02 146 | 533 | Mi-4A | East German AF | d/d | 18sep63 | opb HG-31 (redesignated HG-34 01may71) at Brandenburg-Briest; struck off charge 25jun79; used for fire training by US-8 LSK/LV at Bad Düben; scrapped 17jun93 |
| 03 146 | 547 | Mi-4A | East German AF | d/d | 29oct63 | HG-31 Brandenburg-Briest (redesignated HG-34 01may71); to Zentrale Reserve; canx 20mar76 |
| 04 146 | 534 | Mi-4A | East German AF | d/d | 18sep63 | opb HG-31 (redesignated HG-34 01may71) at Brandenburg-Briest |
| | DM-WSC | Mi-4A | GST | rgd | sep72 | leased for a contest |
| | 534 | Mi-4A | East German AF | ret | sep72 | opb HG-34 at Brandenburg-Briest; seen Brandenburg-Briest jul79; struck off charge 01dec79 |
| | 13 | Mi-4A | Hungarian AF | toc | 30jun80 | and flown to Szolnok; in (probably fake) olive drab/very dark grey/light blue camo c/s; preserved in Repüléstörténeti Múzeum (Aircraft Museum) at Szolnok, l/n dec03 |
| | '27' | Mi-4A | Hungarian AF | Szo | may04 | in fake Hungarian National Guard markings (as used during the 1956 uprising); preserved in Repüléstörténeti Múzeum (Aircraft Museum) at Szolnok seen may04/sep14; initially in olive drab/very dark grey/light blue camo c/s, l/n as such seo07; repainted in olive drab c/s with light blue underside, f/n as such aug13; preserved in RepTár - Szolnoki Repülőmúzeum (officially opened 01sep16), l/n jul20 |
| 05 146 | 532 | Mi-4A | East German Navy | d/d | 19sep63 | HSVM Parow |
| | 532 | Mi-4A | East German AF | trf | | HG-31 Brandenburg-Briest; w/o Brandenburg-Briest 15dec67 |
| 06 146 | 528 | Mi-4A | East German AF | d/d | 18sep63 | opb HG-31 at Brandenburg-Briest |
| | 528 | Mi-4A | East German Navy | trf | | opb HSVM at Parow; trf to HS-18 at Parow 01dec71 (redesignated HG-18 01dec76); struck off charge 30aug77; scrapped at Parow |
| 07 146 | 522 | Mi-4A | East German AF | d/d | 11jul63 | opb HG-31 (redesignated HG-34 01may71) at Brandenburg-Briest; seen Brandenburg-Briest jul79; struck off charge 01dec79; trf as a ground instructional airframe to Landstreitkäfte |
| 08 146 | 539 | Mi-4A | East German AF | d/d | 23sep63 | opb HG-31 (redesignated HG-34 01may71) at Brandenburg-Briest; seen Brandenburg-Briest jun79; struck off charge 25jun79; scrapped |
| 09 146 | 536 | Mi-4A | East German AF | d/d | 04oct63 | opb HG-31 (redesignated HG-34 01may71) at Brandenburg-Briest |
| | DM-WSA | Mi-4A | GST | rgd | sep72 | leased for a contest |
| | 536 | Mi-4A | East German AF | ret | sep72 | opb HG-34 at Brandenburg-Briest; struck off charge 01dec79; scrapped |
| 10 146 | 526 | Mi-4A | East German AF | d/d | 22jul63 | opb HG-31 at Brandenburg-Briest; dbr in the late hours of 08aug64 when touched the ground 4.5 km north of Wiesenburg (Belzig district of the Potsdam region) and crashed, 1 of the 3 crew killed and the other 2 injured |

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| 11 146 | 530 | Mi-4A | East German AF | d/d | 04oct63 | opb HG-31 (redesignated HG-34 01may71) at Brandenburg-Briest; seen Brandenburg-Briest jul79; struck off charge 01dec79; trf as a ground instructional airframe to Landstreitkäfte; sat at the Klietz training range; scrapped by 2002 |
| 12 146 | 576 | Mi-4A | East German AF | d/d | 29oct63 | opb HG-31 (redesignated HG-34 01may71) at Brandenburg-Briest; dbr 09jun78 when crashed into trees at Brandenburg-Briest |
| 13 146 | 569 | Mi-4A | East German AF | d/d | 04oct63 | opb HG-31 (redesignated HG-34 01may71) at Brandenburg-Briest; seen Brandenburg-Briest jul79; struck off charge 01dec79; trf as a ground instructional airframe to Landstreitkäfte, used by KHG-57 Lehrtechnik from dec81; to TvL OHS Bautzen 1982; moved to Uetersen dec91; preserved in Luftwaffenmuseum Berlin-Gatow from 1996 |
| | '565' | Mi-4A | East German AF | GWW | 09aug08 | the serial has probably faded through various layers of paint to this fake one; in a camo c/s of two shades of olive drab with light grey underside; preserved in Luftwaffenmuseum Berlin-Gatow (N52.473406 E13.144745), seen may12/sep22 |
| | 569 | Mi-4A | East German AF | GWW | 17aug17 | in rather strange olive drab/brown camo c/s with light blue underside; preserved in Luftwaffenmuseum Berlin-Gatow (N52.473406 E13.1447450) with its original serial on again, seen aug17/aug24 |
| 14 146 | "18" yellow | Mi-4ME | Soviet Navy | | photo | equipped with a "Rubin" radar; struck off charge in 1976; the hulk lay on its side at the end of the runway (at an unknown airfield) for some years |
| 20 146 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-63820 | Mi-4A | AFL/Tajikistan | toc | 28nov78 | version also given as Mi-4GF; rgd 02jan79; opb 178 LO Dushanbinskogo OAO |
| | CCCP-63820 | Mi-4A | AFL/East Siberia | trf | 01nov80 | opb 199 LO Nizhneudinskogo OAO; struck off charge 16jul84 as life-time expired |
| 01 147 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14263 | Mi-4A | AFL/Far East | toc | 18may76 | rgd 19may76; struck off charge 18oct83 as life-time expired; see c/n 01117 |
| 02 147 | not known | Mi-4 | Soviet Air Force | mfd | 1963 | |
| | CCCP-03572 | Mi-4 | AFL/Turkmenistan | toc | 25may78 | rgd 08jun78 |
| | CCCP-03572 | Mi-4 | AFL/Far East | trf | 02feb88 | struck off charge 19may84 as life-time expired |
| 07 147 | 7147 | Mi-4 | Czechoslovak AF | | photo | operated initially by 7. lo at Kbely, later by 1. spojlt at Plzen and finally by 3. velroj at Äatec; on a photo at Hurka near Nová Bystrica in 1964 |
| 08 147 | 8147 | Mi-4 | Czechoslovak AF | ph. | may72 | operated initially by 1. vellt at Bechyne and later by 51. vrp at Prostejov; on another photo aug79 |
| 09 147 | 9147 | Mi-4A | Czechoslovak AF | | | was based at Bechyne and was later with Aeroklub Tábor; in green/black camo c/s; purchased by the Helicopter Museum at Weston-super-Mare in 1992 and delivered by road in major sections during the first half of 1993, reassembled and restored in 1995/late 1996, l/n jul23 |
| 10 147 | 0147 | Mi-4 | Czechoslovak AF | | | opb 24. vrp at Brno-Cernovice; w/o 24feb65 on a flight at night when did not climb out correctly and collided with power-line, all 3 crew members (pilot: kpt. FrantiÚek Kratochvíl) were slightly injured |
| 11 147 | 1147 | Mi-4 | Czechoslovak AF | | | |
| | 1547 | Mi-4B | Czechoslovak AF | | photo | opb 14. vrlt at Bechyne |
| 15 147 | CCCP-31549(2) | Mi-4A | AFL/Arkhangelsk | rgd | 22jul74 | canx 1983; see c/n 0514 |
| 17 147 | CCCP-35222 | Mi-4A | AFL/GosNII GVF | toc | 19aug63 | rgd 16sep63 |
| | CCCP-35222 | Mi-4A | AFL/Privolzhsk | trf | 27apr64 | initially opb 66 LO 2-go Kuibyshevskogo OAO; trf to 333 LO 2-go Kuibyshevskogo OAO in 1973; last overhaul in 1973; struck off charge 24jan79 as life-time expired |
| 18 147 | CCCP-35223 | Mi-4A | AFL/West Siberia | toc | 08aug63 | rgd 24aug63; initially opb 237 LO Kolpashevskogo OAO; trf to 257 LO Kolpashevskogo OAO feb65; struck off charge 28mar77 as life-time expired |
| 19 147 | CCCP-35224 | Mi-4A | AFL/Syktyvkar | toc | 08aug63 | rgd 20aug63; opb 233 LO Ukhtinskogo OAO Syktyvkarskoi OAG GVF; in red/grey c/s |
| | CCCP-35224 | Mi-4A | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; struck off charge 22may78 as life-time expired |
| 20 147 | CCCP-35225 | Mi-4A | AFL/Urals | mfd | 06aug63 | toc 10sep63; rgd 01oct63; opb Beryozovskaya OAE Tyumenskoi aviagruppy (became 125 LO Beryozovskogo OAO sep64); t/t 791 hours by 01sep64 |
| | CCCP-35225 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 125 LO Beryozovskogo OAO; struck off charge 01jul75 as worn out |
| 01 148 | CCCP-35226 | Mi-4A | AFL/Urals | mfd | 12aug63 | mfd given as 31aug63 in the accident report; rgd 30aug63; toc 10sep63; opb 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF (became 255 LO Tyumenskogo OAO Tyumenskoi aviagruppy in 1963); in red/grey c/s |
| | CCCP-35226 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 255 LO 1-go Tyumenskogo OAO; trf to 345 LO Uraiskogo OAO oct74; dbr 28nov78 on a flight from Urai to lake Polovinnoye (35 km north-east of Urai airport) in order to collect workers of the Kondinskoye forestry station from the frozen surface of the lake when the left main gear broke through the ice while the passengers were embarking, the helicopter rolled over onto its left side and came to rest at a depth of 1.5-2 metres some 25 metres from the shore (at N60°22' E65°13'), the tailboom broke off, all 3 crew and the 4 passengers who were already on board escaped unhurt while 1 passenger who was about to embark drowned; t/t 9,699 hours; struck off charge 24jan79 |
| 04 148 | 4148 | Mi-4A | Czechoslovak AF | | | operated initially by 4. spojlt at Bechyne, later by 4. vrlt at Havlíckuv Brod and finally by 51. vrp at Prostejov (possibly already as a Mi-4B); on a photo at Písek in 1967 |
| | 4148 | Mi-4B | Czechoslovak AF | | | upgraded by LOT at Trencín; struck off charge feb86 |
| 05 148 | 5148 | Mi-4A | Czechoslovak AF | | | operated initially by 4. spojlt at Bechyne and later by 51. vrp at Prostejov (possibly already as a Mi-4B) |
| | 5148 | Mi-4B | Czechoslovak AF | | | upgraded by LOT at Trencín; struck off charge nov86 |
| 06 148 | CCCP-35227 | Mi-4A | AFL/Uzbekistan | mfd | 15mar63 | rgd 24mar64; opb 164 LO Sergeliskogo OAO; w/o 27jul69 on an aerial survey flight from Almalyk when tried to land near a trigonometrical station on the summit of a mountain (1,000 metres) 7 km south-west of Almalyk, was caught by a strong down-stream and lost height, the rotor blades collided with the trigonometrical station and the helicopter crashed and caught fire, 1 of the 3 passengers killed and the other 2 as well as all 3 crew injured; t/t 3,073 hours and 6,175 cycles; struck off charge 22dec69 |
| 07 148 | CCCP-35228 | Mi-4A | AFL/Urals | mfd | 31aug63 | used in cargo/passenger and cargo configuration; toc 11sep63; rgd 30aug63; opb 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF (became 255 LO Tyumenskogo OAO in 1963); t/t 2,250 hours by 29oct66 |
| | CCCP-35228 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 255 LO Tyumenskogo OAO; trf to 121 LO Surgutskogo OAO in 1968; trf to Neftyeyuganskaya OAE nov74; struck off charge 27oct75 as life-time expired; reportedly scrapped at Surgut nov75 |
| 08 148 | CCCP-35229 | Mi-4A | AFL/Urals | mfd | 07aug63 | toc 10sep63; rgd 01oct63; opb Beryozovskaya OAE Tyumenskoi aviagruppy Uralskoi OAG GVF (became 125 LO Beryozovskogo OAO in 1963); damaged 13sep66 on take-off from the "247 km" site when the tail rotor collided with an earth wall |
| | CCCP-35229 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 125 LO Beryozovskogo OAO |
| | CCCP-35229 | Mi-4A | AFL/Leningrad | trf | 19dec80 | struck off charge 18aug81 as life-time expired |
| 09 148 | CCCP-35230 | Mi-4A | AFL/East Siberia | toc | 17sep63 | rgd 23jan64; struck off charge 16aug79 as life-time expired |
| 10 148 | CCCP-35231 | Mi-4A | AFL/East Siberia | toc | 18sep63 | rgd 28oct63; struck off charge 22dec80 as life-time expired |
| 11 148 | CCCP-35232 | Mi-4A | AFL/East Siberia | toc | 18sep63 | rgd 28oct63; struck off charge 20sep79 as life-time expired |
| 12 148 | CCCP-35233 | Mi-4A | AFL/Privolzhsk | toc | 07sep63 | rgd 30sep63; struck off charge 22jun78 as life-time expired |
| 13 148 | CCCP-35234 | Mi-4A | AFL/Privolzhsk | rgd | 13oct63 | toc 23oct63; struck off charge 26jun79 as life-time expired |
| 14 148 | CCCP-35235 | Mi-4A | AFL/Northern | toc | 13sep63 | rgd 24oct63; opb 68 LO 2-go Arkhangelskogo OAO |
| | CCCP-35235 | Mi-4A | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO 2-go Arkhangelskogo OAO; struck off charge 13feb81 as life-time expired |
| 15 148 | CCCP-35236 | Mi-4A | AFL/Northern | mfd | 22aug63 | toc 17sep63; rgd 24oct63; opb Kotlasskaya OAE 300 LO Arkhangelskogo OAO (became Kotlasski OAO 19feb66) |
| | CCCP-35236 | Mi-4A | AFL/Arkhangelsk | trf | 01jan73 | opb Kotlasski OAO; struck off charge 22jun81 as life-time expired |
| 16 148 | CCCP-35237 | Mi-4SP | AFL/Kyrgyzstan | toc | 06sep63 | rgd 25oct63; opb 180 AO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO in 1963); struck off charge 17dec79 as life-time expired |
| 17 148 | CCCP-35238 | Mi-4A | AFL/Syktyvkar | mfd | 1963 | rgd 28nov63; opb 76 AO of Syktyvkarskaya OAG GVF at Pechora (became 76 LO of Pechorski OAO in 1963); appeared in the 1964 Soviet film "Zhili-byli starik so starukhoi" (There Was an Old Couple) |
| | CCCP-35238 | Mi-4A | AFL/Komi | trf | 15feb66 | opb 76 LO of Pechorski OAO; struck off charge 26jun69 as life-time expired |
| 18 148 | CCCP-35239 | Mi-4A | AFL/Kremenchug FS | toc | 29sep63 | rgd 30oct63; struck off charge 16jul84 as life-time expired |
| 19 148 | CCCP-36501 | Mi-4A | AFL/Kremenchug FS | rgd | 30oct63 | toc the same day; struck off charge 16jul84 as life-time expired |
| 20 148 | CCCP-36502 | Mi-4A | AFL/Far East | toc | 20dec63 | rgd 18jun64; opb 285 LO; struck off charge 23feb82 as life-time expired |
| 01 149 | CCCP-36503 | Mi-4A | AFL/Far East | toc | 29dec63 | rgd 28may64; in red/grey c/s; struck off charge 20may83 as life-time expired |
| 02 149 | CCCP-36504 | Mi-4A | AFL/Far East | toc | 04dec63 | rgd 25dec63; opb 147 LO Yuzhno-Sakhalinskogo OAO; dbr 01dec79 when the free-wheel clutch failed and the helicopter made a forced landing near Yuzhno-Sakhalinsk; struck off charge 19mar80 |
| 03 149 | CCCP-36505 | Mi-4A | AFL/Magadan | toc | 03mar64 | rgd 03apr64; probably opb 150 LO Anadyrskogo OAO; in red/grey c/s; struck off charge 18aug83 as life-time expired |
| 04 149 | CCCP-36506 | Mi-4A | AFL/Far East | toc | 18nov63 | used in cargo/passenger and cargo configuration; rgd 14dec63; initially opb 144 LO Nikolayevskogo-na-Amure OAO; trf to 378 LO Nikolayevskogo-na-Amure OAO in 1976; struck off charge 23nov81 as life-time expired |
| 05 149 | CCCP-36507 | Mi-4A | AFL/Yakutiya | toc | 18nov63 | rgd 30nov63; initially opb 4 AE 140 AO of Yakutskaya OAG GVF (became 4 AE 140 LO of Maganski OAO in 1963); in red/grey c/s; trf to 298 LO of Zyryanski OAO 14mar68; trf to 30 Zyryanskaya OAE of Nizhnekolymski OAO jan71; trf to 2 AE 383 LO of Zyryanski OAO jan76; photo 01jan77; struck off charge 24jan79 as life-time expired |
| 06 149 | CCCP-36508 | Mi-4A | AFL/Syktyvkar | toc | 31oct63 | rgd 13nov63; opb 233 LO Ukhtinskogo OAO Syktyvkarskoi OAG GVF |
| | CCCP-36508 | Mi-4A | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; struck off charge 25oct78 as life-time expired |
| 07 149 | CCCP-36509 | Mi-4A | AFL/West Siberia | toc | 01sep63 | rgd 30sep63; initially opb 184 LO Novokuznetskogo OAO; trf to 118 LO Barnaulskogo OAO after oct63; photo at Lake Balkhash mar66; canx 1969 |
| | not known | Mi-4A | KGB/Border Guards | trf | 25mar69 | probably wfu around 1979 |
| 08 149 | CCCP-36510 | Mi-4A | AFL/West Siberia | toc | 03oct63 | rgd 29oct63; initially opb 130 AO (became 130 LO Abakanskogo OAO in 1963); trf to 131 LO Kezhemskogo OAO after 1963; dbr 03dec74 on a flight in the Krasnoyarsk region when the R-5 main gear box failed and the helicopter made a forced landing in difficult terrain near Vanavara, no casualties; struck off charge 29apr75 |
| 09 149 | CCCP-36511 | Mi-4A | AFL/Kremenchug FS | rgd | 30oct63 | toc dec63 |
| | CCCP-36511 | Mi-4A | AFL/Privolzhsk | trf | 22sep65 | opb 172 LO Ufimskogo OAO; last overhaul in 1973; struck off charge 30nov78 as life-time expired |
| 10 149 | CCCP-36512 | Mi-4A | AFL/Syktyvkar | toc | 10nov63 | rgd 28nov63; opb 76 LO Pechorskogo OAO Syktyvkarskoi OAG GVF |
| | CCCP-36512 | Mi-4A | AFL/Komi | trf | 15feb66 | opb 76 LO Pechorskogo OAO; dbr, details unknown; struck off charge 30apr76 |
| 11 149 | CCCP-36513 | Mi-4A | AFL/Urals | mfd | 25aug63 | toc 12sep63; rgd 30sep63; opb 123 LO 2-go Sverdlovskogo OAO |
| | CCCP-36513 | Mi-4A | AFL/Uzbekistan | trf | 17mar69 | opb 164 LO Sergeliskogo OAO; photo exists; w/o 06apr74 on a flight from Khiva-2 (Khorezm region) to km 395 of the Shakhitli-Khiva pipeline when the control system actuator became disconnected (due to a manufacturing defect of the BU-10P hydraulic booster), the helicopter went out of control, crashed in the desert 7 km from the airfield (11 km south-east of Khiva), caught fire and burnt out, all 3 crew and 5 passengers killed; t/t 8,809 hours 30 minutes and 17,350 cycles; struck off charge 31may74 |
| 12 149 | CCCP-36514 | Mi-4A | AFL/Kazakhstan | toc | 30sep63 | rgd 17oct63; opb 191 AO at Burundai (became 191 LO of Burundaiski OAO in 1963); in red/grey c/s; photo 01aug76; struck off charge 27oct77 as life-time expired |

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| 13 149 | CCCP-36515 | Mi-4A | AFL/Georgia | rgd | 04nov63 | used in cargo/passenger and cargo configuration; initially opb Sukhumskaya OAG (became Sukhumskaya OOAE 15sep64 and 297 LO Sukhumskogo OAO dec68); dbr 21jul77 on a flight from Telavi to Omalo (Georgia) when encountered below-minima weather conditions, entered a mountain gorge, made a forced landing on a mountain slope and rolled over onto its side, no casualties; struck off charge 27oct77 |
| 14 149 | CCCP-36516 | Mi-4A | AFL/West Siberia | toc | 20oct63 | rgd 14nov63; opb 237 AO (became 237 LO Kolpashevskogo OAO in 1963); trf to 257 LO Kolpashevskogo OAO feb65; last overhaul in 1975; struck off charge 22sep78 as life-time expired |
| 15 149 | 5149 | Mi-4 | Czechoslovak AF | | | |
| | 5549 | Mi-4B | Czechoslovak AF | | photo | opb 51. vrp at Prostejov; canx sep86 |
| 16 149 | 6149 | Mi-4 | Czechoslovak AF | | photo | operated initially by 50. spojlp at Kbely and later by Oc. 1. lÜp at PieÜtany |
| | 6549 | Mi-4 | Czechoslovak AF | | photo | probably a Mi-4B (or a Mi-4A); opb 50. spojlp at Kbely |
| 17 149 | 7149 | Mi-4A | Czechoslovak AF | | photo | opb 50. spojlp at Kbely |
| | 7549 | Mi-4B | Czechoslovak AF | | photo | upgraded by LOT at Trencín |
| 18 149 | 8149 | Mi-4A | Czechoslovak AF | | photo | |
| | 8549 | Mi-4B | Czechoslovak AF | | | upgraded by LOT at Trencín; opb Oc. 1. lÜp at PieÜtany |
| 19 149 | 9149 | Mi-4 | Czechoslovak AF | | | operated initially by 1. spojlt at Plzen and later by 11. vrlt at Plzen |
| | 9549 | Mi-4R | Czechoslovak AF | | photo | at Bory; upgraded (with the installation of photographic equipment) by LOT Trencín; operated by 11. vrlt at Plzen |
| 20 149 | 0149 | Mi-4 | Czechoslovak AF | mfd | 1963 | a photo exists |
| | 0549 | Mi-4B | Czechoslovak AF | | photo | operated initially by 1. spojlt at Príbram and later by 11. vrlt at Plzen; struck off charge at PieÜtany 21mar85 |
| 01 150 | 1150 | Mi-4 | Czechoslovak AF | mfd | 1963 | operated by 51. vrp at Prostejov; on a photo at Prostejov feb75; w/o 20mar79 |
| 02 150 | 2150 | Mi-4 | Czechoslovak AF | | | written off 20mar79 when crashed at Prostejov; a photo of the wreckage exists |
| 03 150 | 3150 | Mi-4 | Czechoslovak AF | toc | 13mar54 | operated by 19. vrlt at Plzen; w/o 02mar67 when crashed at Plzen-Líne |
| 04 150 | 4150 | Mi-4 | Czechoslovak AF | | | operated by 2. vrtulníková letka; damaged beyond repair in 1965 on a landing off-airfield when lost speed and height an flipped onto its back due to pilot error, the crew (pilot: Captain Jan Klíma) escaped unhurt; struck off charge 20apr65 |
| 05 150 | 5150 | Mi-4 | Czechoslovak AF | | | operated initially by 10. vellt at Hradec Králové, later by 51. vrp at Prostejov and finally by 41. spojlt at Havlíckuv Brod |
| 06 150 | 6150 | Mi-4 | Czechoslovak AF | | | operated by Oc. 1. lÜp at PieÜtany |
| 07 150 | 7150 | Mi-4 | Czechoslovak AF | | | operated by 2. spojlt at Trencín |
| 08 150 | 8150 | Mi-4 | Czechoslovak AF | ph. | 1984 | at PieÜtany; radio relay helicopter; operated initially by 47. pzlp at Pardubice and later by Oc. 1. lÜp at PieÜtany |
| 09 150 | 9150 | Mi-4 | Czechoslovak AF | ph. | oct71 | operated initially by 24. vrp Brno-Cernovice, later by 1. vellt at Bechyne and finally by 42. spojlt at Havlíckuv Brod |
| 10 150 | 0150 | Mi-4 | Czechoslovak AF | | | opb 24. vrp at Brno-Cernovice |
| | 0150 | Mi-4B | Czechoslovak AF | | | opb 51. vrp at Prostejov; struck off charge 26jul84; probably scrapped in 1986 |
| 11 150 | CCCP-36517 | Mi-4 | AFL/Syktyvkar | mfd | 1963 | rgd 25dec63; opb 76 LO Pechorskogo OAO Syktyvkarskoi OAG GVF |
| | CCCP-36517 | Mi-4 | AFL/Komi | trf | 15feb66 | opb 76 LO Pechorskogo OAO; in red/grey c/s; dbr in 1978, probably in a hard landing (a photo shows a bent tailboom); struck off charge 22jun78 as worn out |
| 12 150 | CCCP-36518 | Mi-4A | AFL/East Siberia | mfd | 19oct63 | toc dec63; rgd 04jan64; opb 183 LO Ulan-Udenskogo OAO |
| | CCCP-36518 | Mi-4A | AFL/Polar | trf | 14apr68 | opb 248 LO Nizhnekolymskogo OAO |
| | CCCP-36518 | Mi-4A | AFL/Yakutiya | trf | 10jan70 | initially opb 248 LO Nizhnekolymskogo OAO; in red/grey c/s; trf to Zyryanskaya OAE Kolymo-Indigirskogo OAO 15mar72; severely damaged 30aug77 on a reindeer hunting flight from Andryushkino when lost speed on final approach to a site near Andryushkino with tail wind, came down hard and rolled over onto its right side, all 3 crew members and 3 passengers escaped unhurt; repaired; trf to 383 LO Zyryanskogo OAO nov77; struck off charge 23jun81 as life-time expired |
| 13 150 | CCCP-36519 | Mi-4 | AFL/Syktyvkar | mfd | 1963 | rgd 25dec63; opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963) |
| | CCCP-36519 | Mi-4 | AFL/Komi | trf | 15feb66 | opb 233 LO Ukhtinskogo OAO; struck off charge 20oct80 as life-time expired; preserved on poles in front of the airport terminal at Vuktyl (N63.826651 E57.287208), initially in yellow c/s without titles, l/n as such may08, repainted in basic Gazpromavia c/s without titles in summer 2008, seen as such sep08/nov21 |
| 14 150 | CCCP-36520 | Mi-4A | AFL/Syktyvkar | mfd | 21oct63 | rgd 26dec63; opb 76 LO Pechorskogo OAO Syktyvkarskoi OAG GVF |
| | CCCP-36520 | Mi-4A | AFL/Komi | trf | 15feb66 | opb 76 LO Pechorskogo OAO; w/o 25jun69 on a flight from the helipad of drilling site No. 12 (near Ust'-Usa) in support of oil exploration expedition No. 4 when accelerated over the river Kolva on the banks of which the helipad was situated, collided with a cable which ran across the river 140 metres from the helipad and the existence of which was not known to the crew, crashed into the river and came to rest at a depth of 15 metres, 2 of the 3 crew killed and the sole survivor injured; t/t 4,062 hours and 4,858 cycles; the wreck was recovered from the river 28jun69; struck off charge 27aug69 and canx the same day |
| 15 150 | CCCP-36521 | Mi-4A | AFL/East Siberia | toc | dec63 | used in cargo/passenger and cargo configuration; rgd 04jan64; opb 190 LO 2-go Irkutskogo OAO; struck off charge 17jan83 as life-time expired and canx the same day |
| 16 150 | CCCP-36522 | Mi-4A | AFL/Polar | toc | 20nov63 | according to the MGA listing, but already in an inventory listing dated 01nov63 as opb 254 AO, with t/t 20 hours; rgd 30nov63; initially opb 254 LO Sheremetyevskogo OAO; probably trf to Mys-Kamenskaya OAE 01oct68 |
| | CCCP-36522 | Mi-4A | AFL/Tyumen | trf | 01nov70 | opb Mys-Kamenskaya OAE (became 350 LO LO Mys-Kamenskogo OAO jul75); struck off charge 30apr76 as worn out |
| 17 150 | CCCP-36523 | Mi-4A | AFL/Krasnoyarsk | toc | 06dec63 | used in cargo/passenger and cargo configuration; rgd 25dec63; initially opb Turukhanskaya AE 251 LO Norilskogo OAO (became Turukhanskaya OAE dec65); trf to 399 LO Turukhanskogo OAO in 1980; struck off charge 19may82 as life-time expired |
| 18 150 | CCCP-36524 | Mi-4A | AFL/Krasnoyarsk | toc | 06dec63 | rgd 25dec63; dbr, details unknown; struck off charge 30dec76 |
| 19 150 | CCCP-36525 | Mi-4A | AFL/Far East | toc | 18dec63 | rgd 01apr64; w/o 24jul64 on a flight from Pevek to Orlinaya when landed with too steep an angle of attack so that the tail rotor hit the ground, the helicopter went out of control, crashed and tumbled down a mountain slope, 2 occupants injured; struck off charge 29jun66 and canx the same day |
| 20 150 | CCCP-36526 | Mi-4A | AFL/Polar | toc | 20nov63 | according to the MGA listing, but already included in the inventory listing dated 01nov63 as opb 254 AO, with t/t 20 hours; rgd 30nov63; trf to 248 LO Nizhnekolymski OAO between nov63 and jun64; in red/grey c/s; w/o 27jul64 on a flight from Orlinaya in support of a geological party when tried to land on a plateau nearby irrespective of tailwind, the tail rotor collided with the ground due to pilot error, the helicopter went out of control, started to rotate anti-clockwise, came down on its left side 60 metres further on, slid down a steep slope and came to rest on its right side, 1 of the 4 crew members was seriously injured and the sole passenger was slightly injured; struck off charge 30sep64 |
| 01 151 | CCCP-36527 | Mi-4A | AFL/Far East | rgd | 07feb64 | toc 03jun64; struck off charge 19feb80 as life-time expired |
| 02 151 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14845 | Mi-4A | AFL/Komi | toc | 29sep77 | rgd 21oct77; opb 76 LO Pechorskogo OAO; struck off charge 23nov83 as life-time expired |
| 03 151 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14135 | Mi-4A | AFL/Magadan | rgd | 26jul77 | toc 26jul77; dbr 07sep82 on take-off with tail-wind from a site near Ust'-Parenya (Magadan region) when the tail rotor collided with an obstacle and the helicopter fell back to the ground, no casualties; struck off charge 17jan83 |
| 04 151 | not known | Mi-4 | Soviet Air Force | mfd | 1963 | |
| | CCCP-14301 | Mi-4 | AFL/Leningrad | toc | 14aug76 | rgd 23aug76; opb 74 LO 2-go Leningradskogo OAO; in red/grey c/s; struck off charge 19may84 as life-time expired |
| 06 151 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14118 | Mi-4A | AFL/Komi | toc | 24jun77 | rgd 14jul77; initially opb Vorkutinskaya OAE; trf to 76 LO Pechorskogo OAO in 1980; struck off charge 17apr84 as life-time expired |
| 10 151 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-14182 | Mi-4A | AFL/North Kavkaz | toc | 15jun75 | rgd 27jun75; struck off charge 18jun84 as life-time expired |
| 11 151 | not known | Mi-4AV | Soviet Air Force | mfd | 1963 | |
| | CCCP-03566 | Mi-4A | AFL/Kyrgyzstan | toc | 24apr78 | rgd 17may78; opb 180 LO Frunzenskogo OAO |
| | CCCP-03566 | Mi-4A | AFL/Leningrad | trf | 23aug82 | struck off charge 23nov83 as life-time expired |
| 12 151 | CCCP-36528 | Mi-4A | AFL/East Siberia | toc | 06dec63 | rgd 14dec63; in red/grey c/s; struck off charge 17dec79 as life-time expired |
| 13 151 | CCCP-36529 | Mi-4A | AFL/East Siberia | rgd | 11dec63 | fitted with a 360° cine camera installation instead of cargo doors for film-making purposes; canx 1979 |
| 14 151 | CCCP-36530 | Mi-4A | AFL/Syktyvkar | toc | dec63 | rgd 15jan64; opb Syktyvkarskaya OAG GVF |
| | CCCP-36530 | Mi-4A | AFL/Komi | trf | 15feb66 | dbr, details unknown; struck off charge 22nov73 |
| 15 151 | CCCP-36531 | Mi-4A | AFL/Syktyvkar | mfd | 27sep63 | toc 27nov63; rgd 11dec63; initially opb 233 AO Syktyvkarskoi OAG GVF (became 233 LO Ukhtinskogo OAO in 1963); trf to 76 LO Pechorskogo OAO between dec63 and jul73 |
| | CCCP-36531 | Mi-4A | AFL/Komi | trf | 15feb66 | opb 76 LO Pechorskogo OAO; w/o 20jul73 on a gravimetric survey flight from Pechora when the swash plate failed (due to faulty maintenance) and the helicopter crashed in a forest 28 km south-east of Pechora airport, all 3 crew and the sole passenger killed; t/t 6,175 hours; struck off charge 10oct73 |
| 16 151 | CCCP-36532 | Mi-4SP | AFL/Kyrgyzstan | rgd | 14nov63 | toc dec63; opb 180 AO of Kirgizskaya OAG GVF (became 180 LO of Frunzenski OAO in 1963); in red/grey c/s; photo 01sep71; photo at Daraut Kurgan in 1975; last overhaul in 1978; struck off charge 16oct81 as life-time expired |
| 18 151 | CCCP-36533 | Mi-4A | AFL/Far East | rgd | 01apr64 | dbr 12jul73 on a flight in the Primorye region when flew too low and crashed near Vladivostok, no casualties |
| 19 151 | CCCP-36534 | Mi-4A | AFL/Georgia | mfd | 30oct63 | rgd 15feb64; initially opb Abkhazskaya OAG; opb Sukhumskaya OOAE from 15sep64 (became 297 LO Sukhumskogo OAO dec68) |
| | CCCP-36534 | Mi-4A | AFL/Far East | trf | 16apr81 | date from register; opb 378 LO Nikolayevskogo-na-Amure OAO; struck off charge 11feb83 as worn out |
| 05 152 | CCCP-31559 | Mi-4 | AFL/Yakutiya | rgd | 16aug74 | canx 1984 |
| 07 152 | not known | Mi-4AV | Soviet Air Force | mfd | 1963 | |
| | CCCP-14206 | Mi-4A | AFL/Uzbekistan | toc | 27jul75 | rgd 05aug75; opb 164 LO of Sergeliski OAO; struck off charge 19may84 as life-time expired |
| 10 152 | 0152 | Mi-4 | Czechoslovak AF | | | opb 24. vrp at Brno-Cernovice |
| | 0152 | Mi-4B | Czechoslovak AF | | | opb 11. vrlt at Plzen; struck off charge 21mar85 at PieÜtany |
| 11 152 | 1152 | Mi-4 | Czechoslovak AF | | | operated initially by 24. vrp at Brno-Cernovice, later by 14. vrlt at Bechyne and finally by Oc. 1. lÜp at PieÜtany |
| | 1552 | Mi-4 | Czechoslovak AF | | | the same helicopter as '1152' ?; operated initially by 4. spojlt at Bechyne, later by 14. vrlt at Bechyne and finally again by 4. spojlt at Bechyne |
| 13 152 | 3152 | Mi-4 | Czechoslovak AF | | photo | initially operated by 24. vrp at Brno-Cernovice, later by 47. pzlp (2. vrroj 4.slp) at Pardubice, later by 42. spojlt at Havlíckuv Brod and finally by Oc. 1. lÜp at PieÜtany; on a photo at Horní Brádlo |

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| | 3552 | Mi-4B | Czechoslovak AF | | photo | opb 24. vrp at Brno-Cernovice; damaged 17dec82 when the oil pump hose burst so that the engine cut out and the helicopter made an auto-rotation landing in a field, the left front gear dug into deep topsoil and the helicopter rolled over onto its side, the tailboom broke off, the crew escaped unhurt and the helicopter was then towed to the airfield by a tractor; on a photo after the accident without main and tail rotor |
| 14 152 | 4152 | Mi-4A | Czechoslovak AF | | photo | initially operated by 4. spojlt at Bechyne, later by 321. vrroj at Plzen, later by 11. vrlt at Plzen, later by 14. vrlt at Bechyne and finally by 4. spojlt at Bechyne |
| | 4152 | Mi-4B | Czechoslovak AF | | | not 4552; upgraded by LOT at Trencín |
| 16 152 | 6152 | Mi-4 | Czechoslovak AF | | | |
| | 6552 | Mi-4 | Czechoslovak AF | | photo | radio relay helicopter; opb 47. pzlp at Pardubice |
| 17 152 | 7152 | Mi-4A | Czechoslovak AF | | photo | operated initially by 3. lÜp at Trencín, later by 24. vrp at Brno-Cernovice and finally by 10. vellt at Hradec Králové |
| | 7552 | Mi-4B | Czechoslovak AF | | photo | upgraded by LOT at Trencín; opb 24. vrp at Brno-Cernovice |
| 18 152 | 8152 | Mi-4A | Czechoslovak AF | | | |
| | 8552 | Mi-4B | Czechoslovak AF | | photo | upgraded by LOT at Trencín; opb 11. vrlt at Plzen |
| 19 152 | 9152 | Mi-4A | Czechoslovak AF | | photo | opb 14. vrlt at Bechyne |
| | 9552 | Mi-4B | Czechoslovak AF | | | upgraded by LOT at Trencín; operated initially by 4. spojlt at Bechyne and later by 4. vrlt at Havlíckuv Brod |
| 20 152 | 0552 | Mi-4 | Czechoslovak AF | mfd | 1963 | a photo exists; note '0152' is c/n 10152, hence why the '5' is used instead |
| 01 153 ? | 1153 | Mi-4 | Czechoslovak AF | ph. | jul87 | at Bojná; operated by Oc. 1. lÜp at PieÜtany |
| 03 153 ? | 3153 | Mi-4 | Czechoslovak AF | | photo | operated initially by 41. spojlt at Havlíckuv Brod and later by Oc. 1. lÜp at PieÜtany |
| 04 153 | 4153 | Mi-4A | Czechoslovak AF | | | operated by 41. spojlt at Havlíckuv Brod |
| | 4153 | Mi-4B | Czechoslovak AF | | | upgraded by LOT at Trencín; operated by 4. lÜp at PieÜtany; sat wfu at Havlíckuv Brod, seen may91 |
| 05 153 | 5153 | Mi-4 | Czechoslovak AF | mfd | feb65 | operated initially by 1. lÜp at PreÜov, later by Oc. 1. lÜp at PieÜtany, then based at PreÜov, KoÜice and again PieÜtany; sat wfu at PreÜov, seen sep93/nov97; was preserved at KoÜice-Barca, seen may03/aug07; preserved in Vojenské historické múzeum at PieÜtany (N48.60819 N17.82918), seen jun08/may22 |
| 06 153 | 6153 | Mi-4 | Czechoslovak AF | | photo | operated by 2. spojlt at Trencín |
| 07 153 ? | 7153 | Mi-4B | Czechoslovak AF | | photo | in dark green or olive drab c/s with light blue or light grey underside; canx nov86 |
| 08 153 | 8153 | Mi-4 | Czechoslovak AF | | | operated by 331. vrroj at Olomouc; written off 27jul72 on landing at Prostejov when a rod in the lateral control system disconnected so that the helicopter banked up to 90 degrees, the rotor blades collided with the ground and the helicopter came to rest on its right side and caught fire, 1 of the 3 crew members (the pilot, Major Antonín Kubica) was killed while the other 2 survived; there is a photo of the wreckage |
| 09 153 ? | 9153 | Mi-4 | Czechoslovak AF | ph. | 1967 | at Písek; operated initially by 4. spojlt Bechyne, later by 9. vrlt at Písek, later by 4. spojlt at Bechyne and finally by 2. spojlt at Trencín |
| 10 153 | 0153 | Mi-4 | Czechoslovak AF | mfd | 1963 | operated initially by 24. vrp at Brno-Cernovice, later by 51. vrp at Prostejov and finally by Oc. 1. lÜp PieÜtany; struck off charge 19feb85 at Prostejov; scrapped probably in 1987 |
| 11 153 | 115 | Mi-4A | Polish Air Force | d/d | feb64 | struck off charge 27mar81 |
| 12 153 | 215 | Mi-4A | Polish Air Force | d/d | 18feb64 | struck off charge 02jul85 |
| 15 153 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14183 | Mi-4A | AFL/North Kavkaz | toc | 15jun75 | rgd 27jun75 |
| | CCCP-14183 | Mi-4A | AFL/Turkmenistan | trf | 01jan79 | |
| | CCCP-14183 | Mi-4A | AFL/Far East | trf | 18dec81 | struck off charge 18jan85 as life-time expired |
| 16 153 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14204 | Mi-4A | AFL/Leningrad | toc | 31jul75 | rgd 06aug75; probably opb 74 LO 2-go Leningradskogo OAO; struck off charge 19may84 as life-time expired |
| 17 153 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14131 | Mi-4A | AFL/West Siberia | rgd | 29jul77 | toc 01aug77; opb 257 LO Kolpashevskogo OAO; struck off charge 24apr85 as life-time expired |
| 18 153 | "38" yellow | Mi-4KK | Soviet Air Force | Spr | 1967 | opb 3 ae 226 osap at Sperenberg around 1963/67; in dark green c/s with light blue underside |
| 19 153 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14184 | Mi-4A | AFL/Kremenchug FS | toc | 16jun75 | rgd 02jul75; struck off charge 19jul85 as life-time expired |
| 20 153 | "39" yellow | Mi-4KK | Soviet Air Force | Spr | 1967 | opb 3 ae 226 osap at Sperenberg around 1963/67; in dark green c/s with light blue underside |
| 03 154 | CCCP-06121 | Mi-4 | Soviet MVD | rgd | 09jul79 | probably ex Soviet Air Force; opb penal camp PL-350 at Pechora; in Aeroflot c/s (dark green c/s with light underside); serviced by the ATB at Pechora (Komi directorate of Aeroflot); canx on behalf of the Komi directorate of Aeroflot 18sep84 |
| 05 154 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14244 | Mi-4A | AFL/West Siberia | toc | 11mar76 | rgd 11mar76; opb 257 LO Kolpashevskogo OAO; last overhaul in 1981; repainted in orange c/s with blue cheatline and trim, struck off charge 17sep84 as life-time expired; reportedly scrapped at Kolpashevo in 1984 |
| 06 154 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14834 | Mi-4A | AFL/West Siberia | rgd | 29aug77 | toc 16sep77; opb 257 LO Kolpashevskogo OAO; struck off charge 19sep84 as life-time expired |
| 10 154 | not known | Mi-4 | Soviet Air Force | mfd | 1968 | |
| | CCCP-14334 | Mi-4 | AFL/Kazakhstan | rgd | 26oct76 | used in cargo/passenger and cargo configuration; opb 361 LO Mangyshlakskogo OAO; dbr, details unknown; struck off charge 26jun86 |
| 14 154 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-63825 | Mi-4A | AFL/Uzbekistan | toc | mar79 | rgd 02apr79; opb 164 LO Sergeliskogo OA; struck off charge 19may84 as life-time expired |
| 19 154 | not known | Mi-4 | Soviet Air Force | mfd | 1964 | |
| | CCCP-14818 | Mi-4 | AFL/Central Region | toc | 02aug77 | rgd 16aug77; had an accident in 1978, details unknown; struck off charge 27jul78 |
| 20 154 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14132 | Mi-4A | AFL/West Siberia | rgd | 29jul77 | toc 02aug77; opb 354 LO Novokuznetskogo OAO; struck off charge 16jul84 as life-time expired |
| 02 155 | CCCP-14102 | Mi-4 | AFL/Kazakhstan | rgd | 01mar77 | canx 1984 |
| 04 155 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14279 | Mi-4A | AFL/Leningrad | toc | 18jun76 | rgd 12jul76; opb 74 LO 2-go Leningradskogo OAO; struck off charge 19may84 as life-time expired |
| 10 155 | CCCP-36535 | Mi-4A | AFL/East Siberia | toc | 23apr64 | rgd 24sep64 |
| | not known | Mi-4A | Soviet Air Force | trf | 1969 | on the basis of a decree of the Council of Ministers dated 29mar69 |
| | CCCP-36535 | Mi-4A | AFL/Far East | trf | 08sep77 | struck off charge 19dec84 as life-time expired |
| 11 155 | CCCP-36536 | Mi-4A | AFL/Krasnoyarsk | rgd | 28apr64 | canx 1968 |
| 12 155 | CCCP-36537 | Mi-4A | AFL/Krasnoyarsk | toc | 17apr64 | rgd 28apr64; struck off charge 23nov83 as life-time expired |
| 13 155 | CCCP-36538 | Mi-4A | AFL/Northern | rgd | 18apr64 | canx 1980 |
| 14 155 | CCCP-36540 | Mi-4A | AFL/Northern | toc | 14mar64 | rgd 18apr64; opb 68 LO of Arkhangelskaya aviagruppa (became 68 LO of 2-i Arkhangelski OAO in 1969) |
| | CCCP-36540 | Mi-4A | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO; in red/grey c/s; photo 01jul76; struck off charge 16aug79 as life-time expired; photo in "Vozdushny Transport" No. 51/81 |
| 15 155 | CCCP-36541 | Mi-4A | AFL/Syktyvkar | toc | 12mar64 | rgd 28mar64; opb 233 LO Ukhtinskogo OAO Syktyvkarskoi OAG GVF |
| | CCCP-36541 | Mi-4A | AFL/Komi | trf | 15feb66 | ob 233 LO Ukhtinskogo OAO; struck off charge 22jun78 as worn out |
| 16 155 | CCCP-36542 | Mi-4A | AFL/Tajikistan | toc | 03apr64 | rgd 28apr64; opb 178 LO Dushanbinskogo OAO Tadzhikskoi OAG GVF (became 178 LO Dushanbinskogo OAO 15feb66); dbr, details unknown; struck off charge 05jan68 and canx the same day |
| 17 155 | CCCP-36543 | Mi-4A | AFL/Urals | mfd | 20feb64 | toc 07mar64; rgd 17apr64; initially opb 255 AO Tyumenskoi aviagruppy Uralskoi OAG GVF (became 255 LO Tyumenskogo OAO in 1963); trf to 121 LO Surgutskogo OAO Tyumenskoi aviagruppy 19nov64, 307 hours by then; damaged by a storm (up to 70 m/s) while being parked at Surgut 06jul65; repaired |
| | CCCP-36543 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 121 LO Surgutskogo OAO; in red/grey c/s; f/n Samotlor 1968; struck off charge 26jan76 as worn out; scrapped by ARZ-41 at Omsk |
| 18 155 | CCCP-36544 | Mi-4A | AFL/Urals | mfd | 22feb64 | used in cargo/passenger and cargo configuration; toc 07mar64; rgd 17apr64; initially opb Beryozovskaya AE Tyumenskoi aviagruppy; trf to 125 LO Beryozovskogo OAO Tyumenskoi aviagruppy oct64; t/t 1,742 hours by sep66 |
| | CCCP-36544 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 125 LO Beryozovskogo OAO; struck off charge 22sep78 as life-time expired |
| 19 155 | CCCP-36545 | Mi-4A | AFL/Polar | toc | 05mar64 | rgd 24mar64; opb 248 LO Nizhnekolymskogo OAO |
| | CCCP-36545 | Mi-4A | AFL/Yakutiya | trf | 01oct70 | initially opb 248 LO Nizhnekolymskogo OAO; trf to Zyryanskaya OAE Kolymo-Indigirskogo OAO mar72; w/o 04oct78 (local time, according to Moscow time still 03oct78) on an ambulance flight from Lobuya to Srednekolymsk at night when the pilot lost spatial orientation (he had not been trained in night-flying) so that the helicopter started to dive, crashed 2.3 km from Lobuya, caught fire and burnt out, all 3 crew members and 4 passengers were killed; struck off charge 05jan79 |
| 20 155 | 55 | Mi-4A | Polish Air Force | d/d | 15jun64 | crashed at an unknown date; struck off charge 21apr69 |
| 01 156 | CCCP-36546 | Mi-4A | AFL/Syktyvkar | toc | 12mar64 | rgd 28mar64; opb 72 AO Syktyvkarskoi OAG GVF (became 72 LO Syktyvkarskogo OAO in 1963) |
| | CCCP-36546 | Mi-4A | AFL/Komi | trf | 15feb66 | opb 72 LO Syktyvkarskogo OAO; dbr 16sep76 when made an auto-rotation landing near Dutovo and came down very hard, no casualties; struck off charge 30dec76 |
| 02 156 | CCCP-36547 | Mi-4A | AFL/East Siberia | toc | 20apr64 | rgd 17jun64; struck off charge 16may80 as life-time expired |
| 03 156 | CCCP-36548 | Mi-4A | AFL/Uzbekistan | toc | 02apr64 | rgd 06may64; opb 164 LO Sergeliskogo OAO; photo in "L'Aviation" No. 10/74; last overhaul in 1975; struck off charge 27dec78 as life-time expired |
| 04 156 | CCCP-36549 | Mi-4A | AFL/Uzbekistan | toc | 02apr64 | rgd 29apr64; opb 164 LO Sergeliskogo OAO; struck off charge 30nov78 as life-time expired |
| 05 156 | CCCP-36550 | Mi-4A | AFL/Far East | toc | 21apr64 | rgd 28apr64; dbr, details unknown; struck off charge 30jul65 and canx the same day |
| 06 156 | CCCP-36551 | Mi-4A | AFL/Far East | toc | 26may64 | struck off charge 21jul83 as life-time expired |
| 07 156 | CCCP-36552 | Mi-4A | AFL/Far East | mfd | 19feb64 | toc 24apr64; rgd 08may64; canx 1969 |
| | not known | Mi-4A | KGB/Border Guards | trf | 25mar69 | |
| | CCCP-14312 | Mi-4A | AFL/West Siberia | toc | 14aug76 | rgd 08sep76; opb 116 LO Novosibirskogo OAO; last overhaul in 1980; repainted in red/grey c/s; struck off charge 18jan85 as life-time expired |
| 08 156 | CCCP-36553 | Mi-4A | AFL/Magadan | toc | 09jun64 | rgd 18jun64; opb 194 LO Seimchanskogo OAO Magadanskoi OAG GVF (became 194 LO Seimchanskogo OAO 15feb66); in red/grey c/s; struck off charge 18mar85 as life-time expired |
| 09 156 | CCCP-36554 | Mi-4A | AFL/Magadan | toc | 06jun64 | rgd 18jun64; initially opb Magadanskaya OAG GVF; struck off charge 20dec82 as life-time expired |
| 10 156 | CCCP-36555 | Mi-4A | AFL/Yakutiya | mfd | 24feb64 | rgd 30may64; opb Aldanski OAO; last overhaul completed 14oct79; severely damaged 25nov79 on a flight from Chulman to the upper reaches of the river Gyuskangra in support of the 6th Geophysical Expedition when lost speed and height on final approach with tail wind and came down hard on the scarcely wooded slope of a mountain (N56°38' E126°53') at a height of 1,150 metres, the tailboom broke off, all crew and passengers escaped unhurt; t/t 11,425 hours 22 minutes 7,820 cycles |
| 11 156 | CCCP-36556 | Mi-4A | AFL/Yakutiya | toc | 25apr64 | rgd 30may64; initially opb 192 LO Mirninskogo OAO; in red/grey c/s; trf to 270 LO Nyurbinskogo OAO apr66; struck off charge 24jan79 as life-time expired |
| 12 156 | CCCP-36557 | Mi-4A | AFL/Privolzhsk | rgd | 22may64 | toc jul64; opb 172 LO Ufimskogo OAO; last overhaul in 1973; struck off charge 30nov78 as life-time expired |

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| 13 156 | CCCP-36558 | Mi-4A | AFL/Magadan | toc | 28jul64 | rgd 26aug64; initially opb Magadanskaya OAG GVF; struck off charge 19may84 as life-time expired |
| 14 156 | CCCP-36559 | Mi-4A | AFL/Magadan | toc | 15aug64 | rgd 31aug64; initially opb Magadanskaya OAG GVF; struck off charge 23sep82 as life-time expired |
| 15 156 | CCCP-36560 | Mi-4A | AFL/West Siberia | mfd | 11mar64 | toc 24apr64; rgd 04jun64; initially opb 118 LO of Barnaulski OAO; in red/grey c/s; last overhaul in 1974; trf to 1 AE 244 LO of Strezhevskoi OAO dec74; struck off charge 25feb77 as life-time expired; canx 18may76 ? |
| 16 156 | CCCP-36561 | Mi-4A | AFL/Magadan | rgd | 23nov64 | opb 151 LO Chaunskogo OAO Magadanskoi OAG GVF (became 151 LO Chaunskogo OAO 15feb66); dbr 04jul71 on a flight on the Chukotka peninsula when tried to land at an unsuitable site near Bilibino, no casualties; struck off charge 21sep71 |
| 18 156 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-13328 | Mi-4A | MAP Gorkovski AZ | rgd | 04nov72 | opb transportny aviaotryad; trf to TsKB zavoda "Krasnoye Sormovo", date unknown; dbr 10mar78 on a flight in the Gorki region when the engine failed due to freezing of the dust filter and the helicopter crash-landed near Gorki, no casualties; canx 31oct78 |
| 03 157 | CCCP-36562 | Mi-4A | AFL/East Siberia | toc | 28apr64 | rgd 03jun64 |
| | not known | Mi-4A | Soviet Air Force | trf | 1969 | on the basis of a decree dated 25mar69 |
| | CCCP-03595 | Mi-4A | AFL/Magadan | rgd | 26sep78 | struck off charge 18jun84 as life-time expired and canx the same day |
| 04 157 | CCCP-36563 | Mi-4A | AFL/West Siberia | mfd | 16mar64 | used in passengers and cargo configuration; rgd 04jun64; opb 244 LO Kolpashevskogo OAO (became 1 AE 244 LO Strezhevskogo OAO 15mar72); in red/grey c/s; last overhaul in 1975; struck off charge 22sep78 as life-time expired |
| 05 157 | CCCP-36564 | Mi-4A | AFL/Yakutiya | toc | 15may64 | rgd 04jun64; initially opb 140 LO Maganskogo OAO; in red/grey c/s; tail rotor damaged 24mar67; trf to 288 LO Maganskogo OAO apr67; made a forced landing due to loss of orientation 27oct69; struck off charge 19jul80 as life-time expired |
| 06 157 | CCCP-36565 | Mi-4A | AFL/Krasnoyarsk | toc | 14may64 | rgd 03jun64; struck off charge 20oct80 as life-time expired |
| 07 157 | CCCP-36566 | Mi-4A | AFL/Yakutiya | toc | 14may64 | rgd 30may64; struck off charge 21jul83 as life-time expired |
| 08 157 | CCCP-36567 | Mi-4A | AFL/Kremenchug FS | rgd | 04may64 | canx 1985 |
| 09 157 | CCCP-36568 | Mi-4A | AFL/Far East | toc | 26may64 | rgd 03jun64; in red/grey c/s; on a photo with additional 'Agitpunkt' titles; struck off charge 16aug82 as life-time expired |
| 13 157 | CCCP-36570 | Mi-4A | AFL/Polar | toc | 18apr64 | rgd 24apr64; opb 248 LO Nizhne-Kolymskogo OAO |
| | CCCP-36570 | Mi-4A | AFL/Yakutiya | trf | 24sep70 | opb 248 LO Nizhne-Kolymskogo OAO (became 248 LO Kolymo-Indigirskogo OAO 15mar72); in red/grey c/s; struck off charge 16oct81 as life-time expired |
| 14 157 | CCCP-36571 | Mi-4A | AFL/Polar | mfd | mar64 | toc 08apr64; rgd 29apr64; opb 3 AE 248 LO Nizhekolymskogo OAO; in red/grey c/s; dbr 07jun64 on a flight from Ambarchik airfield to Ambarchik polar station in support of the 141st expedition when the pilot tried to land at an unsuitable site on a rocky slope near the station (at N69°32'55.6" E162°20'45.8"), but the helicopter went out of control due to pilot error and suffered substantial damage, all 3 crew and 4 passengers escaped unhurt; t/t 95 hours; struck off charge 26jun64 and canx 30sep64; wreck still extant by 2009 |
| 15 157 | CCCP-36572 | Mi-4SP | AFL/Urals | toc | 08apr64 | rgd 08may64; opb Khanty-Mansiskaya OAE Tyumenskoi aviagruppy; trf to 284 LO Khanty-Mansiskogo OAO apr64; t/t 1,588 hours by 25feb66 |
| | CCCP-36572 | Mi-4SP | AFL/Tyumen | trf | 20feb67 | opb 284 LO Khanty-Mansiskogo OAO; in red/grey c/s; l/n HMA sep72; last overhaul feb73; struck off charge 23aug78 as life-time expired |
| 16 157 | CCCP-36573 | Mi-4A | AFL/Urals | toc | 08apr64 | rgd 08may64; opb 234 LO Salekhardskogo OAO Tyumenskoi aviagruppy |
| | CCCP-36573 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 234 LO Salekhardskogo OAO; trf to 293 LO Tobolskogo OAO in 1969; dbr 18jan73 when the engine failed and the helicopter crash-landed near Demyanskoye (Uvat district of the Tyumen region), no casualties; struck off charge 26sep73 |
| 17 157 | CCCP-36574 | Mi-4A | AFL/Urals | mfd | 23mar64 | rgd 12may64; opb 125 LO Beryozovskogo OAO Tyumenskoi aviagruppy Uralskoi OAG GVF |
| | CCCP-36574 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 125 LO Beryozovskogo OAO; trf to 331 LO Nizhnevartovskogo OAO after dec66 (in 1972 ?); w/o 11sep75 on a flight from site No. 202 to Laryak in support of the 165th Geodetic and Cartographic Expedition when encountered below-minima weather conditions (low clouds and poor visibility), failed to return and diverted to Sosnovy Bor instead, ran out of fuel, made an auto-rotation landing in a forest close to the river Sabun near Sosnovy Bor and was destroyed, 2 of the 3 crew members were killed and the 3rd one as well as all 5 passengers injured; t/t 8,686 hours and 12,945 cycles; struck off charge 21nov75; see fake RA-36574 with unknown c/n |
| 18 157 | CCCP-36575 | Mi-4A | AFL/Kremenchug FS | toc | 15apr64 | rgd 04may64; in red/grey c/s; struck off charge 19jul85 as life-time expired |
| 19 157 | CCCP-36576 | Mi-4A | AFL/Kremenchug FS | mfd | mar64 | toc 15apr64; rgd 04may64; struck off charge 19jul85 as life-time expired |
| 20 157 | CCCP-36577 | Mi-4A | AFL/Kremenchug FS | mfd | mar64 | toc 15apr64; rgd 12may64; struck off charge 19jul85 as life-time expireds |
| 01 158 | CCCP-36578 | Mi-4A | AFL/Magadan | toc | 05aug64 | rgd 26aug64; initially opb Magadanskaya OAG GVF; w/o 20may77 on an unauthorised flight when crashed near Magadan, caught fire and burnt out, all 3 crew members were killed, the cause of the accident could not be established; struck off charge 29aug77 |
| 02 158 | CCCP-36579 | Mi-4A | AFL/Magadan | toc | sep64 | rgd 23nov64; initially opb Magadanskaya OAG GVF; photo on the Chukotka peninsula in 1968; dbr in 1968, details unknown; struck off charge 02jan69 |
| 03 158 | CCCP-35240 | Mi-4A | AFL/Magadan | toc | 04aug64 | rgd 26aug64; initially opb Magadanskaya OAG GVF; struck off charge 17apr84 as life-time expired |
| 04 158 | CCCP-35241 | Mi-4A | AFL/Magadan | toc | 27jul64 | rgd 22aug64; initially opb Magadanskaya OAG GVF; in red/grey c/s; struck off charge 18jan85 as life-time expired |
| 05 158 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14242 | Mi-4A | AFL/East Siberia | toc | 13feb76 | rgd 09mar76; damaged 14mar84 on landing at Ust'-Orda (Irkutsk region) when a blade of the main rotor came off and the helicopter crashed close to the airport, no casualties; struck off charge 18jun84 as life-time expired |
| 09 158 | not known | Mi-4A | Soviet Air Force | mfd | 15apr64 | |
| | CCCP-14150 | Mi-4A | AFL/Arkhangelsk | rgd | 29jan75 | opb 73 LO Naryan-Marskogo OAO; initially in dark green c/s with light blue underside; later obviously repainted in red/grey c/s; w/o 30mar78 on the unauthorised leg from Zakhrebetnoye to Tobseda of a round flight from Naryan-Mar in support of the sovkhoz (state farm) No. 296 "Indigski" when the crew tried to land in fog, had to go around 4 times, decided to divert to Naryan-Mar but had to return to Tobseda due to being low on fuel and tried to land again, but the helicopter crashed in the snow-covered tundra 850 metres north-east of Tobseda (at N68°35' E52°20'), 1 of the 3 crew members and the sole (unauthorised) passenger were killed and both survivors injured; t/t 4,466 hours; struck off charge 16may78; the wreckage (showing green and red paint) was still extant around 2010 |
| 10 158 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14335 | Mi-4A | AFL/Yakutiya | toc | 31oct76 | rgd 27may77; initially opb Ust'-Nerskaya OAE Maganskogo OAO; trf to Ust'-Nerski AO 404 LO Maganskogo OAO in 1980 (became 404 LO Ust'-Nerskogo OAO in 1981); dbr 30may81 on the leg from Ust'-Kut to Vitim of a positioning flight from Irkutsk to Ust'-Nera when tried to take off with the MTOW exceeded for the given conditions and was not able to gain height, the pilot decided to abort the take-off, but the helicopter rolled over onto its right side (at N56°51' E105°44') and the tailboom broke off, no casualties; struck off charge 21sep83 as life-time expired |
| 11 158 | not known | Mi-4 | Soviet Air Force | mfd | 1964 | |
| | CCCP-14286 | Mi-4 | AFL/Kazakhstan | toc | 06jul76 | rgd 21jul76; struck off charge 27may85 as life-time expired |
| 01 159 | VT-DTJ | Mi-4 | Indian Government | rgd | jun65 | canx as to Indian Air Force |
| 02 159 | VT-DTM | Mi-4 | Indian Government | rgd | jun65 | canx as to Indian Air Force |
| 03 159 | 51 | Mi-4ME | Bulgarian Navy | | | Bulgarian serial number TA 41/7202; based at Chaika |
| | 51 | Mi-4ME | Bulgarian AF | | | opb 44 VAP Plovdiv-Krumovo; initially stored and later gate guard at Plovdiv-Krumovo (N42.066115 E24.840634), seen aug94/jun19 |
| 04 159 | 52 | Mi-4ME | Bulgarian Navy | | | Bulgarian serial number TA 42/7202; based at Chaika |
| | 52 | Mi-4ME | Bulgarian AF | | | opb 44 VAP at Plovdiv-Krumovo; in medium green c/s with light blue underside; preserved in the Bulgarian Air Force Museum at Plovdiv-Krumovo (N42.066750 E24.842030), seen sep10/aug24 |
| 11 159 | CCCP-35242 | Mi-4A | AFL/Polar | toc | 11may64 | rgd 03jun64; trf 25aug64 (?) |
| | CCCP-35242 | Mi-4A | AFL/Krasnoyarsk | trf | 28oct70 | dbr in 1974, details unknown; struck off charge 30may74 |
| 12 159 | CCCP-35243 | Mi-4A | AFL/Polar | mfd | 25apr64 | rgd 03jun64; opb 254 LO Sheremetyevskogo OAO |
| | CCCP-35243 | Mi-4A | AFL/Tyumen | trf | 1970 | opb Mys-Kamenskaya OAE; w/o 06oct73 on a flight from Mys Kamenny, searching for An-2 CCCP-04340 which had crash-landed in the mountains of the Polar Urals 05oct73, when encountered poor weather, failed to return, crashed into the western slope of the hill 622 metres on Mount Khuuta (Aksarka district of the Tyumen region) and caught fire, 2 of the 3 crew members were killed and the sole survivor was injured; wreck and survivor found 07oct73; t/t 8,119 hours; struck off charge 22feb74 |
| 13 159 | CCCP-35244 | Mi-4A | AFL/Urals | mfd | 14may64 | rgd 18jun64; opb 121 AO Tyumenskoi aviagruppy (became 121 LO Surgutskogo OAO Tyumenskoi aviagruppy 18aug64); t/t 1,400 hours by 24may66 |
| | CCCP-35244 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 121 LO Surgutskogo OAO; struck off charge 04apr75 as life-time expired |
| 14 159 | CCCP-35245 | Mi-4A | AFL/Urals | toc | 14may64 | rgd 18jun64; opb 255 LO Tyumenskogo OAO Tyumenskoi aviagruppy; t/t 1,625 hours by aug66 |
| | CCCP-35245 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 255 LO Tyumenskogo OAO; trf to an unknown OAO in 1971; struck off charge 01jul75 as worn out |
| 15 159 | CCCP-35246 | Mi-4A | AFL/Privolzhsk | toc | 12may64 | rgd 17aug64; struck off charge 31may77 as life-time expired |
| 16 159 | CCCP-35247 | Mi-4A | AFL/Moscow SPiMVL | toc | 08jun64 | rgd 09jun64; struck off charge 22sep78 as life-time expired |
| 17 159 | CCCP-35248 | Mi-4A | AFL/Moscow SPiMVL | mfd | 30may64 | toc 08jun64; rgd 09jun64; opb 2 AE Vertolyotnogo OAO MU SPiMVL GA; w/o 08feb68 on a flight from Sernovodsk (Sergiyev district of the Kuibyshev region) to drilling site No. 10 (37 km south-west of Sernovodsk) of the "Kuibyshevneftyerazvedka" oil exploration enterprise in below-minima weather conditions (poor visibility and snowfall) when the pilot lost spatial orientation and the helicopter crashed in a snow-covered field 26 km south-west of Sernovodsk, 1 of the 3 crew and 6 of the 12 passengers killed and all 8 survivors injured; t/t 2,824 hours; struck off charge 31may68 |
| 18 159 | CCCP-35249 | Mi-4A | AFL/Urals | toc | 17jun64 | rgd 21jul64; opb 125 LO Beryozovskogo OAO Tyumenskoi aviagruppy Uralskoi OAG GVF |
| | CCCP-35249 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 125 LO Beryozovskogo OAO; in red/grey c/s; struck off charge 01jul75 as worn out |
| 19 159 | CCCP-35250 | Mi-4A | AFL/Kyrgyzstan | toc | 13jun64 | rgd 01jul64; opb 180 AO (became 180 LO Frunzenskogo OAO sep64) |
| | CCCP-35250 | Mi-4A | AFL/Tyumen | trf | 20jan72 | initially opb Nizhnevartovskaya OAE; trf to 331 LO Nizhnevartovskogo OAO 20feb72; in red/grey c/s |
| | CCCP-35250 | Mi-4A | AFL/Far East | trf | 29oct79 | struck off charge 23sep82 as life-time expired |
| 20 159 | CCCP-35251 | Mi-4A | AFL/Krasnoyarsk | toc | 27jun64 | rgd 30jul64 |
| | not known | Mi-4A | KGB/Border Guards | trf | 22jan70 | on the basis of a decree issued by the Council of Ministers 25mar69; opb 16 oae at Khabarovsk-Tsentralny |
| | CCCP-35251 | Mi-4A | AFL/Privolzhsk | trf | mar76 | |
| | CCCP-35251 | Mi-4A | AFL/East Siberia | trf | 03may76 | opb 135 LO Kirenskogo OAO; according to the register trf to Aeroflot/Far East 13jun78, but this is not confirmed by the MGA listing; struck off charge 16jul84 |

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| 01 160 | CCCP-35252 | Mi-4A | AFL/Tajikistan | toc | jul64 | rgd 26aug64; opb 178 LO Dushanbinskogo OAO; dbr 06jul70 on landing at Dushanbe when entered ground resonance and rolled over onto its side, no casualties; struck off charge 20may71 |
| 02 160 | CCCP-35253 | Mi-4A | AFL/Central Region | toc | 27jun64 | rgd 30jul64 |
| | CCCP-35253 | Mi-4A | AFL/Krasnoyarsk | trf | 1971 | opb 221 LO of Khatangski OAO; struck off charge 16nov79 as life-time expired |
| 03 160 | CCCP-35254 | Mi-4A | AFL/East Siberia | mfd | 15may64 | used in cargo/passenger and cargo configuration; toc 01jul64; rgd 30jul64 |
| | CCCP-35254 | Mi-4A | AFL/Tyumen | trf | 01feb72 | opb 293 LO of Tobolski OAO; in red/grey c/s; struck off charge 23mar79 as life-time expired |
| 04 160 | CCCP-35255 | Mi-4A | AFL/West Siberia | mfd | 21may64 | used in cargo/passenger and cargo configuration; toc 26jun64; rgd 21jul64; opb 1 AE 244 LO Kolpashevskogo OAO (244 LO was trf to Strezhevskoi OAO 15mar72); repainted in grey/orange c/s during overhaul by ARZ-41 in 1095; struck off charge 25feb77 as life-time expired |
| 05 160 | CCCP-35256 | Mi-4A | AFL/Far East | mfd | 19may64 | rgd 21aug64; opb 144 LO Nikolayevskogo OAO; w/o 14jul75 on an SAR flight from Nelkan along the river Maya when collided with a telegraph line which crossed the river at a height of 15 metres 1.5 km north-east of Dzhigda (Ayan district of the Khabarovsk region), crashed on a sandbar of the river and caught fire, 1 of the 5 passengers killed and the other 4 as well as all 3 crew injured; t/t 7,291 hours; struck off charge 30sep75 |
| 11 160 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14806 | Mi-4A | AFL/North Kavkaz | toc | 14jul77 | used in cargo/passenger and cargo configuration; rgd 03aug77; opb 1 AE 351 LO Nalchikskogo OAO; struck off charge 18jun84 as life-time expired |
| 12 160 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14803 | Mi-4A | AFL/North Kavkaz | toc | 07jul77 | rgd 03aug77; opb 1 AE 351 LO Nalchikskogo OAO; in dark green c/s with light blue underside; struck off charge 18jun84 as life-time expired |
| 17 160 | CCCP-14108 | Mi-4A | AFL/Kazakhstan | rgd | 15mar77 | canx 1985 |
| 18 160 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14119 | Mi-4A | AFL/Komi | toc | 24jun77 | rgd 14jul77; initially opb Vorkutinskaya OAE; trf to 233 LO Ukhtinskogo OAO in 1980; struck off charge 16jul84 as life-time expired |
| 20 160 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-31547(2) | Mi-4A | AFL/Far East | rgd | 09aug74 | toc 02dec75; opb 334 LO Vladivostokskogo OAO; dbr, details unknown; struck off charge 20apr82; see c/n 1058 |
| 02 161 | CCCP-35257 | Mi-4A | AFL/Krasnoyarsk | toc | 09jul64 | rgd 05sep64; initially opb 188 LO of Krasnoyarski OAO; trf to 362 LO of Turinski OAO jan68; in red/grey c/s; photo 01jan75; struck off charge 16oct81 as life-time expired |
| 03 161 | CCCP-35258 | Mi-4A | AFL/Urals | mfd | 10jun64 | used in cargo/passenger and cargo configuration; toc 08jul64; rgd 31aug64; opb Khanty-Mansiskaya OAE Tyumenskoi aviagruppy (became 284 LO Khanty-Mansiskogo OAO apr66); t/t 1,440 hours by 01may66 |
| | CCCP-35258 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 284 LO Khanty-Mansiskogo OAO; repainted in grey/orange c/s during overhaul by ARZ-41 in 1973; struck off charge 24dec75 as life-time expired; scrapped at Khanty-Mansisk after aug76 |
| 04 161 | CCCP-35259 | Mi-4A | AFL/Privolzhsk | toc | 10jul64 | rgd 17aug64; struck off charge 24jul78 as life-time expired |
| 05 161 | CCCP-35260 | Mi-4A | AFL/Krasnoyarsk | toc | 09jul64 | rgd 15jan65; initially opb 188 LO Krasnoyarskogo OAO; trf to 362 LO Turinskogo OAO jan68; struck off charge 18mar85 as life-time expired |
| 06 161 | CCCP-35261 | Mi-4A | AFL/Krasnoyarsk | toc | 09jul64 | rgd 20aug64; in red/grey c/s; struck off charge 19feb81 as life-time expired |
| 07 161 | CCCP-35262 | Mi-4A | AFL/East Siberia | toc | 28aug64 | rgd 01sep64; struck off charge 22sep78 as life-time expired |
| 08 161 | CCCP-35263 | Mi-4A | AFL/Kyrgyzstan | toc | 08jul64 | rgd 31jul64; opb 180 LO Frunzenskogo OAO; in red/grey c/s; struck off charge 24jan79 as life-time expired |
| 09 161 | CCCP-35264 | Mi-4A | AFL/Kremenchug FS | toc | 18jul64 | rgd 21aug64 |
| | CCCP-35264 | Mi-4A | AFL/Privolzhsk | trf | 22sep65 | struck off charge 30nov78 as life-time expired |
| 10 161 | CCCP-35265 | Mi-4A | AFL/Uzbekistan | mfd | 17jun64 | toc 01aug64; rgd 02nov64; opb 164 LO Sergeliskogo OAO; w/o 14dec66 on the leg from Dargan-Ata to Gazli of a positioning flight from Kyzylravat to Tashkent-Sergeli for maintenance when a fierce fire (probably started by calcium carbide) emerged in the cargo bay some 15 minutes after take-off, the crew made an emergency landing in rough terrain in the desert 30 km south-west of Kyzylravat (Romitan district of the Bukhara region), the helicopter came down hard, rolled over onto its left side and burnt out, 1 of the 3 crew and all 4 passengers killed (the board mechanic and 2 passengers had jumped out of the helicopter in mid-air) and both survivors seriously injured (they walked to Gugurtli and were evacuated the next day); t/t 1,390 hours and 2,816 cycles; struck off charge 07jul67 and canx the same day |
| 11 161 | CCCP-35266 | Mi-4A | AFL/Polar | toc | 08jul64 | rgd 31jul64; opb Khatangskaya OAE |
| | CCCP-35266 | Mi-4A | AFL/Krasnoyarsk | trf | 28oct70 | opb 329 LO of Norilski OAO; struck off charge 17dec79 as life-time expired |
| 12 161 | CCCP-35267 | Mi-4A | AFL/Urals | mfd | 24mar64 | used in cargo/passenger and cargo configuration; toc jul64; rgd 13may65; initially opb 125 AO Tyumenskoi aviagruppy (became 125 LO Beryozovskogo OAO Tyumenskoi aviagruppy sep64); trf to 234 LO Salekhardskogo OAO between sep64 and oct65; t/t 1,779 hours by 13dec66 |
| | CCCP-35267 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 234 LO Salekhardskogo OAO; trf to 388 LO Salekhardskogo OAO in 1976; struck off charge 27feb79 as life-time expired |
| 13 161 | CCCP-35268 | Mi-4A | AFL/Tajikistan | rgd | 14sep64 | opb 178 AO Tadzhikskoi OAG GVF (became 178 LO Dushanbinskogo OAO 15feb66); dbr, details unknown; struck off charge 17oct66 and canx the same day |
| 14 161 | CCCP-35269 | Mi-4A | AFL/Turkmenistan | rgd | 28aug64 | struck off charge 16oct79 as life-time expired |
| 15 161 | CCCP-35270 | Mi-4A | AFL/Privolzhsk | toc | 10jul64 | rgd 17aug64; opb 172 LO Ufimskogo OAO; overhauled in 1972; struck off charge 27feb79 as life-time expired |
| 16 161 | CCCP-35271 | Mi-4A | AFL/Kremenchug FS | toc | 18jul64 | rgd 31aug64; struck off charge 27aug85 as life-time expired |
| 17 161 | CCCP-35272 | Mi-4A | AFL/North Kavkaz | toc | 18jul64 | used in cargo/passenger and cargo configuration; rgd 31aug64; initially opb Nalchikskaya AE Pyatigorskogo OAO (became Nalchikskaya OAE 01jan72); trf to 1 AE 351 LO Nalchikskogo OAO jul75; struck off charge 28apr79 as life-time expired |
| 18 161 | CCCP-35273 | Mi-4P | AFL/Georgia | mfd | 23jun64 | passenger version with square windows; toc 25jul64; rgd 21sep64; initially opb Abkhazskaya OAG; opb Sukhumskaya OOAE from 15sep64 (became 297 LO Sukhumskogo OAO dec68); in grey c/s with non-standard blue and red trim |
| | CCCP-35273 | Mi-4P | AFL/Far East | trf | 27mar81 | opb 249 LO 2-go Khabarovskogo OAO; struck off charge 18oct84 as life-time expired |
| 19 161 | CCCP-35274 | Mi-4A | AFL/Georgia | mfd | 30jun64 | toc 25aug64; rgd 27aug64; initially opb Abkhazskaya OAG; opb Sukhumskaya OOAE from 15sep64 (became 297 LO Sukhumskogo OAO dec68) |
| | CCCP-35274 | Mi-4A | AFL/Urals | trf | 30mar71 | initially opb 123 LO 2-go Sverdlovskogo OAO; trf to 326 LO 2-go Sverdlovskogo OAO dec72; made a forced landing due to engine problems 16may79, t/t 11,464 hours by then; struck off charge 17dec79 as life-time expired |
| 20 161 | not known | Mi-4 | Soviet Air Force | mfd | 1964 | |
| | CCCP-14843 | Mi-4 | AFL/Arkhangelsk | toc | 04oct77 | rgd 14oct77; struck off charge 19may84 as life-time expired |
| 03 162 | not known | Mi-4T | Soviet Air Force | mfd | 1964 | |
| | CCCP-14126 | Mi-4T | AFL/Komi-PEX | rgd | 15jul77 | canx 1984 |
| 07 162 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14101 | Mi-4A | AFL/Kazakhstan | toc | 17dec76 | rgd 04feb77; struck off charge 16nov84 as life-time expired |
| 08 162 | CCCP-06188 | Mi-4 | Khabarovski SNkh | rgd | 11feb65 | trf to MAP Komsomolsk-na-Amure MSZ; canx 05mar87 |
| 09 162 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14208 | Mi-4A | AFL/Far East | toc | 11jul75 | rgd 05aug75; struck off charge 18jan84 as life-time expired |
| 12 162 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14109 | Mi-4A | AFL/Kazakhstan | toc | 11jan77 | rgd 15mar77; struck off charge 16nov84 as life-time expired |
| 15 162 | not known | Mi-4A | Soviet Air Force ? | mfd | 1964 | |
| | CCCP-14322 | Mi-4A | AFL/Arkhangelsk | rgd | 15oct76 | toc 12jan77; opb 313 LO 2-go Arkhangelskogo OAO; probably in red/grey c/s; seen Kozhozero may84; struck off charge 17sep84 as life-time expired |
| 16 162 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14326 | Mi-4A | AFL/Privolzhsk | rgd | 19oct76 | toc the same day; struck off charge 16jul84 as life-time expired |
| 17 162 | CCCP-29024 | Mi-4 | AFL/Kazakhstan-Bza | mfd | 31jul64 | rgd only 15jul74; opb 361 LO Mangyshlakskogo OAO; w/o 13feb82 on the leg from Kalamkas (Buzachi peninsula) to a drilling site 30 km north-west of Kalamkas of a flight from Kalamkas to Myortvy Kultuk when encountered below-minima weather conditions (fog) 2 km from the drilling site, the crew lost spatial orientation while flying a right turn at a height of some 80-100 metres (searching for the drilling site) so that the helicopter crashed in snow-covered terrain 25 km from Kalamkas (at N45°18' E51°38'), caught fire and burnt out, all 3 crew and 6 passengers killed; t/t 6,426 hours and 4,280 cycles; canx 1982 |
| 19 162 | not known | Mi-4 | Soviet Air Force | mfd | 1964 | |
| | CCCP-31561 | Mi-4 | AFL/Yakutiya | rgd | 10sep74 | toc the same day; struck off charge 21aug84 as life-time expired |
| 02 163 | not known | Mi-4AV | Soviet Air Force | mfd | 1964 | |
| | CCCP-14189 | Mi-4A | AFL/West Siberia | toc | jun75 | rgd 21jul75; opb 354 LO Novokuznetskogo OAO; struck off charge 27aug85 as life-time expired |
| 03 163 | CCCP-36539 | Mi-4A | AFL/Turkmenistan | toc | 29jul64 | rgd 11sep64; struck off charge 25oct78 as life-time expired |
| 04 163 | CCCP-35275 | Mi-4A | AFL/Krasnoyarsk | toc | 24aug64 | rgd 03sep64 |
| | not known | Mi-4A | KGB/Border Guards | trf | 1969 | on the basis of a decree by the Council of Ministers dated 25mar69; opb 11 oap at Vladivostok-Knevichi/Soyetskaya Gavan (military unit 2127) |
| | CCCP-03596 | Mi-4A | AFL/Turkmenistan | toc | 01sep78 | rgd 27sep78 |
| | CCCP-03596 | Mi-4A | AFL/East Siberia | trf | 20may82 | struck off charge 21sep85 as life-time expired |
| 05 163 | CCCP-35276 | Mi-4A | AFL/Krasnoyarsk | toc | 21aug64 | rgd 16sep64; struck off charge 21sep81 as life-time expired |
| 06 163 | CCCP-35279 | Mi-4A | AFL/North Kavkaz | toc | 09aug64 | rgd 01sep64; dbr 12aug74 on landing near Ordzhonikidze when caught fire and burnt out, no casualties; struck off charge 24dec74 |
| 07 163 | CCCP-35280 | Mi-4A | AFL/Magadan | toc | 01apr65 | rgd 27apr65; dbr, details unknown; struck off charge 26mar82 |
| 08 163 | CCCP-35281 | Mi-4A | AFL/Privolzhsk | rgd | 14dec64 | toc the same day; struck off charge 16aug79 as life-time expired |
| 09 163 | CCCP-35282 | Mi-4A | AFL/Moscow SPiMVL | toc | 14aug64 | rgd 17aug64; struck off charge 16nov79 as life-time expired |
| 10 163 | CCCP-35283 | Mi-4A | AFL/Moscow SPiMVL | mfd | 31jul64 | toc 14aug64; rgd 17aug64 |
| | CCCP-35283 | Mi-4A | AFL/Tajikistan | trf | 25sep69 | opb 178 LO Dushanbinskogo OAO; last overhaul in 1972; w/o 04feb75 on a flight from Nizhnevartovsk to Raduzhny (Tyumen region) in support of the SSU-3 expedition with the MTOW exceeded by 182 kg when the crew decided to return to Nizhnevartovsk due to below-minima weather conditions, while flying over the northern part of lake Samotlor at a height of some 200 metres the helicopter suddenly lost height, crashed on the frozen surface of the lake (24 km north-east of Nizhnevartovsk airport), caught fire and burnt out, all 3 crew and 11 passengers killed; t/t 7,424 hours and 11,321 cycles; struck off charge 08apr75 |
| 11 163 | CCCP-35284 | Mi-4A | AFL/Magadan | toc | 01apr65 | rgd 27apr65; in red/grey c/s; photo near the river Omolon on Chukotka aug65 or sep65; struck off charge 18aug83 as life-time expired |
| 01 164 | not known | Mi-4A | Soviet Air Force ? | mfd | 1964 | |

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| | CCCP-48983 | Mi-4A | MAP Kiev MSZ | rgd | 17apr75 | in Aeroflot c/s (initially in grey c/s with blue cheatline); struck off charge 08feb84 and canx the same day; was used as a stage prop by the Dovzhenko Cinema Studio at Kiev; repainted in red/white c/s with red belly, no titles; preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405493 E30.460060) from 2004, seen may04/oct21 |
| 02 164 | CCCP-14180 | Mi-4A | AFL/North Kavkaz | rgd | 27jun75 | opb Nalchikski OAO; in dark green c/s with light blue underside; photo at Nalchik 1976; canx 1985 |
| 04 164 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14103 | Mi-4A | AFL/Kazakhstan | toc | 15feb77 | rgd 01mar77; struck off charge 19dec84 as life-time expired |
| 07 164 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14804 | Mi-4A | AFL/North Kavkaz | toc | 14jul77 | used in cargo/passenger and cargo configuration; rgd 03aug77; opb 1 AE 351 LO Nalchikskogo OAO; struck off charge 21aug84 as life-time expired |
| 10 164 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14277 | Mi-4A | AFL/North Kavkaz | toc | 26jun76 | used in cargo/passenger and cargo configuration; rgd 08jul76; opb 1 AE 351 LO Nalchikskogo OAO; struck off charge 27may85 as life-time expired |
| 12 164 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14272 | Mi-4A | AFL/Far East | toc | 04jun76 | rgd 02jul76; struck off charge 21aug84 as life-time expired |
| 13 164 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14270 | Mi-4A | AFL/Yakutiya | toc | 13may76 | rgd 29jun76; initially opb 30-ya Zyryanskaya OAE Kolymo-Indigirskogo OAO; trf to Zyryanski AO 383 LO Kolymo-Indigirskogo OAO nov76 (became 383 LO Zyryanskogo OAO in 1981); in red/grey c/s; struck off charge 18jan85 as life-time expired; sat wfu at Zyryanka, seen jul92 |
| 14 164 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14332 | Mi-4A | AFL/West Siberia | rgd | 25oct76 | opb 354 LO Novokuznetskogo OAO; struck off charge 16jul84 as life-time expired |
| 15 164 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14305 | Mi-4A | AFL/Yakutiya | toc | 10feb77 | rgd 09sep77; opb Chokurdakhskaya OAE of Kolymo-Indigirski OAO; probably in red/grey c/s; struck off charge 17sep84 as life-time expired |
| 17 164 | CCCP-35285 | Mi-4A | AFL/Privolzhsk | toc | 08sep64 | rgd 23sep64; opb 171 LO Saratovskogo OAO; in red/grey c/s; photo in ARZ-21 at LED; last overhaul in 1972; struck off charge 31may77 as life-time expired |
| 18 164 | CCCP-35286 | Mi-4A | AFL/Northern | toc | 10sep64 | rgd 02oct64; opb 68 LO Arkhangelskoi aviagruppy from 1966 (became 68 LO 2-go Arkhangelskogo OAO in 1969) |
| | CCCP-35286 | Mi-4A | AFL/Leningrad | trf | 01jan73 | opb 68 LO 2-go Arkhangelskogo OAO; struck off charge 25feb77 as life-time expired |
| 19 164 | CCCP-35287 | Mi-4A | AFL/Northern | rgd | 31oct64 | opb Petrozavodski OAO; in non-standard light/dark c/s; canx 1980 |
| 20 164 | CCCP-35288 | Mi-4A | AFL/Urals | toc | 01oct64 | rgd 27oct64; opb 234 LO Salekhardskogo OAO Tyumenskoi aviagruppy; t/t 1,250 hours by 29oct66; dbr near Urengoi 19nov66, details unknown; struck off charge 19feb67 |
| 01 165 | CCCP-35289 | Mi-4A | AFL/Kazakhstan | toc | 10oct64 | rgd 26feb65; struck off charge 29jul77 as life-time expired |
| 02 165 | CCCP-35290 | Mi-4A | AFL/East Siberia | toc | 23oct64 | rgd 10feb65; struck off charge 30jan78 as life-time expired |
| 03 165 | CCCP-35291 | Mi-4A | AFL/East Siberia | mfd | 24aug64 | rgd 21oct64; opb 183 LO Ulan-Udenskogo OAO; w/o 30nov67 on the leg from Ust'-Barguzin to Katun of a flight from Ust'-Barguzin to Davsha when entered a snow vortex on landing at the snow-covered helipad at Katun so that the crew lost visual contact with the ground and tried to go around, but the helicopter collided with a wooden hut 57 metres from the helipad, came down on its left side and caught fire, all 3 crew killed and all 6 passengers slightly injured; t/t 1,823 hours and 2,657 cycles; canx 1968 |
| 04 165 | CCCP-35292 | Mi-4A | AFL/Krasnoyarsk | toc | 07oct64 | rgd 18nov64; initially opb 188 LO Krasnoyarskogo OAO; trf to 362 LO Turinskogo OAO jan68; struck off charge 19jun80 as life-time expired |
| 05 165 | CCCP-35293 | Mi-4A | AFL/Yakutiya | mfd | 22aug64 | rgd 20apr65; initially opb Batagaiskaya 60 OAE; trf to 274 LO Batagaiskogo OAO 09no66; w/o 06oct78 on a flight from Kazachye (Deputatski district of Yakutiya) with 4 hunters from the sovkhoz (state farm) "Ust'-Yanki" on board when encountered below-minima weather conditions (poor visibility) so that the pilot lost spatial orientation while flying a steep turn over the snow-covered frozen surface of lake Khat, the helicopter lost height, crashed (at N70° E136°), broke through the ice and sank, all 3 crew and 2 of the 4 passengers killed; t/t 11,068 hours 37 minutes; struck off charge 05jan79 |
| 06 165 | CCCP-35294 | Mi-4A | AFL/Urals | toc | 01oct64 | rgd 06jan65; opb 234 LO Salekhardskogo OAO Tyumenskoi aviagruppy |
| | CCCP-35294 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 234 LO Salekhardskogo OAO; trf to 388 LO Salekhardskogo OAO in 1976; in red/grey c/s; struck off charge 19jun80 as life-time expired |
| 07 165 | CCCP-35295 | Mi-4A | AFL/Yakutiya | mfd | 24aug64 | rgd 17may65; toc the same day ?; initially opb Batagaiskaya 60 OAE; trf to 274 LO Batagaiskogo OAO 09nov66; temporarily based at Borulakh (Verkhoyansk district of Yakutiya) in support of a geological expedition in spring 1970; dbr 18may70 on a gravimetric survey flight from Borulakh when was hit by the main rotor of Mi-1M CCCP-17829 on final approach (the pilot of the Mi-1M had performed unauthorised manoeuvres at low height and did not look out for other aircraft), made an auto-rotation landing and came to rest on its right side, 1 of the 2 passengers injured while the other one and all 3 crew escaped unhurt; t/t 3,445 hours; struck off charge 19jun70 |
| 08 165 | CCCP-35296 | Mi-4A | AFL/Urals | toc | 01oct64 | rgd 27nov64; opb 234 LO Salekhardskogo OAO Tyumenskoi aviagruppy; the tail rotor was damaged on landing on a slope at Tai-Keu 03aug65; repaired; t/t 1,001 hours by sep66 |
| | CCCP-35296 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 234 LO Salekhardskogo OAO; dbr, details unknown; struck off charge 13jun67 |
| 09 165 | CCCP-35297 | Mi-4A | AFL/Yakutiya | mfd | aug64 | toc 17may65; rgd 20apr65; struck off charge 27dec78 as life-time expired |
| 10 165 | CCCP-35298 | Mi-4A | AFL/Urals | toc | 01oct64 | rgd 27nov64; opb 234 LO Salekhardskogo OAO Tyumenskoi aviagruppy |
| | CCCP-35298 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 234 LO Salekhardskogo OAO; trf to 388 LO Salekhardskogo OAO in 1976; struck off charge 28feb78 as life-time expired |
| 11 165 | CCCP-35299 | Mi-4A | AFL/Urals | mfd | 31aug64 | used in cargo/passenger and cargo configuration; toc 01oct64; rgd 27nov64; opb 234 LO Salekhardskogo OAO Tyumenskoi aviagruppy |
| | CCCP-35299 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 234 LO Salekhardskogo OAO |
| | CCCP-35299 | Mi-4A | AFL/Privolzhsk | trf | 26oct75 | struck off charge 16oct79 as life-time expired |
| 12 165 | CCCP-01820 | Mi-4A | AFL/Kazakhstan | toc | 10oct64 | rgd 26feb65; opb 191 LO Burundaiskogo OAO; last overhaul in 1974; struck off charge 27feb79 as life-time expired |
| 13 165 | CCCP-01821 | Mi-4A | AFL/Yakutiya | toc | 20apr65 | rgd 20apr65; initially opb Batagaiskaya 60 OAE; trf to 274 LO Batagaiskogo OAO 09nov66; w/o 30apr77 on the leg from Kraini to Vankina Guba of a flight from Tenkeli to Vankina Guba in support of a geological exploration expedition when a fire emerged in the cargo cabin (probably caused by smoking passengers), the crew tried to make an emergency landing on the ice of a lake 75 km from Vankina Guba (135 km north of Tenkeli), but had problems with spatial orientation due to white-out conditions so that the main rotor touched the ice and the helicopter crashed, all 3 crew and 3 passengers killed; wreck found only 10may77 (nobody missed the helicopter before 09may77); struck off charge 03jun77 |
| 14 165 | CCCP-01822 | Mi-4A | AFL/Far East | toc | 10nov64 | rgd 23nov64; opb 144 LO Nikolayevskogo-na-Amure OAO; struck off charge 25oct82 as life-time expired |
| 15 165 | CCCP-01823 | Mi-4A | AFL/Far East | toc | 28oct64 | rgd 19feb65; struck off charge 19may82 as life-time expired |
| 16 165 | CCCP-01824 | Mi-4A | AFL/West Siberia | mfd | 29oct64 | used in cargo/passenger and cargo configuration; toc 01nov64; rgd 16nov64; initially opb 237 LO of Kolpashevski OAO; in red/grey c/s; trf to 257 LO of Kolpashevski OAO 15feb65; damaged beyond repair 31oct69 after a check flight from Kolpashevo after an engine change when the nose wheels were tied down by a ground technician without the knowledge of the crew, the pilot (A.Ye. Klimenko) tried to move the helicopter by increasing engine power and the helicopter nosed over and came to rest upside-down; struck off charge 22dec69 |
| 17 165 | 53 | Mi-4ME | Bulgarian Navy | mfd | 1964 | Bulgarian serial number TA 43/7202; based at Chaika |
| | 53 | Mi-4ME | Bulgarian AF | | | opb 44 VAP at Plovdiv-Krumovo; preserved in the Bulgarian Air Force Museum at Plovdiv-Kumovo (N42066914 E24.841688), seen aug94/aug24 |
| 18 165 | 54 | Mi-4ME | Bulgarian Navy | mfd | 1964 | Bulgarian serial number TA 44/7202; based at Chaika |
| | 54 | Mi-4ME | Bulgarian AF | | | opb 44 VAP at Plovdiv-Krumovo; stored in the Bulgarian Air Force Museum at Plovdiv-Krumovo in ever deteriorating condition, seen aug94/aug24 |
| 19 165 | 521 | Mi-4MÄ | East German Navy | d/d | mar65 | opb HSVM at Parow; trf to HS-18 Parow (redesignated HG-18 01dec76); struck off charge 28feb77; scrapped at Parow |
| 20 165 | 524 | Mi-4MÄ | East German Navy | d/d | mar65 | opb HSVM at Parow; trf to HS-18 Parow (redesignated HG-18 01dec76); struck off charge 28feb77; scrapped at Parow |
| 01 166 | CCCP-01825 | Mi-4A | AFL/Turkmenistan | toc | 27oct64 | used in cargo/passenger and cargo configuration; rgd 26nov64; struck off charge 21mar88 as life-time expired |
| 02 166 | CCCP-01826 | Mi-4A | AFL/Privolzhsk | toc | 21oct64 | used in cargo/passenger and cargo configuration; rgd 16nov64; struck off charge 25oct78 as life-time expired |
| 03 166 | CCCP-02283 | Mi-4A | AFL/Yakutiya | toc | mar65 | rgd 17may65; damaged 05aug77 in a crash near Aldan; struck off charge 18jan80 as life-time expired |
| 04 166 | CCCP-01828 | Mi-4A | AFL/Yakutiya | toc | mar65 | rgd 17may65; dbr, details unknown; struck off charge 17oct66 |
| 05 166 | CCCP-01829 | Mi-4A | AFL/West Siberia | mfd | 02oct64 | used in cargo/passenger and cargo configuration; toc 06nov64; rgd 30nov64; initially opb 237 LO Kolpashevskogo OAO; trf to 257 LO Kolpashevskogo OAO feb65; repainted in grey/orange c/s during overhaul by ARZ-41 in 1975; struck off charge 23aug78 as life-time expired |
| 06 166 | VT-DTN | Mi-4A | Indian Government | rgd | jun65 | canx as to the Indian Air Force |
| 07 166 | VT-DTK | Mi-4A | Indian Government | rgd | jun65 | canx as to the Indian Air Force |
| 08 166 | VT-DTI | Mi-4A | Indian Government | rgd | jun65 | canx as to the Indian Air Force |
| 09 166 | VT-DTL | Mi-4A | Indian Government | rgd | jun65 | canx as to the Indian Air Force |
| 13 166 | CCCP-01827 | Mi-4A | AFL/Yakutiya | toc | mar65 | rgd 17may65; opb 197 LO Aldanskogo OAO; in red/grey c/s; f/n ADH 1979; l/n ADH 1982; struck off charge 16aug82 as life-time expired |
| 14 166 | CCCP-02284 | Mi-4A | AFL/Magadan | toc | 24feb65 | used in cargo/passenger and cargo configuration; rgd 19mar65; initially opb Magadanskaya OAG GVF; in red/grey c/s; photo 10apr68; trf to Shmidtovskaya OAE feb66; trf to 182 LO of Shmidtovski OAO dec71 (became 182 LO of Anadyrski OAO jul77); trf to 150 LO of Anadyrski OAO dec82; struck off charge 19jul85 as life-time expired; was supposed to be displayed and was flown out underslung by a Mi-6 around 1985, but was eventually scrapped |
| 15 166 | CCCP-02285 | Mi-4A | AFL/Magadan | toc | 24feb65 | rgd 19mar65; initially opb Magadanskaya OAG GVF; in red/grey c/s; photo 01aug70; trf to 182 LO of Shmidtovski OAO before 1974; dbr 17sep75 on a flight on Chukotka when a fire emerged on board while fuel was pumped from the carried barrels into the helicopters's tanks and the helicopter crash-landed near Mys Shmidta, no casualties; struck off charge 24dec75 |
| 16 166 | CCCP-02286 | Mi-4A | AFL/Privolzhsk | rgd | 26nov64 | or/and toc 26nov64 ?; initially opb 66 LO 2-go Kuibyshevskogo OAO; trf to 333 LO 2-go Kuibyshevskogo OAO in 1973; last overhaul in 1974; w/o 17jan79 on a pipeline patrol flight in the Kinel-Cherkassy district of the Kuibyshev region when the engine failed and caught fire 34 minutes into the flight, the crew managed to make an emergency landing 6 km from Krotovka, but the helicopter burnt out, all 3 crew and the sole passenger escaped unhurt; struck off charge 17apr79 |
| 17 166 | CCCP-02287 | Mi-4A | AFL/Privolzhsk | mfd | 22sep64 | rgd 14dec64 |

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| | CCCP-02287 | Mi-4A | AFL/West Siberia | trf | 11aug71 | opb 257 LO Kolpashevskogo OAO; struck off charge 30dec76 as life-time expired |
| 18 166 | CCCP-02288 | Mi-4A | AFL/Krasnoyarsk | mfd | 23oct64 | used in cargo/passenger and cargo configuration; toc 24dec64; rgd 15jan65; initially opb Turukhanskaya AE 251 LO Norilskogo OAO (became Turukhanskaya OAE dec65); severely damaged 05aug78 on a seismic survey flight in the upper reaches of the river Dulisma in support of the Taimyr expedition when took off from a site near the mouth of the river Kochumdeak (335 km south-east of Turukhansk), mushed while accelerating, touched the ground again and came to rest on its right side; repaired; trf to 399 LO Turukhanskogo OAO in 1980; struck off charge 20oct80 as life-time expired |
| 19 166 | CCCP-02289 | Mi-4A | AFL/Krasnoyarsk | toc | 28dec64 | rgd 15jan65; initially opb 188 LO Krasnoyarskogo OAO; trf to 362 LO Turinskogo OAO in 1970; last overhaul in 1973; struck off charge 17dec79 as life-time expired |
| 20 166 | CCCP-02290 | Mi-4A | AFL/Moscow SPiMVL | toc | 20nov64 | rgd 28nov64; opb 305 LO Myachkovskogo OAO; struck off charge 13aug80 as life-time expired |
| 01 167 | CCCP-02291 | Mi-4A | AFL/Magadan | toc | 04may65 | rgd 20may65; initially opb Magadanskaya OAG GVF; struck off charge 16jul84 as life-time expired |
| 02 167 | CCCP-02292 | Mi-4A | AFL/Magadan | toc | 04may65 | rgd 24jun65; initially opb Magadanskaya OAG GVF; struck off charge 21sep83 as life-time expired |
| 03 167 | CCCP-02293 | Mi-4A | AFL/Magadan | toc | 29apr65 | rgd 20may65; initially opb Magadanskaya OAG GVF; struck off charge 18jan85 as life-time expired |
| 04 167 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14313 | Mi-4A | AFL/Tajikistan | toc | 03sep76 | version also given as Mi-4GF; rgd 13oct76; opb 178 LO Dushanbinskogo OAO |
| | CCCP-14313 | Mi-4A | AFL/East Siberia | trf | 17jan81 | struck off charge 21aug84 as life-time expired |
| 05 167 | CCCP-06130 | Mi-4A | MAP Zakarpat. MSZ | rgd | 12nov84 | Zakarpatski mashinostroitelny zavod (Transcarpathian Machine-Building Factory) at Dubovoye; in Aeroflot c/s; trf to Tolo...ski (unreadable) mekhanicheski zavod 14jul81; canx 31aug86 |
| 07 167 | CCCP-03563 | Mi-4A | AFL/Leningrad-RVH | rgd | 17mar78 | canx 1984 |
| 10 167 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14207 | Mi-4A | AFL/Uzbekistan | toc | 01apr75 | rgd 05aug75; opb 164 LO Sergeliskogo OAO; struck off charge 18mar85 as life-time expired |
| 11 167 | not known | Mi-4 | Soviet Air Force | mfd | 1965 | |
| | CCCP-03558 | Mi-4 | AFL/Turkmenistan | toc | 20dec77 | rgd 02jan78 |
| | CCCP-03558 | Mi-4 | AFL/East Siberia | trf | 18may82 | struck off charge 26mar86 as life-time expired |
| 16 167 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14200 | Mi-4A | AFL/Kazakhstan | toc | 01jul75 | rgd 25jul75; struck off charge 21sep85 as life-time expired |
| 20 167 | CCCP-14810 | Mi-4A | AFL/Turkmenistan | rgd | 02aug77 | trf to AFL/East Siberia 18feb82; canx 14feb86; sat wfu at Mamakan, l/n jun94 |
| 01 168 | "27" yellow | Mi-4 | Soviet Air Force | Che | 26aug02 | wreck; l/n as such in MARZ ROSTO at Fedurnovo (Chornoye) 25aug03, but reported with c/n 0116 in error; repaired for display |
| | 'RA-28029' | Mi-4 | Yamal | ph. | 14nov05 | painted in these fake markings by MARZ ROSTO jul05, seen 03jul05; preserved near Salekhard airport (N66.586528 E66.573053), seen nov05/mar23 |
| 05 168 | CCCP-14104 | Mi-4GF | AFL/Yakutiya | mfd | 12apr65 | rgd 27may77; opb 404 LO Maganskogo OAO; w/o 27aug80 on an aerial survey flight from Oimyakon with an intoxicated pilot at the controls when flew too low in mountainous terrain so that the main rotor touched the slope of a mountain 92 km north-east of Oimyakon (at N63°44' E144°42'), the helicopter went out of control, tumbled down the slope for 60 metres, came to rest at a height of 1,655 metres and caught fire, 1 of the 4 crew and the sole passenger killed and all survivors injured; t/t 4,530 hours 01 minute |
| 06 168 | not known | Mi-4A | Soviet Air Force | mfd | 1965 | |
| | CCCP-14815 | Mi-4A | AFL/Leningrad | toc | 26jul77 | rgd 16aug77; struck off charge 18jan85 as life-time expired |
| 08 168 | not known | Mi-4A | Soviet Air Force | mfd | 1965 | |
| | CCCP-14198 | Mi-4A | AFL/Kazakhstan | toc | 01jul75 | rgd 25jul75; opb 328 LO Ust'-Kamenogorskogo OAO; struck off charge 16jul84 as life-time expired |
| 09 168 | CCCP-02276 | Mi-4A | AFL/Far East | rgd | 13may65 | opb 149 LO Petropavlovskogo OAO (became 149 LO 2-go Petropavlovskogo OAO in 1973); in red/grey c/s; dbr 26sep81 on a flight from the helipad on the volcano Maly Semlyachik (1,350 metres ASL) in support of a geodetic expedition when the helicopter started to shake violently and became difficult to control shortly after take-off (possibly the free wheel clutch had failed), the crew managed to conduct an emergency landing on the slope of the volcano, but the helicopter rolled over onto its right side, all 3 crew escaped unhurt; struck off charge 13oct82 |
| 10 168 | CCCP-02277 | Mi-4A | AFL/Urals | toc | 01feb65 | rgd 15mar65; opb 125 LO Beryozovskogo OAO Tyumenskoi aviagruppy; repaired sep66 after an accident, details unknown |
| | CCCP-02277 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 125 LO Beryozovskogo OAO |
| | CCCP-02277 | Mi-4A | AFL/Uzbekistan | trf | 16mar69 | opb 164 LO Sergeliskogo OAO; last overhaul in 1971 |
| | CCCP-02277 | Mi-4A | AFL/Urals | trf | 10mar72 | opb 326 LO 2-go Sverdlovskogo OAO; struck off charge 28mar77 as life-time expired |
| 11 168 | CCCP-02278 | Mi-4A | AFL/Krasnoyarsk | toc | 12dec64 | used in cargo/passenger and cargo configuration; rgd 16jan65; opb 131 LO Kezhemskogo OAO; struck off charge 18may81 as life-time expired |
| 12 168 | CCCP-02279 | Mi-4A | AFL/Far East | toc | 01feb65 | rgd 19mar65; struck off charge 18aug83 as life-time expired |
| 13 168 | CCCP-02280 | Mi-4A | AFL/Magadan | toc | 24feb65 | rgd 19mar65; initially opb Magadanskaya OAG GVF; struck off charge 23sep82 as life-time expired |
| 14 168 | CCCP-02281 | Mi-4A | AFL/Yakutiya | toc | mar65 | rgd 17may65; struck off charge 20oct80 as life-time expired |
| 15 168 | CCCP-02282 | Mi-4A | AFL/Magadan | toc | 24feb65 | rgd 19mar65; opb 258 LO Magadanskogo OAO Magadanskoi OAG GVF (became 258 LO 2-go Magadanskogo OAO 15feb66); w/o 26jun79 on a gravimetric survey flight along the coast of the Sea of Okhotsk when the free-wheel clutch failed so that the helicopter lost power and height, the crew managed to make an emergency landing in an area 73 km from Magadan which was covered by moss and bushes, but the dry vegetration was incinerated by the hot exhaust and the helicopter caught fire and burnt out, all 4 crew members escaped; struck off charge 24oct79 |
| 04 169 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14100 | Mi-4A | AFL/Kazakhstan | toc | 17dec76 | rgd 04feb77; dbr, details unknown; struck off charge 23nov81 |
| 05 169 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-14802 | Mi-4A | AFL/North Kavkaz | toc | 07jul77 | rgd 03aug77 |
| | CCCP-14802 | Mi-4A | AFL/Turkmenistan | trf | 21jan79 | |
| | CCCP-14802 | Mi-4A | AFL/East Siberia | trf | 11dec81 | struck off charge 21aug84 as life-time expired |
| 06 169 | not known | Mi-4 | Soviet Air Force | mfd | 1964 | |
| | CCCP-03587 | Mi-4 | AFL/Krasnoyarsk | rgd | 31jul78 | toc the same day; struck off charge 02dec85 as life-time expired |
| 07 169 | not known | Mi-4 | Soviet Air Force | mfd | 1964 | |
| | CCCP-03584 | Mi-4 | AFL/Turkmenistan | toc | 12aug78 | rgd 25jul78 |
| | CCCP-03584 | Mi-4 | AFL/Far East | trf | jun81 | struck off charge 19dec84 as life-time expired |
| 08 169 | not known | Mi-4 | Soviet Air Force | mfd | 1965 | |
| | CCCP-03573 | Mi-4 | AFL/Turkmenistan | toc | 25may78 | rgd 08jun78 |
| | CCCP-03573 | Mi-4 | AFL/Far East | trf | 20may82 | struck off charge 21sep85 as life-time expired |
| 09 169 | not known | Mi-4A | Soviet Air Force | mfd | nov64 | |
| | CCCP-14222 | Mi-4A | AFL/East Siberia | toc | 09oct75 | used in cargo/passenger and cargo configuration; rgd 24oct75; opb 190 LO 2-go Irkutskogo OAO; struck off charge 21sep84 as life-time expired |
| 10 169 | not known | Mi-4 | Soviet Air Force | mfd | 12nov64 | |
| | CCCP-14848 | Mi-4 | AFL/Central Region | toc | 06oct77 | used in cargo/passenger and cargo configuration; rgd 23nov77; opb 319 LO Yaroslavskogo OAO |
| | CCCP-14848 | Mi-4 | AFL/Leningrad | trf | 01mar83 | opb 71 LO Vologodskogo OAO; dbr 19mar84 on the leg to Bagryanka (Yaroslavl region) of a pipeline patrol flight from Vologda when tried to land at a slope and had to go around, but did not manage to gain enough height so that the main rotor collided with the concrete mast of a power-line and the helicopter came to rest on its left side, suffering substantial damage; t/t 7,699 hours and 10,790 cycles; canx 26jun84; struck off charge 19dec84 as life-time expired |
| 11 169 | not known | Mi-4A | Soviet Air Force | mfd | 1964 | |
| | CCCP-03552 | Mi-4A | AFL/Magadan | toc | 06dec77 | rgd 06dec77; struck off charge 24apr85 as life-time expired |
| 12 169 | not known | Mi-4A | Soviet Air Force | mfd | 30nov64 | |
| | CCCP-03598 | Mi-4A | AFL/Turkmenistan | toc | 01sep78 | rgd 27sep78; opb 387 LO Chardzhouskogo OAO; w/o 05oct78 on a positioning flight from Nebit-Dag to Okarem (Krasnovodsk region of Turkmenistan) in support of the Okarem exploration drilling directorate when the pilot deviated from the prescribed flight path to the west by 15 km in order to reach the shore of the Caspian Sea and performed unauthorised manoeuvres at low height over the water surface, while flying a left turn the main rotor touched the water surface and the helicopter ditched 800 metres from the shore (at N39°00' E53°45'), coming to rest upside down at a depth of 2 metres, 2 of the 3 crew killed and the sole survivor injured (he was rescued by a Border Guards Mi-8 06oct78); t/t 2,780 hours and 3,954 cycles; struck off charge 28nov78 |
| 13 169 | not known | Mi-4A | Soviet Air Force | mfd | 1965 | |
| | CCCP-14266 | Mi-4A | AFL/Far East | toc | 07may76 | rgd 24may76; dbr 19feb84 on a flight in the Chumikan district of the Khabarovsk region when the engine failed and the helicopter crash-landed near Chumikan, no casualties; struck off charge 21aug84 |
| 14 169 | not known | Mi-4A | Soviet Air Force | mfd | 1965 | |
| | CCCP-03594 | Mi-4A | AFL/Magadan | rgd | 22sep78 | toc 2nov78; in red/grey c/s; damaged 1985 when made a forced landing in shallow waters near Otrozhny (Chukotka), the tailboom broke off; struck off charge 27aug85 as a repair was ecnomically not viable because the helicopter was close to the end of its life-time |
| 15 169 | not known | Mi-4A | Soviet Air Force | mfd | 1965 | |
| | CCCP-03555 | Mi-4A | AFL/Tajikistan | toc | 01dec77 | version also given as Mi-4GF; rgd 26dec77; opb 178 LO Dushanbinskogo OAO |
| | CCCP-03555 | Mi-4A | AFL/East Siberia | trf | 21dec80 | struck off charge 21aug84 as life-time expired |
| 19 169 | CCCP-02294 | Mi-4A | AFL/Magadan | toc | 29apr65 | rgd 20may65; opb 194 LO Seimchanskogo OAO Magadanskoi OAG GVF (became 194 LO Seimchanskogo OAO 15feb66); in red/grey c/s; dbr 02jun79 on landing at an unsuitable site near Seimchan when rolled over onto its side, no casualties; struck off charge 03aug79 |
| 20 169 | CCCP-02295 | Mi-4A | AFL/Magadan | toc | 01apr65 | rgd 27apr65; initially opb Magadanskaya OAG GVF; struck off charge 23nov83 as life-time expired |
| 01 170 | CCCP-02296 | Mi-4A | AFL/Magadan | toc | 01apr65 | rgd 27apr65; initially opb Magadanskaya OAG GVF; struck off charge 26mar82 as life-time expired |
| 10 170 | CCCP-..... | Mi-4A | Aeroflot | SGC | 1978 | operator not confirmed (the helicopter is included neither in the MGA listing nor in the 1960s/70s registers); in red/grey c/s |
| 06 171 | not known | Mi-4A | not known | mfd | 1965 | |
| | CCCP-06105 | Mi-4A | MAP Zakarpat. MSZ | rgd | 21jul80 | c/n was also given as 17106; Zakarpatski mashinostroitelny zavod (Transcarpathian Machine-Building Factory) at Dubovoye; in Aeroflot c/s |
| | CCCP-06105 | Mi-4A | MAP NAPO | trf | 1981 | in Aeroflot c/s; canx 07dec84; was preserved on the SibNIA apron at Berdsk, seen 03aug96 |
| 20 171 | CCCP-02297 | Mi-4A | AFL/Urals | toc | 05apr65 | rgd 19may65; opb 121 LO Surgutskogo OAO Tyumenskoi aviagruppy |
| | CCCP-02297 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 121 LO Surgutskogo OAO; struck off charge 21nov75 as life-time expired |
| 02 172 | CCCP-02298 | Mi-4A | AFL/Urals | toc | 05apr65 | rgd 19may65; opb 121 LO of Surgutski OAO of Tyumenskaya aviagruppa; damaged 03nov65 on take-off from the Neftyeyugansk helipad when the engine lost power at a height of some 50-60 metres and the helicopter came down in a forest |
| | CCCP-02298 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 121 LO of Surgutski OAO; trf to 331 LO of Nizhnevartovski OAO before 1973; last overhaul in 1973; struck off charge 30jul75 as life-time expired |

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| 03 172 | CCCP-02299 | Mi-4A | AFL/Azerbaijan | toc | 18apr65 | rgd 31may65; opb 111 LO Makhachkalinskogo OAO |
| | CCCP-02299 | Mi-4A | AFL/North Kavkaz | trf | 01jan74 | opb 111 LO Makhachkalinskogo OAO; in red/grey c/s; struck off charge 20apr82 as life-time expired; used (without titles) as a ground instructional airframe by the Kiev Aviation Institute (later National Aviation University) at Kiev, seen 1992/oct19 |
| 04 172 | CCCP-02300 | Mi-4A | AFL/Urals | toc | 05apr65 | rgd 19may65; opb 125 LO Beryozovskogo OAO Tyumenskoi aviagruppy; t/t 1,091 hours by jul66 |
| | CCCP-02300 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 125 LO Beryozovskogo OAO; struck off charge 01jul75 as life-time expired |
| 05 172 | CCCP-02301 | Mi-4A | AFL/Privolzhsk | toc | jun65 | rgd 03aug65; initially opb 66 LO 2-go Kuibyshevskogo OAO; trf to 333 LO 2-go Kuibyshevskogo OAO in 1973; last overhaul in 1973; struck off charge 13jul79 as life-time expired |
| 06 172 | CCCP-02302 | Mi-4A | AFL/Azerbaijan | toc | 18apr65 | rgd 21may65; opb 111 LO Makhachkalinskogo OAO |
| | CCCP-02302 | Mi-4A | AFL/North Kavkaz | trf | 01jan74 | opb 111 LO Makhachkalinskogo OAO; struck off charge 19jun80 as life-time expired |
| 07 172 | CCCP-02303 | Mi-4A | AFL/Urals | toc | 05apr65 | rgd 19may65; opb 125 LO Beryozovskogo OAO Tyumenskoi aviagruppy; (became 125 LO Beryozovskogo OAO sep64); t/t 1,099 hours by sep66 |
| | CCCP-02303 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 125 LO Beryozovskogo OAO; struck off charge 23aug78 as life-time expired |
| 08 172 | CCCP-02304 | Mi-4A | AFL/East Siberia | mfd | 10mar65 | toc 19apr65; rgd 13may65 |
| | not known | Mi-4A | Soviet Air Force | trf | 1969 | on the basis of a decree of the Council of Ministers issued 25mar69 |
| | CCCP-14311 | Mi-4A | AFL/West Siberia | toc | 14aug76 | rgd 08sep76; opb 257 LO Kolpashevskogo OAO; in red/light grey c/s; struck off charge 24apr85 as life-time expired; reportedly scrapped at Kolpashevo aug85 |
| 09 172 | CCCP-02305 | Mi-4A | AFL/Magadan | toc | may65 | rgd 20aug65; initially opb Magadanskaya OAG GVF; struck off charge 21sep83 as life-time expired |
| 10 172 | CCCP-02306 | Mi-4A | AFL/Urals | toc | 14apr65 | rgd 09may65; opb 121 LO Surgutskogo OAO; t/t 995 hours by aug66 |
| | CCCP-02306 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 121 LO Surgutskogo OAO; last overhaul in 1973; struck off charge 27jul78 as life-time expired |
| 11 172 | CCCP-02307 | Mi-4A | AFL/Privolzhsk | rgd | 29apr65 | struck off charge 13jul79 as life-time expired |
| 12 172 | CCCP-02308 | Mi-4A | AFL/Northern | toc | 08apr65 | rgd 21may65; opb 74 LO 2-go Leningradskogo OAO |
| | CCCP-02308 | Mi-4A | AFL/Leningrad | trf | 01jan73 | opb 74 LO 2-go Leningradskogo OAO; dbr 12jul77 when the engine failed and the helicopter crash-landed near Kanevka (Lovozero district of the Murmansk region), no casualties; struck off charge 24oct77 and canx the same day |
| 13 172 | CCCP-02309 | Mi-4A | AFL/Uzbekistan | toc | 08apr65 | rgd 18may65; opb 164 LO Sergeliskogo OAO; struck off charge 13aug80 as life-time expired |
| 14 172 | CCCP-02310 | Mi-4A | AFL/Urals | toc | 08apr65 | rgd 21jun65; opb 123 Lo 2-go Sverdlovskogo OAO; t/t 4,223 hours by 27dec69; struck off charge 23aug78 as life-time expired |
| 15 172 | CCCP-02311 | Mi-4A | AFL/Magadan | toc | 01jul65 | rgd 19jul65; initially opb Magadanskaya OAG GVF; struck off charge 23dec85 as life-time expired |
| 16 172 | CCCP-02312 | Mi-4A | AFL/Uzbekistan | toc | 28apr65 | rgd 26may65; opb 164 LO Sergeliskogo OAO |
| | CCCP-02312 | Mi-4A | AFL/Tyumen | trf | 14apr69 | initially opb 125 LO Beryozovskogo OAO; trf to Neftyeyuganskaya OAE Surgutskogo OAO in 1975; trf to 382 LO Neftyeyuganskogo OAO sep76; struck off charge 22sep78 as life-time expired |
| 17 172 | CCCP-02313 | Mi-4 | AFL/Yakutiya | toc | 25may65 | rgd 07jun65; initially opb 192 LO Nyurbinskogo OAO; trf to 270 LO Nyurbinskogo OAO apr66; trf to either Zhiganski OAO or Kolymo-Indigirski OAO in the mid-1970s; struck off charge 20sep79 as life-time expired |
| 18 172 | CCCP-02314 | Mi-4A | AFL/Privolzhsk | rgd | 29apr65 | destroyed by fire, details unknown; struck off charge 10may67 and canx the same day |
| 19 172 | CCCP-02315 | Mi-4A | AFL/Uzbekistan | toc | 19apr65 | rgd 26may65; opb 164 LO Sergeliskogo OAO; in red/grey c/s; landed at a height of 4,750 metres near the Fedchenko glacier in the Pamir mountains 12aug63; struck off charge 18feb81 as life-time expired |
| 20 172 | CCCP-02316 | Mi-4A | AFL/Magadan | mfd | 20mar65 | toc 02aug65; rgd 27aug65; opb 150 LO Anadyrskogo OAO Magadanskoi OAG GVF (became 150 LO Anadyrskogo OAO 15feb66); w/o 19may67 on the leg from Zaliv Kresta to Anadyr of a flight from Zaliv Kresta to Otrozhny in support of the "Otrozhny" mine when a blade of the main rotor came off 32 minutes into the flight so that the helicopter went out of control and crashed at a height of 280 metres on the slope of a hill near Mount Chornaya 65 km south-west of Zaliv Kresta airport, both pilots and both passengers were killed; t/t 794 hours; struck off charge 21sep67 |
| 01 173 | CCCP-02317 | Mi-4A | AFL/Magadan | mfd | mar65 | toc 01nov65; rgd 23nov65; initially opb Magadanskaya OAG GVF; struck off charge 18jan85 as life-time expired |
| 02 173 | CCCP-02318 | Mi-4A | AFL/East Siberia | toc | 18apr65 | rgd 13may65; struck off charge 13aug80 as life-time expired |
| 03 173 | CCCP-02319 | Mi-4A | AFL/West Siberia | mfd | 19mar65 | toc 12apr65; rgd 10may65; initially opb 184 LO Novokuznetskogo OAO; trf to 354 LO Novokuznetskogo OAO dec74; w/o 18nov76 on the leg from Kolpashevo to Kemerovo of a positioning flight from Laryak to Novokuznetsk when the swash plate failed (due to a design fault), the helicopter went out of control and crashed in a snow-covered field on the north-eastern outskirts of Solonechnaya village 15 km north of Kemerovo airport (at N55°24'58" E86°12'00") and caught fire, all 3 crew and the sole passenger (an aircraft mechanic) were killed; t/t 10,872 hours and 14,934 cycles; canx 24jan77 and struck off charge 28jan77 |
| 04 173 | CCCP-02320 | Mi-4A | AFL/East Siberia | toc | 23apr65 | rgd 21may65; opb 133 LO Bodaibinskogo OAO; struck off charge 23nov83 as life-time expired; sat wfu at Mamakan, l/n jun94 |
| 05 173 | CCCP-02321 | Mi-4A | AFL/Yakutiya | mfd | mar65 | toc 24may65; rgd 04jun65; initially opb 140 LO Maganskogo OAO; trf to 288 LO Maganskogo OAO apr67; made a forced landing 04aug72 after failure of the hydraulics system; damaged 26sep73 on a forced landing; struck off charge 18aug81 as life-time expired |
| 06 173 | CCCP-02322 | Mi-4A | AFL/Magadan | toc | 10sep65 | rgd 31mar66; initially opb Magadanskaya OAG GVF; in red/grey c/s; opb Shmidtovskaya OAE from feb66; trf to 182 LO Shmidtovskogo OAO dec71 (became 182 LO Anadyrskogo OAO jul77); trf to 150 LO Anadyrskogo OAO dec82; struck off charge 21jan86 as life-time expired and canx 27jan86; repainted in non-standard c/s with broad cheatline and a 'polar bear' badge on the engine cowling; preserved at Egvekinot-Zaliv Kresta (N66.359240 W179.11419) from 16aug87; repainted in new orange c/s with blue engine cowling and broad blue cheatline, without the badge and no registration painted on, seen as such sep06/jul22 |
| 07 173 | CCCP-02323 | Mi-4A | AFL/Far East | toc | 29may65 | rgd 15jun65; opb 149 LO Petropavlovskogo OAO (became 149 LO 2-go Petropavlovskogo OAO oct73); in red/grey c/s; photo in "Grazhdanskaya Aviatsiya" jun78; struck off charge 19may82 as life-time expired |
| 08 173 | CCCP-02324 | Mi-4A | AFL/Far East | toc | 29may65 | rgd 15jun65; in red/grey c/s; photo 01jul73; was fitted with a 360° cine camera installation instead of the cargo doors for film-making purposes, photos in "Sovyetskaya Rossiya" newspaper 28aug68 and in "Skrzydlata Polska" No. 51/81; struck off charge 20apr82 as life-time expired |
| 09 173 | CCCP-02325 | Mi-4 | AFL/Yakutiya | toc | 21may65 | rgd 07jun65 |
| | not known | Mi-4 | KGB/Border Guards | trf | 22jan70 | based on a decree of the Council of Ministers dated 25mar69; opb 16 aoe KDPO at Khabarovsk |
| 10 173 | CCCP-38230 | Mi-4A | AFL/West Siberia | mfd | 13apr65 | used in cargo/passenger and cargo configuration; toc 19apr65; rgd 10may65; opb 257 LO Kolpashevskogo OAO; last overhaul in 1972; struck off charge 31may77 as life-time expired |
| 11 173 | CCCP-38231 | Mi-4A | AFL/Magadan | toc | 01aug65 | rgd 27aug65; initially opb Magadanskaya OAG GVF; in red/grey c/s; struck off charge 18oct85 as life-time expired |
| 12 173 | CCCP-38232 | Mi-4A | AFL/Polar | toc | 22apr65 | rgd 19may65 |
| | CCCP-38232 | Mi-4A | AFL/Yakutiya | trf | 01oct70 | opb 276 LO Zhiganskogo OAO; struck off charge 28apr79 as life-time expired |
| 13 173 | CCCP-38233 | Mi-4A | AFL/Urals | mfd | 26apr65 | used in cargo/passenger and cargo configuration; toc 29apr65; rgd 24may65; opb 255 LO Tyumenskogo OAO Tyumenskoi aviagruppy |
| | CCCP-38233 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 255 LO 1-go Tyumenskogo OAO; trf to 345 LO Uraiskogo OAO in 1970; in red/grey c/s; last overhaul in 1974; struck off charge 30nov78 as life-time expired |
| 14 173 | CCCP-38234 | Mi-4A | AFL/West Siberia | toc | 19apr65 | rgd 10may65; struck off charge 30jun77 as life-time expired |
| 15 173 | CCCP-38235 | Mi-4A | AFL/Urals | mfd | 06apr65 | toc 27apr65; rgd 24may65; opb 125 LO Beryozovskogo OAO; t/t 1,090 hours by sep66 |
| | CCCP-38235 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 125 LO Beryozovskogo OAO; trf to 293 LO Tobolskogo OAO in 1970; trf back to 125 LO Beryozovskogo OAO in 1974; struck off charge 21nov75 as life-time expired |
| 16 173 | CCCP-38236 | Mi-4A | AFL/Yakutiya | toc | 02aug65 | rgd 19jul65; struck off charge 16nov79 as life-time expired |
| 17 173 | CCCP-38237 | Mi-4A | AFL/Urals | toc | 29apr65 | rgd 24may65; opb 255 LO Tyumenskogo OAO Tyumenskoi aviagruppy; t/t 998 hours by 18feb66 |
| | CCCP-38237 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 255 LO Tyumenskogo OAO; dbr, details unknown; struck off charge 21oct69 |
| 18 173 | CCCP-38238 | Mi-4A | AFL/Urals | mfd | 15apr65 | used in cargo/passenger and cargo configuration; toc 26apr65; rgd 24may65; opb 121 LO Surgutskogo OAO Tyumenskoi aviagruppy |
| | CCCP-38238 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 121 LO Surgutskogo OAO |
| | CCCP-38238 | Mi-4A | AFL/Leningrad | trf | 24feb81 | opb 71 LO Vologodskogo OAO; struck off charge 15dec81 as life-time expired; reportedly scrapped by ARZ-21 at LED in 1982 |
| 19 173 | CCCP-38239 | Mi-4A | AFL/Northern | toc | 02may65 | rgd 12jun65; opb 68 LO of Arkhangelski OAO (became 68 LO of 2-i Arkhangelski OAO in 1969) |
| | CCCP-38239 | Mi-4A | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO of 2-i Arkhangelski OAO; probably in red/grey c/s; struck off charge 26jun79 as life-time expired |
| 20 173 | CCCP-38240 | Mi-4A | AFL/Azerbaijan | rgd | 21jun65 | opb 111 LO Makhachkalinskogo OAO |
| | CCCP-38240 | Mi-4A | AFL/North Kavkaz | trf | 01jan74 | opb 111 LO Makhachkalinskogo OAO; struck off charge 20sep79 as life-time expired |
| 01 174 | CCCP-38241 | Mi-4A | AFL/West Siberia | mfd | 12may65 | toc 22may65; rgd 04jun65; opb 3 AE 116 LO Novosibirskogo OAO; in grey/orange c/s; last overhaul in 1973; struck off charge 30nov76 as life-time expired |
| 02 174 | CCCP-14836 | Mi-4A | AFL/North Kavkaz | rgd | 30aug77 | opb 351 LO Nalchikskogo OAO; dbr 01dec82 on the leg from a site near Cherkessk to Karachayevsk of a pipeline patrol flight from Nalchik when the weather deteriorated and the helicopter entered clouds at a height of some 200 metres over ground, the crew decided to climb and divert to Nalchik, but the helicopter suffered from severe icing, lost height and crashed into the slope of a mounain near Cherkessk, all 4 crew and all passengers injured; canx 1983 |
| 05 174 | 540 | Mi-4MÄ | East German Navy | d/d | mar65 | opb HSVM at Parow; trf to HS-18 (redesignated HG-18 01dec76) at Parow; struck off charge 28feb77; scrapped at Parow |
| 06 174 | 543 | Mi-4MÄ | East German Navy | d/d | mar65 | opb HSVM at Parow; trf to HS-18 (redesignated HG-18 01dec76) at Parow; struck off charge 28feb77; scrapped at Parow |
| 09 174 | CCCP-38242 | Mi-4A | AFL/Uzbekistan | mfd | 10apr65 | used in cargo/passenger and cargo configuration; toc 08may65; rgd 26may65; opb 164 LO Sergeliskogo OAO |
| | CCCP-38242 | Mi-4A | AFL/Urals | trf | feb72 | initially opb 123 LO 2-go Sverdlovskogo OAO; trf to 326 LO 2-go Sverdlovskogo OAO in 1973; made an auto-rotation landing 14aug78 after the engine had failed; struck off charge 15dec81 as life-time expired |
| 10 174 | CCCP-38243 | Mi-4A | AFL/Magadan | toc | 13oct65 | rgd 21oct65; initially opb Magadanskaya OAG GVF; dbr 19mar85 on a flight in the Evensk district of the Magadan region when the engine failed and the helicopter crash-landed near Verkhni Paren, no casualties; struck off charge 02dec85 |
| 13 174 | CCCP-38244 | Mi-4A | AFL/Yakutiya | toc | 10jul65 | rgd 17aug65; struck off charge 15dec81 as life-time expired |
| 14 174 | CCCP-38245 | Mi-4A | AFL/Magadan | toc | 10sep65 | rgd 21oct65; opb Magadanskaya OAG GA; dbr 15sep83 on landing at a site near Chaibukha covered by high grass when the dry grass was incinerated by the hot exhaust and the helicopter caught fire and burnt out, no casualties; struck off charge 19may84 |
| 15 174 | CCCP-38246 | Mi-4A | AFL/Magadan | toc | 17jul65 | rgd 17jul65; opb 194 LO Seimchanskogo OAO Magadanskoi OAG GVF (became 194 LO Seimchanskogo OAO 15feb66); in red/grey c/s |
| | CCCP-38246 | Mi-4A | AFL/Far East | trf | 29jan73 | opb 149 LO 2-go Petropavlovskogo OAO; dbr 06aug78 on a flight over Kamchatka when encountered severe turbulence near Petropavlovsk-Kamchatski and crashed, no casualties; struck off charge 26sep78 |

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| 16 174 | not known | Mi-4A | Soviet Air Force ? | mfd | 1965 | |
| | CCCP-14308 | Mi-4A | AFL/Komi-UCT | toc | 15aug76 | rgd 03sep76; opb 302 LO Ukhtinskogo OAO; struck off charge 19jul85 as life-time expired; preserved in red/light blue c/s at Urai (N60.117149 E64.820861) from about 1985, l/n aug16 |
| 18 174 | not known | Mi-4 | Soviet Air Force | mfd | 1965 | |
| | CCCP-14219 | Mi-4 | AFL/Far East | toc | 29sep75 | rgd 24oct75; opb 285 LO Koryakskogo OAO; struck off charge 24apr85 as life-time expired |
| 20 174 | not known | Mi-4 | Soviet Air Force | mfd | 1965 | |
| | CCCP-14262 | Mi-4A | AFL/Far East | toc | 06may76 | rgd 19may76; opb 149 LO 2-go Petropavlovskogo OAO; in red/grey c/s; struck off charge 24apr85 as life-time expired |
| 01 175 | CCCP-38247 | Mi-4A | AFL/Privolzhsk | toc | jun65 | rgd 03aug65; struck off charge 22jul81 as life-time expired |
| 02 175 | CCCP-38248 | Mi-4A | AFL/Polar | toc | 11may65 | rgd 26jun65; sank in 1969, details unknown; struck off charge 12sep69 |
| 03 175 | CCCP-38249 | Mi-4A | AFL/North Kavkaz | toc | 15jun65 | rgd 30jun65; initially opb Nalchikskaya AE (became Nalchikskaya OAE 01jan72); in red/grey c/s; trf to 351 LO Nalchikskogo OAO jul75; struck off charge 26jun79 as life-time expired |
| 04 175 | CCCP-38250 | Mi-4A | AFL/West Siberia | mfd | 19may65 | toc 21jun65; rgd 03jul65; opb 116 LO Novosibirskogo OAO |
| | not known | Mi-4A | Soviet Air Force | trf | 1969 | on the basis of a decree of the Council of Ministers issued 25mar69 |
| | CCCP-14290 | Mi-4A | AFL/Kazakhstan | toc | 25jun76 | rgd 06aug76; opb 328 LO Ust'-Kamenogorskogo OAO; struck off charge 19jul85 as life-time expired; reportedly scrapped at Ust'-Kamenogorsk oct85 |
| 06 175 | 6 | Mi-4ME | Polish Navy | d/d | 08oct65 | opb 28. Eskadra Ratownicza at Darlowo |
| | 617 | Mi-4ME | Polish Navy | | | opb 28. Eskadra Ratownicza at Darlowo; struck off charge 19sep80; used as a ground instructional airframe by the technical school at Olesnica; preserved in Muzeum Lotnictwa Polskiego at Kraków from 13oct90, l/n oct06 |
| | 6 | Mi-4ME | Polish Navy | ph. | sep07 | in olive drab c/s with light grey underside; preserved with its original serial in Muzeum Lotnictwa Polskiego (N50.077829 E19.991354) at Kraków, seen sep07/oct22 |
| 07 175 | 7 | Mi-4ME | Polish Navy | d/d | 08oct65 | opb 28. Eskadra Ratownicza at Darlowo |
| | 071 | Mi-4ME | Polish Navy | | | opb 28. Eskadra Ratownicza at Darlowo; struck off charge at Leznica Wielka 01jul81 |
| 10 175 | not known | Mi-4AV | Soviet Navy | mfd | 1965 | opb 29 aviatsionnaya baza VVS ChF (military unit 49303) at Belbek |
| | CCCP-31551(2) | Mi-4A | AFL/Privolzhsk | toc | 11jul74 | rgd 14aug74; struck off charge 16nov84 as life-time expired; see c/n 0151 |
| 13 175 | CCCP-38251 | Mi-4A | AFL/Urals | mfd | 20may65 | used in cargo/passenger and cargo configuration; toc 18jun65; rgd 06jul65; opb 234 LO Salekhardskogo OAO Tyumenskoi aviagruppy |
| | CCCP-38251 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 234 LO Salekhardskogo OAO; in red/grey c/s; struck off charge 27oct75 as life-time expired |
| 14 175 | CCCP-38252 | Mi-4A | AFL/Krasnoyarsk | toc | 06jun65 | rgd 14jul65; struck off charge 19feb81 as life-time expired |
| 15 175 | CCCP-38253 | Mi-4A | AFL/East Siberia | toc | 25jun65 | rgd 06jul65 |
| | CCCP-38253 | Mi-4A | AFL/Tyumen | trf | apr72 | opb 293 LO Tobolskogo OAO; struck off charge 21nov75 as life-time expired |
| 16 175 | CCCP-38254 | Mi-4A | AFL/Magadan | mfd | 08jun65 | toc 08oct65; rgd 21oct65; opb 194 LO Seimchanskogo OAO; w/o 28aug73 on an aerial survey flight from Omsukchan (Magadan region) when lost power (due to a defect of the main gear box) while flying over mountainous terrain, the tail touched the slope of a mountain 31 km west of Omsukchan at a height of some 1,250 metres, the helicopter moved down the slope, came to rest at a height of 1,192 metres, caught fire and burnt out, all 3 crew and both passengers killed; the wreck was found 29aug73; t/t 4,855 hours and 7,418 cycles; struck off charge 09apr74 |
| 17 175 | CCCP-38255 | Mi-4A | AFL/Kazakhstan | toc | 23jun65 | rgd 08jul65; initially opb 157 LO Ust'-Kamenogorskogo OAO; trf to 328 LO Ust'-Kamenogorskogo OAO in 1970; struck off charge 19feb81 as life-time expired |
| 18 175 | CCCP-38256 | Mi-4A | AFL/Kyrgyzstan | toc | 29jun65 | rgd 22jul65; opb 180 LO Frunzenskogo OAO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO 01mar66); struck off charge 20dec82 as life-time expired |
| 19 175 | CCCP-38257 | Mi-4A | AFL/Tajikistan | toc | 23jun65 | rgd 17jul65; opb 178 LO Dushanbinskogo OAO |
| | CCCP-38257 | Mi-4A | AFL/East Siberia | trf | 01feb67 | in red/grey c/s; struck off charge 30nov74 as life-time expired |
| 20 175 | CCCP-38258 | Mi-4A | AFL/Krasnoyarsk | toc | 06jun65 | rgd 14jul65; canx 1970 |
| | not known | Mi-4A | KGB/Border Guards | trf | 22jan70 | based on a decree issued by the Council of Ministers 25mar69; opb 16 oae KDPO at Khabarovsk |
| | CCCP-14315 | Mi-4A | AFL/Kazakhstan | toc | 11aug76 | rgd 10sep76; struck off charge 19jul85 as life-time expired |
| 01 176 | CCCP-38259 | Mi-4A | AFL/East Siberia | toc | 02jul65 | rgd 08jul65; opb 199 LO Nizhneudinskogo OAO; struck off charge 20may83 as life-time expired |
| 02 176 | CCCP-38262 | Mi-4A | AFL/Magadan | toc | 25aug65 | rgd 08sep65; initially opb Magadanskaya OAG GVF; struck off charge 26mar86 as life-time expired |
| 03 176 | CCCP-38261 | Mi-4A | AFL/Uzbekistan | toc | 22jun65 | rgd 06jul65; opb 164 LO Sergeliskogo OAO; dbr details unknown; struck off charge 22dec69 |
| 04 176 | CCCP-38260 | Mi-4A | AFL/Magadan | toc | jan66 | rgd 18may66; initially opb Magadanskaya OAG GVF; in red/grey c/s; trf to 182 LO Shmidtovskogo OAO dec71 (became 182 LO Anadyrskogo OAO jul77); damaged by a storm dec72 while being parked at Mys Shmidta; repaired; trf to 150 LO Anadyrskogo OAO dec82; struck off charge 27aug85 as life-time expired |
| 05 176 | CCCP-38263 | Mi-4A | AFL/Urals | mfd | 16jun65 | used in cargo/passenger and cargo configuration; toc 23jun65; rgd 06jul65; opb 125 LO Beryozovskogo OAO Tyumenskoi aviagruppy; t/t 1,000 hours by 16may66 |
| | CCCP-38263 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 125 LO Beryozovskogo OAO; dbr in an incident on the ground in early 1976, details unknown; struck off charge 30mar76 |
| 06 176 | CCCP-38264 | Mi-4A | AFL/Urals | toc | 19jul65 | rgd 10aug65; initially opb 121 LO Surgutskogo OAO Tyumenskoi aviagruppy; trf to 284 LO Khanty-Mansiskogo OAO Tyumenskoi aviagruppy between jul65 and apr66; t/t 512 hours by 01apr66; damaged 02jul66 on a flight in support of a geological expedition when took off from an unsuitable site on the river Tusheyakh, was not able to climb out and lost height so that both rotors collided with trees and the helicopter came down on the banks of the river and came to rest submerged up-side down, all 3 crew escaped |
| | CCCP-38264 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 121 LO Surgutskogo OAO; dbr in late 1967, details unknown; struck off charge 18jan68 |
| 07 176 | CCCP-38265 | Mi-4A | AFL/Urals | mfd | 22jun65 | used in cargo/passenger and cargo configuration; toc 19jul65; rgd 10aug65; opb 234 LO Salekhardskogo OAO Tyumenskoi aviagruppy |
| | CCCP-38265 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 234 LO Salekhardskogo OAO; trf to Neftyeyuganskaya OAE Surgutskogo OAO jan74; w/o 18may77 on a flight from Neftyeyugansk to Mamontovo and some drilling sites in support of the NGRE expedition when the engine failed and a fire broke out in the gear-box compartment, the helicopter made an auto-rotation landing in a sparse forest near lake Sartym-Toukh and burnt out, no casualties; struck off charge 29aug77 |
| 08 176 | CCCP-38266 | Mi-4A | AFL/Urals | mfd | 23jun65 | used in cargo/passenger and cargo configuration; toc 17jul65; rgd 05aug65; initially opb 121 LO Surgutskogo OAO Tyumenskoi aviagruppy; trf to 123 LO 2-go Sverdlovskogo OAO after jul65; t/t 1,000 hours by 13dec66; trf back to 121 LO Surgutskogo OAO Tyumenskoi aviagruppy before feb67 |
| | CCCP-38266 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 121 LO Surgutskogo OAO; struck off charge 16nov79 as life-time expired |
| 09 176 | CCCP-38267 | Mi-4A | AFL/Urals | toc | 19jul65 | rgd 10aug65; opb 234 LO Salekhardskogo OAO Tyumenskoi aviagruppy |
| | CCCP-38267 | Mi-4A | AFL/Tyumen | trf | 20feb67 | initially opb 234 LO Salekhardskogo OAO; trf to 388 LO Salekhardskogo OAO in 1976; struck off charge 30dec76 as worn out |
| 10 176 | CCCP-38268 | Mi-4A | AFL/Kazakhstan | toc | 05jul65 | rgd 03aug65; struck off charge 16may80 as life-time expired |
| 11 176 | not known | Mi-4 | Soviet Air Force | mfd | 07aug65 | |
| | CCCP-14259 | Mi-4 | AFL/Tajikistan | toc | 04may76 | rgd 24may76; initially opb 178 LO Dushanbinskogo OAO; trf to 401 LO Dushanbinskogo OAO jul79; w/o 15aug79 on the leg from Sangvor of a gravimetric survey flight from Garm in support of the Geological Directorate of the Tajik Republic when the engine failed while the crew was looking for a site to land and the helicopter crashed at a height of 3,110 metres into a mountain slope 7 km from Sangvor (35 km north-east of Tavil-Dara), all 3 crew and all 3 passengers were killed; t/t 4,117 and 6,818 cycles; struck off charge 24oct79 and canx the same day |
| 12 176 | CCCP-14203 | Mi-4A | AFL/Leningrad | rgd | 06aug75 | canx 1985 |
| 14 176 | not known | Mi-4A | Soviet Air Force | mfd | 1965 | |
| | CCCP-14252 | Mi-4A | AFL/Tajikistan | toc | 07apr76 | version also given as Mi-4GF; rgd 22apr76; opb 178 LO Dushanbinskogo OAO; in dark green c/s with light blue underside |
| | CCCP-14252 | Mi-4A | AFL/Far East | trf | 14dec79 | struck off charge 19may86 as life-time expired |
| 15 176 | CCCP-38292 | Mi-4A | AFL/Privolzhsk | rgd | 03aug65 | toc the same day; struck off charge 23mar79 as life-time expired |
| 16 176 | CCCP-38293 | Mi-4A | AFL/Polar | toc | 10aug65 | rgd 22jul65 |
| | CCCP-38293 | Mi-4A | AFL/Yakutiya | trf | 01oct70 | in red/grey c/s; struck off charge 22sep82 as life-time expired |
| 17 176 | CCCP-38294 | Mi-4A | AFL/Northern | toc | 07jul65 | rgd 09aug65; initially opb 68 LO Arkhangelskogo OAO; trf to 71 LO Vologodskogo OAO in 1969 |
| | CCCP-38294 | Mi-4A | AFL/Leningrad | trf | 01jan73 | opb 71 LO Vologodskogo OAO; struck off charge 27feb79 as life-time expired |
| 18 176 | CCCP-38269 | Mi-4A | AFL/East Siberia | toc | 02jul65 | rgd 05aug65; struck off charge 23sep82 as life-time expired |
| 19 176 | CCCP-38270 | Mi-4A | AFL/Far East | mfd | 19jun65 | f/f 25jun65 (55 minutes); toc 14aug65; i/s 20aug65; rgd 13sep65; opb 144 LO Nikolayevskogo-na-Amure OAO; in red/grey c/s; last flight 08apr84; t/t 11,612 hours; struck off charge 21aug84 as life-time expired; was preserved in a museum at Nikolayevsk-na-Amure airport, but the museum was disbanded and many displayed aircraft lost; arrived by barge at Khabarovsk 24oct99; sat at Khabarovsk-Dinamo, f/n 02jun06; removed 26oct10 and transported to Artyom; seen 24may21 preserved on the apron of Avialift Vladivostok in good condition |
| 20 176 | CCCP-38271 | Mi-4A | AFL/Far East | mfd | jun65 | toc 30jan66; rgd 26mar66; struck off charge 11feb83 as life-time expired |
| 01 177 | 1 | Mi-4ME | Polish Navy | d/d | 21dec65 | opb 28. Eskadra Ratownicza at Darlowo |
| | 117 | Mi-4ME | Polish Navy | | | opb 28. Eskadra Ratownicza at Darlowo; struck off charge 19sep80; was preserved at Darlowo, but scrapped in the 1990s |
| 02 177 | 2 | Mi-4ME | Polish Navy | d/d | 21dec65 | opb 28. Eskadra Ratownicza at Darlowo; in dark green c/s with light blue underside |
| | 021 | Mi-4ME | Polish Navy | | | opb 28. Eskadra Ratownicza at Darlowo; in dark green c/s with light blue underside; struck off charge 19sep80; was preserved in the maritime museum at Gdynia from may81 |
| | '1717' | Mi-4ME | Polish Navy | | oct93 | was preserved with this fake serial in the maritime museum at Gdynia, seen oct93/apr09 |
| | '042' | Mi-4ME | Polish Navy | ph. | 08oct09 | was preserved with this fake serial (while '1717' was still visible as well) in the maritime museum at Gdynia, seen oct09/sep12; later preserved in Muzeum Sil Powietrznych at Deblin (N51.56013 E21.86428) reportedly from mar13, seen apr13/aug24 |
| 10 177 | not known | Mi-4A | Soviet Air Force | mfd | 1965 | |
| | CCCP-14321 | Mi-4A | AFL/Arkhangelsk | toc | 31mar77 | rgd 15oct76 |
| | CCCP-14321 | Mi-4A | AFL/East Siberia | trf | 29jun84 | (date from register); struck off charge 19aug86 as life-time expired |
| 11 177 | CCCP-38273 | Mi-4A | AFL/West Siberia | toc | 11jul65 | rgd 26jul65; opb 257 LO Kolpashevskogo OAO; last overhaul in 1972; struck off charge 31may77 as life-time expired |
| 12 177 | CCCP-38274 | Mi-4A | AFL/West Siberia | toc | 12aug65 | rgd 26aug65; struck off charge 14jan77 as life-time expired |
| 13 177 | CCCP-38275 | Mi-4A | AFL/Central Region | mfd | 26jul65 | toc 01aug65; rgd 17aug65; opb 277 LO Vertolyotnogo OAO MU SPiMVL GA; w/o 06aug68 on a flight from Surgut to Ryskino in support of a hydrological expedition when a fire erupted in the cargo bay and the helicopter crashed in swampy terrain 15 km SSW of Ugut, all 3 crew killed; t/t 2,936 hours; the wreck was found only 08aug69; struck off charge 05feb69 |
| 14 177 | CCCP-38276 | Mi-4A | AFL/Far East | toc | 26aug65 | rgd only 15jun66; struck off charge 21aug84 as life-time expired |

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| 15 177 | CCCP-38277 | Mi-4 | AFL/Far East | toc | 26aug65 | rgd only 25may66; struck off charge 22nov82 as life-time expired |
| 16 177 | CCCP-38278 | Mi-4A | AFL/Urals | toc | 23aug65 | rgd 08sep65; opb Khanty-Mansiskaya OAE Tyumenskoi aviagruppy; trf to 284 LO Khanty-Mansiskogo OAO apr66 |
| | CCCP-38278 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 284 LO Khanty-Mansiskogo OAO; in red/grey c/s; t/t 507 hours by 01apr67; struck off charge 14jan77 as worn out |
| 17 177 | CCCP-38279 | Mi-4A | AFL/Privolzhsk | rgd | 17aug65 | struck off charge 22sep78 as life-time expired |
| 18 177 | CCCP-38280 | Mi-4A | AFL/Magadan | mfd | 30jun65 | rgd 18may66; opb 150 LO Anadyrskogo OAO; w/o 06jan67 on the leg from Lorino to Lavrentiya of a round flight from Lavrentiya when the pilot tried to circumvent an area of poor weather but encountered a snow flurry anyway and lost orientation so that the helicopter crashed at a height of 680 metres into the snow-covered slope of a mountain (730 metres) 23 km north-west of Lavrentiya airport and caught fire, 3 of the 13 passengers killed and 4 passengers as well as 1 of the 3 crew seriously injured by the fire; t/t 451 hours; struck off charge 13apr67 |
| 19 177 | CCCP-38281 | Mi-4A | AFL/Northern | toc | 04aug65 | rgd 31aug65; in red/grey c/s; struck off charge 29apr75 as worn out |
| 20 177 | not known | Mi-4A | Soviet Air Force | mfd | jun65 | |
| | CCCP-14306 | Mi-4A | AFL/Yakutiya | toc | 06mar77 | used in cargo/passenger and cargo configuration; rgd 27may77; initially opb Ust'-Nerskaya OAE Maganskogo OAO; trf to Ust'-Nerski AO 404 LO Maganskogo OAO in 1979 (became 404 LO Ust'-Nerskogo OAO in 1981); trf to 276 LO Zhiganskogo OAO in 1982; struck off charge 30jan87 as life-time expired and canx the same day |
| 01 178 | not known | Mi-4A | Soviet Air Force | mfd | jul65 | |
| | CCCP-14211 | Mi-4A | AFL/Kazakhstan | toc | 01jul75 | used in cargo/passenger and cargo configuration; rgd 07aug75; struck off charge 02dec85 as life-time expired |
| 02 178 | not known | Mi-4A | Soviet Air Force | mfd | 1965 | |
| | CCCP-14251 | Mi-4A | AFL/Kazakhstan | toc | 04jul75 | used in cargo/passenger and cargo configuration; rgd 29aug75; opb 361 LO Mangyshlakskogo OAO; struck off charge 21sep85 as life-time expired |
| 03 178 | not known | Mi-4A | Soviet Air Force | mfd | jul65 | |
| | CCCP-14197 | Mi-4A | AFL/Kazakhstan | toc | 01jul75 | used in cargo/passenger and cargo configuration; rgd 25jul75; struck off charge 27aug85 as life-time expired |
| 05 178 | CCCP-38295 | Mi-4A | AFL/Urals | mfd | jul65 | used in cargo/passenger and cargo configuration; toc 23aug65; rgd 08sep65; opb Khanty-Mansiskaya OAE (became 284 LO of Khanty-Mansiski OAO apr66); in red/grey c/s; made a forced landing off-airport due to engine problems 01jul66; t/t 978 hours by sep66 |
| | CCCP-38295 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 284 LO of Khanty-Mansiski OAO; initially in red/grey c/s; l/n as such HMA 15apr72; repainted in grey/orange c/s during overhaul in 1973; struck off charge 22may78 as life-time expired |
| 06 178 | CCCP-38296 | Mi-4A | AFL/Privolzhsk | mfd | jul65 | rgd 20aug65; struck off charge 22may78 as life-time expired |
| 07 178 | CCCP-38282 | Mi-4A | AFL/Uzbekistan | rgd | 16sep65 | |
| | CCCP-38282 | Mi-4A | AFL/Urals | trf | 11nov71 | canx 1978 |
| 08 178 | CCCP-38283 | Mi-4A | AFL/Krasnoyarsk | toc | 30aug65 | rgd 20sep65; struck off charge 21jul83 as life-time expired |
| 09 178 | CCCP-38284 | Mi-4A | AFL/Krasnoyarsk | toc | 30aug65 | rgd 16sep65; had an accident in 1968, details unknown; struck off charge 12dec68 |
| 10 178 | CCCP-38285 | Mi-4A | AFL/East Siberia | toc | 05sep65 | rgd 20sep65; had an accident in 1968, details unknown; struck off charge 31dec71 |
| 11 178 | CCCP-38286 | Mi-4A | AFL/Tajikistan | toc | 23aug65 | rgd 24sep65; initially opb 178 LO of Dushanbinski OAO; trf to 401 LO of Dushanbinski OAO jan80; struck off charge 20oct80 as life-time expired |
| 12 178 | CCCP-38287 | Mi-4A | AFL/North Kavkaz | toc | 15aug65 | rgd 01sep65 |
| | CCCP-38287 | Mi-4A | AFL/Kremenchug FS | trf | 21mar76 | struck off charge 30jan78 as life-time expired |
| 13 178 | CCCP-38288 | Mi-4A | AFL/Magadan | toc | 23mar66 | rgd 14jun66; opb 150 LO of Anadyrski OAO; w/o 03nov83 on a flight on Chukotka when the tailboom severed in-flight due to fatigue (caused by faulty maintenance of the swash-plate) and the helicopter crashed 137 km from Anadyr airport, all 3 crew members and both passengers were killed; struck off charge 05apr84 and canx the same day |
| 14 178 | CCCP-38289 | Mi-4A | AFL/West Siberia | mfd | 18may65 | used in cargo/passenger and cargo configuration; toc 18aug65; rgd 06sep65; initially opb 184 LO Novokuznetskogo OAO; trf to 354 LO Novokuznetskogo OAO dec74; struck off charge 28apr79 as life-time expired |
| 15 178 | CCCP-38290 | Mi-4A | AFL/Kazakhstan | toc | 23aug65 | rgd 06sep65 |
| | CCCP-38290 | Mi-4A | AFL/Kremenchug FS | trf | 14jan71 | struck off charge 26jun86 as life-time expired |
| 16 178 | CCCP-38291 | Mi-4A | AFL/Urals | toc | 08sep65 | rgd 23sep65; opb 121 LO Surgutskogo OAO Tyumenskoi aviagruppy |
| | CCCP-38291 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 121 LO Surgutskogo OAO |
| | CCCP-38291 | Mi-4A | AFL/Tajikistan | trf | 25sep69 | opb 178 LO Dushanbinskogo OAO; dbr 26jun70 on landing near Dushanbe when came down very hard due to pilot error, no casualties; struck off charge 20may71 and canx the same day |
| 17 178 | not known | Mi-4A | Soviet Air Force | mfd | 1965 | |
| | CCCP-14805 | Mi-4A | AFL/North Kavkaz | toc | 07jul77 | used in cargo/passenger and cargo configuration; rgd 03aug77; opb 1 AE 351 LO Nalchikskogo OAO; reportedly wfu dec85; struck off charge 25mar86 as life-time expired |
| 18 178 | CCCP-14809 | Mi-4A | AFL/North Kavkaz | rgd | 03aug77 | dbr 06sep83 on a flight in the Guryev region when lateral control failed (as the lever had got disconnected from the booster) and the helicopter crash-landed near Guryev, no casualties; canx 21feb84 |
| 19 178 | not known | Mi-4A | Soviet Air Force | mfd | 1965 | |
| | CCCP-14808 | Mi-4A | AFL/North Kavkaz | toc | 14jul77 | used in cargo/passenger and cargo configuration; rgd 03aug77; opb 1 AE 351 LO Nalchikskogo OAO; reportedly wfu dec85; struck off charge 26mar86 as life-time expired |
| 20 178 | not known | Mi-4A | Soviet Air Force | mfd | 1965 | opb 437 uvp Saratovskogo VVAUL at Slantsevy Rudnik |
| | CCCP-14113 | Mi-4A | AFL/North Kavkaz | toc | 30jun77 | rgd 28jul77; opb 351 LO Nalchikskogo OAO; in red/grey c/s; f/n NAL 1979; damaged in 1980 on take-off from the tourist base "Severny priyut" in Karachayevo-Cherkessia, repaired; struck off charge 02dec85; as life-time expired; preserved at Nalchik (N43.510073 E43.642726), seen oct11/oct17 |
| 01 179 | not known | Mi-4A | Soviet Air Force | mfd | 1965 | |
| | CCCP-03562 | Mi-4A | AFL/Uzbekistan | toc | 01dec77 | rgd 07mar78; opb 164 LO Sergeliskogo OAO |
| | CCCP-03562 | Mi-4A | AFL/East Siberia | trf | 02jul85 | struck off charge 26nov86 as life-time expired |
| 02 179 | CCCP-38272 | Mi-4A | AFL/Urals | mfd | 25aug65 | used in cargo/passenger and cargo configuration; toc 10sep65; rgd 23sep65; opb 234 LO Salekhardskogo OAO Tyumenskoi aviagruppy |
| | CCCP-38272 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 234 LO Salekhardskogo OAO; struck off charge 28sep76 due to its poor technical condition |
| 03 179 | CCCP-38297 | Mi-4A | AFL/Urals | mfd | 24aug65 | used in cargo/passenger and cargo configuration; toc 07sep65; rgd 23sep65; initially opb 123 LO 2-go Sverdlovskogo OAO; t/t 3,530 hours by 16sep69; trf to 326 LO 2-go Sverdlovskogo OAO dec72; struck off charge 30dec76 as life-time expired |
| 06 179 | CCCP-38300 | Mi-4A | AFL/Kyrgyzstan | toc | 07oct65 | used in cargo/passenger and cargo configuration; rgd 26oct65; opb 180 LO Kirgizskoi OAG GVF (became 180 LO Frunzenskogo OAO 01mar66); initially in red/grey c/s; repainted in grey/orange c/s during overhaul in 1975; struck off charge 16oct81 as life-time expired |
| 07 179 | CCCP-38301 | Mi-4A | AFL/Urals | toc | 10sep65 | rgd 23sep65; opb 234 LO of Salekhardski OAO of Tyumenskaya aviagruppa |
| | CCCP-38301 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 234 LO of Salekhardski OAO |
| | CCCP-38301 | Mi-4A | AFL/Kremenchug FS | trf | 13dec75 | in red/grey c/s; struck off charge 16nov84 as life-time expired; was preserved on a plinth near Salekhard airport until the 1990s |
| 08 179 | CCCP-38302 | Mi-4A | AFL/Privolzhsk | toc | sep65 | rgd 05nov65; initially opb 66 LO of 2-i Kuibyshevski OAO; trf to 333 LO of 2-i Kuibyshevski OAO in 1973; last overhaul in 1974; struck off charge 13aug80 due to its poor technical condition |
| 09 179 | CCCP-38303 | Mi-4A | AFL/Privolzhsk | toc | sep65 | rgd 05nov65; struck off charge 26jun79 as life-time expired |
| 10 179 | CCCP-38304 | Mi-4A | AFL/Urals | toc | 19aug65 | rgd 21oct65; opb Khanty-Mansiskaya OAE Tyumenskoi aviagruppy; trf to 284 LO Khanty-Mansiskogo OAO apr66; t/t 1,100 hours by 28jan67 |
| | CCCP-38304 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb 284 LO Khanty-Mansiskogo OAO; in red/grey c/s; struck off charge 25oct78 as life-time expired |
| 11 179 | CCCP-38305 | Mi-4A | AFL/Urals | mfd | 26aug65 | toc 08sep65; rgd 23sep65; opb Nizhnevartovskaya OAE Surgutskogo OAO Tyumenskoi aviagruppy |
| | CCCP-38305 | Mi-4A | AFL/Tyumen | trf | 20feb67 | opb Nizhnevartovskaya OAE Surgutskogo OAO; trf to 331 LO Nizhnevartovskogo OAO 20feb72; last overhaul in 1974; w/o 21feb75 on the leg from Megion to Maksimkino of a round flight from Maksimkino in support of the Vakh geological expedition when the R-5 gear-box failed (due to a manufacturing defect) while the helicopter was flying at a height of some 150-200 metres over lake Samotlor, the pilot attempted an auto-rotation landing on the snow-covered frozen surface of the lake, but did not cope with the situation so that the helicopter crashed onto the ice and was destroyed, all 3 crew and both passengers killed; t/t 7,824 hours; struck off charge 29apr75 |
| 12 179 | CCCP-38306 | Mi-4A | AFL/Magadan | toc | 05apr66 | rgd 18may66; struck off charge 19jul85 as life-time expired |
| 13 179 | CCCP-38307 | Mi-4A | AFL/Yakutiya | rgd | 11jan66 | initially opb 192 LO of Nyurbinski OAO; probably trf to 276 LO of Zhiganski OAO around 1974; damaged 06jul78 in an accident at Bulun; struck off charge 19jan81 as life-time expired |
| 14 179 | CCCP-38308 | Mi-4A | AFL/Krasnoyarsk | toc | 23oct65 | rgd 25dec65; initially opb 251 LO Norilskogo OAO; trf to 329 LO Norilskogo OAO in 1970; last overhaul in 1974; struck off charge 17nov80 as life-time expired |
| 15 179 | CCCP-38309 | Mi-4A | AFL/Yakutiya | toc | 29dec65 | rgd 11jan66; probably opb Nizhnekolymski OAO; in red/grey c/s; photo at the sovkhoz (state farm) "Sredne-Kolymski" 16jan71; struck off charge 18aug83 as life-time expired |
| 16 179 | CCCP-38310 | Mi-4A | AFL/Polar | toc | 01oct65 | used in cargo/passenger and cargo configuration, equipped for service in the Arctic; rgd 29oct65; opb Khatangskaya OAE |
| | CCCP-38310 | Mi-4A | AFL/Krasnoyarsk | trf | 28oct70 | opb 221 LO of Khatangski OAO; last overhaul in 1973; in red/grey c/s; l/n Mys Chelyuskina 15apr77; struck off charge 27feb79 as life-time expired |
| 17 179 | CCCP-38311 | Mi-4A | AFL/East Siberia | mfd | 02oct65 | used in cargo/passenger and cargo configuration; toc 25oct65; rgd 18dec65 |
| | CCCP-38311 | Mi-4A | AFL/West Siberia | trf | mar72 | opb 1 AE 244 LO Strezhevskogo OAO; initially in red/grey c/s; repainted in grey/orange c/s during overhaul in 1974; struck off charge 23aug78 as life-time expired |
| 18 179 | CCCP-38312 | Mi-4A | AFL/Far East | toc | 12oct65 | rgd 18nov65; in red/grey c/s; struck off charge 22jul81 as life-time expired |
| 19 179 | CCCP-38313 | Mi-4 | AFL/Yakutiya | toc | dec65 | rgd 27jan66; initially opb Batagaiskaya 60 OAE; trf to 274 LO Batagaiskogo OAO 09no66; last overhaul completed aug78; w/o 30oct78 on a deer hunting flight from Tumat to Kazachye (Deputatski district of Yakutiya) when probably both hydraulics systems failed (due to faulty maintenance) so that the helicopter went out of control, crashed on the ice of a frozen lake near Kazachye, caught fire and burnt out, all 3 crew members and 3 passengers (hunters from a sovkhoz) were killed; struck off charge 17apr79 |
| 20 179 | CCCP-38314 | Mi-4A | AFL/Yakutiya | toc | 25jan66 | rgd 18feb66; damaged 04aug75 in an accident near Batagai; struck off charge 18may81 as life-time expired |
| 01 180 | CCCP-38315 | Mi-4A | AFL/Yakutiya | toc | 18feb66 | rgd 28feb66; opb 288 LO of Maganski OAO; w/o 24oct68 on the return leg from Yelovka of a flight from Yakutsk-Magan in support of river ships which were in an emergency when took off at dusk in spite of forecast below-minima weather conditions and encountered a snow flurry on approach to Yakutsk-Magan, the crew lost spatial orientation and the helicopter crashed 48 km south-west of Yakutsk-Magan airport, all 3 crew members were killed; struck off charge 05feb69 |
| 04 180 | not known | Mi-4A | Soviet Air Force | mfd | 1965 | |

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| | CCCP-14807 | Mi-4A | AFL/North Kavkaz | toc | 07jul77 | rgd 03aug77; opb 1 AE 351 LO Nalchikskogo OAO; in red/grey c/s; f/n NAL 1982; reportedly wfu dec85; struck off charge 26jun88 as life-time expired |
| 05 180 | not known | Mi-4A | Soviet Air Force | mfd | 1966 | |
| | CCCP-14320 | Mi-4A | AFL/Privolzhsk | toc | 25aug76 | rgd 13oct76; struck off charge 02dec85 as life-time expired |
| 06 180 | not known | Mi-4A | Soviet Air Force ? | mfd | 1966 | |
| | CCCP-58642 | Mi-4A | MAP Kiev MAZ | rgd | 17apr75 | Kievski Mekhanicheski Zavod (Antonov OKB); in light c/s with 'lightning-bolt' cheatline; dbr 27jun77 on take-off from the premises of the car service centre next to the restaurant "Berkut" on Yablunetski Pass (Transcarpathian district of Ukraine) when came to rest on its left side due to pilot error; the hulk was flown in an An-22 to Kiev, but a repair was deemed economically not viable; canx 19apr79 |
| 07 180 | not known | Mi-4A | Soviet Air Force | mfd | 1966 | |
| | CCCP-14840 | Mi-4A | AFL/Arkhangelsk | toc | 10nov77 | rgd 14oct77 |
| | CCCP-14840 | Mi-4A | AFL/East Siberia | trf | 19jun84 | struck off charge 14feb86 as life-time expired and canx the same day |
| 08 180 | not known | Mi-4AV | Soviet Air Force | mfd | 1966 | in dark green c/s with ight blue underside |
| | CCCP-14236 | Mi-4A | AFL/West Siberia | toc | 01jan76 | used in cargo/passenger and cargo configuration; rgd 14jan76; initially opb 244 LO Strezhevskogo OAO; in dark green c/s with light blue underside; trf to 354 LO Novokuznetskogo OAO mar82 |
| | CCCP-14236 | Mi-4A | AFL/Kazakhstan | trf | 28dec85 | struck off charge 20sep86 as life-time expired |
| 09 180 | not known | Mi-4A | Soviet Air Force | mfd | 1966 | |
| | CCCP-14275 | Mi-4A | AFL/North Kavkaz | toc | 26jun76 | rgd 08jul76; opb 1 AE 351 LO Nalchikskogo OAO; initially in red/grey c/s; f/n Iskininski 1977; l/n NAL 1980; last overhaul completed jan85, repainted in orange c/s with blue cheatline and trim; reportedly wfu dec85; struck off charge 26mar86 as life-time expired |
| 11 180 | not known | Mi-4A | Soviet Air Force | mfd | 1966 | |
| | CCCP-14258 | Mi-4A | AFL/Far East | toc | 14apr76 | rgd 06may76; struck off charge 21sep85 ad life-time expired |
| 12 180 | not known | Mi-4 | Soviet Air Force | mfd | 1966 | |
| | CCCP-14238 | Mi-4 | AFL/East Siberia | toc | 21jan76 | rgd 03feb76; struck off charge 26mar86 as life-time expired |
| 13 180 | not known | Mi-4 | Soviet Air Force | mfd | 1966 | |
| | CCCP-14255 | Mi-4 | AFL/Far East | toc | 15apr76 | rgd 26may76; struck off charge 25dec85 as life-time expired |
| 14 180 | not known | Mi-4A | Soviet Air Force | mfd | 1966 | |
| | CCCP-14257 | Mi-4A | AFL/East Siberia | toc | 19apr76 | rgd 06may76; opb 133 LO of Bodaibinski OAO; in red/grey c/s; damaged beyond repair 21aug83 on a survey flight in mountainous wooded terrain near Severomuisk when the engine failed and the helicopter made an auto-rotation landing in the rocky bed of a mountain river, suffering substantial damage, no casualties; struck off charge 18oct85 as life-time expired |
| 15 180 | not known | Mi-4A | Soviet Air Force | mfd | 1966 | |
| | CCCP-63826 | Mi-4A | AFL/Uzbekistan | rgd | 02apr79 | opb 164 LO Sergeliskogo OAO |
| | CCCP-63826 | Mi-4A | AFL/East Siberia | trf | 26nov84 | struck off charge 19aug86 as life-time expired |
| 16 180 | not known | Mi-4A | Soviet Air Force | mfd | 1966 | |
| | CCCP-14243 | Mi-4A | AFL/East Siberia | toc | 20feb76 | rgd 09mar76; opb 190 LO of 2-i Irkutski OAO; struck off charge 18oct85 as life-time expired |
| 17 180 | not known | Mi-4 | Soviet Air Force | mfd | 1966 | |
| | CCCP-03553 | Mi-4 | AFL/Magadan | toc | 06dec77 | rgd 06dec77; struck off charge 26mar86 as life-time expired |
| 04 181 | no code | Mi-4LL | MAP LII Zhukovski | mfd | 1966 | in Soviet Air Force c/s; a flying laboratory with a device for the detection of nuclear submarines (was probably opb the Soviet Navy initially) |
| 05 181 | not known | Mi-4A | Soviet Air Force | mfd | 1966 | |
| | CCCP-14106 | Mi-4A | AFL/Kazakhstan | toc | 11jan77 | rgd 01mar77; struck off charge 02dec85 as life-time expired |
| 07 181 | not known | Mi-4A | Soviet Air Force | mfd | 1966 | |
| | CCCP-14330 | Mi-4A | AFL/Arkhangelsk | toc | 01nov76 | rgd 18oct76 |
| | CCCP-14330 | Mi-4A | AFL/East Siberia | trf | 30may84 | struck off charge 26nov86 |
| 08 181 | not known | Mi-4AV | Soviet Air Force | mfd | 1966 | |
| | CCCP-14295 | Mi-4A | AFL/Leningrad | toc | 14aug76 | rgd 23aug76; opb 71 LO Vologodskogo OAO; struck off charge 02dec85 as life-time expired; was preserved at Vologda-Grishino, seen 13aug97 |
| 09 181 | not known | Mi-4AV | Soviet Air Force | mfd | 1966 | |
| | CCCP-14260 | Mi-4A | AFL/West Siberia | toc | 01may76 | rgd 19may76; opb 354 LO Novokuznetskogo OAO; dbr 18mar85 on a flight in the Kemerovo region when the engine failed and the helicopter crash-landed near Kameshek, no casualties; struck off charge 02dec85 |
| 16 184 | CCCP-48973 | Mi-4A | MAP MVZ im. Milya | rgd | 16sep66 | used in cargo/passenger and cargo configuration and also for training; initially in yellow c/s with white top of fuselage and black trim; f/n Osaka 25oct66; trf to MAP LII Zhukovski; on a later photo in orange c/s with blue cheatline and trim: canx 26feb87; see c/n 15133 |
| 03 186 | CCCP-69309 | Mi-4A | MAP Irkutsk MSZ | rgd | 12jun67 | redesignated IAPO; canx 17aug87 |
| 05 186 | CCCP-01830 | Mi-4A | AFL/Tyumen | toc | 28mar67 | rgd 04apr67; initially opb 255 LO Tyumenskogo OAO; in red/grey c/s; trf to 345 LO Uraiskogo OAO in 1968; struck off charge 20oct80 as life-time expired |
| 06 186 | CCCP-01831 | Mi-4A | AFL/Tyumen | toc | 28mar67 | rgd 04apr67; opb Tazovskaya OAO; dbr 28feb73 on a flight in the Tyumen when encoutered white-out conditions and crashed near Tazovskoye, no casualties; struck off charge 10apr73 |
| 07 186 | CCCP-01832 | Mi-4A | AFL/Polar | toc | 29mar67 | rgd 28apr67 |
| | CCCP-01832 | Mi-4A | AFL/Yakutiya | trf | 01oct70 | opb 276 LO Zhiganskogo OAO; in probably white/light grey c/s with 'lightning-bolt' cheatline; damaged 24jul80 on a flight to a site on the shore of lake Kharkunde in support of the sovkhoz (state farm) Zhiganski when dry grass was incinerated by the hot exhaust fumes while the helicopter was hovering low over the ground, the crew tried to take off again, but the engine lost power due to the hot air of the fire so that the helicopter was not able to climb out, when the pilot ordered the board mechanic and the passengers to disembark the centre of gravity shifted forward and the helicopter came down so hard nose-on that the tailboom broke off; struck off charge 17sep84 as life-time expired |
| 08 186 | CCCP-01833 | Mi-4A | AFL/West Siberia | mfd | 31mar67 | used in cargo/passenger and cargo configuration; toc 14apr67; rgd 29apr67; opb 257 LO Kolpashevskogo OAO; struck off charge 22sep78 as life-time expired; reportedly scrapped at Kolpashevo nov78 |
| 09 186 | CCCP-01834 | Mi-4A | AFL/Tyumen | toc | 12apr67 | rgd 05may67; opb 284 LO Khanty-Mansiskogo OAO; struck off charge 22dec80 as life-time expired |
| 10 186 | CCCP-01835 | Mi-4A | AFL/Tyumen | toc | 12apr67 | rgd 21apr67; opb 234 LO Salekhardskogo OAO; last overhaul in 1971 |
| | CCCP-01835 | Mi-4A | AFL/Privolzhsk | trf | 14jul75 | struck off charge 21sep81 as life-time expired |
| 11 186 | CCCP-01836 | Mi-4A | AFL/West Siberia | mfd | 31mar67 | used in cargo/passenger and cargo configuration; toc 14apr67; rgd 29apr67; opb 244 LO Kolpashevskogo OAO (became 1 AE 244 LO Strezhevskogo OAO 15mar72); struck off charge 25oct78 as life-time expired |
| 12 186 | CCCP-01837 | Mi-4A | AFL/Tyumen | mfd | 24mar67 | toc 28mar67; rgd 21apr67; opb 234 LO Salekhardskogo OAO; w/o 07dec71 on a training flight from Salekhard at night when the crew probably lost spatial orientation after entering low clouds on final approach so that the helicopter crashed almost vertically in a forest near the inner marker, caught fire and burnt out, all 4 crew killed; t/t 3,512 hours and 5,758 cycles; struck off charge 10may73 |
| 13 186 | CCCP-01838 | Mi-4A | AFL/Polar | mfd | 25mar67 | used in cargo/passenger and cargo configuration, equipped for service in the Arctic; toc 15apr67; rgd 28apr67; opb Mys-Kamenskaya OAE |
| | CCCP-01838 | Mi-4A | AFL/Tyumen | trf | 01nov70 | opb Mys-Kamenskaya OAE (became 350 LO Mys-Kamenskogo OAO jul75); last overhaul in 1974; struck off charge 16aug79 as life-time expired |
| 14 186 | TJ-XAP | Mi-4 | Cameroon Air Force | ph. | mar68 | crashed, details unknown; wreck seen at Douala 26jul75 |
| 15 186 | CCCP-01839 | Mi-4A | AFL/Far East | toc | 01aug67 | rgd 29aug67; opb 149 LO 2-go Petropavlovskogo OAO; in red/grey c/s; dbr, details unknown; struck off charge 23nov83 |
| 16 186 | CCCP-01840 | Mi-4 | AFL/Far East | mfd | 30apr67 | toc 01aug67; rgd 29aug67; opb 286 LO Koryakskogo OAO; dbr 18aug72 on an aerial survey flight from Kozyrevsk-Posevnaya (Kamchatka) to the region of Mount Alnei (2,581 metres) when attempted to land at 1,980 metres altitude on a spine on the slope of Mount Alnei (70 km north of Kozyrevsk), was thrown up and down, came down hard, suffered substantial damage and came to rest on its right side, 1 of the 3 crew members (the flight mechanic) was killed and 1 of the 3 passengers was injured; t/t 3,592 hours; struck off charge 25sep72 and canx the same day |
| 17 186 | not known | Mi-4A | Soviet Air Force | mfd | 1967 | |
| | CCCP-03576 | Mi-4A | AFL/Privolzhsk | toc | 28jun78 | rgd 19sep78; opb 171 LO Saratovskogo OAO; in red/grey c/s; damaged 09sep84 on a pipeline patrol flight in the Saratov region when the engine failed and the helicopter made an auto-rotation landing in a field near Sinenkiye, the tailboom broke off |
| | CCCP-03576 | Mi-4A | AFL/Kazakhstan | trf | 05sep85 | struck off charge 30jun87 as life-time expired and canx the same day |
| 18 186 | not known | Mi-4 | Soviet Air Force | mfd | 1967 | |
| | CCCP-14264 | Mi-4 | AFL/Magadan | toc | 24may76 | rgd 24may76 |
| | CCCP-14264 | Mi-4 | AFL/East Siberia | trf | 23mar86 | canx 07apr88 and struck off charge 27may88 as no residual value left |
| 20 186 | not known | Mi-4A | Soviet Air Force | mfd | 1967 | |
| | CCCP-14249 | Mi-4A | AFL/Yakutiya | toc | 13may76 | rgd 29jun76; opb 276 LO Zhiganskogo OAO; in orange c/s with blue cheatline and trim; struck off charge 25dec87 as no residual value left; sat wfu at Zhigansk, transported (without tailboom and clam-shell doors) to YKS probably in 2003 (seen there jun03/may06) |
| | 'CCCP-14343' | Mi-4A | AFL/Yakutiya | ph. | feb07 | restaurated with the tailboom of c/n 05188 (see there) starting probably may06; in red/grey c/s; preserved with this fake registration near the headquarters of Polyarnyye Avialinii at Yakutsk (N62.087842 E129.74695) probably from sep06, seen feb07/jul16 |
| 01 187 | not known | Mi-4A | Soviet Air Force | mfd | 1967 | |
| | CCCP-03564 | Mi-4A | AFL/Komi | toc | 22mar78 | rgd 11apr78; opb 76 LO Pechorskogo OAO; struck off charge 20aug87 as life-time expired |
| 02 187 | not known | Mi-4A | Soviet Air Force | mfd | 1967 | |
| | CCCP-63821 | Mi-4A | AFL/Tajikistan | toc | 18dec78 | version also given as Mi-4GF; rgd 02jan79; opb 178 LO Dushanbinskogo OAO |
| | CCCP-63821 | Mi-4A | AFL/East Siberia | trf | 18may80 | opb 199 LO Nizhneudinskogo OAO; struck off charge 07apr88 as having no residual value |
| 03 187 | not known | Mi-4A | Soviet Air Force | mfd | 1967 | |
| | CCCP-14342 | Mi-4A | AFL/Arkhangelsk | rgd | 31dec76 | toc 10jan77 |
| | CCCP-14342 | Mi-4A | AFL/Far East | trf | 22aug84 | opb 199 LO Nizhneudinskogo OAO; in red/grey c/s; w/o 02nov84 on a flight to Nizhneudinsk in poor visibility when the crew followed the valley of the river Malaya Kishta at low height and lost visual contact with the ground so that the helicopter collided with the slope of a mountain south-west of Verkhnyaya Gutara and crash-landed in the valley (N54.04466 E96.57204), coming to rest on its right side, no casualties; struck off charge 21jun85; the wreck was extant by 2021 |
| 04 187 | VT-DXV | Mi-4A | Indian Government | rgd | may68 | canx before 1979 |
| 05 187 | VT-DXZ | Mi-4A | Indian Government | rgd | may68 | canx before 1979 |
| 06 187 | CCCP-01842 | Mi-4P | AFL/Moscow SPiMVL | toc | 26jul67 | rgd 18aug67 |
| | CCCP-01842 | Mi-4P | AFL/North Kavkaz | trf | 01mar68 | |
| | CCCP-01842 | Mi-4P | AFL/Central Region | trf | 19may68 | |
| | CCCP-01842 | Mi-4P | AFL/Leningrad | trf | 01mar83 | struck off charge 21aug84 as life-time expired |
| 07 187 | CCCP-01841 | Mi-4P | AFL/Moscow SPiMVL | toc | 26jul67 | used in passenger configuration; rgd 18aug67 |

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| | CCCP-01841 | Mi-4P | AFL/Privolzhsk | trf | 31dec75 | opb 333 LO 2-go Kuibyshevskogo OAO; last overhaul in 1978; struck off charge 21jun85 as life-time expired |
| 08 187 | VT-DXS | Mi-4A | Indian Government | rgd | may68 | canx before 1979 |
| 09 187 | VT-DXW | Mi-4A | Indian Government | rgd | may68 | canx before 1979 |
| 10 187 | VT-DYA | Mi-4A | Indian Government | rgd | may68 | canx before 1979 |
| 11 187 | not known | Mi-4 | Soviet Air Force | mfd | 1967 | |
| | CCCP-31565 | Mi-4P | AFL/West Siberia | toc | 08dec74 | rgd 24dec74; initially opb 3 AE 116 LO Novosibirskogo OAO; trf to 354 LO Novokuznetskogo OAO in 1982 |
| | CCCP-31565 | Mi-4P | AFL/Kazakhstan | trf | 03oct85 | opb 328 LO Ust'-Kamenogorskogo OAO; struck off charge 04apr88 as life-time expired and canx the same day |
| 12 187 | VT-DYV | Mi-4A | Indian Government | rgd | aug69 | canx before 1979 |
| 13 187 | VT-DYB | Mi-4A | Indian Government | rgd | may68 | canx before 1979 |
| 14 187 | VT-DYW | Mi-4A | Indian Government | rgd | aug69 | canx before 1979 |
| 15 187 | not known | Mi-4 | Soviet Air Force | mfd | 1967 | |
| | CCCP-03577 | Mi-4 | AFL/Kazakhstan | toc | 10jul78 | rgd 14jul78; struck off charge 06oct87 as life-time expired |
| 16 187 | CCCP-01844 | Mi-4A | AFL/Tajikistan | toc | 21sep67 | rgd only 12jun68; opb 178 LO Dushanbinskogo OAO; in red/grey c/s |
| | CCCP-01844 | Mi-4A | AFL/East Siberia | trf | 20feb81 | last overhaul in 1975; struck off charge 21jul83 as life-time expired |
| 17 187 | CCCP-14247 | Mi-4 | AFL/East Siberia | rgd | 22mar76 | in orange c/s with blue cheatline and trim; canx 07apr88; preserved with the small inscription '60 let Nizhneudinskogo OAO' (60 years of the Nizhneudinsk Aviation Enterprise) at Nizhneudinsk (N54.895863 E99.063887), seen nov06/jul22 |
| 18 187 | not known | Mi-4 | Soviet Air Force | mfd | 1967 | |
| | CCCP-14254 | Mi-4 | AFL/Far East | toc | 15apr76 | rgd 26may77; struck off charge 25dec87 as life-time expired |
| 20 187 | not known | Mi-4A | Soviet Air Force | mfd | 1963 | |
| | CCCP-03588 | Mi-4A | AFL/Magadan | rgd | 02aug78 | toc 02aug78 |
| | CCCP-03588 | Mi-4A | AFL/Far East | trf | 11mar86 | struck off charge 30jun87 as life-time expired and canx the same day |
| 01 188 | not known | Mi-4A | Soviet Air Force | mfd | 1967 | |
| | CCCP-14267 | Mi-4A | AFL/East Siberia | toc | 01may76 | rgd 04jun76; probably opb 99 LO Nizhneudinskogo OAO; struck off charge 15jan88 as life-time expired and canx the same day |
| 03 188 | not known | Mi-4 | Soviet Air Force | mfd | 1967 | |
| | CCCP-03590 | Mi-4 | AFL/Krasnoyarsk | toc | 28jun78 | rgd 14aug78; struck off charge 28may87 as being low on hours and having no residual value left |
| 04 188 | not known | Mi-4 | Soviet Air Force | mfd | 1967 | |
| | CCCP-14302 | Mi-4 | AFL/Kazakhstan | toc | 09aug76 | used in cargo/passenger and cargo configuration; rgd 27aug76; opb 361 LO Mangyshlakskogo OAO; in non-standard light grey c/s with red trim; struck off charge 21jan88 as life-time expired and canx the same day |
| 05 188 | not known | Mi-4A | Soviet Air Force | mfd | 1967 | |
| | CCCP-14343 | Mi-4A | AFL/Yakutiya | toc | 28jan77 | rgd 01mar77; opb 276 LO Zhiganskogo OAO; in red/grey c/s; struck off charge 25dec87 as no residual value left; sat wfu at Zhigansk, transported to YKS in 2005 (seen there 15aug06); the tailboom and the clam-shell doors were used for the restauration of c/n 20186 see there) probably in summer 2006 |
| 06 188 | not known | Mi-4A | Soviet Air Force | mfd | 30nov67 | |
| | CCCP-63816 | Mi-4A | AFL/Uzbekistan | rgd | 28sep78 | toc 20nov78; opb 164 LO of Sergeliski OAO; appeared in the 1982 Uzbek film "Suyunchi" aka "Babushka-general" |
| | CCCP-63816 | Mi-4A | AFL/East Siberia | trf | 01mar85 | opb 199 LO of Nizhneudinski OAO; w/o 02feb88 on a flight from Chara (Chita region) to the area of the river Kuda-Malaya in support of the sovkhoz (state farm) "Charski" when longitudinal control failed (due to faulty maintenance) on final approach so that the helicopter went out of control and crashed at a height of 975 metres on the steep slope of a hill 53 km north-east of Muya (at N56°39'30" E116°27'20"), all 3 crew members (pilot: M.V. Shadukho) and 5 passengers were killed; t/t 8,149 hours; struck off charge 07apr88 and canx 27apr88; as a result of this crash all remaining Mi-4s were finally withdrawn from use |
| 07 188 | not known | Mi-4 | Soviet Air Force | mfd | 1967 | |
| | CCCP-03597 | Mi-4 | AFL/Turkmenistan | toc | 01sep78 | rgd 27sep78 |
| | CCCP-03597 | Mi-4 | AFL/East Siberia | trf | 01sep82 | struck off charge 06may88 as having no residual value and canx the same day |
| 08 188 | not known | Mi-4AV | Soviet Air Force | mfd | 1968 | |
| | CCCP-03561 | Mi-4A | AFL/West Siberia | rgd | 22feb78 | toc 01mar78; opb 354 LO Novokuznetskogo OAO |
| | CCCP-03561 | Mi-4A | AFL/Kazakhstan | trf | 19sep85 | opb 328 LO Ust'-Kamenogorskogo OAO; struck off charge 20aug87 as life-time expired; reportedly scrapped at Ust'-Kamenogorsk jan88 |
| 09 188 | not known | Mi-4A | Soviet Air Force | mfd | 1967 | |
| | CCCP-63819 | Mi-4A | AFL/Far East | toc | 10nov78 | rgd 02jan79; struck off charge 25dec87 as life-time expired |
| 10 188 | CCCP-01843 | Mi-4A | AFL/Tyumen | toc | 22jan68 | rgd 26feb68; initially opb Tazovskaya OAE; trf to 345 LO Uraiskogo OAO between 1974 and jan78; last overhaul jan78; struck off charge 17dec79 as life-time expired |
| 11 188 | not known | Mi-4 | Soviet Air Force | mfd | 1967 | |
| | CCCP-14237 | Mi-4 | AFL/East Siberia | toc | 21jan76 | rgd 03feb76; opb 133 LO Bodaibinskogo OAO; in red/grey c/s; dbr 21aug83 on a search survey in the area of Severomuisk (Buryatia) when the engine failed and the helicopter made an auto-rotation landing in the rocky bed of a mountain river, coming to rest on its left side; struck off charge 21feb84 |
| 12 188 | not known | Mi-4A | Soviet Air Force | mfd | 1967 | |
| | CCCP-63824 | Mi-4A | AFL/Uzbekistan | rgd | 02apr79 | opb 164 LO Sergeliskogo OAO; |
| | CCCP-63824 | Mi-4A | AFL/East Siberia | trf | 11jan85 | opb 199 LO Nizhneudinskogo OAO; dbr 14jan86 (or 14oct86 ?) on a flight in the Chita region when the free-wheel clutch failed and the helicopter force-landed in a forest near Ust'-Katushno, no casualties; struck off charge 30apr87 |
| 13 188 | CCCP-01845 | Mi-4A | AFL/Tajikistan | toc | 31jan68 | rgd only 12jun68; opb 178 LO Dushanbinskogo OAO; in red/grey c/s |
| | CCCP-01845 | Mi-4A | AFL/East Siberia | trf | 15aug80 | last overhaul in 1974; seen on TV nov77; struck off charge 28jun83 as life-time expired |
| 14 188 | CCCP-01846 | Mi-4 | AFL/Far East | toc | 01apr68 | rgd 30apr68 |
| | not known | Mi-4 | KGB/Border Guards | trf | 23feb70 | based on a decree of the Council of Ministers dated 25mar69; opb 11 oap PV KGB (military unit 2127) at Vladivostok-Knevichi/Sovyetskaya Gavan |
| | CCCP-03592 | Mi-4 | AFL/Magadan | rgd | 17aug78 | |
| | CCCP-03592 | Mi-4 | AFL/Far East | trf | 23mar85 | struck off charge 21jul87 as life-time expired |
| 16 188 | CCCP-01848 | Mi-4A | AFL/Privolzhsk | toc | 24jan68 | rgd 28feb68; initially opb 66 LO 2-go Kuibyshevskogo OAO; trf to 333 LO 2-go Kuibyshevskogo OAO in 1973; last overhaul in 1978; struck off charge 19jan81 as life-time expired |
| 18 188 | CCCP-01850 | Mi-4A | AFL/Uzbekistan | mfd | 23dec67 | toc 08feb68; rgd 17apr68; opb 164 LO Sergeliskogo OAO; dbr, details unknown; struck off charge 21oct69 |
| 20 188 | not known | Mi-4A | Soviet Air Force | mfd | 1968 | |
| | CCCP-63827 | Mi-4A | AFL/Leningrad | rgd | 05may82 | toc 24may82 |
| | CCCP-63827 | Mi-4A | AFL/East Siberia | trf | 20aug86 | struck off charge 06may88 as no residual value left and canx the same day |
| 01 189 | "89" | Mi-4 | Soviet Air Force | mfd | 1968 | |
| | no code | Mi-4 | no titles | Kho | 03sep93 | in 'silver' c/s without any markings whatsoever, previous code visible under paint (noted 03sep93); was preserved in the disbanded museum at Khodynka, seen sep93/nov09; offered for sale as scrap metal 29mar12; the hulk was transported to Medyn, seen there aug14/aug17; transported to the "Krylya Pobedy" (Wings of Victory) museum of UMMC at Verkhnyaya Pyshma in spring 2022, l/n there jun23 |
| 02 189 | not known | Mi-4A | Soviet Air Force | mfd | 30mar68 | |
| | CCCP-03580 | Mi-4A | AFL/Kazakhstan | toc | 08aug78 | used in cargo/passenger and cargo configuration; rgd 14jul78; opb 328 LO Ust'-Kamenogorskogo OAO; damaged 19dec82 while being parked at Taldy-Kurgan when was hit by a fuel truck, t/t 3,521 hours by then; repaired; was the last Mi-4 which was opb Ust'-Kamenogorski OAO; canx 07apr88 and struck off charge 25may88 as having no residual value |
| 04 189 | not known | Mi-4 | Soviet Air Force | mfd | 20mar68 | |
| | CCCP-03589 | Mi-4 | AFL/Krasnoyarsk | rgd | 03aug78 | toc the same day; opb 399 LO Turukhanskogo OAO; w/o 20jul82 on a flight from Yermakovo to Turukhansk in support of the Turukhansk oil and gas exploration expedition when longitudinal cyclic control failed on final approach to Turukhansk (due to fatigue), the main rotor cut off the tailboom, the helicopter crashed into the river Yenisei 300 metres from its banks and came to rest at a depth of 4.5 metres, all 3 crew and 6 passengers killed; t/t 4,783 hours; struck off charge 13oct82 |
| 06 189 | not known | Mi-4 | Soviet Air Force | mfd | 1968 | |
| | CCCP-03599 | Mi-4 | AFL/Krasnoyarsk | rgd | 02oct78 | toc 02oct78; struck off charge 28may87 as having not much life-time and no residual value |
| 07 189 | not known | Mi-4 | Soviet Air Force | mfd | 1968 | |
| | CCCP-03578 | Mi-4 | AFL/Kazakhstan | toc | 10jul78 | rgd 14jul78; canx 07apr88 nad struck off charge 07may88 as no residual value left |
| 08 189 | not known | Mi-4AV | Soviet Air Force | mfd | 1968 | |
| | CCCP-63817 | Mi-4A | AFL/Uzbekistan | rgd | 28sep78 | toc 22oct78; opb 164 LO Sergeliskogo OAO |
| | CCCP-63817 | Mi-4A | AFL/East Siberia | trf | 21jan85 | opb 199 LO Nizhneudinskogo OAO; w/o 17may87 when landed on a site which was covered by high grass and the hot exhaust fumes incinerated the dry grass so that the helicopter caught fire and burnt out; struck off charge 06oct87 |
| 09 189 | not known | Mi-4 | Soviet Air Force | mfd | 1968 | |
| | CCCP-14268 | Mi-4A | AFL/East Siberia | toc | 01may76 | rgd 04jun76; struck off charge 06may88 as no residual value left and canx the same day |
| 10 189 | not known | Mi-4A | Soviet Air Force | mfd | 1968 | |
| | CCCP-14323 | Mi-4A | AFL/West Siberia | toc | sep76 | rgd 18oct76; opb 116 LO Novosibirskogo OAO |
| | CCCP-14323 | Mi-4A | AFL/Kazakhstan | trf | 03dec85 | last overhaul in 1978; repainted in red/grey c/s; struck off charge 20aug87 as life-time expired |
| 11 189 | not known | Mi-4 | Soviet Air Force | mfd | 1968 | |
| | CCCP-03557 | Mi-4 | AFL/Yakutiya | toc | 29dec77 | rgd 29dec77; struck off charge 25dec87 as no residual value left |
| 12 189 | not known | Mi-4A | Soviet Air Force | mfd | 1968 | |
| | CCCP-14316 | Mi-4A | AFL/West Siberia | rgd | 18oct76 | used in cargo/passenger and cargo configuration; opb 354 LO Novokuznetskogo OAO; initially in dark green c/s with light blue underside; last overhaul in 1978, repainted in red/grey c/s |
| | CCCP-14316 | Mi-4A | AFL/Kazakhstan | trf | 28oct85 | opb 328 LO Ust'-Kamenogorskogo OAO; struck off charge 17feb88 as life-time expired and canx the same day |
| 13 189 | not known | Mi-4 | Soviet Air Force | mfd | 1968 | |
| | CCCP-03593 | Mi-4 | AFL/Magadan | rgd | 22sep78 | toc mar79 |
| | CCCP-03593 | Mi-4 | AFL/Far East | trf | 13jan86 | struck off charge 02feb88 as life-time expired and canx the same day |
| 14 189 | not known | Mi-4 | Soviet Air Force | mfd | 1968 | |
| | CCCP-14340 | Mi-4 | AFL/Kazakhstan | rgd | 29dec76 | used in cargo/passenger and cargo configuration; opb 361 LO Mangyshlakskogo OAO; canx 07apr88; struck off charge 07may88 as no residual value left |
| 15 189 | not known | Mi-4 | Soviet Air Force | mfd | 1968 | |
| | CCCP-14241 | Mi-4 | AFL/East Siberia | toc | 17feb76 | rgd 09mar76; struck off charge 06may88 as no residual value left and canx the same day |
| 16 189 | not known | Mi-4A | Soviet Air Force | mfd | 1968 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | CCCP-14248 | Mi-4A | AFL/East Siberia | rgd | 22mar76 | used in cargo/passenger and cargo configuration; toc also 22mar76; opb 190 LO 2-go Irkutskogo OAO; canx 07apr88 and struck off charge 06may88 as no residual value left |
| 17 189 | not known | Mi-4 | Soviet Air Force | mfd | 1968 | |
| | CCCP-03583 | Mi-4 | AFL/Turkmenistan | toc | 12jul78 | rgd 25jul78 |
| | CCCP-03583 | Mi-4 | AFL/Far East | trf | 01sep82 | canx 07apr88 and struck off charge 06may88 as no residual value left |
| 19 189 | not known | Mi-4 | Soviet Air Force | mfd | 1968 | |
| | CCCP-03582 | Mi-4 | AFL/Turkmenistan | toc | 08jul78 | rgd 20jul78 |
| | CCCP-03582 | Mi-4 | AFL/Far East | trf | 15jan82 | opb 140 LO 2-go 2-go Petropavlovskogo OAO; repainted in orange c/s with blue cheatline and trim; struck off charge 02feb88 as life-time expired and canx the same day |
| 20 189 | not known | Mi-4A | Soviet Air Force | mfd | 1968 | |
| | CCCP-63818 | Mi-4A | AFL/Magadan | toc | 01nov78 | rgd 22nov78 |
| | CCCP-63818 | Mi-4A | AFL/East Siberia | trf | 18dec85 | canx 07apr88 and struck off charge 06may88 as having no residual value left |
| 01 190 | not known | Mi-4 | Soviet Air Force | mfd | 1968 | |
| | CCCP-03581 | Mi-4 | AFL/Privolzhsk | toc | 04jul78 | rgd 17aug78 |
| | CCCP-03581 | Mi-4 | AFL/Kazakhstan | trf | 10nov85 | w/o 12sep86 on landing near Yerofeyevka (Tselinograd region) when the hot exhaust fumes incinerated the dry grass so that the helicopter caught fire and burnt out, no casualties; struck off charge 25mar87 |
| 02 190 | not known | Mi-4AV | Soviet Air Force | mfd | 1968 | |
| | CCCP-14844 | Mi-4A | AFL/Komi | toc | 29sep77 | rgd 21oct77; opb 76 LO Pechorskogo OAO; initially in red/grey c/s; later repainted in orange c/s with blue cheatline and trim; struck off charge 22oct87 as life-time expired; preserved in orange c/s with blue cheatline and trim in front of the airport terminal at Inta, seen may02/jun20 |
| 03 190 | not known | Mi-4A | Soviet Air Force | mfd | 1968 | |
| | CCCP-03586 | Mi-4A | AFL/Magadan | toc | 21jun78 | rgd 28jul78 |
| | CCCP-03586 | Mi-4A | AFL/Kazakhstan | trf | 04apr85 | opb 328 LO Ust'-Kamenogorskogo OAO; in orange c/s with blue cheatline and trim; canx 07apr88 and struck off charge 07may88 as no residual value left; was preserved at Ust'-Kamenogorsk, seen apr93/aug99; preserved in the Levoberezhny kompleks Vostochno-Kazakhstanskogo muzeya-zapovednika at Ust'-Kamenogorsk (N49.93233 E82.618685) from 22jul11, l/n sep24 |
| 05 190 | not known | Mi-4A | Soviet Air Force | mfd | 1968 | |
| | CCCP-03591 | Mi-4A | AFL/Krasnoyarsk | toc | 28jun78 | rgd 14aug78; struck off charge 28may87 as not much life-time and no residual value left |
| 06 190 | not known | Mi-4A | Soviet Air Force | mfd | 1968 | |
| | CCCP-03579 | Mi-4A | AFL/Kazakhstan | toc | 10jul78 | rgd 14jul78; opb 328 LO Ust'-Kamenogorskogo OAO; canx 07apr88 and struck off charge 25may88 as no residual value left |
| 07 190 | not known | Mi-4A | Soviet Air Force | mfd | 1968 | |
| | CCCP-14261 | Mi-4A | AFL/Far East | toc | 16may76 | rgd 19may76; struck off charge 02feb88 as life-time expired and canx the same day |
| 08 190 | not known | Mi-4 | Soviet Air Force | mfd | 1968 | |
| | CCCP-03575 | Mi-4 | AFL/Privolzhsk | toc | 28jun78 | rgd 19sep78; probably opb 171 LO Saratovskogo OAO |
| | CCCP-03575 | Mi-4 | AFL/Kazakhstan | trf | sep85 | canx 07apr88 and struck off charge 07may88 as no residual value left |
| 09 190 | not known | Mi-4A | Soviet Air Force | mfd | 1968 | |
| | CCCP-03569 | Mi-4A | AFL/Komi | toc | 14may78 | rgd 31may78; initially opb 233 LO Ukhtinskogo OAO; trf to 76 LO Pechorskogo OAO in 1980; struck off charge 19nov87 as life-time expired |
| 10 190 | not known | Mi-4A | Soviet Air Force | mfd | 1968 | |
| | CCCP-14110 | Mi-4A | AFL/West Siberia | rgd | 31mar77 | toc 01apr77; opb 354 LO Novokuznetskogo OAO |
| | CCCP-14110 | Mi-4A | AFL/Kazakhstan | trf | 28oct85 | opb 361 LO Mangyshlakskogo OAO; canx 07apr88; struck off charge 25may88 as no residual value left |
| 11 190 | not known | Mi-4A | Soviet Air Force | mfd | 1968 | |
| | CCCP-03570 | Mi-4A | AFL/Komi | toc | 14may78 | rgd 31may78; initially opb 233 LO of Ukhtinski OAO; trf to 76 LO of Pechorski OAO in 1980; repainted probably in orange c/s with blue cheatline and trim; struck off charge 25dec87 as life-time expired |
| | no reg | Mi-4A | no titles | USK | 05apr08 | preserved without markings on a pole in front of the airport terminal at Usinsk; initially in white c/s with red trim, no markings whatsoever, seen as such 05apr08; repainted in red/light blue c/s, seen as such may08/jul19 |
| | CCCP-03570 | Mi-4A | Aeroflot | USK | 11sep20 | repainted in orange c/s with blue cheatline and trim; preserved in its original colours on a pole in front of the airport terminal at Usinsk (N66.003437 E57.378562), seen sep20/jun21 |

## ***Soviet Mi-4 with unknown construction numbers***

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | CCCP-L0558 | Mi-4 | Aeroflot | rgd | jul56 ? | in dark green or olive drab c/s with light blue or light grey underside; made a test hovering on Kamchatka 30oct58 |
| --- | CCCP-N94 | Mi-4 | Polyarnaya Aviats. | rgd | mar56 ? | |
| --- | CCCP-N96 | Mi-4 | Polyarnaya Aviats. | rgd | mar56 ? | |
| --- | CCCP-17212 | Mi-4 | Soviet AF/AFL c/s | ph. | 1960s | registration not on any known register; opf Arktikugol at Barentsburg (Spitsbergen) aug61/oct64; in bright red 'polar' c/s; probably returned to Murmansk by collier in autumn 1964 |
| --- | CCCP-17217 | Mi-4 | Soviet AF/AFL c/s | ph. | 1960s | registration not on any known register; opf Arktikugol at Barentsburg (Spitsbergen) aug61/oct64; in bright red 'polar' c/s; probably returned to Murmansk by collier in autumn 1964 |
| --- | CCCP-17226 | Mi-4 | Soviet AF/AFL c/s | | photo | registration not on any known register; opf Arktikugol at Barentsburg (Spitsbergen) jul63/oct64; in bright red 'polar' c/s; probably returned to Murmansk by collier in autumn 1964 |
| --- | CCCP-21120 | Mi-4 | Soviet AF/AFL c/s | ph. | mar65 | with a pod under the belly; registration not on any known register; opf Arktikugol at Barentsburg (Spitsbergen) spring 1965/mid-1967; in bright red 'polar' c/s; f/n at Isfjord Radio at Kapp Linné may65; slightly damaged 02jul65 on landing at Ny Ålesund when a blade of the main rotor collided with the receiving antenna of the local radio station; repaired on-site some two weeks later; w/o between 25apr67 and 14aug67 when crashed in Isfjord off Kapp Linné, the crew is said to have been killed |
| --- | CCCP-21121 | Mi-4 | Soviet AF/AFL c/s | ph. | jun66 | registration not on any known register; opf Arktikugol at Barentsburg (Spitsbergen) spring 1965/probably sep76; in bright red 'polar' c/s with additional 'Polyarnaya Aviatsiya' titles |
| --- | CCCP-21122 | Mi-4 | Soviet AF/AFL c/s | | photo | registration not on any known register; opf Arktikugol at Barentsburg (Spitsbergen) spring 1965/probably sep76; in bright red 'polar' c/s with additional 'Polyarnaya Aviatsiya' titles |
| --- | CCCP-21123 | Mi-4 | Soviet AF/AFL c/s | ph. | aug69 | registration not on any known register; was initially not equipped with a pod under the belly, but later received one; probably transported to Barentsburg (Spitsbergen) in late summer or autumn 1967, as a replacement for CCCP-21120; opf Arktikugol at Barentsburg spring 1968/probably sep76; in bright red 'polar' c/s with white 'lightning-bolt' and additional 'Polyarnaya Aviatsiya' titles; on photos aug69 at Kapp Linné and in summer 1973 without pod and on another photo on board of MV "Ob'" in Barentsburg harbour |
| --- | CCCP-21125 | Mi-4 | Soviet AF/AFL c/s | | photo | with a pod under the belly; registration not on any known register; a demilitarised former Soviet Navy Mi-4M; opf Arktikugol at Barentsburg (Spitsbergen) ca. 1970/sep76; in bright red 'polar' c/s with white 'lightning-bolt' and additional 'Polyarnaya Aviatsiya' titles; the last digit of the registration was painted in a different style and larger than the other digits, so it was certainly painted above another digit; l/n at Isfjord Radio mar76; photo in "Sovjet-Nytt" No. 8 (26feb77) |
| --- | 'CCCP-21741' | Mi-4 | no titles | Kzh | 27jun05 | preserved with this fake registration outside the factory museum at Kazan (N55.852176 E49.041044); initially in orange/blue c/s with white trim, seen as such 27jun05/24aug09, repainted in basic standard 'blue' Aeroflot c/s, seen as such 27apr12/aug17 |
| --- | CCCP-31426(2) | Mi-4 | Aeroflot | | jun80 | registration read off correctly ?, see c/n 0446; preserved in the TsDAIK museum at Frunze, seen jun80 |
| --- | 'RA-36574' | Mi-4A | no titles | NJC | 18sep05 | in light grey c/s with broad dark blue cheatline; preserved with this fake registration at NJC (N60.950256 E76.501062) since 2000, seen sep05/jun24; see c/n 17157 |
| --- | CCCP-58873 | Mi-4 | Aeroflot | Gkm | 13may95 | registration not on any known register; in orange c/s with red top of fuselage and blue cheatline and trim, in good condition; was preserved at Magadan-13 km (N59°37'23" E150°54'55"E) and removed in the 2nd half of the 1990s |
| --- | CCCP-64459 | Mi-4A | MAP Kazanski VZ | rgd | 28aug69 | in Soviet register (volume 7, page 184) with c/n 1003, but this cannot be correct, see there; in canx 1978 |
| --- | "01" red | Mi-4A | Soviet Air Force | ph. | 19may07 | in olive drab c/s with light grey underside; preserved at Pribylovo, seen may07/jun07 |
| | "04" red | Mi-4A | Soviet Air Force | ph. | 04oct10 | in medium green c/s with light grey underside; preserved at Pribylovo (N60.456771 E28.722688), seen oct10 |
| --- | "01" yellow | Mi-4A | Soviet Air Force | no | reports | 'Salon' version; opb 3 ae/226 osap at Sperenberg around 1963/67 |
| --- | "03" yellow | Mi-4 | Soviet Air Force | Tzk | 17aug05 | in dark green c/s with light blue underside; preserved in the museum of 344 TsBP i PLS at Torzhok (N57.050911 E35.011371), seen aug05/jun14 |
| --- | "05" yellow | Mi-4 | KGB/Border Guards | VKT | 13apr10 | in olive drab/dark green camo c/s; preserved on the territory of the Border Guards (now FSB) unit at Vorkuta, seen 1982/apr10 |
| | "50" yellow | Mi-4 | KGB/Border Guards | VKT | 12oct17 | repainted in medium green/khaki camo c/s with light grey underside and a white stripe on the rear fuselage; was preserved on the territory of the FSB unit at Vorkuta, seen oct17; seen on the ground jul20; will be preserved next to the Il-14 at Vorkuta |
| --- | "07" red | Mi-4M | Soviet Navy | ph. | 26apr06 | in dark green c/s; preserved in the Naval Aviation Museum at Safonovo, seen apr06/jul14 |
| | "07" yellow | Mi-4M | Soviet Navy | ph. | 11mar16 | in olive drab c/s with light grey underside; preserved in the Naval Aviation Museum at Safonovo, seen mar16/aug20 |
| --- | "18" red | Mi-4 | Strat.Rocket Force | ph. | 04jun11 | in green/brown camo c/s; preserved at Plesetsk (N62.755561 E40.433969), seen jun11 |
| --- | "22" yellow | Mi-4VKP | Soviet Army Avn | | photo | opb 16th Air Army in East Germany; in dark green or olive drab c/s with light blue or light grey underside |
| --- | "26" white | Mi-4 | Soviet Air Force | ph. | 04feb06 | in green c/s with light blue underside; was preserved in Komsomolski Park at Irkutsk, l/n jul09; scrapped in 2010 |
| --- | "40" yellow | Mi-4A | Soviet Air Force | no | reports | 'Salon' version; opb 3 ae 226 osap at Sperenberg around 1963/67 |
| --- | "56" yellow | Mi-4A | DOSAAF | ph. | 1983 | was based a Kharkov; in dark green c/s with light blue underside; last flight 23apr83 (to Temryuk) |
| | "40" white | Mi-4A | DOSAAF | ph. | 31mar05 | preserved in the "Voyennaya Gorka" museum at Temryuk (N45.278554 E37.386583); initially in blue c/s with white trim, no markings apart from code, l/n as such mar05; repainted in medium green/light green camo c/s, seen as such aug10/feb12; repainted in olive drab/dark green camo c/s, seen as such may12/sep12; repainted in medium green/black camo c/s, seen as such aug14/apr18; repainted in olive drab c/s, seen as such jan19/jul21/apr22 - see below ! |
| | "40" red | Mi-4A | DOSAAF | ph. | 13apr19 | see above ! |
| --- | not known | Mi-4 | KGB/Border Guards | mfd | jul58 | crashed in northern Sakhalin nov69; a door found on the crash site showed the numbers '0365' and '10158' (but c/n 0365 was CCCP-31404 and c/n 10158 was CCCP-14335) |
| --- | not known | Mi-4 | Soviet AF/PVO | | | opb 31 oao 14 OA PVO at Norilsk; w/o in the late hours of 21aug70 on a flight in poor visibility when the artificial horizon failed and the helicopter crashed south-west of Kayerkan, 3 of the 5 occupants killed and both survivors (among them the pilot, Captain Bokarov) seriously injured |

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | not known | Mi-4 | Soviet AF/AFL c/s | | | damaged 01sep70 on landing at Sassen Bay (Spitsbergen) when rolled over onto its side (probably due to landing on partially soft ground) |
| --- | not known | Mi-4 | KGB/Border Guards | | | based at Goryachi Plyazh (Kunashir island); in dark green c/s; w/o 29jan75 (according to a rescuer 24jan79) on a flight from Yuzhno-Kurilsk to mys Lovtsova when crashed in a snowstorm on Mount Tyatya (1,819 metres) and came to rest on its left side near the Otvazhny crater, 1 of the 3 crew and 4 of the 8 passengers killed, the 6 survivors were found only 2 days later and 3 of them (among them the pilot, Captain Nikolai A. Dorozhkin, and the navigator, Captain Vasili Golovnev) had their legs amputated due to frostbite; wreck extant in 2000 |
| --- | not known | Mi-4 | Soviet Air Force | | photo | initially in olive drab c/s; later repainted in fake green/black/yellow/beige camo c/s; preserved without landing gear in Muzei boyevoi slavy (Combat Valour Museum) at Zelenogorsk (N56.103977 E94.578851) |
| --- | not known | Mi-4 | Soviet Air Force | no | reports | six Mi-4s opb 319 ovt trf to China in 1960 (possibly sep60) |

## ***Non-Soviet aircraft with unknown c/ns, listed in alphabetical order of the country name***

- Egypt received 90 helicopters and India received 121 helicopters, not all of the serials are known.

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | YA-002 | Mi-4 | Afghan Air Force | JAA | 09apr68 | |
| --- | 241 | Mi-4 | Afghan Air Force | | | initially in grey c/s; repainted in dark green or olive drab c/s with light blue or light grey underside |
| --- | 242 | Mi-4 | Afghan Air Force | | | |
| --- | 243 | Mi-4 | Afghan Air Force | | | |
| --- | 244 | Mi-4 | Afghan Air Force | | | |
| --- | 245 | Mi-4 | Afghan Air Force | | | in dark green or olive drab c/s with light blue or light grey underside; mujahideen posed on the wreck in 1987 |
| --- | 246 | Mi-4 | Afghan Air Force | | | |
| --- | 247 | Mi-4 | Afghan Air Force | KBL | 14apr68 | in grey c/s |
| --- | 248 | Mi-4 | Afghan Air Force | | | |
| --- | 249 | Mi-4 | Afghan Air Force | | | |
| --- | 250 | Mi-4 | Afghan Air Force | KBL | 14apr68 | in grey c/s |
| --- | 251 | Mi-4 | Afghan Air Force | | | |
| --- | 252 | Mi-4 | Afghan Air Force | | | |
| --- | 253 | Mi-4 | Afghan Air Force | | | |
| --- | 254 | Mi-4 | Afghan Air Force | ph. | 1968 | in grey c/s |
| --- | 255 | Mi-4 | Afghan Air Force | | | |
| --- | 66873 | Mi-4 | Afghan Air Force | ph. | 1964 | in probably grey c/s with a 'lightning-bolt' cheatline; there was probably an overpainted prefix in front of the serial, so was the helicopter temporarily borrowed from Aeroflot and later returned ? |
| --- | 333 | Mi-4S | Algerian Air Force | | photo | in light c/s with a dark 'lightning-bolt' cheatline; on a photo with Algerian leader Houari Boumedienne (who was in office in 1965/78) |
| --- | 626 | Mi-4 | Algerian Air Force | ph. | nov13 | in camo c/s of two shades of olive drab; preserved at Cheraga (N36.77705 E02.92881) |
| --- | FE-86 | Mi-4 | Algerian Air Force | | photo | preserved at Tafraoui |
| --- | SH-32 | Mi-4 | Algerian Air Force | | photo | in light grey (?) c/s |
| --- | SH-54 | Mi-4 | Algerian Air Force | | photo | in light grey (?) c/s |
| --- | 02 | Mi-4 | Bangladesh AF | ph. | dec98 | was preserved in these possibly fake markings at BAF Base Bashar at Dhaka-Tejgoan (N23.779823 E90.381157), seen dec98; fate unknown - another Mi-4 'Z2401' was acquired from the Indian Air Force for display in the Bangladesh Air Force Museum (which officially opened to the public 23sep14) in spring 2018 |
| --- | 01 | Mi-4 | Bulgarian AF | d/d | 11sep57 | opb OTpAE at Sofia-Vrazhdebna; photo in book "Lazuren Svyat" by Jorgo Kiranov; Bulgarian serial number TA 1/7202 |
| | 101 | Mi-4 | Bulgarian AF | SOF | 26oct61 | opb 44 VAP at Sofia-Vrazhdebna; trf to 44 VAP at Plovdiv-Krumovo; seen PDV nov61 |
| | 11 | Mi-4 | Bulgarian AF | PDV | 1962 | opb 44 VAP at Plovdiv-Krumovo |
| --- | 02 | Mi-4 | Bulgarian AF | d/d | 11sep57 | opb OTpAE at Sofia-Vrazhdebna; photo in book "Lazuren Svyat" by Jorgo Kiranov mar58; Bulgarian serial number TA 2/7202 |
| | 102 | Mi-4 | Bulgarian AF | SOF | oct61 | opb 44 VAP at Sofia-Vrazhdebna; trf to 44 VAP at Plovdiv-Krumovo; seen PDV nov61 |
| | 12 | Mi-4 | Bulgarian AF | PDV | 1962 | opb 44 VAP at Plovdiv-Krumovo |
| --- | 03 | Mi-4 | Bulgarian AF | ph. | may58 | opb OTpAE Sofia-Vrazhdebna; photo in book "Lazuren Svyat" by Jorgo Kiranov; Bulgarian serial number TA 3/7202 |
| | 103 | Mi-4 | Bulgarian AF | SOF | oct61 | opb 44 VAP at Sofia-Vrazhdebna; trf to 44 VAP at Plovdiv-Krumovo; seen SOF oct61 |
| | 13 | Mi-4 | Bulgarian AF | PDV | 1962 | opb 44 VAP at Plovdiv-Krumovo; w/o |
| --- | 14 | Mi-4 | Bulgarian Navy | Cka | | based at Chaika; Bulgarian serial number TA 4/7202 |
| | 14 | Mi-4 | Bulgarian AF | PDV | 1977 | opb 44 VAP at Plovdiv-Krumovo |
| --- | 15 | Mi-4 | Bulgarian AF | no | reports | Bulgarian serial number TA 5/7202; opb 44 VAP at Plovdiv-Krumovo; w/o 11may68 on return from an air-to-ground firing exercise when turned left sharply, entered a steep descent and crashed near Poroino (Pyrvomaisko), all 4 crew killed (probably the gear box of the tail rotor had failed) |
| --- | 16 | Mi-4 | Bulgarian AF | | 23sep62 | photo in book "Lazuren Svyat" by Jorgo Kiranov may58; Bulgarian serial number TA 6/7202 |
| --- | 17 | Mi-4 | Bulgarian Navy | Cka | photo | Bulgarian serial number TA 7/7202 |
| --- | 18 | Mi-4 | Bulgarian AF | w/o | 08jul77 | photo in book "Lazuren Svyat" by Jorgo Kiranov; Bulgarian serial number TA 8/7202 |
| --- | 19 | Mi-4 | Bulgarian AF | PDV | | opb 44 VAP at Plovdiv-Krumovo; Bulgarian serial number TA 9/7202 |
| --- | 20 | Mi-4 | Bulgarian AF | ph. | 1979 | opb 44 VAP at Plovdiv-Krumovo; Bulgarian serial number TA 10/7202 |
| --- | 21 | Mi-4 | Bulgarian Navy | Cka | | based at Chaika; Bulgarian serial number TA 11/7202 |
| | 21 | Mi-4 | Bulgarian AF | PDV | 1972 | opb 44 VAP at Plovdiv-Krumovo |
| --- | 22 | Mi-4 | Bulgarian Navy | Cka | 1959 | based at Chaika; Bulgarian serial number TA 12/7202 |
| | 22 | Mi-4 | Bulgarian AF | SOF | 1960 | opb 44 VAP at Sofia-Vrazhdebna; trf to 44 VAP at Plovdiv-Krumovo; seen PDV 1962 |
| --- | 23 | Mi-4 | Bulgarian AF | PDV | aug68 | opb 44 VAP at Plovdiv-Krumovo; Bulgarian serial number TA 13/7202 |
| --- | 24 | Mi-4 | Bulgarian AF | | photo | Bulgarian serial number TA 14/7202 |
| --- | 25 | Mi-4 | Bulgarian AF | | photo | Bulgarian serial number TA 15/7202 |
| --- | 26 | Mi-4 | Bulgarian AF | PDV | 30jan63 | Bulgarian serial number TA 16/7202; opb 44 VAP at Plovdiv-Krumovo; w/o 31jan63 on a flight from Plovdiv-Krumovo when encountered low clouds and crashed near Nedyalsko (Yambol region), 3 of the 4 crew killed |
| --- | 27 | Mi-4 | Bulgarian AF | | | Bulgarian serial number TA 17/7202 |
| --- | 28 | Mi-4 | Bulgarian Navy | Cka | | based at Chaika; Bulgarian serial number TA 18/7202 |
| --- | 29 | Mi-4 | Bulgarian AF | PDV | 1961 | opb 44 VAP at Plovdiv-Krumovo; Bulgarian serial number TA 19/7202; w/o |
| --- | 30 | Mi-4 | Bulgarian AF | | photo | Bulgarian serial number TA 20/7202 |
| --- | 31 | Mi-4 | Bulgarian AF | | | Bulgarian serial number TA 21/7202 |
| --- | 32 | Mi-4 | Bulgarian AF | | photo | Bulgarian serial number TA 22/7202 |
| --- | 33 | Mi-4 | Bulgarian AF | ph. | mar62 | and may68 in book "Lazuren Svyat" by Jorgo Kiranov; opb 44 VAP at Plovdiv-Krumovo; Bulgarian serial number TA 23/7202 |
| --- | 34 | Mi-4 | Bulgarian AF | | photo | Bulgarian serial number TA 24/7202 |
| --- | 35 | Mi-4 | Bulgarian AF | ph. | | Bulgarian serial number TA 25/7202 |
| --- | 36 | Mi-4 | Bulgarian AF | PDV | 1962 | Bulgarian serial number TA 26/7202; opb 44 VAP at Plovdiv-Krumovo; w/o |
| --- | 37 | Mi-4 | Bulgarian AF | SOF | 14jun80 | Bulgarian serial number TA 27/7202; opb 44 VAP at Plovdiv-Krumovo |
| --- | 38 | Mi-4 | Bulgarian AF | PDV | 16may62 | Bulgarian serial number TA 28/7202; opb 44 VAP at Plovdiv-Krumovo; |
| --- | 39 | Mi-4 | Bulgarian AF | PDV | 1962 | Bulgarian serial number TA 29/7202; opb 44 VAP at Plovdiv-Krumovo; photo in book "Lazuren Svyat" by Jorgo Kiranov 1964 |
| --- | 40 | Mi-4 | Bulgarian AF | | | Bulgarian serial number TA 30/7202 |
| --- | 41 | Mi-4 | Bulgarian AF | | | Bulgarian serial number TA 31/7202; w/o |
| --- | 42 | Mi-4 | Bulgarian AF | PDV | 1962 | Bulgarian serial number TA 32/7202; opb 44 VAP at Plovdiv-Krumovo; w/o 07feb67 on landing at Plovdiv-Krumovo at night when touched down with high vertical speed, the tailboom broke off, the helicopter bounced, came to rest upside down and exploded, all 3 crew killed |
| --- | 43 | Mi-4 | Bulgarian AF | PDV | 1961 | Bulgarian serial number TA 33/7202; opb 44 VAP at Plovdiv-Krumovo; w/o 19may76 on a flight over the Stara Planina range in clouds when descended below minimum safe altitude and crashed near the "Kozyata stena" hut on Beklemeto pass, 1 crew member and 2 passengers killed |
| --- | 44 | Mi-4 | Bulgarian AF | | | Bulgarian serial number TA 34/7202; opb 44 VAP at Plovdiv-Krumovo; gate guard at Plovdiv-Krumovo (N42.065778 E24.843625), seen sep97/sep11 |
| --- | 46 | Mi-4 | Bulgarian AF | ph. | jul63 | in the book "Lazuren Svyat" by Jorgo Kiranov; Bulgarian serial number TA 36/7202; opb 16 TrAB at Sofia-Vrazhdebna; seen SOF oct63; trf to 16 TrAB at Dobroslavtsi, f/n Dobroslavtsi 16mar78; trf to 44 VAP at Plovdiv-Krumovo; l/n PDV 04jul84 |
| --- | 47 | Mi-4 | Bulgarian AF | SOF | oct63 | Bulgarian serial number TA 37/7202; opb 16 TrAB at Sofia-Vrazhdebna; trf to 16 TrAB at Dobroslavtsi, f/n Dobroslavtsi 1976; photo sep74 in book "Lazuren Svyat" by Jorgo Kiranov |
| --- | 48 | Mi-4 | Bulgarian AF | SOF | oct63 | opb 16 TrAB at Sofia-Vrazhdebna; Bulgarian serial number TA 38/7202 |
| --- | 49 | Mi-4 | Bulgarian Navy | Cka | | based at Chaika; Bulgarian serial number TA 39/7202 |
| --- | 50 | Mi-4ME | Bulgarian Navy | Cka | photo | based at Chaika; Bulgarian serial number TA 40/7202 |
| --- | 55 | Mi-4ME | Bulgarian Navy | no | reports | Bulgarian serial number TA 45/7202; based at Chaika; w/o 29jan66 on a flight from Balchik to Chaika when disintegrated while flying over Lake Varna at a height of some 250-300 metres and crashed into the lake, all 3 crew killed (2 of them managed to bail out but were killed by the rotor) |
| --- | not known | Mi-4 | Bulgarian AF | no | reports | opb 44 VAP at Plovdiv-Krumovo; w/o 15jul77 while flying low along the river Maritsa when collided with an obstacle near Dimitrovgrad and crashed, 1 crew member killed |
| --- | not known | Mi-4 | Burkina Faso AF | OUA | apr96 | derelict, serial not visible on photo |
| --- | not known | Mi-4 | Cambodian AF | d/d | 1963 | delivered by the Soviet Union |
| --- | not known | Mi-4 | Cambodian AF | d/d | 1965 | delivered by the Soviet Union |
| --- | TNK-AB 146 | Mi-4P | Congo Air Force | ph. | mar66 | in light c/s with dark 'lightning-bolt' cheatline; l/n jan69 |
| --- | 01 | Mi-4 | Cuban Air Force | | photo | in dark green or olive drab c/s with light blue or light grey underside |
| --- | 06 | Mi-4 | SEPMI | | photo | Sociedad de Educación Patriótico Militar; opb the skydiving club at Cayo la Rosa (Bauta) by early 1971; in two-tone camo c/s; crashed probably in 1971, details unknown (pilot: Castillo) |
| --- | 07 | Mi-4 | Cuban Air Force | | photo | |
| --- | 16 | Mi-4 | Cuban Air Force | ph. | 27mar82 | preserved at Palacio de Pioneros "Frank Pais" at Mayari Arriba (N20.419115 W75.528636), seen mar82 |
| --- | 17 | Mi-4 | Cuban Air Force | | photo | in dark green or olive drab with light blue or light grey underside |

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | 18 | Mi-4 | Cuban Air Force | | photo | in dark green or olive drab with light blue or light grey underside |
| --- | 20 | Mi-4 | Cuban Air Force | | photo | in dark green or olive drab with light blue or light grey underside; hijacked to the US 19mar64, landing at Naval Air Station Key West in Florida (crew members Guillermo Santos and Andrés Izaguirre had shot dead the commander of the helicopter, José Garcia); was preserved in the Army Aviation Museum at Fort Rucker, AL until around 2000, f/n dec82 and seen 13nov83 without serial and in fake Soviet Air Force markings; the hulk was bought by a private owner around 2000 and stored in a front yard at Midland City, AL (N31.26729 W85.54784), seen nov05/apr14 |
| --- | 22 | Mi-4 | Cuban Air Force | | 20oct81 | in dark green or olive drab with light blue or light grey underside; preserved at Ernesto Guevara square in Havana, seen oct81 |
| --- | 26 | Mi-4 | Cuban Air Force | | photo | in dark green or olive drab with light blue or light grey underside |
| --- | 27 | Mi-4 | Cuban Air Force | ph. | 17apr66 | in greyish green or olive drab with light blue or light grey underside |
| --- | 28 | Mi-4 | Cuban Air Force | | photo | in dark green or olive drab with light blue or light grey underside |
| --- | 33 | Mi-4 | Cuban Air Force | | photo | with a machine-gun pod under the belly; in dark green or olive drab with light blue or light grey underside; was preserved at a military school (founded in 1978) at Arroyo Arenas (N23.04490 W82.47504), but gone by 2001 |
| --- | 34 | Mi-4 | Cuban Air Force | ph. | 17apr66 | in dark green or olive drab c/s with light blue or light grey underside; was preserved at San Antonio de los Baños (N22.859395 W82.515420), seen aug05/dec06 |
| --- | 35 | Mi-4 | Cuban Air Force | | photo | in dark green or olive drab c/s with light blue or light grey underside |
| --- | 37 | Mi-4 | Cuban Air Force | | photo | in dark green or olive drab c/s with light blue or light grey underside |
| --- | 41 | Mi-4 | Cuban Air Force | | photo | in dark green or olive drab c/s with light blue or light grey underside |
| --- | 43 | Mi-4 | Cuban Air Force | | photo | |
| --- | 44 | Mi-4 | Cuban Air Force | | photo | in dark c/s with white serial |
| --- | 46 | Mi-4 | Cuban Air Force | | photo | in dark green or olive drab c/s with light blue or light grey underside |
| --- | 47 | Mi-4 | Cuban Air Force | | photo | in dark c/s with white serial |
| --- | 49 | Mi-4 | Cuban Air Force | | | sat derelict at Ciudad Libertad, seen 15may82 |
| --- | 61 | Mi-4 | Cuban Air Force | | | sat derelict at Delicias Sur, seen 23mar82 |
| --- | 71 | Mi-4 | Cuban Air Force | | photo | in dark green or olive drab c/s with light blue or light grey underside |
| --- | no serial | Mi-4 | Cuban Air Force | | | preserved at Artemisa (N22.859250 E277.484557) |
| --- | not known | Mi-4 | Cuban Air Force | | | in fact Soviet Navy; 33 were operated by 437 ovp VMF which was based at Playa Baracoa (Cuba) in autumn 1962; handed over to the Cuban Air Force when the unit returned to the Soviet Union |
| --- | not known | Mi-4 | Czechoslovak AF | d/d | 26jan61 ? | not c/n 19116 as reported |
| --- | 0102 | Mi-4 | Czechoslovak AF | | photo | not c/n 01102 ! |
| --- | 0547 | Mi-4 | Czechoslovak AF | | photo | |
| --- | 1479 | Mi-4 | Czechoslovak AF | | | not c/n 1479 !; based at Bechyne by 1960 |
| --- | 6142 | Mi-4 | Czechoslovak AF | | | |
| | 6542 | Mi-4B | Czechoslovak AF | | | damaged beyond repair 10feb70 on a landing at night when suffered from ground resonance, the tailboom hit the ground and the helicopter rolled over onto its side, all 4 crew members (pilot: mjr. Zdenek Smetana) escaped; the damage was considered to be 616,955 Czechoslovakian crowns |
| --- | 8518 | Mi-4 | Czechoslovak AF | | | not c/n 18118 !; scrapped at Trencín sep92 |
| --- | D-50 | Mi-4 | Czechoslovak AF | | photo | in dark green or olive drab c/s with light blue or light grey underside; D-50 was supposedly a HC-2 at the same time, so it seems the Mi-4 serial was later changed |
| --- | 171 | Mi-4 | no titles | | photo | in the book about 50 years Mil published in 1998; the photo does appear on the Let Kunovice website with details about their Mi-4 '1874', but this is probably pure coincidence as the site also contains a photo of '9545'; in a camo c/s of two shadesof olive drab, no markings apart from the white serial; painted up for a film ? |
| --- | 10 | Mi-4 | Egyptian Air Force | ph. | 29jul16 | in light blue c/s; preserved in the Egyptian Air Force museum at Cairo-Almaza, seen jul16/sep24 |
| --- | not known | Mi-4 | Egyptian Air Force | | | w/o 27jun70 when was shot down by "Mirage" IIICJ '719' of 119 Tayeset of the Israel Air Force (piloted by Elijah Menachem) |
| --- | 3X-GPC | Mi-4S | Air Guinée ? | ph. | jan68 | in light c/s with dark 'lightning-bolt' cheatline |
| --- | not known | Mi-4P | Ghana Air Force | | photo | with rectangular windows; in olive drab c/s with titles below the cabin windows; possibly ex 9G-OTP; was preserved at Kpeshi Labadi Road, the photo was taken in 1963 or later |
| --- | 28 | Mi-4A | Hungarian AF | d/d | 20jun55 | c/n was reported as 1028, but that cannot be correct, see there; in olive drab c/s with light grey underside |
| | 28 | Mi-4A | Hung. Nat. Guard | ph. | 1956 | used in the uprising oct/nov56; with Hungarian flag |
| | 28 | Mi-4A | Hungarian AF | ph. | 14feb58 | w/o 14feb58 on take-off from Kecskemét when a rotor blade broke off, the helicopter crashed from a height of some 40 m and caught fire, one crew member (the flight mechanic) killed |
| --- | BZ539 | Mi-4 | Indian Air Force | | | |
| --- | BZ584 | Mi-4 | Indian Air Force | | | |
| --- | BZ585 | Mi-4 | Indian Air Force | | | |
| --- | BZ586 | Mi-4 | Indian Air Force | | | |
| --- | BZ587 | Mi-4 | Indian Air Force | ph. | 1962 | in dark c/s with light underside, with Red Crosses |
| --- | BZ588 | Mi-4 | Indian Air Force | | photo | in the late 1960s, location not known |
| --- | BZ589 | Mi-4 | Indian Air Force | | | |
| --- | BZ590 | Mi-4 | Indian Air Force | | | |
| --- | BZ591 | Mi-4 | Indian Air Force | | photo | during the Mizo Insurgency Operations in 1968; in camo c/s |
| --- | BZ592 | Mi-4 | Indian Air Force | ph. | 1962 | in dark c/s with light underside, with Red Crosses |
| --- | BZ593 | Mi-4 | Indian Air Force | ph. | 1962 | in dark c/s with light underside, with Red Crosses |
| --- | BZ594 | Mi-4 | Indian Air Force | | | |
| --- | BZ890 | Mi-4 | Indian Air Force | | 26jan69 | flypast over New Delhi; carried code 'J' |
| --- | BZ891 | Mi-4 | Indian Air Force | | | |
| --- | BZ892 | Mi-4 | Indian Air Force | | | |
| --- | BZ893 | Mi-4 | Indian Air Force | | | |
| --- | BZ894 | Mi-4 | Indian Air Force | Des | 24jan68 | |
| --- | BZ895 | Mi-4 | Indian Air Force | Til | 31mar68 | |
| --- | BZ896 | Mi-4 | Indian Air Force | | | |
| --- | BZ897 | Mi-4 | Indian Air Force | Til | 31mar68 | |
| --- | BZ898 | Mi-4 | Indian Air Force | | | |
| --- | BZ899 | Mi-4 | Indian Air Force | | | |
| --- | BZ900 | Mi-4 | Indian Air Force | | | initially in white/light grey VIP c/s with 'lightning-bolt' cheatline; repainted in green/light blue camo c/s; preserved in the Indian Air Force Museum at Palam (N28.574067 E77.117533), seen dec86/feb09, without serial by feb13 but probably with serial again by feb15, l/n jan24 |
| --- | BZ901 | Mi-4 | Indian Air Force | | | |
| --- | BZ902 | Mi-4 | Indian Air Force | | | |
| --- | BZ903 | Mi-4 | Indian Air Force | | | |
| --- | BZ904 | Mi-4 | Indian Air Force | | | |
| --- | BZ905 | Mi-4 | Indian Air Force | | | |
| --- | BZ906 | Mi-4 | Indian Air Force | Til | 31mar68 | |
| --- | BZ907 | Mi-4 | Indian Air Force | | | |
| --- | BZ908 | Mi-4 | Indian Air Force | | | |
| --- | BZ909 | Mi-4 | Indian Air Force | | | |
| --- | BZ910 | Mi-4 | Indian Air Force | | | |
| --- | BZ911 | Mi-4 | Indian Air Force | | | |
| --- | Z330 | Mi-4 | Indian Air Force | | | |
| --- | Z331 | Mi-4 | Indian Air Force | ph. | dec71 | at Narsingdi; flew Lieutenant General Jagjit Singh Aurora, the then General Officer Commanding Chief of the Eastern Command, from Jessore (now in western Bangladesh) to Dhaka 16dec71 for the surrender ceremony of the Pakistani forces in East Pakistan; preserved at PM Shri Kendriya Vidyalaya No. 1 Air Force Station Jorhat south-east of Jorhat airfield (N26.720248 E94.180899), f/n may00; reported by nov08 in dark green/yellow mottled c/s, with 'Airavat' titles (after the mythical winged white elephant of the Hindu god Indra); on a photo sep19 in light grey c/s with 'Indian Air Force' titles in Hindi and English |
| --- | Z332 | Mi-4 | Indian Air Force | | | |
| --- | Z333 | Mi-4 | Indian Air Force | | | |
| --- | Z334 | Mi-4 | Indian Air Force | | | |
| --- | Z335 | Mi-4 | Indian Air Force | | | |
| --- | Z336 | Mi-4 | Indian Air Force | | | |
| --- | Z337 | Mi-4 | Indian Air Force | | | |
| --- | Z338 | Mi-4 | Indian Air Force | | | |
| --- | Z339 | Mi-4 | Indian Air Force | | | |
| --- | Z340 | Mi-4 | Indian Air Force | | photo | |
| --- | Z341 | Mi-4 | Indian Air Force | | | |
| --- | Z342 | Mi-4 | Indian Air Force | | | |
| --- | Z343 | Mi-4 | Indian Air Force | | | |
| --- | Z344 | Mi-4 | Indian Air Force | | | |
| --- | Z345 | Mi-4 | Indian Air Force | | | |
| --- | Z346 | Mi-4 | Indian Air Force | | | |
| --- | Z347 | Mi-4 | Indian Air Force | | | |
| --- | Z348 | Mi-4 | Indian Air Force | | | |
| --- | Z349 | Mi-4 | Indian Air Force | | | |
| --- | 'Z498' | Mi-4 | Indian Air Force | ph. | 27feb21 | in orange/light grey Sarang c/s with a blue/yellow peacock on the rear fuselage; preserved in these fake colours at Chandigarh (N30.684138 E76.777787), seen jan06 and still visible on Google Earth may23 |
| --- | Z610 | Mi-4 | Indian Air Force | | <1994 | seen dumped at Agra before 1994 but batch starts with Z612 so probably a misread !; still present dec02 but serial not read off |
| --- | Z612 | Mi-4 | Indian Air Force | Des | 24jan68 | in flypast over New Delhi 26jan69, now carried code 'X' |
| --- | Z613 | Mi-4 | Indian Air Force | Des | 24jan68 | |
| --- | Z614 | Mi-4 | Indian Air Force | Til | 31mar68 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | Z615 | Mi-4 | Indian Air Force | | | |
| --- | Z616 | Mi-4 | Indian Air Force | Til | 31mar68 | carried code 'B' |
| --- | Z617 | Mi-4 | Indian Air Force | Til | 31mar68 | carried code 'C' |
| --- | Z618 | Mi-4 | Indian Air Force | | | |
| --- | Z619 | Mi-4 | Indian Air Force | | | |
| --- | Z620 | Mi-4 | Indian Air Force | Des | 24jan68 | |
| --- | Z621 | Mi-4 | Indian Air Force | | | |
| --- | Z622 | Mi-4 | Indian Air Force | | | |
| --- | Z623 | Mi-4 | Indian Air Force | Des | 24jan68 | in flypast over New Delhi 26jan69, now carried code 'A' |
| --- | Z624 | Mi-4 | Indian Air Force | Des | 24jan68 | in flypast over New Delhi 26jan69, now carried code 'B' |
| --- | Z625 | Mi-4 | Indian Air Force | | 26jan69 | in flypast over New Delhi, carried code 'C" |
| --- | Z626 | Mi-4 | Indian Air Force | Des | 24jan68 | |
| --- | Z627 | Mi-4 | Indian Air Force | | | |
| --- | Z628 | Mi-4 | Indian Air Force | Til | 31mar68 | |
| --- | Z629 | Mi-4 | Indian Air Force | Til | 31mar68 | |
| --- | Z630 | Mi-4 | Indian Air Force | Til | 31mar68 | |
| --- | Z631 | Mi-4 | Indian Air Force | | | |
| --- | Z632 | Mi-4 | Indian Air Force | | | |
| --- | Z633 | Mi-4 | Indian Air Force | ph. | 1971 | carried code 'F' |
| --- | Z634 | Mi-4 | Indian Air Force | | | |
| --- | Z635 | Mi-4 | Indian Air Force | | | |
| --- | Z636 | Mi-4 | Indian Air Force | | | |
| --- | Z637 | Mi-4 | Indian Air Force | | | VIP version; presented to the King of Bhutan apr68 |
| --- | Z638 | Mi-4 | Indian Air Force | | | |
| --- | Z639 | Mi-4 | Indian Air Force | Til | 31mar68 | |
| --- | Z640 | Mi-4 | Indian Air Force | | | |
| --- | Z641 | Mi-4 | Indian Air Force | Til | 31mar68 | carried code 'J" |
| --- | Z1016 | Mi-4 | Indian Air Force | | | |
| --- | Z1017 | Mi-4 | Indian Air Force | | 1965 | |
| --- | Z1018 | Mi-4 | Indian Air Force | | | |
| --- | Z1019 | Mi-4 | Indian Air Force | | | |
| --- | Z1307 | Mi-4 | Indian Air Force | | | |
| --- | 'Z2401' | Mi-4 | Indian Air Force | ph. | 23may18 | flown from India to Bangladesh in an Indian Air Force C-17A in 2017; h/o in spring 2018; in grey c/s with large black areas (like on a Mi-8), with titles; preserved in these fake markings in the Bangladesh Air Force Museum at BAF Base Bashar in Dhaka Tejgoan from spring 2018, seen may18/sep23; may be transferred to the Liberation War Museum |
| --- | Z3.. ? | Mi-4 | Indian Air Force | ph. | 24sep05 | in dark greyish green c/s with ochre blotches; used for ground training by the Counter-Insurgency and Jungle Warfare School (CIJWS) of the Indian Army at Variengte (N24.478581 E92.75402), seen may05/2016 (derelict by 2016) |
| --- | not known | Mi-4 | Indian Air Force | ph. | apr15 | preserved in faded olive drab c/s at Silchar-Kumbhirgram (N24.907245 E92.973584), seen apr15/oct22 |
| --- | no serial | Mi-4 | Indian Air Force | ph. | 10may13 | in white c/s with dark grey tail and light grey belly, with 'Indian Air Force' titles; was preserved in the Traffic Park of Chandimandir Cantonment at Panchkula, seen may13 (Google Earth seems to show a Mi-8 at that location N30.717285 E76.871023 in 2024) |
| --- | not known | Mi-4 | Indian Air Force | ph. | 28oct05 | damaged at Daulat Beg Oldi airstrip (at a height of 5,065 metres), possibly during the 1962 conflict with China; the wreck was extant at N35.38538 E77.933233 by oct05 |

The Indonesian Mi-4s were grounded in 1972.

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | H-202 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor); photo exists |
| --- | H-206 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor); in white/light grey c/s with 'AURI' titles; on another photo with large 'Rescue' titles |
| --- | H-207 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor); in white/light grey c/s with 'AURI' titles |
| --- | H-214 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor); photo exists |
| --- | H-215 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor) |
| --- | H-216 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor) |
| --- | H-217 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor) |
| --- | H-218 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor) |
| --- | H-219 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor); photo exists |
| --- | H-220 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor) |
| --- | H-221 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor) |
| --- | H-222 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor) |
| --- | H-223 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor) |
| --- | H-224 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor) |
| --- | H-225 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor) |
| --- | H-226 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor) |
| --- | H-227 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor) |
| --- | H-228 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor) |
| --- | H-229 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor) |
| --- | H-232 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor); photo exists |
| --- | H-234 | Mi-4 | Indonesian AF | d/d | jun60 | opb Skuadron 7 at Semplak (Bogor); photo exists |
| --- | 'H-200' | Mi-4P | Indonesian AF | ph. | 11oct94 | with rectangular windows; was reported as former H-251, but that was a Sikorsky S-58 in 1961; in olive drab c/s with light grey underside and 'AURI' titles; preserved with this fake serial in the museum at Yogjakarta-Adjisutjipto, seen oct94/nov23 |
| --- | HA-5005 | Mi-4 | Indonesian Army | d/d | jun60 | |
| --- | HA-5006 | Mi-4 | Indonesian Army | d/d | jun60 | |
| --- | HA-5007 | Mi-4 | Indonesian Army | d/d | jun60 | in olive drab c/s with 'Angk Darat' titles; preserved in the ABRI Satria Mandala (Armed Forces) museum at Jakarta (S6.2325435 E106.81771), seen 1976/dec19 |
| --- | HA-5008 | Mi-4 | Indonesian Army | d/d | jun60 | preserved at Semerang (S6.9836622 E11038351), seen apr98/nov07 (see the date below) |
| | '3400' | Mi-4 | Indonesian Mil Pol | ph. | 05aug05 | in dark greyish green c/s with 'Polisi Militer' titles; preserved in these fake colours in front of a Military Police Station at Semarang, seen aug05 |
| --- | HA-5009 | Mi-4 | Indonesian Army | d/d | jun60 | |
| --- | HA-5010 | Mi-4 | Indonesian Army | d/d | jun60 | |
| --- | HA-5011 | Mi-4 | Indonesian Army | d/d | jun60 | |
| --- | HA-5012 | Mi-4 | Indonesian Army | d/d | jun60 | |
| --- | HA-5013 | Mi-4 | Indonesian Army | d/d | jun60 | |
| --- | HA-5014 | Mi-4 | Indonesian Army | d/d | jun60 | |
| --- | HA-5015 | Mi-4 | Indonesian Army | d/d | jun60 | |
| --- | HA-5016 | Mi-4 | Indonesian Army | d/d | jun60 | |
| --- | HA-5017 | Mi-4 | Indonesian Army | d/d | jun60 | black and white photo 1970 |
| --- | HA-5018 | Mi-4 | Indonesian Army | d/d | jun60 | in olive drab c/s with 'Angk Darat' titles; preserved at Makkala (S5.266774 E119.537) |
| --- | V-407 | Mi-4ME | Indonesian Navy | d/d | jun60 | opb Skuadron 400; in light blue c/s with dark blue lightning bolt, 'Angkatan Laut' titles; a black and white photo exists |
| --- | V-408 | Mi-4ME | Indonesian Navy | d/d | jun60 | opb Skuadron 400; in light greenish grey c/s with red nose and blue 'lightning-bolt' cheatline and trim, with 'Angkatan Laut' titles; preserved at Surabaya-Juanda Naval Air Base (S7.3855333 E112.78039), l/n sep24 |
| --- | V-409 | Mi-4 | Indonesian Navy | d/d | jun60 | opb Skuadron 400 |
| --- | V-410 | Mi-4 | Indonesian Navy | d/d | jun60 | opb Skuadron 400 |
| --- | V-411 | Mi-4 | Indonesian Navy | d/d | jun60 | opb Skuadron 400 |
| --- | V-412 | Mi-4 | Indonesian Navy | d/d | jun60 | opb Skuadron 400 |
| --- | V-413 | Mi-4 | Indonesian Navy | d/d | jun60 | opb Skuadron 400 |
| --- | V-414 | Mi-4 | Indonesian Navy | d/d | jun60 | opb Skuadron 400 |
| --- | V-415 | Mi-4S | Indonesian Navy | d/d | jun60 | opb Skuadron 400; in light grey c/s with red nose and blue 'lightning-bolt' cheatline and trim, with 'Angkatan Laut' titles; photo in 1970 |
| --- | no serial | Mi-4 | Indonesian Navy | ph. | 30nov23 | not a Mi-4ME; in light greenish grey c/s with red nose and blue 'lightning-bolt' cheatline and trim, with 'Angkatan Laut' titles; was preserved on the premises of the Loka Jala Crana Navy Museum at Morokrembangan (Surabaya), seen jun04/nov19; preserved in Museum Pusat TNI Angkatan Laut (Indonesion Navy Central Museum) at Koarmada II (Surabaya) which opened in 2022, seen nov23/mar24 |
| --- | 478 | Mi-4 | Iraqi Air Force | d/d | 1958 | opb No. 2 Squadron at Firnas; sat wfu at al-Ali, seen mar04 |
| --- | 481 | Mi-4 | Iraqi Air Force | d/d | 1958 | opb No. 2 Squadron at Firnas; sat wfu at al-Ali, seen mar04 |
| --- | 484 | Mi-4 | Iraqi Air Force | d/d | 1959 | opb No. 2 Squadron at Firnas; in all-green c/s; used to support the deployment of the Iraqi 3rd Armoured Division "Saladdin" to Syria oct73 |
| --- | 678 | Mi-4 | Iraqi Air Force | d/d | 1966 | opb No. 2 Squadron at Firnas; in white/light grey c/s with 'lightning-bolt' cheatline; photo in 1970 |
| --- | not known | Mi-4 | Iraqi Air Force | Hab | may03 | wfu; in red/white c/s |
| --- | not known | Mi-4 | Iraqi Air Force | Hab | may03 | wfu; in green c/s |
| --- | no serial | Mi-4 | Iraqi Air Force | KIK | 2003 | preserved on poles as a gate guard |
| --- | not known | Mi-4 | Iraqi Air Force | | | 2 dumped at Tallil AB, f/n mar04 |
| --- | 05 | Mi-4S | Laotian Air Force | ph. | 1962 | probably in fact Soviet Air Force; probably in light grey c/s with red or blue 'lightning-bolt' cheatline |
| --- | "80" yellow | Mi-4A | Mongolian AF | no | reports | opb 337 oae at Nailakh |
| | no code | Mi-4A | Mongolian AF | ph. | apr14 | preserved in medium green c/s with yellow cheatline and light blue underside at Nailakh (N47.74257 E107.39667), seen apr14 |
| --- | 1100 | Mi-4 | Mongolian AF | ULN | 22jul98 | preserved behind 109 Sqn HQ building |
| --- | no reg | Mi-4 | Mongolia | ULN | 15may24 | in light blue c/s with white top of fuselage and trim, no markings apart from 'Mi-4' and a Mongolian flag; preserved in poor condition at the entry to the old airport at Ulaanbaatar (N47.854236 E106.764892) |
| --- | 910 | Mi-4 | North Korean AF | ph. | mid70s | with yellow code |
| --- | 917 | Mi-4 | North Korean AF | | photo | |

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | 918 | Mi-4 | North Korean AF | ph. | 1980s | in olive drab c/s with light blue underside and white code |
| --- | 926 | Mi-4 | North Korean AF | | drawing | armed with "Susong-Po" ATGMs on stub wings; in medium green/dark green/ochre camo c/s with light blue belly, red code outlined in white |
| --- | 941 | Mi-4 | North Korean AF | | photo | in olive drab c/s with white or yellow code |
| --- | 951 | Mi-4 | North Korean AF | | photo | in olive drab c/s with light grey underside and white code |
| --- | 961 ? | Mi-4 | North Korean AF | | photo | serial difficult to read on the photo, could also be 981; probably in olive drab c/s with light grey underside and white code |
| --- | 7 | Mi-4 | Polish Air Force | | photo | |
| --- | 8 | Mi-4 | Polish Air Force | | photo | |
| --- | 05 | Mi-4 | Polish Air Force | | photo | |
| --- | 06 | Mi-4 | Polish Air Force | | photo | |
| --- | 07 | Mi-4 | Polish Air Force | | photo | |
| --- | 616 | Mi-4 | Polish Air Force | | photo | |
| --- | 1 | Mi-4A | Romanian Air Force | | photo | initially in olive drab c/s with light grey underside; took part in the Navy Day at Mangalia in 1969; repainted in olive drab c/s with medium green blotches and light grey underside; was displayed at Mamaia (or Constanta ?) probably from 1975 to 1978; was preserved in Muzeul Militar Central (Central Military Museum) at Str. Izvor 137, Sector 5 at Bucharest from 1979, on a photo in 1980 |
| | '11' | Mi-4A | Romanian Air Force | ph. | 1980 | in exactly the same camo c/s as '1' above; was preserved in Muzeul Militar Central until 1988; fate unknown, but it is not the same helicopter as Mi-4A 127 according to a Romanian aviation history forum |
| --- | 2 | Mi-4 | Romanian Air Force | ph. | 1960s | in olive drab c/s with light blue underside |
| --- | 3 | Mi-4 | Romanian Air Force | ph. | 1960s | in olive drab c/s with light blue underside |
| --- | 4 | Mi-4 | Romanian Air Force | ph. | 1969 | during the Navy Day at Mangalia; in olive drab c/s with light blue underside |
| --- | 5 | Mi-4 | Romanian Air Force | | photo | opb Regimentul 99 Aviatie Transport at OTP; in olive drab c/s with light blue underside; severely damaged on a survey flight for the future "Transfagarasan" road 04jul63 when got caught by a strong downdraft and crash-landed in the Podragu valley of the Fagaras mountains; recovered by a Soviet Air Force Mi-6 and flown to Victoria railway station from where it was sent to the Soviet Union and repaired |
| --- | 6 | Mi-4 | Romanian Air Force | ph. | 1969 | during the Navy Day at Mangalia; in olive drab c/s with light blue underside; was preserved as a gate guard at Mamaia |
| --- | 20 | Mi-4P | Romanian Air Force | ph. | 23aug69 | in olive drab with light blue underside; took part in the parade over Bucharest 23aug69; on a photo probably in 1976 |
| --- | 151 | Mi-4A | Romanian Air Force | | photo | possibly c/n 1151; in olive drab c/s with light grey underside and |
| --- | AM65 | Mi-4 | Somali Air Force | | photo | probably in light grey c/s; 4 were delivered probably in 1966 and based at Mogadishu |
| --- | 325 | Mi-4 | Syrian Air Force | | photo | in white/light grey c/s with 'lightning-bolt' cheatline |
| --- | 3280 | Mi-4 | Syrian Air Force | | nov01 | stored |
| --- | 3287 | Mi-4 | Syrian Air Force | | nov01 | stored |
| --- | no serial | Mi-4 | US Army Aviation | | photo | in fact North Korean Air Force; in olive drab c/s with light grey underside, 'US ARMY' titles and US 'star and bar' roundels; appeared in these fake markings in the 1986 North Korean film "Order No. 027" |
| --- | 50D | Mi-4S | North Vietnam AF | Hgl | oct60 | carried the North Vietnamese leader Ho Chi Minh; l/n in spring 1961 |
| --- | 59510 | Mi-4S | North Vietnam AF | toc | feb59 | serial may end in the letter D instead of a zero; struck off charge mar69 |
| | 151D | Mi-4S | Vietnam Air Force | ph. | 1996 | in olive drab c/s with light blue sides and undersides and a white 'lightning-bolt' cheatline; was reportedly the personal helicopter of North Vietnamese leader Ho Chi Minh; preserved in the Không-Qu¨n Air Force Museum at Hanoi, seen mar00/apr12 |
| | 5951D | Mi-4S | Vietnam Air Force | ph. | 2017 | in olive drab c/s with light blue sides and undersides and a white 'lightning-bolt' cheatline; preserved in the Không-Qu¨n Air Force Museum at Hanoi (N20.999417 E105.82981), seen 2017/oct20 |
| --- | 6:55.0 | Mi-4 | North Vietnam AF | | photo | at the Ban Hin Heup peace talks |
| --- | not known | Mi-4S | North Vietnam AF | | | opb 919th Transport Regiment; w/o 16dec60 while transporting arms to Laos when the crew lost orientation and the helicopter ran out of fuel, the crew made an emergency landing in the Plain of Jars (Laos) and burnt the helicopter |
| --- | not known | Mi-4S | North Vietnam AF | | | opb 919th Transport Regiment; dbr may61 on a medevac flight in adverse weather conditions in Vinh province when flew too low, hit a tree and crashed, no casualties |
| --- | 101 | Mi-4 | South Yemen AF | | | dumped at Sanaa (N15.45352 E44.22228) |
| --- | 102 | Mi-4 | South Yemen AF | | | |
| --- | 103 | Mi-4 | South Yemen AF | | | |
| --- | 104 | Mi-4 | South Yemen AF | | | |
| --- | 105 | Mi-4 | South Yemen AF | | | |
| --- | 106 | Mi-4 | South Yemen AF | | | |
| --- | 107 | Mi-4 | South Yemen AF | | | |
| --- | 108 | Mi-4 | South Yemen AF | | | |
| --- | 109 | Mi-4 | South Yemen AF | | | |
| --- | YE-AAP | Mi-4S | Yemen Government | toc | jul57 | VIP helicopter with rectangular windows; operated on behalf of the Imam of Yemen; wore a small flag and the inscription 'al-Bisat'; fate after the coup of 26sep62 unknown |
| --- | YE-AAQ | Mi-4S | Yemen Government | toc | jul57 | VIP helicopter with rectangular windows; operated on behalf of the Imam of Yemen; wore a big flag; w/o shortly after the coup of 26sep62 |
| --- | YE-AAV | Mi-4S | Yemen Government | | photo | (4 delivered in total) |
| --- | 12001 | Mi-4A | Yugoslav Air Force | | | |
| --- | 12002 | Mi-4A | Yugoslav Air Force | | photo | in olive drab c/s with light grey underside, carried the code "002" white |
| --- | 12003 | Mi-4A | Yugoslav Air Force | | photo | in olive drab c/s, carried the code "003" white; transferred to Egypt in 1973 (as 1 of 12 Yugoslav Mi-4s) |
| --- | 12004 | Mi-4A | Yugoslav Air Force | | photo | in olive drab c/s with light grey underside, carried the code "004" white |
| --- | 12005 | Mi-4A | Yugoslav Air Force | | photo | in olive drab c/s, carried the code "005" white; wfu in 1977 |
| --- | 12006 | Mi-4A | Yugoslav Air Force | | | |
| --- | 12007 | Mi-4A | Yugoslav Air Force | | photo | in olive drab c/s, carried the code "007" white |
| --- | 12008 | Mi-4A | Yugoslav Air Force | ph. | 30oct07 | wfu 1977; was preserved in the barracks at èabac from about 1982/83, l/n oct07, derelict; was to be scrapped and no longer visible on Google Earth by 2009 |
| --- | 12009 | Mi-4A | Yugoslav Air Force | | | w/o 20jan67 |
| --- | 12010 | Mi-4A | Yugoslav Air Force | | | |
| --- | 12011 | Mi-4A | Yugoslav Air Force | | photo | in olive drab c/s, carried the code "011" white |
| --- | 12012 | Mi-4A | Yugoslav Air Force | ph. | 1971 | at Udbina; opb 780. the; in greyish green c/s, did not carry a code; on an undated photo in olive drab c/s, carried the code "012" white |
| --- | 12014 | Mi-4A | Yugoslav Air Force | | photo | |
| --- | 12015 | Mi-4A | Yugoslav Air Force | ph. | 30mar98 | in olive drab c/s, carried the code "015" white; was preserved at Sarajevo-Rajlovac, l/n mar98 |
| --- | 12016 | Mi-4A | Yugoslav Air Force | | | w/o 30jul72 |
| --- | 12017 | Mi-4A | Yugoslav Air Force | | | |
| --- | 12018 | Mi-4A | Yugoslav Air Force | | | |
| --- | 12019 | Mi-4A | Yugoslav Air Force | | photo | in olive drab c/s, carried the code "019" white |
| --- | 12020 | Mi-4A | Yugoslav Air Force | | photo | in olive drab c/s with light grey underside, carried the code "020" white; wfu in 1977 |
| --- | 12021 | Mi-4A | Yugoslav Air Force | | | |
| --- | 12022 | Mi-4A | Yugoslav Air Force | | | |
| --- | 12023 | Mi-4A | Yugoslav Air Force | | | w/o 10apr74 |
| --- | 12024 | Mi-4A | Yugoslav Air Force | | photo | in olive drab c/s with light grey underside, carried the code "024" white |
| --- | 12025 | Mi-4A | Yugoslav Air Force | | | |

# Mil Mi-6

The Mi-6 is a large transport helicopter dating from a requirement in 1954 to satisfy a need for a machine which could be used both by the civil market and the military. It made its first flight on 5 June 1957. Main production was at Rostov's Factory No. 168 between 1959 and 1980, by which time 874 had been manufactured. In addition Factory No. 23 at Moscow-Fili built 50 helicopters between 1960 and 1962, making a total production of 924 helicopters.
The Mi-6 was by far the largest and fastest helicopter in its time. It was used as a transport helicopter by Aeroflot and saw military service as troop carrier, an air ambulance capable of handling 41 stretcher cases and a fire-fighter. They were also used as command posts, 36 being converted from Mi-6As to Mi-VKPs (izd. 72) at the 535 ARZ rework facility at Konotop in the early 1970s. Apart from that, a certain number were built straight as Mi-6AYa (also known as Mi-22 or Mi-6VzPU) airborne command posts. Several specialised versions remained at prototype stage like the Mi-6P passenger aircraft seating up to 80, the Mi-6M ASW helicopter, the Mi-6RVK heliborne missile complex and the Mi-6PRTBV heliborne mobile missile maintenance base. Exports were achieved to the Air Forces of Peru, Algeria, Egypt, Angola, China, Indonesia, Vietnam and Laos.
North Vietnam probably received six Mi-6 helicopters. According to a CIA intelligence bulletin, two probable Mi-6 shipping crates were seen on the south-western parking apron at Haiphong-Kien An airfield on 10 April 1966. Another bulletin dated 13 June 1966 mentioned two Mi-6s at Hanoi-Gia Lam airfield. Four recently delivered Mi-6s were being assembled (rotors in the process of being assembled) at Haiphong-Kien An according to a CIA bulletin intelligence dated 14 July 1966, while a bulletin dated 28 July 1966 stated that the rotor blades were installed and the helicopters appeared operational. By mid-July 1966, the North Vietnamese had 6 Mi-6s available according to the CIA.
A nice place to visit, if it was not for the radiation, would be the Rossokha site a few kilometres from the town of Chernobyl where hundreds of radioactive wrecks used in containing the Chernobyl disaster are stored in a field, among them many Mi-6s. None of them has been identified yet.
The type was grounded in summer 2002 after a major accident, and its CofA was eventually withdrawn by the Russian authorities on 18 August 2003. The last flight of a Mi-6 is reported to have taken place at Arkhangelsk on 18 May 2003. The remaining 33 active helicopters were cancelled on that date as withdrawn from use.
The Mi-6 had the nice habit of normally having the c/n painted on the left side of the tailboom making it easy (in the days before we had access to the register!) to check. There are several ways of presenting the c/n which in most cases shows the last figure as a "B" (a Cyrillic "V" and not, as often reported, a figure 8). This letter B (V) has been suggested to stand for 'vertolyot' (Russian for helicopter), but it is more likely to be a product code as Factory No. 168 never built anything other than helicopters.

## ***2 Mi-6 prototypes built by MMZ No. 329 (MVZ im. Milya) at Moscow-Sokolniki between 1956 and 1958***

| | | | | | | |
|---|---|---|---|---|---|---|
| 00-01 | no code | Mi-6 | MAP MVZ im. Milya | mfd | oct56 | the first prototype; c/n also reported as 0030001 (but a 0 as the first digit would indicate the year of manufacture 1960); in Soviet Air Force c/s; built by the outlet of Factory No. 329 at Zakharkovo; powered by TV-2VM engines; still without wings; did not wear a c/n externally; used for fatigue tests on the ground at first; made a first short 'hop' 05jun57 at Zakharkovo; first 'real' flight 18jun57; established a world record (12,004 kg to 2,432 metres) 30oct57; f/n above Moscow-Tushino 1958 |
| 00-02 | no code | Mi-6 | MAP MVZ im. Milya | mfd | feb58 | the second prototype; c/n also reported as 0030002 (but a 0 as the first digit would indicate the year of manufacture 1960 while the long c/n painted on the tailboom seems to start with a '8'); powered by TV-2VM engines; with wings and complete with all equipment; in Soviet Air Force c/s; f/n above Moscow-Tushino in 1958; completed factory trials dec58 |

## ***50 Mi-6 built by Factory No. 23 at Moscow-Fili from 1959 to 1962***

The construction numbers used by Factory No. 23 are explained as follows: The first digit indicates the year of manufacture (0 for 1960 and so on), the second digit is always a 0 (zero), the third digit is the factory code (3 for factory 23), followed by two digits for the batch number and two digits indicating the number in the batch. The number is suffixed by a V (B in Cyrillic) standing for 'vertolyot' (helicopter).

| | | | | | | |
|---|---|---|---|---|---|---|
| 01 03 | no code | Mi-6 | MAP MVZ im. Milya | mfd | spr. 59 | the third prototype, the first Mi-6 powered by D-25V engines; in Soviet Air Force c/s |
| 01 04 | "69" | Mi-6 | Soviet Air Force | mfd | 1960 | damaged 05sep60 during auto-rotation trials when the left engine surged and the helicopter landed very hard, the nose-wheel collapsed and one engine caught fire; repaired; later opb 332 ovp at Pribylovo |
| 003 01 01V | "02" black | Mi-6 | Soviet Air Force | mfd | late 60 | underwent trials at the factory until jul63 (70 hours 14 minutes, 354 'aircraft' and 43 'helicopter' cycles); last flight 26may65 (to Monino); t/t 96 hours 14 min; used as a ground instructional airframe by the "Zhukovski" Air Force Engineering College from 26may65; preserved in the Soviet Air Force museum at Monino from 25aug78, l/n aug15 |
| | 'CCCP-06174' | Mi-6 | Aeroflot | Mon | nov18 | preserved in these fake colours in the Russian Air Force museum at Monino (N55.833541 E38.185914), seen nov18/apr21; see c/n 5682010V |
| 003 02 02V | "02" red | Mi-6 | Soviet Air Force | | photo | reportedly took part in the fly-past at Tushino 09jul61 |
| 02 05V | not known | Mi-6 | Soviet Air Force | mfd | 1960 | damaged 20sep60 during autorotation trials when landed on the main wheels and the tail-wheel, and three blades of the main rotor hit the tailboom when the helicopter wallowed onto the nose-wheel |
| 103 03 02V | no code | Mi-6PRTBV | Soviet Air Force | f/f | 1960 | heliborne mobile missile maintenance base; the only one built of this version; trials completed in 1962; further fate unknown |
| 103 03 03V | not known | Mi-6 | Soviet Air Force | mfd | 1960 | in grey c/s; a photo taken in summer 1968 only shows the tail |
| 103 03 05V | "11" red | Mi-6 | Soviet Air Force | mfd | 1960 | in light grey c/s |
| 103 04 01V | "12" red | Mi-6 | Soviet Air Force | mfd | 1961 | in light grey c/s |
| 103 04 02V | no code | Mi-6 | Soviet Air Force | | photo | |
| 103 04 05V | no code | Mi-6 | Soviet Army Avn | mfd | 1961 | photo exists |
| 103 05 01V | "01" | Mi-6 | Soviet Army Avn | mfd | 1961 | opb 332 ovp at Pribylovo by 1964; in grey c/s; damaged in 1965 while hovering over snow-covered terrain when the pilot (Captain Stepanchuk) lost spatial orientation due to snow vortex, suffering damage to the landing gear and the main rotor; the repair on site took about one year; was not flown after that for some years; when finally (before 1975) the decision was taken to use the helicopter again it caught fire when the engines were started up and burnt out, 1 crew member (the radio operator, Aleksei Vitman) was seriously injured |
| 103 05 04V | "76" red | Mi-6 | Russian Air Force | Tve | 16oct11 | in grey c/s; sat wfu on the premises of the Air Defence Academy at Tver, l/n oct11; moved to Srednyaya Akhtuba (N48.72547 E44.86444) in late dec23 and preserved there with VO ASK im. A.M. Chislova since, seen jun24/aug24 |
| 103 06 01V | "51" | Mi-6 | Soviet Air Force | | | opb 65 ovp at Kobrin; w/o 23jun80 on a flight from Kzyl-Orda to Chirchik when the left engine failed and the helicopter made a forced landing in uneven terrain, caught fire and burnt out (pilot: Captain Aleksandr I. Andreyev) |
| 103 06 03V | "95" red | Mi-6 | Ukraine Army Avn | KHE | 11jul94 | in grey c/s; l/n KHE 22aug97; sat wfu at KHE, l/n may02 |
| 103 07 04V | "89" | Mi-6 | Soviet Army Avn | mfd | 1961 | opb 640 ovp at Novy Kalyniv around 1969/73 |
| | "67" red | Mi-6 | Soviet Army Avn | | | opb 332 ovp at Pribylovo around 1979/81 and by 181 ovp at Kunduz from 1984; colour of code not confirmed |
| 103 08 03V | no code | Mi-6 | Soviet Army Avn | mfd | 1961 | photo exists |
| 103 08 04V | not known | Mi-6 | Soviet Army Avn | mfd | 1961 | |
| | no code | Mi-6 | Ukraine Army Avn | trf | 06dec91 | seen KHE 08may98 |
| 103 09 03V | "05" red | Mi-6 | Soviet Air Force | mfd | 1961 | opb 65 ovp at Kobrin; w/o 11dec90 on landing at Kobrin when crashed and exploded, 5 of the 6 crew killed |
| 103 10 02V | not known | Mi-6 | Soviet Army Avn | mfd | 1961 | opb 280 ovp at Kandahar; photo at KDH in 1981 (only tailboom visible on photo) |
| 103 10 04V | "32" red | Mi-6 | Soviet Army Avn | mfd | 1961 | opb 367 ovp at Kaunas around 1985; sat derelict at Kaunas, seen dec92/sep93 |
| 203 11 02V | "85" | Mi-6 | Soviet Air Force | | | opb 55 ovp at Brody around 1971/73; based at Vladimir-Dobrynskoye around 1973; trf to 68 obvp at Nailakh (Mongolia) around 1975 |

## ***874 Mi-6 built by Factory No. 168 at Rostov-na-Donu-Severny from 1959 to 1980***

Factory No. 168 used three different construction numbers systems for the Mi-6 over the years. The first one was used between 1959 and 1969 and is explained as follows: Consisting of seven or eight digits the first one or two digits represent the year of manufacture. They are followed by the figure 68 (indicates Factory No. 168; not painted on civil helicopters), two digits for the batch number and two digits indicating the number in the batch. The number is suffixed by a V (B in Cyrillic) standing for vertolyot (helicopter) and probably was used not to mix up with the Mi-10 built by that same time.

| | | | | | | |
|---|---|---|---|---|---|---|
| 968 01 01V | no code | Mi-6 | Soviet Air Force | mfd | 1959 | photo from before 1968 in the Putnam "Soviet Transport Aircraft since 1945" book; in grey c/s with Red Stars and wings, the caption gives the c/n as 9680010V, however the photo is not 100 % clear and it is known the first serial helicopter produced at Rostov was this c/n |
| 068 01 04V | "89" | Mi-6 | Soviet Air Force | mfd | 1960 | initially opb 640 ovp at Novy Kalinov; trf to 181 ovp at Kunduz in 1984; t/t 2,645 hours by may93; photo in a Ukrainian magazine in 1999 |
| 068 02 05V | not known | Mi-6 | Soviet Air Force | ph. | 1999 | in a Ukrainian magazine |
| 068 03 02V | not known | Mi-6 | Soviet Army Avn | mfd | 1960 | in grey c/s; a photo taken in summer 1968 only shows the tail; on a photo in Afghanistan in 1983 |
| 068 03 05V | "12" red | Mi-6 | Soviet Air Force | ph. | 1999 | in a Ukrainian magazine |
| 068 04 06V | CCCP-11300 | Mi-6 | AFL/GosNII GA | toc | 11may61 | rgd 31may61 |
| | CCCP-11300 | Mi-6 | AFL/Kremenchug FS | trf | 26jul63 | canx 28nov72 |
| | CCCP-21863 | Mi-6 | AFL/Kremenchug FS | rgd | 29nov72 | struck off charge 16aug79 due to its poor technical condition |
| 1068 05 06V | "08" red | Mi-6 | Soviet Army Avn | mfd | 1961 | photo exists |
| 1068 05 08V | "15" red | Mi-6 | Soviet Air Force | mfd | 1961 | opb 696 vtp at Torzhok; carried a fake mock-up of the "Vostok" spacecraft on a photo |
| 1068 05 10V | "66" red | Mi-6 | Soviet Air Force | | | opb 239 ovp; based at Oranienburg 1977/78 |
| | "24" red | Mi-6 | Soviet Air Force | Kng | 28sep92 | seen derelict, still present 28aug93 |
| 1068 06 01V | "63" red | Mi-6 | Soviet Air Force | | | opb 239 ovp; based at Brandis 1964 and at Oranienburg 1977 |
| 1068 07 03V | "59" red | Mi-6 | Soviet Air Force | | | opb 239 ovp; based at Brandis 1964 and at Oranienburg 1982 |
| 1068 07 04V | "09" red | Mi-6 | KGB/Border Guards | mfd | 1961 | ex "19" red and "84" yellow; in dark green c/s with a red stripe on the rear fuselage; ferried from Kaunas to Riga for preservation; f/n RIX 11sep94; preserved in Latvijas Aviacijas Tehnikas Muzejs at Riga-Skulte, l/n aug24 |
| 1068 07 05V | "60" red | Mi-6 | Soviet Air Force | | | opb 239 ovp; based at Brandis 1962/77 and at Oranienburg 1977/83 |
| | "160" red | Mi-6 | Soviet Air Force | | | was displayed at the "Weisse Stadt" barracks at Oranienburg with this fake code; scrapped in 1990 |
| 1068 07 06V | "61" red | Mi-6 | Soviet Air Force | | | opb 239 ovp; based at Brandis 1964 and at Oranienburg 1977 |
| 1068 07 07V | "49" | Mi-6 | Soviet Air Force | | | opb 239 ovp; based at Brandis 1964 |
| | "64" red | Mi-6 | Soviet Air Force | | | opb 239 ovp; based at Oranienburg 1977/86 |
| | "161" red | Mi-6 | Soviet Air Force | Orn | 17aug90 | used as a ground instructional airframe at Oranienburg with this fake code (also reported as "164" red); l/n without code Oranienburg 10sep90/03nov90; scrapped in 1991 |
| 1068 07 08V | "02" red | Mi-6 | Soviet Air Force | | | opb 239 ovp; based at Brandis and later at Oranienburg 1977/85 |
| 268 07 09V | CCCP-11311 | Mi-6 | AFL/Kremenchug FS | toc | 24aug62 | rgd only 07mar63 |
| | CCCP-21865 | Mi-6 | AFL/Kremenchug FS | rgd | 29nov72 | |
| | CCCP-21865 | Mi-6 | AFL/Tyumen | trf | 13sep75 | opb 2-i Tyumenski OAO; l/n Novosibirsk-Severny 01jul92 |
| | RA-21865 | Mi-6 | TyumenAviaTrans | Tjp | 14may95 | in full Aeroflot c/s including titles; struck off charge 27dec94 as life-time expired |
| 268 07 10V | CCCP-11312 | Mi-6 | AFL/Moscow SPiMVL | toc | 15jun62 | rgd only 12sep63; opb Myachkovski OAO |
| | CCCP-21862 | Mi-6 | AFL/Moscow SPiMVL | rgd | 05jun72 | opb Myachkovski OAO |
| | CCCP-21862 | Mi-6 | AFL/Tyumen | trf | 11jun73 | opb 1-y Tyumenski OAO |
| | RA-21862 | Mi-6 | TyumenAviaTrans | Tjp | 14may95 | in full Aeroflot c/s including titles; struck off charge 22dec94 as life-time expired; sat wfu at Tyumen-Plekhanovo, seen may95/2012 |
| 268 08 01V | CCCP-11313 | Mi-6 | AFL/Moscow SPiMVL | mfd | 28apr62 | toc 15jun62; rgd only 12sep63; opb AOVS 229 Myachkovskogo OAO; a photo shows c/n 3681101, probably retouched |
| | CCCP-11313 | Mi-6 | AFL/Urals | trf | 26oct63 | arrived with 255 LO Tyumenskoi aviagruppy Uralskoi OAG GVF 08oct63; slightly damaged 14jan65 on a flight from Tazovskoye when took off with tail wind and created a snow whirl, the pilot lost visual contact with the ground and the nose gear collided with the ground, resulting in damage to the fuselage; repaired |
| | CCCP-11313 | Mi-6 | AFL/Tyumen | trf | 20feb67 | opb 255 LO Tyumenskogo OAO |
| | CCCP-21873 | Mi-6 | AFL/Tyumen | rgd | 08dec72 | opb 255 LO Tyumenskogo OAO; struck off charge 19jan81 as life-time expired |
| 268 08 02V | CCCP-11314 | Mi-6 | AFL/Kremenchug FS | toc | 01jun62 | rgd 07mar63 |
| | CCCP-11314 | Mi-6 | AFL/Urals | trf | 21apr66 | opb 255 LO Tyumenskogo OAO Tyumenskoi aviagruppy; damaged 27may66 on take-off from the Pandym-Yugan helipad when the tail rotor touched a tree |
| | CCCP-11314 | Mi-6 | AFL/Tyumen | trf | 20feb67 | opb 255 LO Tyumenskogo OAO |
| | CCCP-21874 | Mi-6 | AFL/Tyumen | rgd | 08dec72 | initially opb 255 LO Tyumenskogo OAO; trf to 438 LO Tyumenskogo OAO in 1983; struck off charge 21dec94 as life-time expired and canx 28dec94; sat wfu at Tyumen-Plekhanovo, seen may95 |
| 268 08 03V | CCCP-11315 | Mi-6 | AFL/GosNII GVF | toc | 31may62 | in grey c/s; used as a flying crane at the Yaroslavl Tyre Factory jan64; rgd only 27feb64 |
| | CCCP-11315 | Mi-6 | AFL/Yakutiya | trf | 05oct67 | opb Nyurbinski OAO |
| | CCCP-21855 | Mi-6 | AFL/Yakutiya | rgd | 29jun72 | opb Nyurbinski OAO; w/o 08jun75 on the leg from Ust'-Kut to Novy Uoyan of a round flight from Kazachinsk to Ust'-Kut, on landing at Novy Uoyan a fire erupted in the cargo bay and the helicopter burnt out, the fire had probably been caused by a short circuit which occurred due to strong vibrations (which |

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| | | | | | | were typical for the Mi-6 flying at a speed of 30-50 km/h) and ignited fuel vapours from leaky flexible tanks, 3 of the 6 crew members were slightly injured while the other 3 and the sole passenger escaped unhurt; struck off charge 24dec75 and canx the same day |
| 268 08 07V | "88" red | Mi-6 | Soviet Air Force | ZIA | 31aug93 | was used for development work by the LII at Zhukovski after check trials with the GK NII VVS; l/n ZIA 24aug95 |
| | "67" red | Mi-6 | Russian Air Force | ZIA | 17aug01 | in grey c/s; sat wfu at ZIA (N55.569617 E38.141848), seen aug11/aug19, and later at Oreshkovo; preserved with faded code in a private helicopter museum at Torzhok, f/n nov22, the engines were started up jan23, l/n may24 |
| | "88" red | Mi-6 | Soviet Air Force | | sep24 | in grey c/s with Red Stars; preserved in its original colours in a private helicopter museum at Torzhok (N57.032318 E34.985954), seen sep24 |
| 268 08 10V | "87" red | Mi-6 | Soviet Air Force | | photo | |
| 268 09 04V | CCCP-11317 | Mi-6 | AFL/Turkmenistan | mfd | 07may62 | toc 01nov62; opb 166 AO (became 166 LO Ashkhabatskogo OAO in 1963); rgd only 27feb64; damaged 17jul87 on take-off from an off-field location; repaired |
| | CCCP-21867 | Mi-6 | AFL/Turkmenistan | rgd | 03apr72 | opb 166 LO Ashkhabatskogo OAO |
| | EZ-21867 | Mi-6 | Turkmenistan Al | ASB | 18may96 | in grey c/s with 'Turkmenistan' titles; struck off charge 16jun94 as life-time expired; sat wfu at ASB, seen apr02/oct09; reportedly scrapped in 2013 |
| 268 09 05V | CCCP-11316 | Mi-6 | AFL/Urals | mfd | 18may62 | toc 21oct62; rgd only 24aug63; arrived with 255 LO Tyumenskoi aviagruppy Uralskoi OAG GVF 08sep63, as the first Mi-6 of the group |
| | CCCP-11316 | Mi-6 | AFL/Tyumen | trf | 20feb67 | opb 255 LO Tyumenskogo OAO |
| | CCCP-21894 | Mi-6 | AFL/Tyumen | rgd | 08dec72 | opb 255 LO Tyumenskogo OAO; struck off charge 19jul85 as life-time expired |
| 268 09 07V | CCCP-11318 | Mi-6 | AFL/Komi | toc | 08aug62 | rgd only 12sep63; was the first Mi-6 to be based at Ukhta; initially opb 233 LO Ukhtinskogo OAO; in grey c/s; appeared in the documentary "Pod nami zemlya" (The earth is below us) in 1965; trf to 302 LO Ukhtinskogo OAO in 1969 |
| | CCCP-21854 | Mi-6 | AFL/Komi | rgd | 12jul72 | opb 302 LO Ukhtinskogo OAO |
| | RA-21854 | Mi-6 | Aeroflot | UCT | 10jun94 | in grey c/s; trf 22feb94 to ??; struck off charge 01jul94 as life-time expired and canx 18nov94; scrapped around 2000 |
| 268 09 08V | CCCP-11320 | Mi-6 | AFL/Komi | toc | 08aug62 | rgd 12sep63; initially opb 233 LO Ukhtinskogo OAO; in grey c/s; was the first Mi-6 overhauled by ARZ-402 at Bykovo; trf to 302 LO Ukhtinskogo OAO in 1969 |
| | CCCP-21851 | Mi-6 | AFL/Komi | rgd | 22jun72 | opb 302 LO Ukhtinskogo OAO; dbr 16aug73 on a flight from a helipad near Vuktyl when one engine flamed out (due to water in the fuel) some minutes after take-off and the other engine was shut down in error by a crew member, the helicopter made an auto-rotation landing in the taiga, came down very hard and suffered substantial damage, all crew members were injured; struck off charge 22nov73 |
| 268 09 09V | CCCP-11319 | Mi-6 | AFL/Turkmenistan | toc | 01oct62 | rgd 27feb64; opb 166 AO (became 166 LO Ashkhabatskogo OAO in 1963) |
| | CCCP-21869 | Mi-6 | AFL/Turkmenistan | rgd | 03apr72 | opb 166 LO Ashkhabatskogo OAO |
| | EZ-21869 | Mi-6 | Turkmenistan Al | ASB | 18may96 | in orange c/s with blue cheatline and trim and 'Turkmenistan' titles; not in 1999 fleet list; sat wfu at ASB, seen apr02; reportedly scrapped in 2013 |
| 268 10 06V | not known | Mi-6PS | Soviet Air Force | | | prototype of this version for the recovery of "Soyuz" spacecraft; converted from a regular transport helicopter by 535 ARZ at Konotop jan69 |
| 268 10 10V | no code | Mi-6RBK | Soviet Air Force | | photo | with rocket complex 9K53 |
| 268 11 02V | not known | Mi-6 | Soviet Air Force | | photo | |
| 268 11 08V | "94" red | Mi-6 | Ukraine Army Avn | KHE | 11jul94 | l/n KHE 30apr99 |
| 268 11 10V | no code | Mi-6RVK | Soviet Air Force | | photo | heliborne missile complex (with R-17V alias 9K53 and 9K73 ballistic missiles); the only one built of this version; underwent trials 1963/65; later apparently converted to standard transport version; l/n Pribylovo 09aug96, code not noted |
| 368 12 02V | "33" red | Mi-6 | Ukraine Army Avn | KHE | 11jul94 | code not 100 % sure |
| 368 12 04V | "06" red | Mi-6 | Soviet Air Force | Kng | dec92 | seen derelict Kaunas 28sep93, c/n also reported ending 3 ! |
| 368 12 07V | "07" yellow | Mi-6A | Ukrainian MVS | Olk | 17may98 | not mentioned in a Ukrainian MVS listing |
| 368 12 09V | not known | Mi-6 | Ukraine Army Avn | Kon | 21may98 | code was not visible |
| 368 13 01V | "33" red | Mi-6 | Soviet Air Force | Kng | dec92 | preserved Kaunas 28sep93, still present 07jun98 |
| | "23" red | Mi-6 | Soviet Air Force | Kng | dec92 | has "33" red on one side and "23" red on the other side |
| 368 13 06V | "83" red | Mi-6 | Ukraine Army Avn | KHE | may93 | l/n KHE 22aug97 |
| 368 13 07V | "91" red | Mi-6 | Ukraine Army Avn | KHE | 17sep96 | l/n KHE 22aug97 |
| 368 13 09V | "81" red | Mi-6A | Ukraine Army Avn | Kon | 21may98 | |
| 368 14 02V | CCCP-11321 | Mi-6 | AFL/Urals | mfd | 19sep63 | toc 28nov63; rgd 26dec63; opb 255 LO Tyumenskoi aviagruppy Uralskoi OAG GVF; in grey c/s |
| | CCCP-11321 | Mi-6 | AFL/Tyumen | trf | 20feb67 | opb 255 LO Tyumenskogo OAO; dbr, details unknown; struck off charge 09aug67 |
| 368 14 03V | CCCP-11322 | Mi-6 | AFL/Urals | mfd | 14oct63 | toc 12jan64; rgd 19feb64; opb 255 LO Tyumenskoi aviagruppy Uralskoi OAG GVF |
| | CCCP-11322 | Mi-6 | AFL/Tyumen | trf | 20feb67 | opb 255 LO Tyumenskogo OAO |
| | CCCP-21899 | Mi-6 | AFL/Tyumen | rgd | 08dec72 | opb 255 LO Tyumenskogo OAO; dbr 08aug81 on a flight from Khalampur with an external load (in support of an oil exploration expedition) when both engines flamed out (due to water in the fuel) 5 minutes after take-off while the helicopter was flying at a height of 150 metres, the crew made a forced landing in a swampy forest 60 km south-east of Tarko-Sale and the helicopter came to rest in a pond and suffered substantial damage, all 5 crew members escaped unhurt; struck off charge 08oct81; the wreck was extant bysep20 |
| 368 14 04V | CCCP-11323 | Mi-6 | AFL/Urals | mfd | 30oct63 | toc 01jan64; rgd 02jan64; opb 255 LO Tyumenskoi aviagruppy Uralskoi OAG GVF; damaged by a storm (up to 70 m/s) while being parked at Surgut 06jul65; repaired |
| | CCCP-11323 | Mi-6 | AFL/Tyumen | trf | 20feb67 | opb 255 LO Tyumenskogo OAO |
| | CCCP-21868 | Mi-6 | AFL/Tyumen | rgd | 08dec72 | initially opb 255 LO Tyumenskogo OAO; in grey c/s; trf to 438 LO Tyumenskogo OAO in 1983; struck off charge 19dec84 as life-time expired; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.29048 E48.23255), seen sep92/feb20 |
| 368 14 05V | CCCP-11324 | Mi-6 | AFL/Komi | toc | 01jan64 | rgd 24jan64; opb Ukhtinski OAO; dbr, details unknown; canx 22dec69; struck off charge 25dec69 |
| 368 14 06V | CCCP-11325 | Mi-6 | AFL/Moscow SPiMVL | toc | 27jan64 | rgd 15feb64; opb Myachkovski OAO; in all-grey c/s; w/o in 1967 on a flight from Ust'-Balyk in support of the construction of a pipeline when the swash plate failed shortly after take-off, the main rotor cut off the tailboom, the helicopter fell back to the runway and turned over several times, all crew injured; struck off charge 09aug67 |
| 368 14 09V | "10" red | Mi-6 | Soviet Air Force | Kng | dec92 | seen derelict Kaunas 28sep93 |
| 368 15 01V | "92" red | Mi-6 | Ukraine Army Avn | KHE | 17sep96 | l/n KHE 22aug97 |
| 368 15 03V | "32" red | Mi-6 | Ukraine Army Avn | Kon | 21may98 | |
| 368 15 04V | "14" yellow | Mi-6A | Ukrainian MVS | Olk | 17may98 | not mentioned in a Ukrainian MVS listing |
| 368 15 05V | "88" red | Mi-6 | Ukraine Army Avn | KHE | 17sep96 | l/n KHE 22aug97 |
| 468 15 08V | "09" red | Mi-6A | Ukrainian MVS | Olk | 17may98 | dumped; not mentioned in a Ukrainian MVS listing |
| 468 16 01V | "57" red | Mi-6A | Ukraine Army Avn | Kon | 21may98 | |
| 468 16 03V | CCCP-11326 | Mi-6 | AFL/Komi | toc | 14may64 | rgd 04jun64; opb Ukhtinski OAO |
| | CCCP-21856 | Mi-6 | AFL/Komi | rgd | 12jun72 | opb Pechorski OAO; in grey c/s; damaged feb82 on take-off from the Soplesk drilling site when entered a snow whirl and touched several trees; repaired with the cockpit section of Mi-6 CCCP-21875 and parts of other helicopters |
| | RA-21856 | Mi-6 | Aeroflot | Sam | 20may96 | in grey c/s; trf to Komiavia 25apr95; struck off charge 05oct95 as life-time expired; t/t some 21,000 hours; ferried to the Kuibyshev Aviation Institute (later Samara State Aerospace University, N53.24071 E50.36301) for use as a ground instructional airframe sep95, l/n sep21 |
| 468 16 04V | CCCP-11327 | Mi-6 | AFL/Komi | toc | 20apr64 | rgd 18may64; opb Ukhtinski OAO |
| | CCCP-21852 | Mi-6 | AFL/Komi | rgd | 22jun72 | opb Ukhtinski OAO |
| | RA-21852 | Mi-6 | Aeroflot | UCT | 10jun94 | trf 25apr95 to Komiavia; struck off charge 29dec95 as life-time expired; canx only 23apr97 |
| 468 16 05V | CCCP-11328 | Mi-6 | AFL/GosNII GA | toc | 30may64 | rgd 17jun64 |
| | CCCP-11328 | Mi-6 | AFL/Urals | trf | 17apr65 | opb 255 LO Tyumenskoi aviagruppy |
| | CCCP-11328 | Mi-6 | AFL/Tyumen | trf | 20feb67 | opb 255 LO Tyumenskoi aviagruppy; dbr 07aug72 on a flight in the Tyumen region when an engine failed and the helicopter made a forced landing near Megion, no casualties; struck off charge 27oct72 |
| 468 16 06V | "54" red | Mi-6 | Soviet Air Force | ph. | 20jul05 | used as a ground instructional airframe by the "Ivan Kozhedub" Air Force University at Kharkiv-Sosnovy Bor; scrapped in 2006 |
| 468 16 07V | CCCP-21171(2) | Mi-6 | AFL/Far East | rgd | 15aug91 | see c/n 7683409 ! |
| | RA-21171(2) | Mi-6 | Aeroflot | Khm | 12may95 | trf 01feb94 to Vostok; canx 09jun95 |
| 468 17 03V | not known | Mi-6 | Soviet Air Force | | photo | code not visible on photo; opb 688 ovp at Stargard |
| 468 17 04V | CCCP-11330 | Mi-6 | AFL/Krasnoyarsk | toc | 10aug64 | rgd 28oct64; opb 2-i Krasnoyarski OAO |
| | CCCP-21870 | Mi-6 | AFL/Krasnoyarsk | rgd | 27jun72 | opb 2-i Krasnoyarski OAO; in grey c/s |
| | RA-21870 | Mi-6 | Aeroflot | Kjc | 13jul93 | in grey c/s; trf to Yeniseiski Meridian 19nov93; struck off charge 10jul96 as the fuselage had lost structural integrity and canx the same day |
| 468 17 05V | CCCP-11329 | Mi-6 | AFL/Moscow SPiMVL | mfd | 22jun64 | rgd 20jul64; toc 14aug64; opb Myachkovski OAO |
| | CCCP-11329 | Mi-6 | AFL/Komi | trf | 04nov64 | opb Syktyvkarskaya aviagruppa; trf to Ukhtinski OAO feb66; in grey c/s |
| | CCCP-21861 | Mi-6 | AFL/Komi-UCT | rgd | 13sep72 | |
| | RA-21861 | Mi-6 | Aeroflot | no | reports | trf to Komiavia 25apr95; struck off charge 29dec95 as time between overhauls expired and canx the same day |
| 468 17 08V | not known | Mi-6 | Soviet Air Force | | 17apr69 | at Stargard; opb 688 ovp at Stargard |
| 468 17 09V | no code | Mi-6 | Soviet Air Force | | 1992 | |
| 468 17 10V | "76" red | Mi-6 | MAP LII Zhukovski | ZIA | 31aug93 | in Soviet Air Force c/s; used as a test-bed for studying the dynamics and developments of control systems for future helicopters in 1975/90, results of the tests used for development and trials of the Mi-26 and Mi-28; l/n ZIA 24aug95; seen ZIA 16may99, but code not noted |
| 468 18 09V | no code | Mi-6 | Soviet Air Force | BUD | 1964 | opb 396 ovp at Kalocsa; landed at Dózsa György street in Budapest in 1964 |
| 468 19 01V | "86" red | Mi-6 | Russian Air Force | mfd | 02nov64 | in grey c/s; t/t 2,645 hours by may93; used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield from may93 until the College was closed down jan09, l/n 06sep14; scrapped sep14 |
| 468 19 04V | ".." yellow | Mi-6SP | Soviet Navy | mfd | 31dec64 | opb 2 ve 830 okplvp at Safonovo |
| | "45" red | Mi-6SP | Russian Navy | r/r | 1993 | opb 830 okplvp at Severomorsk-1 |
| 468 19 07V | "04" yellow | Mi-6 | Ukrainian MVS | Olk | 12may97 | dumped; not mentioned in a Ukrainian MVS listing |
| 468 19 09V | "90" red | Mi-6 | Ukraine Army Avn | KHE | 11jul94 | in grey c/s; l/n operational KHE 30apr99; sat wfu at KHE, l/n 26may02, c/n checked |
| 468 19 10V | not known | Mi-6 | Soviet Air Force | | 09aug06 | seen at Klyuchevoye |
| 568 20 02V | "71" red | Mi-6 | Soviet Air Force | Ovn | 12jul93 | |
| 568 20 03V | "31" red | Mi-6 | Soviet Air Force | Kng | dec92 | |

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| 568 20 04V | "37" yellow | Mi-6 | Soviet Air Force | toc | 01mar65 | opb 113 ovp PPS at Troitsk |
| | no code | Mi-6 | Russian Air Force | ph. | 24sep05 | in grey c/s with white 'lightning bolt'; preserved in the AvtoVAZ technical museum at Togliatti), seen sep05/apr19 |
| | "37" yellow | Mi-6 | Russian Air Force | ph. | 25jan24 | in grey c/s with white 'lightning bolt'; preserved in the AvtoVAZ technical museum at Togliatti (N53.552172 E49.250050); l/n 07oct24 |
| 568 20 10V | CCCP-06174 | Mi-6 | MAP MVZ im. Milya | LBG | jun65 | the prototype of the commercial transport version, with wings; converted from a regular transport helicopter; in grey/white Aeroflot c/s with blue cheatline; converted in 1967 to, see next line; see c/n 0030101V |
| | CCCP-06174 | Mi-6PZh | MAP MVZ im. Milya | AMS | 22may67 | prototype of the fire-fighter version (without water cannon), without wings to improve hovering performance; in red/white Aeroflot c/s; carried exhibition number 'H-240' during the 1967 Paris Air Show; w/o 06aug67 on a fire-fighting mission in mountainous terrain near Le Rove (Département Bouches-du-Rhône, France) when the tailboom collided with a slope and went out of control and crashed, caught fire and burnt out, all 5 crew and 4 passengers (among them 2 Frenchmen) killed |
| 568 21 12V | CCCP-11332 | Mi-6 | AFL/Urals | toc | 09aug65 | rgd 18nov65; opb Tyumenskaya aviagruppa |
| | CCCP-11332 | Mi-6 | AFL/Tyumen | trf | 20feb67 | opb 255 LO Tyumenskogo OAO; in grey c/s |
| | CCCP-21169 | Mi-6 | AFL/Tyumen | rgd | 08dec72 | opb 255 LO Tyumenskogo OAO; struck off charge 18oct84 as life-time expired |
| 568 21 13V | CCCP-11333 | Mi-6 | AFL/Urals | toc | 01sep65 | rgd 23sep65; opb 255 LO Tyumenskogo OAO Tyumenskoi aviagruppy |
| | CCCP-11333 | Mi-6 | AFL/Tyumen | trf | 20feb67 | opb 255 LO Tyumenskogo OAO |
| | CCCP-21170 | Mi-6 | AFL/Tyumen | rgd | 08dec72 | initially opb 255 LO Tyumenskogo OAO; seconded to Surgutski OAO in 1974; trf to 438 LO Tyumenskogo OAO in 1983; trf to 3 LO Tyumenskogo OAO jul88 |
| | RA-21170 | Mi-6 | TyumenAviaTrans | no | reports | w/o 21apr93 when a bearing of the right engine's gear box failed and the engine caught fire (it had worked for just 3 hours after overhaul), the helicopter made an emergency landing near Tarko-Sale, but the fire could not be extinguished and the helicopter burnt out, no casualties; struck off charge 20dec93 and canx 30jun94 |
| 568 21 14V | CCCP-11334 | Mi-6 | AFL/Turkmenistan | toc | 15aug65 | rgd 21sep65; opb Ashkhabatski OAO |
| | CCCP-11334 | Mi-6 | AFL/Kremenchug FS | trf | 27oct65 | |
| | CCCP-21864 | Mi-6 | AFL/Kremenchug FS | rgd | 29nov72 | |
| | CCCP-21864 | Mi-6 | AFL/Komi-UCT | trf | 08dec73 | opb Ukhtinski OAO; f/n Novosibirsk-Severny 01jul92 |
| | RA-21864 | Mi-6 | Aeroflot | UCT | 1995 | in orange c/s with blue cheatline and trim; trf to Komiavia 25apr95; struck off charge 24nov95 as life-time expired and canx 29dec95 |
| 568 21 15V | CCCP-11335 | Mi-6 | AFL/Krasnoyarsk | toc | 12aug65 | rgd 27aug65; opb 2-i Krasnoyarski OAO; dbr 24nov71 on landing at Messoyakhi (Taimyr peninsula) when came down very hard due to pilot error and suffered substantial damage, no casualties; struck off charge 24feb72 |
| 568 22 01V | "61" red | Mi-6 | Russian Air Force | | photo | taken at Grozny-Severny in summer 1995; in "Mir Aviatsii" magazine with camel nose art and call-sign 'Verblyud' (camel) |
| 568 22 02V | "02" yellow | Mi-6A | Ukrainian MVS | Olk | 17may98 | dumped; not mentioned in a Ukrainian MVS listing |
| 568 23 01V | "74" red | Mi-6 | Soviet Air Force | | | opb 239 ovp; based at Oranienburg 1977/78; photo exists before this date without tactical code |
| | "57" red | Mi-6 | Soviet Air Force | Orn | 30jun90 | opb 239 ovp; based at Oranienburg 198/jun94; l/n Oranienburg 25may94 |
| 568 23 04V | "89" red | Mi-6 | Ukraine Army Avn | KHE | 10may97 | l/n operational KHE 22aug97; stored at KHE, l/n 26may02, c/n checked |
| 568 23 06V | CCCP-11280 | Mi-6 | AFL/Yakutiya | toc | 28jun66 | rgd 09sep66; opb Nyurbinski OAO |
| | CCCP-21880 | Mi-6 | AFL/Yakutiya | rgd | 29jun72 | opb Nyurbinski OAO; damaged 28may85 while being parked at Aldan when an intoxicated under-age airport worker damaged it with an axe; trf to Nyurbinskiye Avialinii 27may94; struck off charge 05may96 due to corrosion so that further use would not be economically viable |
| 568 23 07V | CCCP-11281 | Mi-6 | AFL/Urals | toc | 01sep66 | rgd 22sep66; opb 255 LO Tyumenskogo OAO Tyumenskoi aviagruppy |
| | CCCP-11281 | Mi-6 | AFL/Tyumen | trf | 20feb67 | opb 255 LO Tyumenskogo OAO |
| | CCCP-21881 | Mi-6 | AFL/Tyumen | rgd | 08dec72 | opb 255 LO Tyumenskogo OAO; detached to Surgutski OAO for trials probably in 1974; struck off charge 18oct84 as life-time expired |
| 568 23 08V | CCCP-11282 | Mi-6 | AFL/Moscow SPiMVL | toc | 19aug66 | rgd 05sep66; opb Myachkovski OAO |
| | CCCP-21882 | Mi-6 | AFL/Central Region | rgd | 30may72 | opb Myachkovski OAO |
| | CCCP-21882 | Mi-6 | AFL/Tyumen-SGC | trf | 21jan83 | opb Surgutski OAO; w/o 19jun92 when a bearing of the right engine's gear box failed and the engine caught fire, the helicopter made a forced landing in swampy terrain near Khanty-Mansisk airport and burnt out, 6 crew killed; canx 28aug92 and struck off charge 28sep92 |
| 568 23 09V | CCCP-11283 | Mi-6 | AFL/Urals | mfd | oct65 | toc 20aug66; rgd 09sep66; opb 255 LO Tyumenskogo OAO Tyumenskoi aviagruppy; photo in the book "50 years Aeroflot" |
| | CCCP-11283 | Mi-6 | AFL/Tyumen | trf | 20feb67 | opb 255 LO Tyumenskogo OAO |
| | CCCP-21883 | Mi-6 | AFL/Tyumen | rgd | 08dec72 | opb 255 LO Tyumenskogo OAO; w/o 06aug78 on the leg from Neftyeyugansk to Tyumen of a positioning flight from Surgut to Tyumen when the main hydraulic system failed 42 minutes into the flight (due to a design fault), the crew opted for an emergency landing at Gornopravdinsk airport, but the back-up hydraulic system failed as well 15 minutes later, the helicopter went out of control while flying at a height of 135 metres and crashed into a swampy forest 31.5 km south-east of Gornopravdinsk airport (at N59°50'30" E70°17'10"), all 5 crew killed; t/t 8,191 hours and 6,615 cycles; the wreckage was transported to Gornopravdinsk; struck off charge 29nov78 |
| 568 23 10V | CCCP-11284 | Mi-6 | AFL/Krasnoyarsk | toc | 23aug66 | rgd 09sep66 |
| | CCCP-21884 | Mi-6 | AFL/Krasnoyarsk | rgd | 27jun72 | dbr 20apr74 when an engine failed and the helicopter crash-landed near Krasnoyarsk, no casualties; struck off charge 30sep74 and canx the same day |
| 568 24 01V | "28" red | Mi-6 | Soviet Air Force | Kng | dec92 | |
| | "80" red | Mi-6 | Ukraine Army Avn | KHE | 17sep96 | l/n KHE 08may98 |
| 568 24 02V | CCCP-21132(2) | Mi-6 | AFL/Central Region | rgd | 30oct90 | see c/n 715308 ! |
| | RA-21132(2) | Mi-6 | Aeroflot | Mya | 24may94 | in grey c/s; trf to Myachkovo Air Service 23aug94; l/n Myachkovo 17apr97 |
| | RA-21132(2) | Mi-6 | all-white c/s, n/t | RJK | 17oct98 | canx 30jun98; sat wfu at Zagreb-Lucko (N45.76853 E15.84478), seen mar04/may24, in slowly deteriorating condition and with the old markings including titles becoming visible again through faded paint |
| 568 24 07V | "14" red | Mi-6 | Soviet Air Force | Kng | dec92 | |
| 568 24 08V | CCCP-11336 | Mi-6 | AFL/Krasnoyarsk | toc | 10mar66 | rgd 18mar66; opb 2-i Krasnoyarski OAO |
| | CCCP-21866 | Mi-6 | AFL/Krasnoyarsk | rgd | 27jun72 | opb 2-i Krasnoyarski OAO; dbr 22may73 during a positioning flight for operations with an underslung load when the hawser got entangled in the tail rotor so that the helicopter went out of control and crash-landed near Krasnoyarsk, no casualties; struck off charge 20jul73 |
| 668 24 09V | not known | Mi-6 | Soviet Army Avn | mfd | 28feb66 | |
| | "01" yellow | Mi-6 | Ukrainian MVS | trf | 1992 | opb 51 aviabrigada at Oleksandriya; f/n Oleksandriya 12may97; sat wfu at Oleksandriya, l/n aug10 |
| 668 25 01V | "74" red | Mi-6 | Ukraine Army Avn | KHE | 17sep96 | in grey c/s; l/n KHE 08may98; sat wfu at KHE, seen may02 |
| 668 25 02V | CCCP-11275 | Mi-6 | AFL/Komi-UCT | mfd | 30jun66 | toc 11may66; rgd 14jun66; opb Ukhtinski OAO |
| | CCCP-21875 | Mi-6 | AFL/Komi | rgd | 22jun72 | opb Ukhtinski OAO; dbr 12jun76 when lost control in severe turbulence and came down in a forest 19 km from Kedva (Ukhta district); t/t 6,939 hours 48 minutes and 8,189 cycles; struck off charge 09aug76; the cockpit section was removed after some years and used to repair Mi-6 CCCP-21856 |
| 668 25 07V | CCCP-11278 | Mi-6 | AFL/Komi | toc | 02apr66 | rgd 27apr66; opb Ukhtinski OAO |
| | CCCP-21878 | Mi-6 | AFL/Komi | rgd | 12jul72 | opb Ukhtinski OAO |
| | RA-21878 | Mi-6 | Aeroflot | UCT | 10jun94 | opb Ukhtinski OAO |
| | RA-21878 | Mi-6 | Komiavia | trf | 25apr95 | opb Ukhtinski AO; involved in an incident 13jul95 when a bearing of an engine's gear box failed; dbr 30may96 on a transport flight with an underslung load from drilling site R-517 to drilling site R-110 (both near Russkinskaya in the Surgut district of the Tyumen region) when the tail rotor hit an obstacle on landing, the helicopter went out of control, crash-landed, caught fire and burnt out, all 5 crew and the sole passenger injured; struck off charge 03jul97; canx 14jul97 |
| 668 25 08V | CCCP-11279 | Mi-6 | AFL/Urals | toc | 14apr66 | rgd 23may66; opb 255 LO Tyumenskogo OAO Tyumenskoi aviagruppy |
| | CCCP-11279 | Mi-6 | AFL/Tyumen | trf | 20feb67 | opb 255 LO Tyumenskogo OAO |
| | CCCP-21879 | Mi-6 | AFL/Tyumen | rgd | 08dec72 | initially opb 255 LO Tyumenskogo OAO; trf to 438 LO Tyumenskogo OAO in 1983 |
| | RA-21879 | Mi-6 | TyumenAviaTrans | | | struck off charge 14jul94 as life-time expired and canx the same day |
| 668 26 01V | CCCP-11276 | Mi-6 | AFL/Yakutiya | rgd | 13jun66 | toc 17jun66; opb Nyurbinski OAO |
| | CCCP-21876 | Mi-6 | AFL/Yakutiya | rgd | 29jun72 | opb 270 LO Nyurbinskogo OAO; in grey c/s; f/n Nyurba 1974; dbr 20aug79 on the leg from the helipad at Buyaginskaya (150 km south-west of Nyurba airport) to Kyzyl-Syr of a round flight from Nyurba in support of an oil exploration expedition when lost height after leaving the ground effect (due to pilot error), the pilot tried to return to the helipad, but the tail rotor touched trees and was destroyed so that the helicopter crashed into the forest (N62.230235 E116.435066), all 5 crew and 10 of the 12 passengers escaped unhurt while 2 passengers were injured; struck off charge 09jan80 and canx the same day; wreck extant may10 |
| 668 26 02V | CCCP-11277 | Mi-6 | AFL/Turkmenistan | toc | 15apr66 | rgd 25may66; opb Ashkhabatski OAO |
| | CCCP-21877 | Mi-6 | AFL/Turkmenistan | rgd | 03mar72 | opb Ashkhabatski OAO; struck off charge 17apr81 as life-time expired |
| 668 26 04V | "02" red | Mi-6 | Soviet Air Force | Kng | dec92 | |
| 668 26 07V | "16" red | Mi-6 | Soviet Air Force | | photo | |
| 668 26 10V | "70" red | Mi-6 | Soviet Air Force | | photo | |
| 668 27 01V | "08" yellow | Mi-6A | Ukrainian MVS | Olk | 17may98 | sat wfu at Oleksandriya, seen may98/aug13; not mentioned in a Ukrainian MVS listing |
| 668 27 03V | "68" red | Mi-6PS | Ukraine Army Avn | KHE | 10may97 | in grey c/s with faded 'lightning-bolt'; l/n operational KHE 22aug97; sat wfu at KHE, l/n may02 |
| 668 27 06V | "35" red | Mi-6A | Ukraine Army Avn | Kon | 21may98 | |
| 668 27 05V | "55" red | Mi-6 | Soviet Air Force | | photo | |
| 668 27 10V | "96" red | Mi-6A | Soviet Air Force | mfd | 1966 | |
| | "76" yellow | Mi-6A | Soviet Air Force | trf | 1992 | in light grey c/s; f/n ZIA 24aug95; sat wfu ZIA, seen aug11/aug19; scrapped at ZIA 09apr21 |
| 668 28 03V | "32" red | Mi-6 | Ukraine Army Avn | Kke | 08may97 | l/n Kirovskoye 24aug97 |
| 668 28 06V | no code | Mi-6 | Soviet Air Force | Kng | dec92 | |
| 668 28 08V | "62" red | Mi-6 | Soviet Air Force | Ovn | 21apr93 | |
| 668 28 09V | "09" red | Mi-6 | Soviet Air Force | Kng | dec92 | |
| 668 28 10V | "57" red | Mi-6 | Soviet Air Force | | | opb 239 ovp; based at Oranienburg 1977/78 |
| 668 29 01V | "05" red | Mi-6 | Soviet Air Force | | | opb 239 ovp |
| | "60" red | Mi-6 | Soviet Air Force | Orn | 30jun90 | opb 239 ovp; based at Oranienburg 1984/jun94; l/n Oranienburg may94 |
| 668 29 04V | "58" red | Mi-6 | Soviet Air Force | Orn | 30jun90 | opb 239 ovp; based at Oranienburg 1984/jun94; l/n Oranienburg 14may94 |
| 668 29 05V | CCCP-58647 | Mi-6P | MAP MVZ im. Milya | rgd | 25mar67 | passenger version (the sole Mi-6P built), converted from a regular transport helicopter; in grey/white c/s with green cheatline and 'Aeroflot' titles; seen LBG 01/03jun67 with exhibition number 'H-239'; displayed |

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| | | | | | | (without exhibition number) at DME 09jul67; displayed at the Economic Achievements Exhibition (VDNKh) in Moscow in 1968 |
| | not known | Mi-6P | Soviet Air Force | trf | 12may70 | fate unknown |
| 668 29 06V | "76" red | Mi-6 | Russian Air Force | | photo | opb 325 otbvp at Yegorlykskaya; in all-grey c/s; trf to Rostvertol 14apr00; photo at Rostvertol exists, date unknown |
| | 'RA-21076' | Mi-6 | Rostvertol | Ror | 30mar08 | in white c/s with blue trim and light grey underside, with 'Mi-6 1959-1980' titles; preserved in these fake colours in the museum of Rostvertol, seen mar08/jun17; see c/n 715510V |
| 668 29 08V | "84" red | Mi-6 | Soviet Air Force | | photo | in "Mir Aviatsii" magazine with bear nose art and call-sign 'Baloo' |
| 668 29 09V | "59" red | Mi-6 | Soviet Air Force | Ovn | 29jul96 | |
| 668 30 01V | "82" | Mi-6 | Soviet Air Force | no | reports | |
| 668 .. ..V ? | "72" red | Mi-6 | Ukraine Army Avn | KHE | 22aug97 | only the first 3 digits of the c/n could be read off at KHE 30apr99 and 26may02 |
| 768 30 06V | "23" red | Mi-6 | Soviet Air Force | | photo | |
| 768 30 08V | "58" red | Mi-6 | Soviet Air Force | | 09aug06 | seen at Klyuchevoye |
| 768 31 01V | "59" red | Mi-6 | Soviet Air Force | Orn | sep90 | opb 239 ovp; based at Oranienburg 1988/jun94; l/n Oranienburg 12apr94 |
| 768 31 05V | CCCP-11285 | Mi-6 | AFL/Moscow SPiMVL | toc | 05may67 | rgd only 20mar68; opb Myachkovski OAO |
| | CCCP-11285 | Mi-6 | AFL/Tyumen-Tjp | trf | 17jul67 | opb 1-y Tyumenski OAO |
| | CCCP-21885 | Mi-6 | AFL/Tyumen-Tjp | rgd | 08dec72 | opb 1-y Tyumenski OAO; struck off charge 18jan85 as life-time expired |
| 768 31 06V | CCCP-11286 | Mi-6 | AFL/Moscow SPiMVL | mfd | 10apr67 | toc 05may67; rgd 31jul67; opb Myachkovski OAO; in all-grey c/s; photo exists |
| | CCCP-21886 | Mi-6 | AFL/Centr.Reg.-Mya | rgd | 05jun72 | opb Myachkovski OAO; w/o 19oct89 while illegally carrying an external cargo (a small frame hut) from drilling site No. 457 to Severnaya (77 km south-west of Tarko-Sale, Tyumen region) when the hut started to disintegrate 8 km from Severnaya and parts hit the tail rotor, causing severe vibration, the crew dropped the hut and tried to reach Severnaya, but the tail rotor and the gear-box came off during the hover on landing, the helicopter crashed 26 metres from the helipad, came to rest on its right side, caught fire and burnt out, 2 of the 5 crew killed while the other 3 and both passengers were injured; t/t 15,034 hours and 10,890 cycles; struck off charge 23mar90 and canx the same day |
| 768 31 07V | CCCP-11287 | Mi-6 | AFL/Moscow SPiMVL | toc | 05may67 | rgd 11aug67; opb Myachkovski OAO |
| | CCCP-21887 | Mi-6 | AFL/Moscow SPiMVL | rgd | 30may72 | opb Myachkovski OAO |
| | RA-21887 | Mi-6 | Aeroflot | Ovn | 21apr93 | in grey c/s; trf to Myachkovo Air Service 24aug95; struck off charge 18aug03 as type withdrawn from use and canx the same day; sat wfu in NARZ at Novosibirsk-Severny; towed to Novosibirsk-Mochishche during the night 29/30oct15, l/n nov17 |
| | CCCP-21887 | Mi-6 | Aeroflot | Ovm | 29jul18 | repainted in fake orange/dark blue/light blue c/s jun18/jul18; preserved at Novosibirsk-Mochishche (N55.171169 E83.140327), seen jul18/jul24 |
| 768 31 08V | CCCP-78733 | Mi-6 | MRP Solntsevo | rgd | 16may67 | trf to Soviet Air Force 29jun88 and probably not returned |
| | "63" red | Mi-6 | Soviet Air Force | | 09aug06 | seen at Klyuchevoye |
| 768 32 02V | "67" red | Mi-6 | Ukraine Army Avn | KHE | 17sep96 | l/n operational KHE 08may98; l/n KHE 26may02, c/n checked |
| 768 32 03V | CCCP-11288 | Mi-6 | AFL/Tyumen-Tjp | toc | 10jun67 | rgd 24jun67; opb 1-y Tyumenski OAO |
| | CCCP-21888 | Mi-6 | AFL/Tyumen-Tjp | rgd | 08dec72 | opb 1-y Tyumenski OAO; struck off charge 16jul84 as life-time expired |
| 768 32 04V | CCCP-11289 | Mi-6 | AFL/Tyumen-Tjp | toc | 10jun67 | rgd 24jun67; opb 1-y Tyumenski OAO; damaged 24jul67 on the leg from Tobolsk to Ust'-Balyk of a flight from Tyumen to Ust'-Balyk in below-minima weather conditions (low clouds) when collided at a height of 150 metres with An-2 18253 (c/n 116847308) of the Strategic Rocket Forces (which had deviated from the prescribed flight path) 112 km south-west of Surgut airport, but managed to land safely at Surgut, all 5 crew escaped unhurt |
| | CCCP-21889 | Mi-6 | AFL/Tyumen-Tjp | rgd | 08dec72 | opb 1-y Tyumenski OAO; struck off charge 12feb92 and canx the same day; sat wfu at Tyumen-Plekhanovo, seen 14may95 |
| 768 32 05V | CCCP-11290 | Mi-6 | AFL/Krasnoyarsk | mfd | 20jun67 | toc 17jul67; rgd 11aug67; opb 2-i Krasnoyarski OAO |
| | CCCP-21890 | Mi-6 | AFL/Krasnoyarsk | rgd | 27jun72 | opb 2-i Krasnoyarski OAO; in orange c/s; damaged 15jul87 during a landing accident, but repaired |
| | RA-21890 | Mi-6 | Aeroflot | | photo | trf to Norilsk Avn Ent. 18apr94; canx 24apr95 and struck off charge 27apr95 as life-time expired; sat at the scrapyard at VLE for many years, photo exists |
| 768 32 06V | CCCP-11291 | Mi-6 | AFL/Turkmenis.-ASB | mfd | 30jun67 | toc 09aug67; rgd 29aug67; opb Ashkhabatski OAO |
| | CCCP-21891 | Mi-6 | AFL/Turkmenis.-ASB | rgd | 03apr72 | opb Ashkhabatski OAO; appeared in the Soviet movie "Proshchaniye s Matyoroi" shot in 1979/83; opb Turkmenavia by aug91; w/o 01aug91 on a flight in the Tyumen region when a bearing of the right engine's gear box failed and the engine caught fire, as the fire could not be extinguished the crew made an emergency landing near Nizhnevartovsk, all occupants escaped unhurt, but the helicopter burnt out; struck off charge 04sep91 |
| 768 32 09V | "29" red | Mi-6 | Soviet Air Force | mfd | 30jun67 | opb 332 ovp at Pribylovo; in grey c/s; the code was painted over a different one; was preserved in the disbanded museum at Khodynka (f/n sep93), in ever decaying state; scrapped at Khodynka 11/12oct12 |
| 768 33 01V | "11" red | Mi-6 | Soviet Air Force | Kng | dec92 | |
| 768 33 05V | CCCP-11292 | Mi-6 | AFL/GosNII GA | mfd | 31aug67 | toc 21sep67; rgd 09feb68 |
| | CCCP-11292 | Mi-6 | AFL/Komi-UCT | trf | 30oct70 | opb Ukthinski OAO |
| | CCCP-21892 | Mi-6 | AFL/Komi-UCT | rgd | 22jun72 | opb Ukthinski OAO; w/o 02sep89 on a flight with an external load near Vorkuta when started uncontrolled left turns around its vertical axis and crashed into a river; struck off charge 24oct89 and canx 30dec89 |
| 768 33 06V | CCCP-11293 | Mi-6 | AFL/Krasnoyarsk | toc | 11sep67 | rgd 30sep67; opb 2-i Krasnoyarski OAO |
| | CCCP-21893 | Mi-6 | AFL/Krasnoyarsk | rgd | 27jun72 | opb 2-i Krasnoyarski OAO; struck off charge 16jul81 and canx the same day |
| 768 33 09V | "30" red | Mi-6 | Soviet Air Force | Kng | dec92 | |
| 768 33 10V | ".." yellow | Mi-6 | Soviet Navy | mfd | 15sep67 | opb 2 ve 830 okplvp at Safonovo |
| | "46" red | Mi-6 | Russian Navy | r/r | 1993 | opb 830 okplvp at Severomorsk-1 |
| 768 34 0.V | "60" red | Mi-6 | Soviet Air Force | | 09aug06 | seen at Klyuchevoye |
| 768 34 03V | "90" red | Mi-6 | Russian Air Force | ZIA | 31aug93 | in light grey c/s; sat wfu at ZIA, seen aug01/may21; flown underslung by Mi-26T RF-32822 from Zhukovski to Fedurnovo (Chornoye) 14may21; repainted by MARZ DOSAAF in dark grey c/s with 'bear in the taiga' nose-art on the left side, f/n as such 10apr23 |
| 768 34 04V | CCCP-11294 | Mi-6 | AFL/Yakutiya | toc | 01nov67 | rgd 27dec67; opb 270 LO Nyurbinskogo OAO; recovered Mi-4 CCCP-31392 which had force-landed in swampy terrain in 1970; w/o 07feb71 on a cargo flight from Mirny to Aikhal when the left engine suffered an uncontained failure 48 minutes into the flight and oil from the destroyed engine entered the cargo bay and ignited, the crew made an emergency landing in the snow-covered taiga 190 km north-west of Mirny and all 5 crew managed to leave the burning helicopter before it exploded and were evacuated by Mi-8 CCCP-22479 3 hours later; struck off charge 14jul71 |
| 768 34 05V | "75" red | Mi-6 | Soviet Air Force | mfd | 26oct67 | f/f 27oct67; accepted 30oct67; opb 340 ovp at Novy Kalyniv from 11nov67; trf to 535 ARZ at Konotop 13dec71; in grey c/s; later opb NII Parashyutostroyeniya (794 VP MO RF, Parachute Research Institute) at Kirzhach; l/n jul07; scrapped at Kirzhach from summer 2007 and offered for sale as scrap metal 31dec07, was still more or less extant feb08 |
| 768 34 08V | CCCP-11295 | Mi-6 | AFL/Polar | toc | 29dec67 | rgd 06feb68 |
| | CCCP-11295 | Mi-6 | AFL/Moscow SPiMVL | trf | 21oct70 | opb Myachkovski OAO |
| | CCCP-21895 | Mi-6 | AFL/Central Region | rgd | 30may72 | opb Myachkovski OAO; |
| | RA-21895 | Mi-6 | Aeroflot | | | reported 21apr93 (on Russianplanes); trf to Myachkovo Air Service 23aug94; struck off charge 23jun01 as time between overhauls expired and canx 17nov01 |
| 768 34 09V | CCCP-21171(1) | Mi-6 | AFL/Magadan-Anadyr | mfd | 30nov67 | toc 10jan68; rgd 09feb68; opb 150 LO Anadyrskogo OAO; w/o 19oct73 on a flight from Anadyr-Okruzhnoi to Shamanya (Chukotka) in support of a geological expedition, carrying 26 barrels with diesel fuel, when the turbine of the left engine suffered an uncontained failure and a turbine blade hit the cargo and ignited the diesel fuel, the crew attempted an emergency landing, but the helicopter went out of control, came down engulfed by fire, crashed in the tundra near lake Usatoye (7 km from Zemlyanka Sobolkova settlement and 61.5 km south-west of Amadyr airport) and exploded, all 7 crew and both passengers killed; t/t 2,530 hours and 2,899 cycles; struck off charge 22feb74; see c/n 4681607 |
| 768 35 04V | "10" yellow | Mi-6 | Ukrainian MVS | Olk | 17may98 | dumped; not mentioned in a Ukrainian MVS listing |
| 768 35 07V | "78" red | Mi-6 | Soviet Air Force | Ovn | 01jul92 | in grey c/s |
| 768 35 09V | not known | Mi-6 | Soviet Air Force | | | |
| | CCCP-21080 | Mi-6 | AFL/Komi | rgd | 10aug81 | |
| | RA-21080 | Mi-6 | Komiavia | trf | 25apr95 | involved in an incident 06may96 when a bearing of an engine's gear box failed; canx 18aug03; flown underslung under a Mi-10 from Pechora to Usinsk |
| | no reg | Mi-6 | no titles | ph. | 12jun10 | preserved in Park kultury i otdykha "Raduga" (rainbow) at Usinsk (N65.99335 E57.56594), initially in fantasy yellow/green/blue/pink c/s (no markings whatsoever), l/n as such jun10, repainted in fantasy white c/s with red, blue, green, orange and yellow trim (the left side and the right side look very different, no markings whatsoever) jun14, l/n nov21 |
| 768 35 10V | "08" red | Mi-6 | Soviet Army Avn | mfd | 19jan68 | photo exists |
| | "11" yellow | Mi-6 | Ukrainian MVS | trf | 1992 | opb 51 aviabrigada at Oleksandriya; f/n Oleksandriya 12may97; sat wfu at Oleksandriya, l/n aug10 |
| 868 36 05V | "84" red | Mi-6 | Ukraine Army Avn | KHE | 17sep96 | l/n operational KHE 22aug97; l/n KHE 26may02, c/n checked |
| 868 36 08V | CCCP-21172 | Mi-6 | AFL/Northern | toc | 08may68 | rgd 14jun68; opb 2-i Arkhangelski OAO |
| | CCCP-21172 | Mi-6 | AFL/Arkhangelsk | trf | 01jan73 | opb 2-i Arkhangelski OAO |
| | PA-21172 | Mi-6 | AFL/Arkhangelsk | ph. | 1991 | or perhaps 1992; prefix painted on like this (Cyrillic for RA) |
| | RA-21172 | Mi-6 | 2nd Arkhangelsk AE | trf | 21apr94 | canx 30may94 and struck off charge 01jun94 as life-time expired |
| 868 36 09V | CCCP-21173(1) | Mi-6 | AFL/Polar | rgd | 23may68 | on charge by 01jul68; opb 254 LO Sheremetyevskogo OAO; see c/n 8683808 |
| | CCCP-21173(1) | Mi-6 | AFL/Moscow SPiMVL | trf | 21oct70 | opb Myachkovski OAO |
| | CCCP-21173(1) | Mi-6 | AFL/Tyumen | trf | 14sep79 | opb 255 LO 1-go Tyumenskogo OAO; dbr 21dec81 on a flight from Gornopravdinsk in support of an oil exploration expedition when the main gear box failed shortly after take-off (due to a manufacturing defect), both engines switched off automatically at a height of 20 metres, the helicopter came down hard on the ice of the river Irtysh and partially submerged, 3 of the 5 crew members and 1 of the 12 passengers were injured; struck off charge 27may82 |
| 868 36 10V | CCCP-21174 | Mi-6 | AFL/Magadan-Anadyr | mfd | 18apr68 | toc 04may68; rgd 04jun68; opb Anadyrski OAO |
| | CCCP-21174 | Mi-6 | AFL/Tyumen-SGC | trf | 17oct74 | opb Surgutski OAO |
| | RA-21174 | Mi-6 | TyumenAviaTrans | rgd | 15feb94 | struck off charge 20mar98 and canx the same day |
| 868 37 01V | CCCP-21175 | Mi-6 | AFL/Polar | rgd | 15may68 | opb 254 LO Sheremetyevskogo OAO; toc 01jul68 |
| | CCCP-21175 | Mi-6 | AFL/Moscow SPiMVL | trf | 21oct70 | opb Myachkovski OAO; dbr 04nov88 on landing at Tarko-Sale when a bearing of an engine's gear box failed after running out of oil and the flight mechanic shut down the wrong engine by mistake so that the helicopter made a forced landing, no casualties; struck off charge 27may89; canx 05may89 |
| 868 37 02V | CCCP-21176 | Mi-6 | AFL/Komi | toc | 14may68 | rgd 04jun68; opb Ukhtinski OAO |

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| | RA-21176 | Mi-6 | Aeroflot | UCT | 10jun94 | in orange c/s with black cheatline and trim; trf to Komiavia 22feb94; struck off charge 18mar94 as life-time expired; canx 18nov94 |
| 868 37 03V | CCCP-21177 | Mi-6 | AFL/Tyumen-Tjp | toc | 13may68 | rgd 04jun68; opb 1-y Tyumenski OAO; struck off charge 30jun87 as to be used for static tests and canx the same day |
| 868 37 04V | CCCP-21178 | Mi-6 | AFL/Krasnoyarsk | toc | 17jun68 | rgd 26jun68; opb 2-i Krasnoyarski OAO |
| | RA-21178 | Mi-6 | Aeroflot | Kjc | 13jul93 | in orange c/s with blue cheatline and trim |
| | RA-21178 | Mi-6 | Yeniseiski Merid. | trf | 19nov93 | Yeniseiski Meridian; still in full Aeroflot c/s including titles; l/n Krasnoyarsk-Cheremshanka 09jul94; struck off charge 10jul96 as the fuselage had lost its structural integrity and canx the same day |
| 868 37 05V | CCCP-21179 | Mi-6 | AFL/Northern | toc | 26ju68 | rgd 05aug68 |
| | CCCP-21179 | Mi-6 | AFL/Arkhangelsk | trf | 01jan73 | opb 2-i Arkhangelski OAO |
| | RA-21179 | Mi-6 | | trf | 21apr94 | canx 16may95 and struck off charge 27nov95 as life-time expired |
| 868 37 06V | CCCP-21180(1) | Mi-6 | AFL/Magadan | toc | 05jul68 | rgd 26jul68; dbr, details unknown; struck off charge 21may69 and canx the same day; see c/n 705103V |
| | not known | Mi-6 | Soviet Air Force | no | reports | c/n given in a document, but can hardly be correct; opb 15th Air Army in the Baltics; matériel requirement issued 18may87 |
| 868 37 07V | "23" red | Mi-6 | Soviet Air Force | Kng | dec92 | |
| 868 38 03V | CCCP-21134(2) | Mi-6A | AFL/Far East | rgd | 20mar91 | ex Soviet Air Force ? |
| | RA-21134(2) | Mi-6A | Aeroflot | Khm | 12may95 | trf 01feb94 to Vostok; see c/n 715310 !; canx 06oct98 |
| 868 38 04V | CCCP-21181 | Mi-6 | AFL/Moscow SPiMVL | mfd | 16jul68 | toc 09aug68; rgd 22aug68; opb Myachkovski OAO |
| | CCCP-21181 | Mi-6 | AFL/Magadan-PWE | trf | 06apr78 | opb Chaunski OAO; mentioned in an incident report at Anadyr 02sep87 |
| | CCCP-21181 | Mi-6 | AFL/Far East-Khm | trf | 12may88 | opb 2-i Khabarovski OAO; in grey c/s |
| | RA-21181 | Mi-6 | Aeroflot | | | in grey c/s; struck off charge 10oct95 as overhaul economically not viable and canx 25oct95; sat wfu at Pandym-Yugan (Khantia-Mansia), seen oct97 |
| 868 38 05V | CCCP-21182 | Mi-6 | AFL/Tyumen-Tjp | mfd | 18jul68 | toc 07aug68; rgd 19aug68; opb 1-y Tyumenski OAO |
| | RA-21182 | Mi-6 | TyumenAviaTrans | rgd | 22dec95 | struck off charge 26mar96 due to corrosion and canx the same day |
| 868 38 06V | CCCP-21183 | Mi-6A | AFL/Yakutiya-Nyu | rgd | 30oct68 | photo 1972; seen Nyurba 02jul92; trf to Nyurbinskiye Avialinii 27may94; canx 24feb95 |
| 868 38 07V | CCCP-21184 | Mi-6A | AFL/Komi | toc | 30aug68 | rgd 19sep68; opb Ukhtinski OAO |
| | RA-21184 | Mi-6A | Aeroflot | UCT | 10jun94 | opb Ukhtinski OAO |
| | RA-21184 | Mi-6A | Komiavia | trf | 08jun95 | dbr 13jul96 on a flight from podbaza Russinskaya via burovaya 517 to podbaza 101 Losevaya with an external load when the main gear box and the right engine failed while the helicopter was on final approach to burovaya 517 (177 km north of Surgut) to release the external load, the crew dropped the load and attempted an emergency landing, but the left engine was switched off by the protection system of the free turbine so that the helicopter had to make an auto-rotation landing, coming down hard on swampy terrain and suffering structural damage to the fuselage, all 6 crew and 4 passengers escaped unhurt; canx 23apr97 and struck off charge 30aug97 |
| 868 38 08V | "23" ? | Mi-6 | Soviet Air Force | mfd | aug68 | code may have been "33" |
| | CCCP-21173(2) | Mi-6 | AFL/Yakutiya | rgd | 26aug91 | opb Nyurbinski OAO; in grey c/s; f/n Nyurba 02jul92; see c/n 8683609 |
| | RA-21173(2) | Mi-6 | Nyurba Avn Ent. | trf | 27may94 | canx 30may94 and struck off charge 12jan95 as life-time expired |
| 868 38 09V | "83" red | Mi-6 | Russian Air Force | | photo | in 'Mir Aviatsii' magazine; with bull nose art and call-sign 'Korova' (cow) |
| 968 39 01V | not known | Mi-6 | Soviet Air Force | mfd | may69 | underwent check trials with the NII VVS; returned to the factory for conversion in 1971 |
| | "41" yellow | Mi-6PZh2 | Soviet Air Force | | | converted to a fire-fighter with a steerable water cannon in 1971; opb military unit 03602 at Uprun; in red/white c/s; last flight 05nov91 (to Monino); preserved in the Russian Air Force museum at Monino (N55.833471 E38.184131) from 05nov91, l/n with code 16aug92, seen without code aug03/aug10, seen again with code aug12/aug24 |
| 868 39 04V | "88" red | Mi-6 | Soviet Air Force | | photo | used as a test-bed for the Mi-26 rotor system |
| 868 39 06V | CCCP-21185 | Mi-6 | AFL/Krasnoyarsk | rgd | 25nov68 | on charge by 01jan69; opb 2-i Krasnoyarski OAO |
| | RA-21185 | Mi-6 | Aeroflot | Kjc | 13jul93 | in grey c/s; trf to Yeniseiski Meridian 19nov93; struck off charge 18apr96 as life-time expired structural integrity of the fuselage lost and canx the same day |
| 868 39 07V | "22" red | Mi-6 | Soviet Air Force | Kng | dec92 | opb 15th Air Army in the Baltics; matériel requirement issued 18may87 |
| 868 40 04V | "54" red | Mi-6 | Soviet Air Force | | photo | in book |
| 968 40 06V | CCCP-21188 | Mi-6A | AFL/Yakutiya-Nyu | mfd | 22jan69 | rgd 03jun69; f/n 1986; l/n Nyurba 02jul92; trf to Nyurbinskiye Avialinii 27may94; canx 20feb95 |
| 968 40 07V | CCCP-21189 | Mi-6 | AFL/Krasnoyarsk | toc | 26feb69 | rgd 28apr69; opb 2-i Krasnoyarski OAO |
| | RA-21189 | Mi-6 | Aeroflot | Kjc | 13jul93 | struck off charge 18apr91 as life-time expired and structural integrity of the fuselage compromised; trf to Yeniseiski Meridian 19nov93; canx 08apr96 |
| 968 40 08V | CCCP-21190 | Mi-6A | AFL/Magadan | mfd | 10feb69 | toc apr69; rgd 03jun69 |
| | CCCP-21190 | Mi-6A | AFL/Yakutiya-Nyu | trf | 01dec82 | opb Nyurbinski OAO; in grey c/s; l/n Nyurba 02jul92 |
| | RA-21190 | Mi-6A | Nyurba Avn Ent. | trf | 27may94 | already f/n Nyurba 17oct92 (photo proof of prefix); canx 20feb95; struck off charge 13mar95 as life-time expired; probably scrapped at Nyurba |
| 968 40 09V | CCCP-21191 | Mi-6 | AFL/Northern-Arv | rgd | 28mar69 | opb 2-i Arkhangelski OAO |
| | CCCP-21191 | Mi-6 | AFL/Arkhangelsk | trf | 01jan73 | opb 2-i Arkhangelski OAO |
| | RA-21191 | Mi-6 | Aeroflot | TV | jul97 | |
| | RA-21191 | Mi-6 | Komiavia | trf | 25apr95 | struck off charge 11apr95 as life-time expired; canx 19may95; reportedly stored at Arkhangelsk |
| 968 40 10V | CCCP-21193 | Mi-6 | AFL/Krasnoyarsk | toc | 26feb69 | rgd 30may69; opb 2-i Krasnoyarski OAO; dbr 28feb90 on take-off from Igarka when the overloaded helicopter entered a snow vortex and was not able to climb out or hover due to the excess weight, the tail rotor hit a snowbank and the helicopter crashed, no casualties; struck off charge 13apr90 and canx the same day |
| 968 42 01V | "82" | Mi-6 | Soviet Air Force | | | paratroop version |
| | "07" blue | Mi-6 | Russian Air Force | | | opb 825 ovp at Khabarovsk-Garovka; l/n nov06, wfu; offered for sale as scrap metal 01nov07 |
| 968 42 04V | "06" blue | Mi-6 | Russian Air Force | | | transport version; opb 825 ovp at Khabarovsk-Garovka; l/n nov06, wfu; offered for sale as scrap metal 01nov07 |
| 968 42 05V | CCCP-21192 | Mi-6 | AFL/Komi-UCT | mfd | 14may69 | rgd 02aug69; opb 302 LO Ukhtinskogo OAO; in grey c/s; w/o 16oct69 on a flight with an underslung load (a 26.5 metres long pipe for the "Siyaniye Severa" gas pipeline) from the Lenavozh-3 site east of Ukhta when the front end of the pipe got stuck with another pipe shortly after lift-off so that the rear end rose up vertically and collided with the main rotor, the helicopter crashed, caught fire and burnt out, 3 of the 5 crew and 2 of the 5 passengers killed and all 5 survivors injured; t/t 594 hours and 868 cycles; canx 22dec69 |
| 968 42 08V | "85" | Mi-6 | Soviet Air Force | | | transport version |
| | "09" blue | Mi-6 | Russian Air Force | | | opb 825 ovp at Khabarovsk-Garovka; l/n nov06, wfu; offered for sale as scrap metal 01nov07 |
| 968 42 09V | not known | Mi-6 | Soviet Air Force | no | reports | opb 15th Air Army in the Baltics; matériel requirement issued 18may87 |
| 968 43 01V | "02" red | Mi-6A | Ukraine Army Avn | Kon | 21may98 | dumped |
| 968 43 04V | "25" red | Mi-6 | Soviet Air Force | Kng | dec92 | |
| 968 43 05V ? | no code | Mi-6A | Russian Air Force | ph. | 05nov06 | c/n on the tailboom (in particular the last digit) difficult to read; in grey c/s; was used for trials at the NPP "Polyot" test-site at Vetluzhski (N57.20740 E45.13800), seen nov06/nov14 |
| 968 43 06V | "81" red | Mi-6 | Ukraine Army Avn | KHE | 22aug97 | l/n KHE 30apr99 |
| 968 43 07V | "56" red | Mi-6 | Soviet Air Force | Orn | 30jun90 | opb 239 ovp; based at Brandis 1964 (code not noted) and at Oranienburg 1984/may94; l/n Oranienburg 14may94; c/n painted on as 8684307, painting error ? |
| 968 43 08V | "01" red | Mi-6 | Soviet Air Force | | | opb 239 ovp; based at Brandis and later at Oranienburg 1977/81 |
| | "61" red | Mi-6 | Soviet Air Force | Orn | 30jun90 | opb 239 ovp; based at Oranienburg 1989/may94; l/n Oranienburg 12apr94; c/n painted on as 8684308, painting error ? |
| 968 43 09V | CCCP-21036 | Mi-6A | AFL/Arkhangelsk | rgd | 21nov79 | |
| | RA-21036 | Mi-6A | 2nd Arkhangelsk AE | trf | 21apr94 | canx 25dec96; reportedly scrapped at Arkhangelsk-Vaskovo in the 1990s |
| 968 43 10V | CCCP-21078 | Mi-6A | AFL/Yakutiya-Nyu | mfd | 01aug69 | rgd 26may81; opb Nyurbinski OAO; f/n Nyurba 1985; damaged 28may85 while being parked at Aldan when an intoxicated under-age airport worker damaged it with an axe; l/n Nyurba 02jul92 |
| | RA-21078 | Mi-6A | Aeroflot | | photo | in grey c/s; trf to Nyurbinskiye Avialinii 27may94; canx 13apr95 and struck off charge 03may95 as life-time expired; sat wfu at Yakutsk, photo exists |
| 968 44 05V | "03" red | Mi-6 | Soviet Army Avn | ph. | 1991 | taken at Lugansk-Ostraya Mogila |
| | "03" yellow | Mi-6 | Ukrainian MVS | Olk | 12may97 | dumped; not mentioned in a Ukrainian MVS listing |
| 968 44 06V | CCCP-21038 | Mi-6 | AFL/Turkmenis.-ASB | mfd | 30sep69 | rgd 19dec81; w/o 12jul90 when a bearing of the left engine's gear box failed after running out of oil, the helicopter caught fire, force-landed at Neftyeyugansk and burnt out; canx 12dec90 |
| 968 44 09V | not known | Mi-6A | Soviet Air Force | mfd | 01oct69 | |
| | CCCP-21079 | Mi-6A | AFL/Yakutiya-Nyu | rgd | 26may81 | opb Nyurbinski OAO; w/o 01oct85 while parked at Kyzyl-Syr when was hit by Mi-8T CCCP-24522 which was landing at the unlit airfield, both helicopters caught fire and burnt out, no casualties; struck off charge 14nov85 |
| 968 45 03V | "66" red | Mi-6 | Soviet Air Force | | 09aug06 | seen at Klyuchevoye |
| 968 45 05V | not known | Mi-6 | Soviet Air Force | mfd | 27nov69 | opb 15th Air Army in the Baltics; last overhaul completed nov83; tailboom damaged by fatigue at t/t 1,918 hours, damage report dated 30nov88 |
| 968 45 06V | not known | Mi-6 | Soviet Air Force | mfd | 1969 | |
| | CCCP-21037 | Mi-6 | AFL/Turkmenistan | rgd | 19feb81 | opb Ashkhabadski OAO; dbr on landing on the banks of the river Irtysh near Uvat when fell into a precipice, the crew survived, details unknown; struck off charge 23mar93 and canx 25may93 |
| 968 45 07V | "92" red | Mi-6 | Soviet Air Force | | | opb 332 ovp at Pribylovo; wfu and scrapped mar97 |
| 968 46 03V | "26" | Mi-6 | Soviet Army Avn | | photo | based in Poland; in grey c/s; photo at Stendal between 1973 and 1978 |
| 46 04V | "73" red | Mi-6PSS | Soviet Air Force | | | SAR version, also designated Mi-6A-PS; opb 332 ovp at Pribylovo around 1979/81 |
| 968 4. ..V | "25" yellow | Mi-6A | Russian Air Force | | photo | in grey c/s; preserved at a petrol station near Kochenyovo on the M51 road (N55.056215 E82.187233), seen autumn 2006/mar09 |

The second c/n system (sequence construction numbers) was used from 1970 until 1974 and is explained as follows: Consisting of six digits, the first two digits represent the year of manufacture, the next two the batch number and the final two the number in the batch. The number is suffixed by a V (? in Cyrillic) standing for vertolyot (helicopter) and probably was used not to mix up with the Mi-10 built by that same time. The factory code is not present within this type of c/n.

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|---|---|---|---|---|---|---|
| 70 46 09V | "05" blue | Mi-6 | Russian Air Force | | | paratroop version; opb 825 ovp at Khabarovsk-Garovka; l/n nov06, wfu; offered for sale as scrap metal 01nov07 |
| 70 47 04V | CCCP-21143(2) | Mi-6 | AFL/Arkhangelsk | rgd | 10jun91 | ex Soviet Air Force ?; in Arkhangelsk Aviation fleet list 30sep00 with c/n 726105 and in fleet list jan02 with correct c/n; canx 18aug03; see c/n 726105 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 70 47 10V | CCCP-11299 | Mi-6 | AFL/Komi | toc | 28may70 | rgd 11jun70; dbr 18may71 on a flight in the Komi Autonomous Republic when the crew made a mistake in handling the fuel system so that both engines flamed out and the helicopter crash-landed near Vuktyl, no casualties; struck off charge 22nov71 |
| 70 48 01V | CCCP-11298 | Mi-6 | AFL/Far East | mfd | 04may70 | toc 05jun70; rgd 13jul70; opb 2-i Khabarovski OAO |
| | CCCP-21898 | Mi-6 | AFL/Far East | rgd | 24may72 | opb 249 LO 2-go Khabarovskogo OAO; dbr 30oct80 on a flight from podbaza No. 2 to Novoagansk (Nizhnevartovsk district of the Tyumen region) in support of the Agansk oil exploration expedition at dusk when the crew descended to some 80 metres due to poor visibility and snowfall, but eventually lost control of the height while trying to find the road to Novoagansk and lost spatial orientation while overflying a snow-covered frozen lake 17 km north-east of Novoagansk airport so that the helicopter collided with the ice twice (at N62°04' E76°47'), suffered substantial damage, but was able to take off again and made an auto-rotation landing in a swampy forest 1,800 metres further on, suffering additional damage, 1 of the 5 passengers killed while the other 4 and all 5 crew escaped unhurt; t/t 4,131 hours; struck off charge 22dec80 |
| 70 48 02V | CCCP-11303 | Mi-6 | AFL/Komi | mfd | 20may70 | toc 31may70; rgd 11jun70; opb Ukhtinski OAO |
| | CCCP-21853 | Mi-6 | AFL/Komi | rgd | 12jul72 | opb Ukhtinski OAO; dbr 22sep89 on take-off near Inta when banked to the left, went out of control and crashed 110 metres from the take-off point, no casualties; struck off charge 24oct89 and canx 29dec89 |
| 70 48 03V | CCCP-11302 | Mi-6 | AFL/Krasnoyarsk | rgd | 29jun70 | |
| | CCCP-21872 | Mi-6 | AFL/Krasnoyarsk | rgd | 27jun72 | |
| | RA-21872 | Mi-6 | Aeroflot | Kjc | 13jul93 | trf 19nov93 to Yeniseiski Meridian; in orange c/s with grey cheatline; l/n Krasnoyarsk-Cheremshanka 12jun94 still with 'Aeroflot' titles; canx 10jul96 |
| 70 48 04V | CCCP-11304 | Mi-6 | AFL/Komi | mfd | 05jun70 | rgd 11jun70; toc 12jun70; opb Ukhtinski OAO |
| | CCCP-21850 | Mi-6 | AFL/Komi | rgd | 22jun72 | opb 302 LO Ukhtinskogo OAO; w/o 22jun74 on the leg from ploshchadka Shakhta-13 (6 km south-east of Inta) to Podcherye of a flight from Inta to Ukhta in support of an oil exploration expedition when took off with an external load (with the MTOW exceeded by 1,384 kg) and lost height after leaving the ground effect so that the external load had to be jettisoned, one of the hawsers got entangled in the tail rotor, the helicopter went out of control, crashed, caught fire and burnt out, 3 of the 5 crew and all 5 passengers (aircraft mechanics) killed and both survivors seriously injured; t/t 2,950 hours and 3,417 cycles; struck off charge 13aug74 |
| 70 48 07V | CCCP-11301 | Mi-6 | AFL/Northern | mfd | 08jun70 | toc 16jun70; rgd 14jul70; opb 2-i Arkhangelski OAO; canx 06jul72 |
| | CCCP-21857 | Mi-6 | AFL/Northern | rgd | 06jul72 | opb 2-i Arkhangelski OAO |
| | CCCP-21857 | Mi-6 | AFL/Arkhangelsk | trf | 01jan73 | opb 2-i Arkhangelski OAO; in orange c/s with blue cheatline and trim; w/o 12nov91 on landing at the helipad at Sinkin Nos when an engine failed, the helicopter lost height, collided with an "Ural" fuel truck, caught fire and burnt out, all occupants escaped unhurt; struck off charge 10jun92; canx only 18aug03; the wreckage was extant at N68.692455 E59.939604 by 2004 |
| 70 48 10V | "55" red | Mi-6 | Soviet Air Force | Orn | 30jun90 | opb 239 ovp; based at Brandis 1964 (code not noted) and at Oranienburg 1984/jun94; l/n Oranienburg 12apr94 |
| 70 49 01V | ".." yellow | Mi-6 | Soviet Navy | mfd | 22jun70 | opb 2 ve 830 okplvp at Safonovo |
| | "41" red | Mi-6 | Russian Navy | r/r | 1973 | opb 830 okplvp at Severomorsk-1 |
| 70 49 01V ? | "41" red | Mi-6A | Ukraine Army Avn | Kon | 21may98 | c/n probably not correct, see "41" red of the Russian Navy; stored at Konotop, l/n 06aug05 |
| 70 49 04V | "62" red | Mi-6 | Soviet Air Force | Orn | 30jun90 | opb 239 ovp; based at Oranienburg 1983/may94; l/n Oranienburg 12mar94 |
| 70 49 07V | CCCP-11305 | Mi-6A | AFL/Magadan | rgd | 09sep70 | opb Anadyrski OAO |
| | CCCP-21168 | Mi-6A | AFL/Magadan | rgd | 09jan73 | opb Anadyrski OAO |
| | CCCP-21168 | Mi-6A | AFL/Krasnoyarsk | trf | 27aug74 | opb 2-i Krasnoyarski OAO; opb Krasnoyarskavia/Cheremshanka by mar92; dbr 24mar92 on a flight to the "Ilbokig-4" drilling site near Boguchany with an underslung load of tubes when the pilot decelerated too swiftly on final approach, resulting in an angle of attack of 17.5 degrees and increased vibrations, the external load was dropped, the hawser got entangled in the tail rotor, the helicopter went out of control, came down, rolled over onto its right side, caught fire and burnt out, 1 of the 5 crew killed and the other 4 as well as both passengers injured; t/t 15,383 hours; canx 15sep94 |
| 70 49 08V | CCCP-11306 | Mi-6 | AFL/Polar | toc | 27jul70 | rgd 10aug70; opb 254 LO Sheremetyevskogo OAO |
| | CCCP-11306 | Mi-6 | AFL/Central Region | trf | oct70 | opb 254 LO Myachkovskogo OAO; w/o 29nov70 on a flight from Mys Kamenny to a drilling site with an underslung load (a barrel of fuel) at dusk when the load started to swing shortly after take-off and the pilot decelerated too swiftly so that the helicopter entered a mode with severe vibrations and lost height, the crew failed to drop the load and lost spatial orientation so that the helicopter crashed, caught fire and burnt out, 2 of the 5 crew members were injured; struck off charge 29dec70 |
| 70 49 09V | CCCP-11307 | Mi-6 | AFL/Tyumen | toc | 28jul70 | rgd 05aug70; opb 1-y Tyumenski OAO |
| | CCCP-21871 | Mi-6 | AFL/Tyumen | rgd | 08dec72 | opb 1-y Tyumenski OAO; dbr 14jun73 on a flight in the Nadym district of the Tyumen region when came down very hard on landing near Long-Yugan due to pilot error and suffered substantial damage, no casualties; struck off charge 20jul73 |
| 70 49 10V | CCCP-11308 | Mi-6 | AFL/Northern | mfd | 29jul70 | toc 16jun70; rgd 01sep70; opb 2-i Arkhangelski OAO |
| | CCCP-21858 | Mi-6 | AFL/Northern | rgd | 06jul72 | opb 2-i Arkhangelski OAO |
| | CCCP-21858 | Mi-6 | AFL/Arkhangelsk | trf | 01jan73 | opb 2-i Arkhangelski OAO; w/o 26aug90 when a bearing of the left engine's gear box failed after running out of oil and a fire emerged in the compartment of the main gear box which could not be extinguished, the crew managed to land at Nizhnevartovsk, but the helicopter burnt out; struck off charge 18jan91; canx only 18aug03 |
| 70 50 01V | CCCP-11309 | Mi-6 | AFL/Krasnoyarsk | toc | 11aug70 | rgd 01sep70; opb 2-i Krasnoyarski OAO |
| | CCCP-21859 | Mi-6 | AFL/Krasnoyarsk | rgd | 27jun72 | opb 2-i Krasnoyarski OAO; dbr 30oct81 while trying to land at an unsuitable site near Vanavara, no casualties; struck off charge 02feb82 |
| 70 50 02V | CCCP-11310 | Mi-6 | AFL/Far East | mfd | 31jul70 | toc 12aug70; opb 2-i Khabarovski OAO; in grey c/s; rgd only 29jan71; f/n in the Khabarovsk region 10jul71 |
| | CCCP-21860 | Mi-6 | AFL/Far East | rgd | 24may72 | opb 249 LO 2-ogo Khabarovskogo OAO; dbr 06dec86 on an unauthorised flight from podbaza No. 4 at Purpe (Tarko-Sale district of the Tyumen region) to Tarko-Sale during the polar night with the MTOW exceeded by 5,071 kg when was not able to climb out, the crew lost spatial orientation on take-off due to a snow whirl created by the ground effect, the helicopter deviated from the take-off path, collided with a fuel tank 146 metres from the take-off point, impacted the ground, slid down a slope and came to rest on its left side, 1 of the 5 crew killed and 1 as well as 7 of the 14 passengers injured; t/t 9,009 hours and 8,948 cycles; struck off charge 05mar87 and canx the same day |
| 70 50 03V | CCCP-11296 | Mi-6 | AFL/Komi | mfd | 14aug70 | toc 05sep70; rgd 27oct70; opb Pechorski OAO |
| | CCCP-21896 | Mi-6 | AFL/Komi | rgd | 22jun72 | opb Komiavia by jul92; dbr 22jul92 on a check flight from Pechora when a bearing of the right engine's gear box failed and the engine caught fire, as the fire could not be extinguished the crew made an emergency landing near Usinsk, all 5 crew escaped unhurt but the helicopter burnt out; struck off charge 31aug92 and canx the same day |
| 70 50 04V | CCCP-11297 | Mi-6 | AFL/Tyumen | toc | 04sep70 | rgd 02oct70; opb 1-y Tyumenski OAO |
| | CCCP-21897 | Mi-6 | AFL/Tyumen | rgd | 08dec72 | opb 1-y Tyumenski OAO; struck off charge 27dec91 as life-time expired and canx the same day |
| 70 50 05V | not known | Mi-6 | Soviet Air Force | mfd | 07aug70 | |
| | CCCP-21039 | Mi-6 | AFL/Magadan | rgd | 28mar80 | opb 151 LO Chaunskogo OAO; dbr 18apr80 on the leg from Aion island to Komsomolski of a round flight from Pevek when tried to take off vertically with the MTOW for a vertical take-off exceeded by 2,400 kg and created a snow-whirl so that the crew lost visual contact with the ground, the left main gear collided with an obstacle and was ripped off, the tailboom broke off and the helicopter came to rest on its left side, 1 of the 8 passengers killed and 3 passengers as well as 2 of the 6 crew injured; t/t 1,326 hours and 1,666 cycles; canx 1980; wreck extant at N69.94192 E168.03600 by jul10, with the Red Stars becoming visible again under the faded paint |
| 70 50 09V | "82" red | Mi-6 | Ukraine Army Avn | KHE | 22aug97 | |
| 70 50 10V | "63" red | Mi-6 | Ukraine Army Avn | KHE | 10may97 | l/n KHE 08may98 |
| | "86" red | Mi-6 | Ukraine Army Avn | KHE | 22aug97 | sighting correct ?, see above; in grey c/s; sat wfu at KHE, l/n may02 |
| 70 51 01V | "76" red | Mi-6 | Soviet Air Force | | 09aug06 | seen at Klyuchevoye |
| 70 51 03V | "52" red | Mi-6 | Soviet Air Force | | photo | |
| | RA-21180(2) | Mi-6 | NPO "Vzlyot" | rgd | 06apr93 | operated by Yermolinskaya LIB; w/o 24may93 on a humanitarian aid flight from Khabez to beleaguered Tkuarchal when was hit by a shoulder-fired SAM (which had been fired by Georgian forces) while flying at a height of 3,500 metres near Sakeni in the Gulripsh district of Abkhazia, caught fire and crashed, all 5 crew members (pilot: Nikolai M. Kasimov) were killed; canx only 18sep96; see c/n 8683706V |
| 7. 51 07V | "81" yellow | Mi-6 | Soviet Air Force | Don | 12aug96 | |
| 7. 51 08V | "82" yellow | Mi-6 | Soviet Air Force | Don | 12aug96 | |
| 70 51 09V | not known | Mi-6 | Soviet Air Force | mfd | 1970 | |
| | CCCP-21145(2) | Mi-6 | AFL/Arkhangelsk | rgd | 10jun91 | opb 2-i Arkhangelski OAO; see c/n 726107 |
| | RA-21145(2) | Mi-6 | 2nd Arkhangelsk AE | trf | 21apr94 | in grey c/s; still in fleet list 30sep00; struck off charge 18aug03 and canx the same day; sat wfu (with the prefix 'CCCP-' and 'Aeroflot' titles becoming visible again) at Arkhangelsk-Vaskovo, seen jun10/2017 |
| | CCCP-21145(2) | Mi-6 | Aeroflot | Arv | 14aug21 | in grey c/s; preserved in its original colours in front of the terminal at Arkhangelsk-Vaskovo (N64.443331 E40.431709) from around jul21, seen aug21/jul24 |
| 70 51 10V | CCCP-21194 | Mi-6 | AFL/Turkmenistan | mfd | 31oct70 | rgd 30dec70; opb Ashkhabatski OAO |
| | EZ-21194 | Mi-6 | Turkmenistan Al | ASB | 18may96 | in grey c/s with 'Turkmenistan ' titles; not in 2001 fleet list; offered for sale in early 2008, with t/t 18,158 hours and 23,262 cycles; sat wfu at ASB, seen oct09 |
| 70 52 01V | CCCP-21195 | Mi-6 | AFL/Kremenchug FS | mfd | 24nov70 | rgd 01feb71; trf to AFL/Tyumen-TJM 20dec77; w/o 27feb87 when the left engine caught fire, force-landed near Tark-Saley and burnt out; canx 1987 |
| 70 52 02V | CCCP-21196 | Mi-6 | AFL/Komi | mfd | 13nov70 | toc 14dec70; rgd 28dec70; opb Pechorski OAO |
| | RA-21196 | Mi-6 | Komiavia | trf | 25apr95 | struck off charge 31jul98 as time between overhauls exceeded and further use not economically viable, canx the same day |
| 70 52 03V | CCCP-21197 | Mi-6 | AFL/Turkmenistan | rgd | 08feb71 | opb 166 LO Ashkhabadskogo OAO; w/o 21jun80 on a flight from Ufa to Bolshoi Kuganak (Sterlitamak district of Bashkortostan) in support of "Volgoelektrosetstroi" when the hydraulic booster of the longitudinal control system failed (due to faulty maintenance) while the helicopter was hovering at a height of some 15 metres on landing south-east of Bolshoi Kuganak (N53°47'40" E56°07'00"), the helicopter pitched over, crashed upside down, caught fire and burnt out, all 7 crew killed; t/t 6,623 hours and 7,680 cycles; struck off charge 01oct80 and canx the same day |
| 70 52 04V | CCCP-21198 | Mi-6 | AFL/Northern | mfd | 04dec70 | rgd 05feb71; opb 68 LO 2-go Arkhangelskogo OAO |
| | CCCP-21198 | Mi-6 | AFL/Arkhangelsk | trf | 01jan73 | opb 68 LO 2-go Arkhangelskogo OAO; w/o 30jun77 on a flight from Varandei in below-minima weather conditions (low clouds) when collided at a height of 150 metres with the external load of Mi-8T CCCP- |

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|---|---|---|---|---|---|---|
| | | | | | | 22540 while flying in clouds 3.7 km east of Varandei, the main and the tail rotor were destroyed, the Mi-6 caught fire, went out of control, crashed at N68°48'26.2" E058°09'56.0" and burnt out, all 5 crew members and the sole passenger were killed; t/t 3,896 hours; canx 22jul77; the tailboom was extant aug24 |
| 70 52 05V | CCCP-21199 | Mi-6 | AFL/Magadan | rgd | 09apr71 | opb Chaunski OAO; w/o 14jul77 on the leg from Lensk of a positioning flight from Pevek to Novosibirsk for overhaul when the left engine caught fire 10 minutes into the flight while the helicopter was flying at a height of some 1,200 metres, the crew made a forced landing on a meadow, but the tail rotor touched the ground, the tailboom broke off and the helicopter rolled over onto its right side, all 5 crew escaped unhurt while all 3 passengers were slightly injured, all 8 managed to evacuate the helicopter in time before it exploded shortly after; canx 05dec77 |
| 70 52 08V | not known | Mi-6 | Soviet Army Avn | mfd | dec70 | toc 09apr71 |
| | "56" yellow | Mi-6 | Russian Army Avn | | photo | opb 332 ovp BiU at Pribylovo; w/o 13feb96 during a technical check flight in poor visibility at Pribylovo, hovered at low altitude when the crew lost orientation due to snow lifted up by the rotor, veered off the helipad to the right, collided with trees 150 metres from the pad, rolled over onto its left side, caught fire and burnt out, 4 crew members were killed while 1 crew member and both passengers escaped |
| 70 52 09V | not known | Mi-6 | Soviet Army Avn | mfd | 30dec70 | |
| | "06" yellow | Mi-6 | Ukrainian MVS | trf | 1992 | opb 51 aviabrigada at Oleksandriya; f/n Oleksandriya 17may98; l/n Oleksandriya 24jun99 |
| 70 52 10V | ".." red | Mi-6 | Ukraine Army Avn | Kon | 21may98 | |
| 70 53 01V | not known | Mi-6A | Russian Air Force | no | reports | first production Mi-6A; opb mil. unit 26110 at Troitsk; offered for sale as scrap metal 09feb09 |
| 70 53 02V | "06" red | Mi-6A | Soviet Air Force | ph. | 1970s | in grey c/s |
| | CCCP-21077 | Mi-6A | AFL/Arkhangelsk | rgd | 24dec79 | f/n VKT 1985 |
| | RA-21077 | Mi-6A | 2nd Arkhangelsk AE | trf | 21apr94 | still in fleet list jan02; canx 18aug03; reportedly scrapped at Arkhangelsk-Vaskovo in the 2000s |
| 70 53 03V | "51" red | Mi-6 | Soviet Air Force | Erb | 08dec88 | on TASS news agency photo |
| 70 53 04V | "06" yellow | Mi-6A | Ukrainian MVS | Kon | 21may98 | not mentioned in a Ukrainian MVS listing |
| 70 53 05V | "16" yellow | Mi-6A | Russian Air Force | Kub | 11apr92 | in three-tone leaf green/dark earth camo c/s |
| 71 53 06V | "04" blue | Mi-6PSS | Russian Air Force | | | opb 825 ovp at Khabarovsk-Garovka; in grey c/s with white 'lightning-bolt'; l/n nov06, wfu; to be b/u in 2007 |
| 71 53 08V | CCCP-21132(1) | Mi-6A | AFL/Far East-Khm | mfd | 17feb71 | rgd 25may71; opb 249 LO 2-go Khabarovskogo OAO; w/o 25jul75 on a cargo flight from Nikolayevsk-na-Amure to Chlya when the main gear box failed due to fatigue and caught fire, the helicopter was engulfed by the fire, the structural integrity was compromised, the tailboom broke off and the helicopter crashed on the wooded north-eastern slope of Mount Ostraya (508 metres) 22 km north-west of Nikolayevsk-na-Amure airport, all 5 crew and 6 passengers (aircraft mechanics) killed; t/t 1,441 hours and 1,397 cycles; canx 1975; see c/n 5682402 |
| 71 53 09V | CCCP-21133 | Mi-6A | AFL/Komi | toc | 07apr71 | rgd 11may71; opb Pechorski OAO; in orange c/s with blue cheatline and trim |
| | RA-21133 | Mi-6A | Komiavia | trf | 25apr95 | still in full Aeroflot c/s including titles; canx 13jun96 as to Germany; preserved in Flugausstellung L.+P. Junior at Hermeskeil (N49.68564 E6.96311) from 04jul96, l/n sep24 |
| 71 53 10V | CCCP-21134(1) | Mi-6A | AFL/Magadan | mfd | 09mar71 | rgd 07jun71; opb 151 LO Chaunskogo OAO; w/o 11mar82 on the leg from the river Kanchalan to Egvekinot-Zaliv Kresta of a flight from Anadyr to Zaliv Kresta with an external cargo (a small frame hut) when one of the hawsers broke at a height of some 1,000 metres and the cargo started to swing, resulting in the broken hawser getting entangled in the tail rotor, the helicopter went out of control and crashed on the snow-covered slope of Mount Chornaya (35 km south-west of Zaliv Kresta airport, at N66°10' W179°45'), all 6 crew killed; wreck found only 12mar82; t/t 5,877 hours and 6,103 cycles; struck off charge 14may82; see c/n 8683803 |
| 71 54 01V | CCCP-21135 | Mi-6A | AFL/Magadan | mfd | 18mar71 | rgd 07jun71; opb Chaunski OAO; struck off charge 08feb96 as time between overhauls exceeded and further use not economically viable, canx the same day |
| 71 54 02V | CCCP-21136 | Mi-6A | AFL/GosNII GA | toc | 15jul71 | rgd 21sep71; f/n NGO 29oct72 |
| | CCCP-21136 | Mi-6A | AFL/Tyumen | trf | 12dec79 | |
| | CCCP-21136 | Mi-6A | AFL/Komi | trf | 26apr88 | opb Pechorski OAO |
| | RA-21136 | Mi-6A | Komiavia | trf | 25apr95 | in grey c/s; struck off charge 24jun99; canx 22jul99; the hulk sat at Nyurba, 'Aeroflot' titles and prefix 'CCCP-' showing through on photo |
| 71 54 03V | CCCP-21137 | Mi-6A | AFL/Northern | toc | 07apr71 | rgd 14may71 |
| | CCCP-21137 | Mi-6A | AFL/Arkhangelsk | trf | 01jan73 | opb 2-i Arkhangelski OAO; in grey c/s; f/n Novosibirsk-Severny 01jul92; trf 21apr94 to ??; struck off charge 18aug03 as the type had been withdrawn from use, canx the same day |
| 71 54 04V | CCCP-21138 | Mi-6A | AFL/Yakutiya | mfd | 18mar71 | toc apr71; rgd 01jun71; opb Nyurbinski OAO; in light grey c/s; l/n Nyurba 02jul92 |
| | RA-21138 | Mi-6A | Aeroflot | Nyu | 14aug09 | trf to Nyurbinskiye Avialinii 27may94; struck off charge 12feb96 due to corrosion so that further use would not be economically viable; canx 09sep96; sat wfu at Nyurba, prefix 'CCCP' bleeding through, l/n may09 |
| | CCCP-21138 | Mi-6A | Aeroflot | Nyu | 25may13 | preserved at Nyurba (N63.291411 E118.368491), seen may13/jun15 |
| 71 54 05V | CCCP-21139 | Mi-6A | AFL/Yakutiya | mfd | 29mar71 | rgd 01jun71; opb Nyurbinski OAO; damaged aug78 when came down in a forest on take-off; repaired; l/n Nyurba 02jul92 |
| | RA-21139 | Mi-6A | Nyurba Avn Ent. | trf | 27may94 | canx 13apr95 |
| 71 54 06V | "42" | Mi-6 | Soviet Air Force | | | transport version |
| | "03" blue | Mi-6 | Russian Air Force | | | opb 825 ovp Khabarovsk-Garovka; in grey c/s; l/n nov06, wfu; to be scrapped in 2007 |
| 71 55 01V | "28" blue | Mi-6PSS | Russian Air Force | ph. | 14sep08 | at Dmitriyevka-Chebenki; opb 118 ove GAKSPS at Dmitriyevka-Chebenki; in grey c/s with red 'lightning-bolt' and 'GAKSPS Rossii' badge; sat wfu at 4215 BRS at Dmitriyevka-Chebenki (N51.976401 E55.564761), seen sep08/2014 |
| 71 55 02V | "01" red | Mi-6A | Soviet Air Force | mfd | 1971 | f/n Krasnoyarsk-Cheremshanka 12jun94; l/n Krasnoyarsk-Cheremshanka 09jul94, partially disassembled |
| 71 55 03V | "01" red | Mi-6 | Soviet Air Force | Kng | dec92 | |
| 71 55 09V | not known | Mi-6 | Ukraine Army Avn | Kon | 21may98 | code was not visible |
| 71 55 10V | CCCP-21076 | Mi-6A | AFL/Arkhangelsk | mfd | 21may71 | rgd only 13dec79, so was it Soviet Air Force before ?; opb 2-i Arkhangelski OAO; see c/n 6682906V |
| | RA-21076 | Mi-6A | Arkhangelsk Avn | trf | 21apr94 | Arkhangelskiye Avialinii; in orange c/s with blue trim, no titles; l/n flying NNM 25jun01; struck off charge 18aug03 as the type had been withdrawn from use and canx the same day; sat wfu at Arkhangelsk, seen jul11/may15, and later covered by with grafitti, seen as such oct23 |
| 71 56 01V | "72" red | Mi-6A | Soviet Air Force | Orn | 30jun90 | opb 239 ovp; based at Oranienburg 1984/jun94; l/n Oranienburg jun93 |
| 71 56 02V | "77" red | Mi-6A | Soviet Air Force | ph. | 1985 | opb 396 ovp at Kalocsa; f/n 1980; led the formation of 4 VE of 396 ovp during redeployment from Kalocsa to Kagan starting 04jul90 |
| | not known | Mi-6A | Uzbek Air Force | no | reports | opb National Guard at Kagan; reported as hulk 12jan06 |
| 71 56 03V | "52" red | Mi-6 | Soviet Air Force | Ovn | 21apr93 | |
| 71 56 04V | "71" red | Mi-6A | Soviet Air Force | Orn | 25apr91 | opb 239 ovp; based at Oranienburg 1984/jun94; l/n Oranienburg 12apr94; l/n TYA 23aug01 |
| 71 56 06V | "53" red | Mi-6 | Soviet Air Force | Ovn | 16jun96 | |
| 71 56 08V | "49" yellow | Mi-6 | Soviet Navy | mfd | 30jun71 | opb 2 ve 830 okplvp at Safonovo; in grey c/s; on a photo at Safonovo |
| | "43" red | Mi-6 | Russian Navy | r/r | 1993 | opb 830 okplvp at Severomorsk-1 |
| 71 56 09V | "54" red | Mi-6A | Soviet Air Force | Orn | may92 | opb 239 ovp at Oranienburg 1989/jun94; new flight readiness log book issued 08jun92; l/n Oranienburg 12apr94; last flight recorded in the log book 11may94; left Oranienburg for Yevremov in late jun94; wfu in spring 1995 and scrapped |
| 71 57 10V | "04" red | Mi-6A | Soviet Air Force | | | opb 239 ovp; based at Oranienburg 1987/89 |
| | "64" red | Mi-6A | Soviet Air Force | Orn | 30jun90 | opb 239 ovp; based at Oranienburg 1989/jun94; l/n Oranienburg 14may94 |
| 71 58 01V | "74" red | Mi-6A | Soviet Air Force | Orn | 05may91 | opb 239 ovp; based at Oranienburg 1989/jun94; l/n Oranienburg may92; l/n TYA 23aug01 |
| 71 58 05V | "79" red | Mi-6 | Soviet Air Force | | early91 | in (former) East Germany |
| 71 58 06V | "60" red | Mi-6 | Soviet Air Force | Ovn | 16jun96 | |
| 71 58 09V | "84" yellow | Mi-6 | Soviet Air Force | Don | 12aug96 | |
| 71 59 01V | "15" red | Mi-6A | Soviet Air Force | ph. | in 1999 | in Ukrainian magazine |
| 71 59 02V | "08" blue | Mi-6 | Russian Air Force | | | transport version; opb 825 ovp at Khabarovsk-Garovka; f/n Khabarovsk-Dinamo aug94; l/n Garovka nov06, wfu; was to be scrapped in 2007 |
| 71 59 03V | "02" blue | Mi-6PSS | Russian Air Force | | | opb 825 ovp at Khabarovsk-Garovka; l/n nov06, wfu; was to be scrapped in 2007 |
| 71 59 06V | ".." yellow | Mi-6A | Soviet Navy | mfd | 04nov71 | also given as 22jun70; opb 2 ve 830 okplvp at Safonovo |
| | "42" red | Mi-6A | Russian Navy | r/r | 1993 | opb 830 okplvp at Severomorsk-1; in grey c/s with unit badge on rear cockpit door, no Navy flag; f/n Safonovo aug96 |
| 71 59 07V | no code | Mi-6 | ex Soviet AF | Pvm | 07may98 | wfu |
| 71 59 08V | ".." yellow | Mi-6A | Soviet Navy | mfd | 17oct71 | opb 2 ve 830 okplvp at Severomorsk-1 |
| | "44" red | Mi-6A | Russian Navy | r/r | 1993 | opb 830 okplvp at Safonovo |
| 71 59 09V | CCCP-86674 | Mi-6A | Soviet AF/AFL c/s | Tjp | 14may95 | probably stored; the code "11" yellow was visible under the faded paint on sides; sat wfu at Tyumen-Plekhanovo (with the titles painted out), seen aug99/sep19 |
| 71 60 02V | "50" red | Mi-6 | Soviet Air Force | Ovn | 01jul92 | |
| 71 60 03V | "76" yellow | Mi-6A | Soviet Air Force | Szo | 02jul72 | |
| | "76" red | Mi-6A | Soviet Air Force | Ocs | 1986 | opb 396 ovp at Kalocsa |
| 71 60 08V | "63" red | Mi-6 | Ukraine Army Avn | KHE | 22aug97 | |
| 71 60 09V | "21" yellow | Mi-6 | Ukrainian MVS | Olk | 12may97 | dumped; not mentioned in a Ukrainian MVS listing |
| 71 60 10V | "12" red | Mi-6 | Soviet Air Force | | photo | |
| 71 61 01V | "60" red | Mi-6VKP | Soviet Air Force | Lev | 10sep96 | |
| 72 61 02V | "01" red | Mi-6VKP | Soviet Air Force | Orn | 30jun90 | opb 296 ove at Mahlwinkel probably from 1989 until 1992 |
| | "02" red | Mi-6VKP | Soviet Air Force | trf | 1992 | opb 9 ove at Oranienburg in 1992/93; f/n Oranienburg 13jan93; l/n Oranienburg 06jun93 |
| | "02" red | Mi-6VKP | Russian Air Force | Bsk | 03aug96 | opb mil. unit 12212 at Berdsk; offered for sale by Russian privatisation agency 06aug98 |
| 72 61 04V | not known | Mi-6A | Russian Air Force | no | reports | opb 118 ove GAKSPS at Dmitriyevka-Chebenki; offered for sale as scrap metal 14nov07 |
| 72 61 05V | CCCP-21143(1) | Mi-6A | AFL/Yakutiya | mfd | feb72 | rgd 18apr72; opb Nyurbinski OAO; dbr 06feb83 on a flight from Kysyl-Syr to Sangar, carrying an external load, when created a snow vortex on take-off, the crew lost visual contact with the ground, the right main gear hit the ground and broke off and the helicopter rolled over onto its right side, all 5 crew and 5 passengers escaped unhurt; struck off charge 20may83; see c/n 704704 |
| 72 61 06V | CCCP-21144 | Mi-6A | AFL/Magadan | toc | 15mar72 | rgd 02aug72; opb Chaunski OAO; initially in grey c/s; l/n as such at Tamvatnei in 1979; repainted in orange c/s with blue cheatline and trim; struck off charge 15apr97 as time between overhauls exceeded and canx 16apr97; sat wfu (without main rotor) at PWE (N69.78598 E170.60251), seen may11/jun22 |
| 72 61 07V | CCCP-21145(1) | Mi-6A | AFL/Tyumen | mfd | 24feb72 | toc 09mar72; rgd 18apr72; opb 255 LO 1-go Tyumenskogo OAO; w/o 15feb74 on the leg from Igrim to Gaz-Sale of a positioning flight from Tyumen to Gaz-Sale (Yamalo-Nenets autonomous region) at night when econtered strong head-winds and ran low on fuel, the crew decided to fly at high speed (but low RPMs of the main rotor) at a height of some 200-250 metres, but lost control due to pilot error and poor crew ressource management so that the helicopter flew into the ground 17 km from Gaz-Sale (30 km |

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|---|---|---|---|---|---|---|
| | | | | | | south-west of Tazovski airport) and came to rest on its left side, 1 of the 6 passengers killed and the other 5 as well as all 5 crew slightly injured; t/t 1,780 hours; struck off charge 29apr74; see c/n 705109 |
| 72 61 08V | CCCP-21146 | Mi-6A | AFL/Kremenchug FS | toc | 23mar72 | rgd 17apr72 |
| | UR-21146 | Mi-6A | Kremenchug Fl.Sch. | rgd | 03may93 | canx 15may03 |
| 72 61 09V | CCCP-21147 | Mi-6A | AFL/Komi | toc | 03apr72 | rgd 19apr72; opb Pechorski OAO |
| | RA-21147 | Mi-6A | Komiavia | trf | 25apr95 | canx 03feb98; struck off charge 02mar98 as life-time almost expired and further use economically not viable |
| 72 61 10V | CCCP-21148 | Mi-6A | AFL/Yakutiya-Nyu | mfd | 10mar72 | toc 18apr72; rgd 11aug72; opb 270 LO Nyurbinskogo OAO; w/o 04jul86 on a flight from Lensk to the site of the forest fire No. 25 70 km north-west of Lensk, carrying a DT-75 tractor as an external load, on approach to the landing site the collective pitch control jammed so that the crew decided to jettison the tractor and make an emergency landing, but the collective pitch control disconnected completely so that the helicopter climbed uncontrolledly to 3,100 metres, the crew then decided to return to Lensk, controlling the helicopter by separate selection of engine power, but on landing at Lensk the helicopter climbed uncontrolledly from 20 metres to 50 metres and then crashed 98 metres from the runway threshold, breaking up and coming to rest on its left side, 2 of the 5 crew killed and the other 3 as well as the sole passenger injured; canx 29oct86 |
| 72 62 01V | "01" red | Mi-6VKP | Soviet Air Force | ph. | mid 80s | based in East Germany |
| 72 63 02V | "51" red | Mi-6A | Soviet Air Force | Ovn | 01jul92 | in grey c/s |
| 72 63 03V | "76" red | Mi-6A | Soviet Air Force | Orn | 22apr91 | opb 239 ovp; based at Oranienburg 1984/93; l/n Oranienburg 12apr94; l/n TYA 23aug01 |
| 72 63 04V | CCCP-13322 | Mi-6A | MAP MVZ im. Milya | rgd | 04sep72 | in Aeroflot c/s; f/n Iruma (Japan) 05oct73; canx 13nov89; sat wfu at Lyubertsy, seen 11apr91/29may94 |
| | "19" yellow | Mi-6A | Soviet Air Force | Tml | sep11 | c/n not confirmed (painted on as '72304V', so one digit missing); preserved in these fake colours in the Mil Helicopter Plant (MVZ im. Milya) at Tomilino, seen sep11/jun18 |
| 72 63 05V | "71" red | Mi-6 | Ukraine Army Avn | KHE | 22aug97 | c/n checked KHE 26may02 |
| 72 63 06V | not known | Mi-6A | Soviet Army Avn | mfd | 12jul72 | |
| | not known | Mi-6A | Ukrainian MVS | trf | 1992 | opb 51 aviabrigada at Oleksandriya |
| 72 63 06V ? | "75" red | Mi-6A | Soviet Air Force | Orn | may92 | opb 239 ovp; based at Oranienburg 1981/may94; l/n Oranienburg 12mar94 |
| 72 63 08V | "52" red | Mi-6 | Russian Air Force | OVB | jun96 | |
| 72 63 09V | "23" yellow | Mi-6A | Ukrainian MVS | Olk | jan96 | opb mil. unit 2269 at Oleksandriya; sat wfu at Oleksandriya, l/n aug10; struck off charge by a government order 21nov12; not mentioned in a Ukrainian MVS listing |
| 72 63 10V | "59" red | Mi-6 | Soviet Air Force | Ovn | 21apr93 | |
| 72 64 02V | "62" red | Mi-6A | Soviet Air Force | ph. | 1970s | at Odessa-Shkolny; in grey c/s |
| 72 64 03V | "65" red | Mi-6 | Ukraine Army Avn | KHE | 15apr95 | l/n KHE 22aug97 |
| 72 64 07V | "69" red | Mi-6A | Russian Air Force | Syt | 28may05 | wfu; opb SVVAUL at Syzran (N53.217236 E48549633); offered for sale as scrap metal 09feb09 |
| 72 64 08V | "03" red | Mi-6 | Soviet Air Force | Kng | dec92 | |
| 72 64 10V | not known | Mi-6A | Soviet Army Avn | mfd | 23jul72 | |
| | "24" yellow | Mi-6A | Ukrainian MVS | trf | 1992 | opb 51 aviabrigada at Oleksandriya; f/n Oleksandriya 17may98; sat wfu at Oleksandriya, l/n aug10; struck off charge by a government order 21nov12 |
| 72 65 07V | not known | Mi-6A | Soviet Army Avn | mfd | 24aug72 | |
| | "18" yellow | Mi-6A | Ukrainian MVS | trf | 1992 | opb 51 aviabrigada at Oleksandriya; f/n Oleksandriya 17may98; sat wfu at Oleksandriya, l/n aug10; struck off charge by a government order 21nov12 |
| 72 65 08V | "17" yellow | Mi-6A | Ukrainian MVS | Olk | 17may98 | dumped; not mentioned in a Ukrainian MVS listing |
| 72 65 09V ? | "65" red | Mi-6A | Soviet Air Force | PKV | photo | c/n not 100% certain, possibly 725509 |
| 72 66 01V | "79" red | Mi-6A | Soviet Air Force | Bua | 1989 | opb 396 ovp at Kalocsa |
| 72 66 06V | "73" red | Mi-6A | Soviet Air Force | Orn | 31aug91 | opb 239 ovp; based at Oranienburg 1978/93; l/n Oranienburg may93 |
| 72 66 05V | "14" | Mi-6 | Soviet Air Force | | | transport version |
| | "10" blue | Mi-6 | Russian Air Force | | | opb 825 ovp Khabarovsk-Garovka; l/n nov06, wfu; to be broken up in 2007 |
| 72 66 07V | "76" red | Mi-6 | Ukraine Army Avn | KHE | 10may97 | l/n KHE 22aug97 |
| 72 66 10V | "12" red | Mi-6 | Soviet Army Avn | | | reported in (former) East Germany before 1992 |
| | "75" red | Mi-6 | Ukraine Army Avn | KHE | 10may97 | l/n KHE 26may02, c/n checked |
| 72 67 02V | "63" red | Mi-6A | Soviet Army Avn | mfd | 1974 | opb 239 ovp at Brandis and later at Oranienburg probably from 1984 to may94; seen Oranienburg 30jun90 and 12apr94; relocated to Yefremov; sat wfu at TYA, seen aug01 |
| 72 67 04V | not known | Mi-6A | Soviet Air Force | mfd | 1972 | |
| | "26" blue | Mi-6A | Russian Air Force | Ovn | 21apr93 | opb 118 ove GAKSPS at Dmitriyevka-Chebenki; in grey c/s with faded orange 'lightning-bolt' and 'GAKSPS Rossii' badge; sat wfu at 4215 BRS at Dmitriyevka-Chebenki (N51.976401 E55.564761), seen sep08/jun14 |
| 72 67 06V | CCCP-21149 | Mi-6 | AFL/Northern | rgd | 19jan73 | trf 21apr94 to ??; canx 19may95 |
| 72 67 07V | "24" blue | Mi-6A | Russian Air Force | ph. | aug13 | opb 118 ove GAKSPS at Dmitriyevka-Chebenki; sat wfu at 4215 BRS at Dmitriyevka-Chebenki (N51.9764 E55.56476), seen aug13 |
| 72 67 09V | "62" red | Mi-6 | Soviet Army Avn | | photo | |
| 72 68 01V | "27" blue | Mi-6PSS | Russian Air Force | ph. | 03jan00 | at Dmitriyevka-Chebenki; opb 118 ove GAKSPS at Dmitriyevka-Chebenki; in grey c/s with faded orange 'lightning-bolt' and 'GAKSPS Rossii' badge; sat wfu at 4215 BRS at Dmitriyevka-Chebenki (N51.976463 E55.564761), seen jan00/sep08; offered for sale as scrap metal 09feb09, but hulk still reported in 2014 |
| 73 68 05V | "02" red | Mi-6VKP | Soviet Air Force | Maw | 06jun90 | opb 296 ove; based at Mahlwinkel 1989/may92; l/n Oranienburg 05may92 |
| 73 69 01V | not known | Mi-6A | Soviet Army Avn | | | |
| | "96" red | Mi-6A | Ukraine Army Avn | Kon | 21may98 | |
| 73 69 02V | not known | Mi-6A | not known | | | see c/n 736909 |
| 73 69 06V | not known | Mi-6A | Soviet Army Avn | | | |
| | "22" yellow | Mi-6A | Ukrainian MVS | trf | 1992 | not mentioned in a Ukrainian MVS listing; sat wfu with "Aviakon" at Konotop, seen may98/aug20 |
| 73 69 07V | "79" red | Mi-6A | Soviet Army Avn | mfd | 1974 | opb 239 ovp at Brandis and later at Oranienburg probably from 1984 to jun94; in grey c/s; f/n Oranienburg aug90; l/n Oranienburg 06apr94; relocated to Yefremov; there is also a photo which seems to show "73" red, but this may be due to the faded paint on the right side making the 9 look like a 3 |
| 73 69 09V | CCCP-21150 | Mi-6A | AFL/Tyumen | rgd | 30may73 | trf 20dec94 to Nizhnevartovsk AE; on the Russian register feb98 as canx 08dec95 but current on the Russian register sep01/mar03 with c/n 736902 without rgd !; canx 18aug03 |
| 73 69 10V | CCCP-21151 | Mi-6A | AFL/Tyumen | mfd | 27apr73 | toc 10may73; rgd 30may73; opb 1-y Tyumenski OAO; f/n Novosibirsk-Severny 21apr93 |
| | RA-21151 | Mi-6A | Aeroflot | Ovn | 12jul93 | |
| | RA-21151 | Mi-6A | TyumenAviaTrans | Tjp | 14may95 | in orange c/s with blue cheatline and trim; w/o 26jul96 on a flight from ploshchadka Rotor No. 157 to ploshchadka Rotor No. 138 (74 km WNW of Noyabrsk) with an external load when a bearing of the right engine's gear box failed and the engine caught fire, the crew dropped the load and managed to land the helicopter safely, but the fire could not be extinguished so that the helicopter burnt out, all 5 crew and the sole passenger escaped unhurt; canx 26jul96 and struck off charge 30dec96 |
| 73 70 01V | CCCP-21152 | Mi-6A | AFL/Kremenchug FS | rgd | 14jun73 | trf AFL/Arkhangelsk 15jan88 |
| | RA-21152 | Mi-6A | Aeroflot | Arv | jan97 | trf 21apr95 to Arkhangelsk Airlines; canx 18aug03 |
| 73 70 02V | CCCP-21153 | Mi-6A | AFL/Far East | mfd | 16apr73 | toc 07jul73; rgd 06aug73; opb 2-i Khabarovski OAO; in grey c/s |
| | RA-21153 | Mi-6A | Aeroflot | Khm | 12may95 | in all-grey c/s |
| | RA-21153 | Mi-6A | Vostok | trf | 12jan94 | struck off charge 06oct98 as time between overhauls exceeded |
| 73 70 03V | CCCP-21154 | Mi-6A | AFL/Far East | rgd | 27jun73 | opb 2-i Khabarovski OAO |
| | RA-21154 | Mi-6A | Aeroflot | Khm | 12may95 | trf to Vostok 01feb94; canx 25oct95 |
| 73 70 04V | CCCP-21155 | Mi-6A | AFL/Yakutiya | mfd | 29may73 | rgd 28jun73; opb Nyurbinski OAO; severely damaged 20sep86 while releasing an external load (a pipe) near Mukuchu (now Saiylyk, 45 km from Kyzyl-Syr) when one of the engines lost power, the helicopter became unbalanced and rolled over onto its right side; canx 29aug89 as a repair would not be economically viable; t/t 9,350 hours; scrapped |
| 73 70 06V | "77" yellow | Mi-6A | Soviet Air Force | h/o | 12jun73 | opb 111 osae at Aleksandriya |
| | "57" red | Mi-6A | Soviet Air Force | Lum | 06sep09 | preserved in the museum of the Lugansk repair plant at Lugansk-Ostraya Mogila (N48.527216 E39.384045), seen sep09/oct13 |
| 73 70 07V | not known | Mi-6A | Soviet Air Force | h/o | jul73 | probably 12jul73; opb 111 osae at Aleksandriya |
| 73 71 04V ? | "04" yellow | Mi-6A | Ukraine Army Avn | Plw | 25sep21 | c/n difficult to read as painted over several times; came from Konotop in 2019/20; preserved in the Ukrainian Air Force museum at Poltava, seen sep21 |
| 73 71 09V | CCCP-21156 | Mi-6A | AFL/Arkhangelsk | mfd | 28aug73 | toc 16sep73; rgd 06oct73; opb 68 LO 2-go Arkhangelskogo OAO; severely damaged 08apr84 on a flight with an underslung load when the lateral control rods disconnected while the helicopter was flying at a heigt of 350 metres so that the helicopter entered a right turn and started to oscillate in bank and pitch, the crew jettisoned the load and managed to make an emergency landing in snow-covered terrain 65 km south-west of Varandei and the helicopter rolled over onto its right side, all 5 crew members and both passengers escaped unhurt |
| | RA-21156 | Mi-6A | Arkhangelsk Al | trf | 21apr94 | struck off charge 02feb98 time between overhauls exceeded and canx the same day |
| 73 71 10V | CCCP-21157 | Mi-6A | AFL/Arkhangelsk | mfd | 28aug73 | toc 16sep73; rgd 06oct73; opb 68 LO 2-i Arkhangelskogo OAO; w/o 26aug74 on the leg from Vorkuta to Labytnangi (with a cargo) of a positioning flight from Arkhangelsk to Byely Yar with the MTOW exceeded by 2,400 kg when deviated from the prescribed flight path by 49 km, flew over the mountains of the Polar Urals below minimum safe altitude in poor visibility and crashed at a height of 780 metres into the steep slope of a mountain (N68°10' E65°53') 114 km south-east of Vorkuta airport, all 5 crew members and 4 passengers were killed; t/t 760 hours and 452 cycles; struck off charge 02feb74; the wreck was found only aug81 |
| 73 72 01V | "09" yellow | Mi-6VKP | Soviet Air Force | Dhe | 09sep90 | opb 6 ove; based at Dresden-Hellerau 1989/aug92; l/n Oranienburg 16aug93 |
| 73 72 03V | "39" yellow | Mi-6PSA | Russian Air Force | Uve | 28jun99 | opb 320 otae pss at Troitsk; in grey c/s with orange 'lightning bolt' on fuselage; hulk sat in NARZ at Novosibirsk-Severny, seen 2014 |
| 73 72 05V | not known | Mi-6PSA | Soviet Air Force | mfd | 1973 | |
| | "40" yellow | Mi-6PSA | Russian Air Force | ph. | 08sep11 | opb 320 otae pss at Troitsk; in grey c/s with blue/red 'lightning bolt' on the fuselage; involved in an accident at Chelyabinsk 08aug95 when transported an underslung load (a stone weighing some 3.2 tonnes) to the Uspenskoye cemetery and the hawser was not jettisoned after dropping the load, so that it got entangled in trees, sprung up and damaged the tail rotor and the helicopter had to make a forced landing (the main rotor touched tree tops and wires in the process), no casualties; repaired; wfu by 2003; the hulk sat at Troitsk, seen sep11; broken up (blown up) at Troitsk 07aug18 |
| 73 72 07V | "25" yellow | Mi-6VKP | Soviet Air Force | mfd | 1973 | opb 41 ove at Finow until 1990 and at Werneuchen in 1990/91; f/n 1982; l/n Werneuchen 24apr91 |
| | "30" red | Mi-6VKP | Soviet Air Force | no | reports | opb 317 ove at Taibola; w/o 27jan92 on a training flight from Taibola at night when deviated from the approach pattern and collided with the snow-covered summit of Mount Yukspor (956 metres), 8 of the 10 crew members killed; the 2 survivors were rescued after 3 days only |
| 73 72 09V | not known | Mi-6VKP | Ukraine Air Force | LWO | 04jul94 | |

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|---|---|---|---|---|---|---|
| | "30" white | Mi-6VKP | Ukraine Air Force | Kon | 21may98 | |
| 74 73 06V | "06" red | Mi-6 | Soviet Army Avn | mfd | 1974 | seen Kaunas-Gamylka 15feb93; sat wfu (without code) at Novosibirsk-Severny, seen jul00 |
| 74 73 07V | CCCP-21000 | Mi-6A | AFL/Tyumen | mfd | 31jan74 | toc 01mar74; rgd 12mar74; opb 1-y Tyumenski OAO; seconded to 2-i Sverdlovski OAO for fire-fighting 18jul77 |
| | RA-21000 | Mi-6A | TyumenAviaTrans | Tjp | 14may95 | rgd 20jun96; struck off charge 25nov98 due to corrosion so that further use would not be economically viable and canx the same day |
| 74 73 08V | CCCP-21001 | Mi-6A | AFL/Tyumen | mfd | 27feb74 | toc 07mar74; rgd 22mar74; opb 1-y Tyumenski OAO |
| | RA-21001 | Mi-6A | TyumenAviaTrans | | | dbr 15dec94 on a flight in the Tyumen region when the crew decided to land 86 km from Noyabrsk due to deteriorating weather and a low fuel reserve, but the helicopter collided with an earth wall and rolled over onto its side, no casualties; t/t 18,637 hours and 12,198 cycles; struck off charge 27dec94 and canx 29dec94 |
| 74 73 09V | CCCP-21002 | Mi-6A | AFL/Tyumen | mfd | 09feb74 | toc 07mar74; rgd 22mar74; opb Surgutski OAO; in orange c/s with blue cheatline and trim; seconded to 2-i Sverdlovski OAO for fire-fighting 18jul77 |
| | RA-21002 | Mi-6A | TyumenAviaTrans | SGC | 25aug03 | in basic Aeroflot c/s, no titles; struck off charge 18nov98 as life-time expired; canx 10dec98; sat wfu at Surgut-Pobedit, seen aug03/may23 |
| 74 73 10V | CCCP-21003 | Mi-6A | AFL/Yakutiya | rgd | 22apr74 | opb Nyurbinski OAO; photo in 1984; f/n Nyurba 02jul92; trf to Nyurbinskiye Avialinii 27may94; canx 18aug03 |

The third construction number system was used from 1974 until 1980. There is no explanation for this four-digit construction number. The 'V' suffix seems to have been dropped for the majority, although a handful did include the 'V' suffix, for which we do not know the reason.<

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| 01 30 | "44" yellow | Mi-22 | Soviet Air Force | toc | 02mar74 | opb 113 ovp at Troitsk |
| | "56" ? | Mi-22 | Soviet Air Force | ph. | 29nov09 | c/n and code from engine cover; in grey c/s with white stripe; was used as a ground instructional airframe by Permskoye VATU; cockpit only preserved in the aviation museum of Mikhail Pavlov at Perm, seen nov09/jun12 |
| 01 31 | "80" red | Mi-6A | Soviet Army Avn | mfd | 1974 | opb 239 ovp at Brandis and later at Oranienburg probably from 1985 to jun94; f/n Oranienburg 03nov90; l/n Oranienburg 14may94; relocated to Yefremov |
| 01 32 | "70" red | Mi-6A | Soviet Army Avn | mfd | 1974 | c/n painted on the tailboom as '0132V'; opb 239 ovp at Brandis and later at Oranienburg probably from 1983 to jun94; in grey c/s; f/n Oranienburg 30jun90; l/n Oranienburg 14may94; relocated to Yefremov |
| 02 34 | CCCP-21004 | Mi-6A | AFL/Komi | rgd | 24may74 | opb Pechorski OAO |
| | RA-21004 | Mi-6A | Komiavia | trf | 25apr95 | struck off charge 18aug03 and canx 30sep03 |
| 02 35 | CCCP-21005 | Mi-6A | AFL/Tyumen | rgd | 17may74 | |
| | RA-21005 | Mi-6A | Aeroflot | SLY | 26jul00 | derelict; was already canx 16may96 |
| 02 39 | CCCP-21006 | Mi-6 | AFL/Central Region | mfd | 17apr74 | toc 21may74; rgd 28may74; opb Myachkovski OAO |
| | CCCP-21006 | Mi-6 | AFL/Tyumen | trf | 08dec82 | opb 255 LO 1-go Tyumenskogo OAO; w/o 03jan84 on take-off from the helipad at Novoagansk with the MTOW exceeded (the crew had failed to monitor the process of loading) when suddenly lost height due to pilot error, impacted the ground, rolled over onto its left side, caught fire and burnt out, 38 of the 75 passengers killed while all 5 crew survived (this was the worst helicopter accident of the Soviet Union); struck off charge 25jan84 |
| 02 40 | CCCP-21007 | Mi-6A | AFL/Tyumen | mfd | 24may74 | rgd 14jun74; opb Nizhnevartovski OAO; w/o 30jun86 on a flight with an underslung load to a site near Megion when descended too swiftly on final approach to the forest clearing where the load was to be dropped, the pilot decreased the rate of descent insufficiently and, attempting to correct his error at a height of 10 metres, commanded cargo jettison, but his previous incorrect actions led to the tail rotor colliding with an obstacle, the helicopter crashed in the forest clearing, caught fire and burnt out, no casualties; struck off charge 16sep86 |
| 02 41 | CCCP-21008 | Mi-6A | AFL/Yakutiya | rgd | 02jul74 | opb Nyurbinski OAO; f/n Nyurba 02jul92; trf to Nyurbinskiye Avialinii 27may94; canx 13apr95 |
| 02 42 | CCCP-21009 | Mi-6A | AFL/Komi-UCT | mfd | 29may74 | rgd 21jun74; crashed during approach near Yamal 09nov86 when, at the time of cargo lay down, the helicopter lost directional control; the crew jettisoned the cargo, and the helicopter rotated twice around the vertical axis and impacted the ice on the lake with the right gear, lowering onto the right side, and partially sank; the cause of the accident remained non-established, although the cause could be a production or maintenance defect; canx 1987 |
| 02 45 | "20" red | Mi-6 | Soviet Air Force | Kng | dec92 | |
| 02 47 | "20" blue | Mi-6VKP | Ukraine Air Force | ODS | 11may97 | in light grey c/s; sat wfu at ODS, l/n may06; scrapped by late 2008 |
| 02 48 | no code | Mi-6 | Soviet Air Force | Lyu | 24may94 | |
| 02 52 | CCCP-21010 | Mi-6 | AFL/Komi | rgd | 18sep74 | opb Ukhtinski OAO; w/o 16dec90 on a flight near Pechora when probably the longitudinal channel of the auto-pilot disengaged while the helicopter was hovering above a site at dusk and created a snow vortex, the helicopter started to bank to the right, the crew reacted too late and the helicopter crashed, all 5 crew and the sole passenger escaped; struck off charge 13jun91 |
| 02 61 | "18" blue | Mi-6VKP | Soviet Air Force | ph. | pre '92 | opb 201 OSAE at Tököl (Hungary) |
| 04 06 | "69" red | Mi-6 | Soviet Air Force | | | cannot be c/n 1030406V as the batches of Factory No. 23 contained contained only 5 helicopters; underwent trials with the factory initially; opb 332 ovp at Pribylovo |
| 04 29 | CCCP-21011 | Mi-6A | AFL/Krasnoyarsk | rgd | 15oct74 | in orange c/s with blue cheatline and trim |
| | RA-21011 | Mi-6A | Aeroflot | Ovn | 29jul96 | trf to Norilsk Avn Enterprise 22dec95; was under overhaul with NARZ when the type was withdrawn from use; a wing was seen at a scrapyard at VLE aug08 |
| | 'RA-21050' | Mi-6A | Yamal | SLY | 01jul06 | preserved in these fake colours at Salekhard (N66.58601 E66.57004) from 2006, l/n mar23; see c/n 0660 |
| 04 36 | CCCP-21012 | Mi-6 | AFL/Yakutiya-Nyu | mfd | aug74 | toc 24sep74; rgd 15oct74; in standard 'blue' c/s; damaged at Batagai jan77 when collided with a mast in fog; w/o 24jan80 on a flight from Nyurba to Olyokminsk when lateral control failed (due to faulty maintenance) while the helicopter was flying at a height of 2,100 metres, the helicopter went out of control, broke-up in mid-air and crashed in the taiga 82 km south of Nyurba, all 5 crew and 6 passengers killed; canx 16may80 |
| 04 37 | CCCP-21013 | Mi-6A | AFL/Arkhangelsk | mfd | 30aug74 | rgd 09oct74 |
| | RA-21013 | Mi-6A | 2nd Arkhangelsk AE | trf | 21apr94 | involved in an incident 06may95 when a bearing of an engine's gear box failed; canx 21dec95; reportedly scrapped at Arkhangelsk-Vaskovo in the 1990s |
| 04 38 | CCCP-21014 | Mi-6A | AFL/Far East | toc | 08oct74 | rgd 30oct74; opb 2-i Khabarovski OAO |
| | RA-21014 | Mi-6A | Vostok | trf | 01feb94 | still in full Aeroflot c/s; l/n Khabarovsk-Maly 12may95; dbr 15oct97 on the leg from im. Poliny Osipenko to Khabarovsk at night of a flight from Ayan to Khabarovsk when the R-7 main gear box failed (due to fatigue) while the helicopter was flying at a height of 1,800 metres and the helicopter made an auto-rotation landing on swampy terrain 50 km from Khabarovsk, all 5 crew and 33 passengers (among them 10 unauthorised ones) escaped unhurt; struck off charge 11mar98 and canx 13apr98; the hulk was flown to Khabarovsk-Maly by a Mi-26 later |
| 04 49 | "02" Red | Mi-6VzPU | Soviet Air Force | Nep | 22apr91 | opb 9 ove; based at Neuruppin 1989/91 and at Oranienburg 1991/may92; l/n Oranienburg 03may92 |
| | "31" red ? | Mi-6VzPU | Soviet Air Force | | 09aug06 | seen at Klyuchevoye |
| 04 53 | "53" red | Mi-6VzPU | Soviet Air Force | Spr | 29jan91 | opb 113 ove; to 226 osap 1993; based at Sperenberg 1984/apr94; departed to Kubinka 16apr94 and l/n there 14may94 |
| 04 54 | "46" red | Mi-6VzPU | Soviet Air Force | mfd | 1974 | opb 3 ae 138 osap at Levashovo by 1993 |
| | "39" red | Mi-6VzPU | Soviet Air Force | Mon | jun99 | in grey c/s; preserved in the Russian Air Force museum at Monino (N55.833504 E38.183752), seen jun99/aug23 |
| 04 55 | CCCP-21015 | Mi-6A | AFL/Komi | toc | 17nov74 | rgd 02dec74; opb Ukhtinski OAO; on a photo in 1990 |
| | RA-21015 | Mi-6A | Komiavia | trf | 25apr95 | struck off charge 18aug03 and canx the same day |
| 04 57 | CCCP-21016 | Mi-6A | AFL/Komi | mfd | 16nov74 | toc 15dec74; rgd 13feb75; opb Pechorski OAO; in standard 'blue' c/s; seen at Tazovski in 1987 |
| | RA-21016 | Mi-6A | Komiavia | trf | 25apr95 | on a photo without titles; struck off charge 18aug03 and canx the same day |
| 04 58 | CCCP-21017 | Mi-6 | AFL/Tyumen | mfd | 04dec74 | rgd 28jan75; opb Surgutski OAO |
| | RA-21017 | Mi-6 | TyumenAviaTrans | trf | 09jun94 | canx 10dec98 |
| 04 59 | CCCP-21018 | Mi-6A | AFL/Tyumen | mfd | 09dec74 | rgd 28jan75; opb Surgutski OAO |
| | RA-21018 | Mi-6A | TyumenAviaTrans | no | reports | canx 10dec98 |
| 05 12 | "83" red | Mi-6 | Soviet Air Force | | bef1992 | in (former) East Germany |
| 05 27 | "08" red | Mi-6 | Soviet Air Force | Kng | dec92 | |
| 05 32 | CCCP-21160 | Mi-6A | AFL/Tyumen | mfd | 06jun75 | rgd 27jun75 |
| | RA-21160 | Mi-6A | TyumenAviaTrans | Tjp | 14may95 | canx 27nov98; l/n Tyumen-Plekhanovo jul00; seen Tyumen-Plekhanovo aug04, derelict |
| 05 28 | "42" yellow | Mi-6 | Soviet Air Force | Ovn | 21apr93 | |
| 05 33 | CCCP-21161 | Mi-6A | AFL/Kremenchug FS | mfd | 26may75 | rgd 27jun75; in standard 'blue' c/s |
| | CCCP-21161 | Mi-6A | AFL/Arkhangelsk | trf | 02dec87 | opb 2-i Arkhangelski OAO |
| | RA-21161 | Mi-6A | Aeroflot | trf | 21apr94 | to 2nd Arkhangelsk Aviation Enterprise; l/n active Ruchyi 1997; canx 18aug03; sat wfu at Arkhangelsk-Vaskovo, seen oct01/oct23 |
| 05 35 | "49" red | Mi-6VKP | Soviet Air Force | | 09aug06 | seen at Klyuchevoye |
| 05 36 | "16" yellow | Mi-6A | Ukrainian MVS | Olk | 17may98 | dumped; not mentioned in a Ukrainian MVS listing |
| 05 38 | "20" yellow | Mi-6 | Ukrainian MVS | Olk | 12may97 | not mentioned in a Ukrainian MVS listing |
| 05 39 | CCCP-21019 | Mi-6A | AFL/Komi-UCT | mfd | 23jul75 | toc 15aug75; rgd 19aug75; in standard 'blue' c/s; dbr 12jul86 when force-landed in auto-rotation mode on rough ground near Kharasavei airport (N71°6.022' E66°46.133') after both engines had flamed out due to incorrect operation of the fuel system; t/t 9,313 hours 56 minutes and 11,985 cycles; struck off charge 16sep86; the hulk was still at the landing site by mar10, mostly covered by snow (probably visible on Google Earth at N71.11195 E66.84473) |
| 05 40 | CCCP-21020 | Mi-6A | AFL/Tyumen | mfd | 30jul75 | toc 14aug75; rgd 12sep75; opb Surgutski OAO; w/o 21may90 on the leg from site R-105 to site R-110 with an underslung load (with the MTOW exceeded by 1,514 kg) of a flight from Neftyeyugansk in support of the Gorno-Pravdinsk oil and gas exploration expedition when was not able to climb out, collided with a high-voltage power-line 234 metres from the take-off site, crashed in swampy terrain and caught fire, all 5 crew members and the sole passenger were injured; struck off charge 18jun90 |
| 05 61 | CCCP-21021 | Mi-6A | AFL/Central Region | toc | 02oct75 | rgd 13oct75; opb Myachkovski OAO |
| | CCCP-21021 | Mi-6A | AFL/Tyumen | trf | 30jan83 | opb 1-y Tyumenski OAO; dbr 27aug85 while approaching a loading site near Khanty-Mansisk in order to pick up an underslung load when the tail rotor collided with an obstacle close to the site so that the helicopter went out of control, crashed, caught fire and burnt out, no casualties; struck off charge 11nov85 |
| 05 62 | "78" blue | Mi-6A | Ukraine Army Avn | KBP | 11sep96 | in grey c/s; l/n operational KBP 04may99; preserved in the State Aviation Museum at Kiev, seen jun06/oct19 |

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| | "22" red | Mi-6A | Soviet Air Force | IEV | 03mar12 | repainted in greenish grey c/s; c/n not painted on; preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405965 E30.460601), seen mar12/aug21 |
| 05 65 | CCCP-21022 | Mi-6A | AFL/Yakutiya-Nyu | rgd | 08dec75 | in standard c/s with grey cheatline; l/n Novosibirsk-Severny 01jul92 |
| | RA-21022 | Mi-6A | Nyurba Avn Ent. | trf | 27may94 | canx 18aug03 |
| 05 66 | CCCP-21023 | Mi-6A | AFL/Yakutiya-Nyu | mfd | 31oct75 | rgd 08dec75; photo in 1983; opb Yakutavia in 1991; w/o 22jun91 on a flight from Vitim to drilling site 17967 (100 km from Vitim) with an underslung load when mushed on final approach due to pilot error so that the tail rotor touched trees, the helicopter came down hard, rolled over onto its right side, caught fire and burnt out, 2 of the 5 crew seriously injured and 2 persons on the ground killed; canx 26aug91 |
| 05 67 | CCCP-21024 | Mi-6A | AFL/Tyumen | rgd | 19jan76 | canx 30dec94; opb Surgutski OAO |
| 05 68 | CCCP-21025 | Mi-6A | AFL/Yakutiya-Nyu | mfd | nov75 | toc 31dec75; rgd 19jan76; named 'Komsomolets BAMa'; photo jan76; opb Yakutavia by 1991; dbr 05jan91 on a cargo flight to a drilling site 93 km south of Taimylyr (near the river Bur in the Tiksi district of Yakutiya) in support of an oil exploration expedition when descended too fast (due to pilot error) while approaching the helipad of the drilling site during the polar night, came down hard in the snow-covered tundra 336 metres from the helipad (at N78°48' E121°26') and suffered substantial structural damage, all 5 crew and both passengers escaped unhurt; t/t some 12,300 hours and some 14,500 cycles; canx 28dec91 as life-time expired |
| 05 69 | CCCP-21026 | Mi-6A | AFL/Tyumen | mfd | 23dec75 | toc 13jan76; rgd 09feb76; opb Surgutski OAO; damaged beyond repair 21oct87 on a flight with an underslung load (a hut for geologists) in the area of Surgut when the main gear box failed, the load was jettisoned and the helicopter crash-landed in a wooded area near Surgut; struck off charge 15jan88 and canx the same day; the wreck was destroyed by a forest fire in summer 1988 |
| 05 70 | "75" red | Mi-6 | Ukraine Air Force | Kke | 08may97 | l/n Kirovskoye 24aug97 |
| 05 80 | CCCP-21027 | Mi-6A | AFL/Komi | mfd | 20mar76 | toc 01apr76; rgd 20apr76; opb Pechorski OAO; w/o 05oct89 on a flight with an underslung load when the tail rotor hit an obstacle when the load was released, the crew did not notice this and continued to the Vazei-51 helipad, but tail rotor and gear-box separated on landing, the helicopter went out of control and crashed, all 5 crew seriously injured; struck off charge 05dec89 and canx 29dec89 |
| 05 81 | CCCP-21028 | Mi-6A | AFL/Tyumen | toc | 12may76 | rgd 08jun76; opb Surgutski OAO; in standard 'blue' c/s; photo in the Tyumen region sep80; l/nn SGC 17aug88; was involved in an accident 19feb92; canx 28aug92 |
| 05 82 | CCCP-21029 | Mi-6A | AFL/Tyumen-SGC | rgd | 08jun76 | w/o 21jul83 on a flight from Surgut to an oil processing plant when the right engine failed some minutes after take-off (as a hose clamp on a fuel line had not been secured during maintenance and came off) while the helicopter was flying at a height of 100 metres, the helicopter force-landed in swampy terrain near Surgut, rolled over onto its left side and burnt out, all 5 crew and the sole passenger escaped unhurt; canx 29nov83 |
| 05 83 | CCCP-21030 | Mi-6A | AFL/Tyumen | mfd | 11may76 | rgd 09jul76; opb Surgutski OAO |
| | RA-21030 | Mi-6A | Aeroflot | Ovn | 12jul93 | |
| | RA-21030 | Mi-6A | TyumenAviaTrans | rgd | 29jun94 | in orange c/s with blue cheatline and trim; f/n SGC 25aug03; canx 18aug03; airlifted by a Mi-26 from Surgut to the "Lebyazhye" training range of the Russian MoI near Surgut 27jun11 and used there for ground training, l/n may15 |
| 05 85 | "53" red | Mi-6 | Soviet Air Force | | 09aug06 | seen at Klyuchevoye |
| 05 86 | "80" red | Mi-6 | Ukraine Army Avn | KHE | 22aug97 | l/n KHE 26may02, c/n checked |
| 05 87 | "33" red | Mi-6 | Soviet Air Force | | photo | |
| 05 90 | "81" red | Mi-6A | Soviet Air Force | ph. | 1984 | at Csákvár (Hungary); c/n given as 0590V; photo in the book "Légierö társbérletben" by Károly Vándor (2013), page 117 |
| 06 01 | "07" | Mi-6A | Soviet Air Force | | | opb 239 ovp |
| | "01" red | Mi-6A | Soviet Air Force | Orn | 05may91 | c/n painted on as '0601V'; was modified from a Mi-6TZ-SV ground vehicles refueller; opb 239 ovp at Oranienburg 1984/jun94; in light grey c/s with the code painted over an old one; l/n Oranienburg 13may94 |
| 06 02 | "01" red | Mi-6A | Soviet Air Force | | | opb 239 ovp |
| | "02" red | Mi-6A | Soviet Air Force | Orn | 05may91 | c/n painted on as '0602V'; opb 239 ovp at Oranienburg 1991/jun94; l/n Oranienburg 12apr94 |
| 06 03 | "82" red | Mi-6A | Soviet Air Force | Orn | 30jun90 | c/n painted on as '0603V'; opb 239 ovp at Oranienburg 1984/jun94; in light grey c/s; l/n Oranienburg 12apr94 |
| 06 04 | CCCP-21040 | Mi-6A | AFL/Tyumen-SLY | mfd | 28sep76 | toc 14oct76; rgd 11nov76 |
| | RA-21040 | Mi-6A | TyumenAviaTrans | rgd | 20jun94 | based at SLY; w/o 01jul94 on a positioning flight from Salekhard to Nadym when a bearing of the left engine's gear box failed and the engine caught fire while the helicopter was flying at a height of some 300 metres 38 km from Nadym, the crew managed to make a safe landing, but the fire could not be extinguished and the helicopter burnt out, all 6 crew escaped unhurt; t/t 14,151 hours 41 minutes and 18,398 cycles; struck off charge 07sep94 and canx 19dec94 |
| 06 05 | "78" red | Mi-6A | Soviet Air Force | Orn | 25apr91 | opb 239 ovp; based at Oranienburg 1984/jun94; l/n Oranienburg 12apr94 |
| 06 10 | "81" red | Mi-6A | Soviet Air Force | Orn | 13jan77 | l/n Oranienburg 05may91 |
| 06 15 | "75" red | Mi-6A | Soviet Air Force | Orn | 03may91 | opb 396 ovp at Kalocsa; overhauled by 825 ARZ at Rangsdorf; opb 239 ovp at Oranienburg since may91; l/n Oranienburg 31aug93 |
| 06 16 | "83" red | Mi-6A | Soviet Air Force | Orn | aug90 | opb 239 ovp; based at Oranienburg 1989/jun94; l/n Oranienburg may94 |
| 06 18 | "77" red | Mi-6A | Soviet Air Force | mfd | 07dec76 | opb 239 ovp at Oranienburg 13jan77/04nov91; ferried to Konotop for overhaul 04nov91 |
| | "77" red | Mi-6A | Ukraine Army Avn | KHE | 17sep96 | overhaul at Konotop completed 02aug94; opb the army aviation brigade (military unit A-1604) at Kherson-Chornobayivka from 05aug94; l/n KHE 22aug97; last flight 12jun98 (the last flight of a Ukrainian Mi-6); t/t 2,123 hours 17 minutes and 4,621 cycles; seen in derelict condition on a later video |
| 06 25 | "12" yellow | Mi-6 | Soviet Air Force | ZIA | 16aug92 | c/n painted on as '0625V'; in grey c/s; on an earlier photo without code |
| 06 31 | CCCP-21042 | Mi-6A | AFL/Tyumen-SLY | mfd | 16feb77 | rgd 14apr77; reported for TyumenAviaTrans; canx 18dec98 |
| 06 32 | CCCP-21043 | Mi-6A | AFL/Tyumen-SLY | mfd | 08feb77 | rgd 14apr77 |
| | RA-21043 | Mi-6A | Aeroflot | SLY | 26jul00 | opb TyumenAviaTrans; canx 18dec98; derelict by jul00 |
| 06 33 | CCCP-21031 | Mi-6A | AFL/Komi-PEX | rgd | 19may77 | trf 25apr95 to Komiavia; canx 02jul99 |
| 06 34 | CCCP-21032 | Mi-6A | AFL/Komi | rgd | 16may77 | opb Ukhtinski OAO |
| | RA-21032 | Mi-6A | AFL/Komi | UCT | 10jun94 | opb Pechorski OAO |
| | RA-21032 | Mi-6A | Komiavia | trf | 25apr95 | in standard c/s with grey cheatline, with titles; featured as CCCP-21032 without titles in the Russian TV series "Pod polyarnoi zvezdoi" (Under the Polar Star) shot in 2002; struck off charge 18aug03 as the type had been withdrawn from use and canx the same day; sat wfu at Pechora (again with titles), seen jun13/jun24 |
| 06 36 | CCCP-21033 | Mi-6A | AFL/Far East | mfd | 23mar77 | toc 25may77; rgd 23jun77; opb 249 LO 2-go Khabarovskogo OAO; w/o 07nov87 on take-off from Tumnin (Vanino district of the Khabarovsk region) with an underslung load when the transmission of the tail rotor failed (due to faulty maintenance) shortly after lift-off, the helicopter started to rotate anti-clockwise uncontrolledly, the load was jettisoned, the helicopter came down hard some 100 metres from the helipad, caught fire and burnt out, 1 of the 5 crew killed and the other 4 injured; t/t 10,159 hours; struck off charge 02feb88 and canx 27feb88 |
| 06 38 | "77" red | Mi-6 | Ukraine Air Force | | photo | c/n also reported as "02" yellow |
| 06 44 | "40" red | Mi-22 | Soviet Air Force | OVB | jun96 | l/n Novosibirsk-Severny 23jul00 wfu; Mi-6VKP |
| 06 45 | "23" yellow | Mi-22 | Soviet Air Force | Orn | 03nov90 | also known as Mi-22; opb 41 ove; based at Eberswalde-Finow 1982/90 and at Werneuchen 1990/jul93; l/n OVB jun96 |
| 06 46 | "64" | Mi-6 | Soviet Air Force | KHV | photo | |
| 06 51 | "29" blue | Mi-6A | Russian Air Force | ph. | 03jan00 | at Dmitriyevka-Chebenki; c/n painted on as '0651V'; opb 118 ove GAKSPS at Dmitriyevka-Chebenki; in grey c/s with a 'GAKSPS Rossii' badge; sat wfu at 4215 BRS at Dmitriyevka-Chebenki, seen jan00/sep08, the hulk was still reported mar10 |
| 06 54 | CCCP-21044 | Mi-6A | AFL/Tyumen | toc | 09mar78 ? | rgd 10apr78; dbr, details unknown; canx 15jan88 |
| 06 55 | CCCP-21045 | Mi-6A | AFL/Tyumen | toc | 16mar78 | rgd 06apr78; opb Salekhardski OAO; w/o 27jan85 on a flight from a drilling site near Tazovski airport when the left SGS-90/360-2s generator caught fire (due to a design fault) while the helicopter was flying at a height of some 300 metres and the fire could not be extinguished, 2 minutes later the helicopter made a forced landing in the snow-covered hilly tundra near Tazovski, all 5 crew and the sole passenger managed to evacuate the helicopter, but the fire could not be extinguished and the helicopter burnt out; struck off charge 26mar85 and canx the same day |
| 06 56 | CCCP-21046 | Mi-6A | AFL/Tyumen-SLY | mfd | 10apr78 | |
| | RA-21046 | Mi-6A | TyumenAviaTrans | trf | 06mar96 | was the last flying Mi-6 of TyumenAviaTrans; canx 18aug03; l/n SGC 25aug03 |
| | RA-21046 | Mi-6A | UTair | SGC | 25aug04 | repainted in fake white c/s; displayed on plinths in front of the airport terminal at Surgut (N61.336047 E73.411033), seen aug04/jul24 |
| 06 57 | CCCP-21047 | Mi-6A | AFL/Tyumen | mfd | 27feb78 | rgd 21apr78; in standard c/s; evacuated the fuselage of An-2T CCCP-33078 from the accident site near Yar-Sale in autumn 1989 |
| | RA-21047 | Mi-6A | TyumenAviaTrans | no | reports | canx 18dec98 |
| 06 58 | CCCP-21048 | Mi-6A | AFL/Krasnoyarsk | toc | 01jul78 | rgd 11jul78 |
| | RA-21048 | Mi-6A | Norilsk Avn Ent. | trf | 22dec95 | in basic 'blue' Aeroflot c/s, possibly no titles; canx 18aug03; sat derelict at VLE (N69397100 E88.348148) and was slowly broken up, the tail was cut off by jul10, and only parts were seen may13/sep21; the remains were scrapped in 2022 |
| 06 59 | CCCP-21049 | Mi-6A | AFL/Tyumen-SLY | mfd | 10mar78 | rgd 12jun78 |
| | RA-21049 | Mi-6A | TyumenAviaTrans | rgd | 27jun94 | canx 01apr99 |
| 06 60 | CCCP-21050 | Mi-6A | AFL/Tyumen-SLY | mfd | 29mar78 | rgd 24may78; in standard c/s; see c/n 0429 |
| | RA-21050 | Mi-6A | TyumenAviaTrans | rgd | 14jun95 | photo jun93; canx 12jan99; f/n SLY 26jul00, stored; reportedly scrapped; see c/n 0429 |
| 06 61 | CCCP-21051 | Mi-6A | AFL/Magadan | mfd | 05apr78 | toc 20jul78; rgd 28jul78; opb 151 LO Chaunskogo OAO; w/o 17jul85 on a cargo flight from Yudoma-Krestovaya (Okhotsk district of the Khabarovsk region) to a site in the mountains 12 km away (at a height of 1,722 metres) when the downwash during the take-off caused a dust swirl, the crew lost visual contact with the ground, the helicopter touched the ground again and the tail rotor hit the ground when the pilot tried to lift off again with a high angle of attack, the tail rotor blades kept failing due to significant vibration loads and the tail rotor with the gearbox separated 35 seconds after lift-off when the pilot attempted to approach the area of departure, the helicopter veered sharply to the left losing height, impacted the wooded steep banks of the river Yudoma 160 metres from the point of lift-off, tumbled down the slope, caught fire and burnt out, 4 of the 5 crew plus both passengers killed and the sole survivor seriously injured; t/t 5,649 hours and 4,121 cycles; struck off charge 27aug85 |
| 06 62 | CCCP-21052 | Mi-6A | AFL/Tyumen-SLY | mfd | 12apr78 | rgd 11jul78; photo in 1990 |
| | RA-21052 | Mi-6A | TyumenAviaTrans | rgd | 25apr95 | in basic 'blue' Aeroflot c/s with own titles; f/n Sovyetski 1998; l/n Tyumen-Plekhanovo 27jul00/09jul04 |
| 06 63 | CCCP-21053 | Mi-6A | AFL/Tyumen-SGC | mfd | 12may78 | rgd 09aug79; f/n Novosibirsk-Severny 01jul92 |

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|---|---|---|---|---|---|---|
| | RA-21053 | Mi-6A | TyumenAviaTrans | trf | 10nov94 | canx 08jul99 |
| 06 66 | "01" red | Mi-22 | Soviet Air Force | mfd | 1978 | c/n painted on as '0666V'; opb 9 ove at Neuruppin probably from 1989 until 1991 and at Oranienburg from 1991 until jun93; f/n Oranienburg 05may91; l/n Oranienburg 06jun93 |
| | "01" red | Mi-22 | Russian Air Force | Bsk | 03aug96 | opb mil. unit 12212 at Berdsk; offered for sale by Russian privatisation agency 06aug98 |
| 06 67 | "50" red | Mi-6A | Soviet Air Force | Kng | dec92 | opb 239 ovp; based at Oranienburg 1985/92 |
| | no code | Mi-6A | Ukraine Army Avn | Kon | 21may98 | code not visible |
| 06 68 | "51" red | Mi-22 | Soviet Air Force | Spr | 14feb93 | also known as Mi-22; opb 113 ove; based at Sperenberg 1989/feb94; l/n Oranienburg 06jun93 |
| 06 69 | "50" red | Mi-22 | Soviet Air Force | Has | 25sep90 | also known as Mi-22; opb 298 ove at Hassleben 1989/92; l/n Hassleben 01feb92 |
| 06 70 | "07" yellow | Mi-22 | Soviet Air Force | Dhe | 19sep90 | also known as Mi-22; opb 6 ove; based at Dresden-Hellerau 1989/sep92; l/n Dresden-Hellerau 07may91 |
| 06 73 | "31" yellow | Mi-22 | Soviet Air Force | | photo | |
| 06 75 | CCCP-21054 | Mi-6A | AFL/Tyumen | mfd | 08jan79 | rgd 22mar79; in standard 'blue' c/s with grey trim; f/n Novosibirsk-Severny 01jul92 |
| | RA-21054 | Mi-6A | TyumenAviaTrans | Tjp | 14may95 | involved in an incident 15apr97 when a bearing of an engine's gear box failed; canx 18aug03 |
| 06 76 | CCCP-21055 | Mi-6A | AFL/Tyumen-Tjp | mfd | 25jan79 | rgd 05apr79 |
| | RA-21055 | Mi-6A | Aeroflot | Tjp | 14may95 | reported for TyumenAviaTrans; l/n Tyumen-Plekhanovo aug99/aug04 as 'CCCP-', 'RA-' and titles faded; canx 18aug03 |
| 06 77 | CCCP-21056 | Mi-6A | AFL/Tyumen | mfd | 30jan79 | toc 14mar79; rgd 05apr79; opb Tyumenski OAO |
| | RA-21056 | Mi-6A | TyumenAviaTrans | trf | 14mar93 | still in full Aeroflot c/s including titles; l/n as such Tyumen-Plekhanovo 14may95; new CofR issued 04sep95; sent to NARZ at Novosibirsk-Severny for overhaul, seen there jul00/jul03; struck off charge 18aug03 and canx the same day; remained in disassembled state with NARZ |
| 06 78 | CCCP-21057 | Mi-6A | AFL/Tyumen | rgd | 17may79 | |
| | CCCP-21057 | Mi-6A | AFL/Komi | trf | 10mar88 | opb Pechorski OAO |
| | RA-21057 | Mi-6A | Aeroflot | UCT | 10jun94 | |
| | RA-21057 | Mi-6A | Komiavia | trf | 25apr95 | in full c/s; struck off charge 18aug03 as the type had been withdrawn from use and canx the same day; sat wfu at PEX, seen jun13/jun17 |
| 06 79 | CCCP-21058 | Mi-6A | AFL/Tyumen | rgd | 17may79 | was involved in an accident 27aug92; canx 18aug03 |
| 06 80 | CCCP-21059 | Mi-6A | AFL/Krasnoyarsk | toc | 15may79 | rgd 28may79; opb 2-i Krasnoyarski OAO; w/o 29jun83 during a short hop to the refuelling station at Tura airport when the R-7 gear-box failed due to a design fault, resulting in the destruction of both engines, the helicopter crash-landed from an altitude of 5-7 metres, rolled over onto its left side and burnt out, 2 of the 4 crew and 3 of the 5 passengers killed and all survivors injured; struck off charge 29nov83 |
| 06 81 | CCCP-21060 | Mi-6A | AFL/Kremenchug FS | toc | 25may71 | rgd 06jun79 |
| | CCCP-21060 | Mi-6A | AFL/Far East | trf | 03mar88 | opb 2-y Khabarovski OAO; dbr 17jun90 when got disbalanced on finals to the helipad at Pandym-Yugan (near Sovyetski, Tyumen region) when the auto-pilot failed and the pilot took the erroneous decision to switch off the engines so that the helicopter came down very hard, suffering substantial damage, no casualties; canx 02nov90; wreck extant oct97 |
| 06 82 | CCCP-21061 | Mi-6A | AFL/Tyumen-NJC | mfd | 15jun79 | rgd 26jul79 |
| | RA-21061 | Mi-6A | Nizhnevartovsk AE | trf | 20dec94 | canx 18aug03 |
| 06 90 | "61" red | Mi-22 | Soviet Air Force | | sep90 | based at Mladá |
| | "61" red | Mi-22 | Ukraine Air Force | VIN | 13may97 | |
| 06 92 | not known | Mi-22 | Soviet Army Avn | mfd | 1980 | |
| | "21" blue | Mi-22 | Ukraine Air Force | Kon | jun98 | in camo c/s; a photo, with the c/n on, was taken at 535 ARZ at Konotop |
| 06 96 | "22" blue | Mi-22 | Ukraine Air Force | Kon | jul98 | at 535 ARZ at Konotop, with the c/n painted on; repainted in olive drab/reddish brown camo c/s with light grey underside, c/n painted on as 'V0696'; f/n as such ODS 25may02, without the characteristic aerial on the tail; stored at ODS, seen may02/may06; scrapped by late 2008 |
| 06 98 | not known | Mi-22 | Soviet Air Force | toc | 13jan77 | opb 13 ove at Kiselevichi |
| | "01" red | Mi-22 | Belarus Air Force | trf | 15jun92 | c/n painted on as '0698V'; opb 13 ove at Kiselevichi and later at Bobruisk-Nosovka; in grey c/s with Red Stars and a unit badge (an eagle carrying lightnings in his claws) below the cockpit; sat wfu at Bobruisk-Nosovka, seen mar03; scrapped |
| 06 99 | "12" red | Mi-22 | Soviet Air Force | mfd | 07dec76 | toc 13jan77 |
| | "10" white | Mi-22 | Ukraine Air Force | Kon | 21may98 | c/n painted on as '0699V'; also reported as a Mi-6BUS |
| | "12" yellow | Mi-22 | Ukraine Air Force | Kon | 27sep08 | in grey c/s; preserved at the "Aviakon" overhaul plant at Konotop, seen sep08/feb14; the nose was damaged by anti-Ukrainian insurgents with a "Shmel" man-portable rocket launcher 09aug14 |
| 07 00 | CCCP-21064 | Mi-6A | AFL/Yakutiya-Nyu | toc | 21feb80 | rgd 10mar80; in orange c/s with blue cheatline and trim; dbr 16oct80 on a flight from the Sheinskaya drilling site to the Arylakhskaya drilling site (107 km south-east of Nyurba), carrying an external load (the maximum landing weight was exceeded by 1,755 kg), on landing at the helipad of the Arylakhskaya drilling site the helicopter entered a snow vortex, the crew lost visual contact with the ground, the main rotor touched trees, the helicopter crashed in a forest and came to rest on its left side, all 6 crew injured; canx 28nov80 |
| 07 01 | CCCP-21065 | Mi-6A | AFL/Tyumen | rgd | 22apr80 | in orange c/s with blue cheatline and trim; f/n Novosibirsk-Severny 01jul92; trf to TyumenAviaTrans 23apr94; struck off charge 09jul97 as having lost structural integrity; canx 21jul97 |
| 07 02 | CCCP-21066 | Mi-6A | AFL/Tyumen-SGC | mfd | 25feb80 | rgd 04apr80; l/n Nyurba 02jul92 |
| | RA-21066 | Mi-6A | TyumenAviaTrans | rgd | 15feb94 | in orange c/s with blue cheatline and trim; f/n SGC 05aug03; sat wfu at SGC, seen jul05/jun12 |
| 07 03 | CCCP-21067 | Mi-6A | AFL/Tyumen | mfd | 22mar80 | toc 10apr80; rgd 29apr80 |
| | RA-21067 | Mi-6A | TyumenAviaTrans | rgd | 22dec95 | in orange c/s with blue cheatline; f/n Tyumen-Plekhanovo 27jul00; struck off charge 18aug03 and canx the same day; l/n Tyumen-Plekhanovo 09jul04, in faded colours |
| | RA-21067 | Mi-6A | UTair | Tjp | 15aug04 | in orange c/s with blue cheatline; preserved at Tyumen-Plekhanovo; seen in its initial c/s dec13/jan20; repainted in yellow/black/orange c/s aug20, l/n aug24 |
| 07 06 | CCCP-21069 | Mi-6A | AFL/Krasnoyarsk | mfd | 16mar80 | toc 13apr80; rgd 22may80; opb 1 LO Norilskogo OAO; w/o 21jul89 on the leg from Fakel to Semyonovskoye (81 km south-west of Dudinka) of a flight to the Toikinskaya drilling site when the RP-28L hydraulic servo failed on final approach at a height of some 30 metres, the helicopter banked to the right, collided with a fuel depot 40 metres from the helipad, crashed (at N69°07' E84°04'), caught fire and burnt out, 2 of the 5 crew killed and the 3 survivors injured; t/t 6,891 hours; struck off charge 12dec89 |
| 07 07 | CCCP-21070 | Mi-6A | AFL/Tyumen-NJC | rgd | 05jun80 | |
| | RA-21070 | Mi-6A | Nizhnevartovsk AE | trf | 20dec94 | in orange c/s with blue cheatline and trim; canx 18aug03; sat wfu at Novosibirsk-Severny, seen aug07/may23 |
| 07 10 | CCCP-21068 | Mi-6A | AFL/Tyumen-SLY | rgd | 05may80 | |
| | RA-21068 | Mi-6A | TyumenAviaTrans | mfd | 29mar80 | rgd 10mar94; canx 01apr99 |
| 07 11 | CCCP-21062 | Mi-6A | AFL/Tyumen-NJC | mfd | 14nov79 | rgd 24dec79 |
| | RA-21062 | Mi-6A | Nizhnevartovsk AE | trf | 24apr93 | canx 27oct98 |
| 07 12 | CCCP-21063 | Mi-6A | AFL/Kremenchug FS | rgd | 03jan80 | not canx from Soviet register; f/n HRK jun92 |
| | UR-21063 | Mi-6A | Kremenchug Fl.Sch. | rgd | 03may93 | canx 15may03 |
| 07 13 | CCCP-21071 | Mi-6A | AFL/Tyumen | mfd | 30may80 | toc 19jun80; rgd 15jul80; opb Tyumenski OAO; in grey c/s with dark blue cheatline and trim; photo in the Tyumen region sep80 |
| | RA-21071 | Mi-6A | Aeroflot | Tjp | 14may95 | |
| | RA-21071 | Mi-6A | TyumenAviaTrans | SGC | 25aug03 | in orange c/s with blue cheatline and trim; canx 18aug03; sat wfu at SGC, seen jul05/jun12 |
| 07 14 | CCCP-21072 | Mi-6A | AFL/Tyumen | toc | 01jul80 | rgd 15jul80; opb 338 OAO Salekhardskogo OAO; w/o 16oct83 on a flight with an underslung cargo which exceeded the load limit by 1,700 kg in the vicinity of Salekhard, when the helicopter started to descend while trying to accelerate (as power was not sufficient) the pilot dropped the cargo, but it collided with the helicopter and damaged the fuel tanks, the helicopter managed to land, but caught fire and burnt out, all 5 crew escaped unhurt; struck off charge 29nov83 and canx the same day |
| 07 15 | CCCP-21073 | Mi-6A | AFL/Krasnoyarsk | mfd | 24jun80 | toc 14jul80; rgd 25sep80; opb Norilski OAO; f/n VLE aug88 |
| | RA-21073 | Mi-6A | Norilsk Avn Ent. | trf | 22dec95 | in orange c/s with blue cheatline and trim; canx 18aug03; sat derelict at Norilsk-Valyok, seen may98/may12, only the nose section remained by jun13 |
| 07 16 | CCCP-21074 | Mi-6A | AFL/Krasnoyarsk | toc | 14jul80 | rgd 25sep80 |
| | RA-21074 | Mi-6A | Norilsk Avn Ent. | trf | 22dec95 | w/o 10jul02 on the leg from Dikson to Eklips (Taimyr penisula) of a flight from Valyok to Solnechnaya (Bolshevik Island) when a bearing of the left engine's gear box failed while the helicopter was flying at a height of 1,650 metres, causing a massive fire which could not be extinguished so that the actuating rods of the main rotor were destroyed, the helicopter went out of control, crashed near Dikson Island and burnt out, all 5 crew and 16 passengers killed; this accident caused the type to be eventually withdrawn from service 11aug03; struck off charge 18aug03 |
| 07 17 | CCCP-21075 | Mi-6A | AFL/Tyumen-NJC | mfd | 07jun80 | rgd 04aug80; trf to Nizhnevartovsk Aviation Enterprise 20dec94 |
| | RA-21075 | Mi-6A | Nizhnevartovsk AE | trf | 20dec94 | in basic Aeroflot c/s, no titles; canx 15jul99; preserved near the airport terminal at Nizhnevartovsk (N60.950130 E76.502054) seen sep05/jun24 |

## ***Mi-6 with export numbers***

The export c/n probably consisted of the year of manufacture and a country code for Mi-6 exports (or a batch number for exports), the last two digits are possibly a sequence number for exported Mi-6s.

| | | | | | | |
|---|---|---|---|---|---|---|
| 71 07 45 | 0122 | Mi-6 | Chinese Army | ph. | < feb05 | one of three bought in the 1960s; opb 1 Regiment; in white/grey c/s with blue 'lightning-bolt' cheatline and trim, no military roundels; sat wfu at Xinxiang, seen before feb05 (was presumably still there dec09, judging by Google Earth pictures); preserved in the China Aviation Museum at Shahezhen AFB (N40.185449 E116.35757), seen may10/aug24 |
| 72 08 48 | 801 | Mi-6 | Egyptian Air Force | ph. | 1967 | in "Arab Wings Volume 2"; in sand c/s with light grey underside; preserved in the Egyptian Air Force museum at Cairo-Almaza, seen jan09; the serial was painted out on the left side, seen as such jul16/sep24, c/n checked |
| 72 08 54 | 7605 ? | Mi-6A | North Vietnam AF | d/d | 1966 ? | |
| | 2005 | Mi-6A | North Vietnam AF | ph. | 2017 | opb 919th ATR at Hoa Lac; in light grey c/s with Vietnamese inscriptions on both sides; sat wfu at Bien Hoa (the last two digits of the previous code were difficult to read), seen 2017 |
| 72 08 56 | 7609 | Mi-6A | North Vietnam AF | d/d | 1966 ? | opb 919th ATR at Hoa Lac; seen HAN jan91; preserved in the Không-Quân Air Force Museum at Hanoi (N20.999137 E105.82878), c/n checked, seen nov02/aug23 |
| 74 10 63 | SP-ITA | Mi-6A | Instal/Elbud | rgd | 09jan75 | based at Chrcynno; canx 29jan86 |
| | 063 | Mi-6A | Polish Air Force | d/d | 22jan86 | opb 37. pst at Leznica Wielka; wfu 01jul90; sold to Ukraine jul90 |

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|---|---|---|---|---|---|---|
| 77 13 64 | FAP 679 | Mi-6 | Peruvian Air Force | d/d | 1977 | opb Grupo Aéreo Nº 3 at Lima-Callao; in olive drab/khaki camo c/s with orange nose, light grey underside and 'Fuerza Aérea del Perú' titles; f/n LIM apr90; l/n LIM oct91; wfu in 1992; scrapped at Lima-Callao by 1996 |
| 77 13 65 | FAP 680 | Mi-6 | Peruvian Air Force | d/d | 1977 | opb Grupo Aéreo Nº 3 at Lima-Callao; in olive drab/khaki camo c/s with light grey underside and 'Fuerza Aérea del Perú' titles; l/n LIM 08mar91; wfu in 1992; scrapped at Lima-Callao by 1996 |
| 77 13 66 | FAP 681 | Mi-6 | Peruvian Air Force | d/d | 1977 | opb Grupo Aéreo Nº 3 at Lima-Callao; in olive drab/khaki camo c/s with light grey underside and 'Fuerza Aérea del Perú' titles; f/n LIM apr90; wfu in 1992, l/n LIM oct95; scrapped at Lima-Callao by 1996 |
| 77 13 67 | FAP 682 | Mi-6 | Peruvian Air Force | d/d | 1977 | opb Grupo Aéreo Nº 3 at Lima-Callao; in olive drab/khaki camo c/s with light grey underside and 'Fuerza Aérea del Perú' titles; f/n LIM 24oct89; l/n LIM oct91; wfu in 1992; scrapped at Lima-Callao by 1996 |
| 77 13 68 | FAP 683 | Mi-6 | Peruvian Air Force | d/d | 1977 | opb Grupo Aéreo Nº 3 at Lima-Callao; in olive drab/khaki camo c/s with light grey underside and 'Fuerza Aérea del Perú' titles; f/n LIM 08mar91; wfu in 1992; scrapped at Lima-Callao by 1996 |
| 77 13 69 | FAP 684 | Mi-6 | Peruvian Air Force | d/d | 1977 | opb Grupo Aéreo Nº 3 at Lima-Callao; in olive drab/khaki camo c/s with light grey underside and 'Fuerza Aérea del Perú' titles; f/n LIM 24oct89; wfu in 1992; scrapped at Lima-Callao by 1996 |
| 106 70 | SP-ITB | Mi-6A | Instal/Elbud | rgd | 18mar78 | based at Chrcynno; canx 29jan86 |
| | 670 | Mi-6A | Polish Air Force | d/d | 22jan86 | opb 37. pst at Leznica Wielka; wfu 01jul90; last flight 24apr92 (to Lódz-Lublinek), was preserved in the WSLiW museum at Lódz-Lublinek; owned by Muzeum Sil Powietrznych from 16nov11; transported to Deblin dec15; preserved in olive drab c/s with light grey underside in Muzeum Sil Powietrznych at Deblin, seen jul16/sep24 |
| 106 71 | SP-ITC | Mi-6A | Instal/Elbud | rgd | 29feb79 | based at Chrcynno; canx 29jan86 |
| | 671 | Mi-6A | Polish Air Force | h/o | 22jan86 | opb 37. pst at Leznica Wielka; un olive drab c/s with light grey underside; wfu 01jul90; sold to Ukraine jul90; sat wfu in the c Aviakon plant at Konotop, seen aug08/sep11 |

## ***Helicopters with unknown construction numbers include***

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | CCCP-21087 | Mi-6 | Aeroflot | | photo | not on Soviet or Russian Federation register ! |
| --- | CCCP-21992 | Mi-6 | Aeroflot | | photo | TASS news agency photo; was not on any Soviet or Russian register |
| --- | CCCP-69318 | Mi-6 | Aeroflot | AMS | 24may69 | was not on any Soviet or Russian register; probably still owned by MVZ im. Milya; in light grey c/s, carried the exhibition number 'H-836' for the Paris Air Show; l/n LBG 07jun69 |
| --- | "05" | Mi-6 | Soviet Air Force | | | opb 65 ovp at Kobrin; w/o 11dec90 on a training flight from Kobrin when encountered below-minima weather conditions (low clouds and fog) on landing with which the pilot did not cope so that the helicopter lost height rapidly, collided with the ground nose-up at a speed of 195 km/h, exploded and burnt out, 5 of the 6 crew members (among them the pilot, Captain Mikhail I. Vitushenko) were killed and the sole survivor was injured |
| --- | "05" yellow | Mi-6 | Soviet Civil Def. | | | Mi-6 sans suffixe, with wings; opb 139 ovo GO of Uralski regionalny tsentr at Troitsk; in grey c/s; sent to the ARZ at Novosibirsk for overhaul in 1996 or 1997, but was scrapped there instead of being overhauled |
| --- | "06" yellow | Mi-6 | Soviet Civil Def. | | | Mi-6 sans suffixe, with wings; opb 139 ovo GO of Uralski regionalny tsentr at Troitsk; in grey c/s |
| | "307" yellow | Mi-6 | MChS Rossii | | photo | the wings were removed during overhaul by the ARZ at Novosibirsk around 1996; opb 139 ovo at Troitsk until its disbandment; in grey c/s with an MChS cheatline, but no titles; ferried to the training brigade of MChS at Novogorny apr98 and scrapped there |
| --- | "09" yellow | Mi-6 | Soviet Air Force | Tzk | 17aug05 | preserved in base museum at Torzhok (N57.050103 E35.012301), seen aug05/jun14 |
| 7158221 | "12" yellow | Mi-6 | Soviet Navy | | | c/n painted on as such; opb 830 okplvp at Safonovo |
| --- | "25" blue | Mi-6A | Russian Air Force | no | reports | opb 118 ove GAKSPS at Dmitriyevka-Chebenki, was the last flying Mi-6 of the unit; dbr at SVX in 1999 |
| --- | "25" | Mi-6 | Soviet Air Force | | | opb 65 ovp at Kobrin; in grey c/s; detached to 2 ae 280 ovp at Kandahar, left Kobrin 20jun82 and arrived at Kandahar 11jul82 (was to return 10aug83); w/o 07jun83 on a flight from Shindand to Kandahar when was shot at by mujahideen, the left engine was hit and the helicopter caught fire, made a forced landing at Lashkargah and burnt out, all crew members (pilot: Aleksandr I. Andreyev) and 12 passengers escaped unhurt |
| --- | "42" | Mi-6 | Soviet Air Force | | photo | opb 181 ovp at Kunduz; dbr 19mar88 on a flight from Kunduz to Faizabad (Afghanistan) when approached too low at night and the nose gear hit a clay wall, the helicopter crashed and the nose section broke off, all occupants survived |
| --- | "44" red | Mi-6 | Soviet Air Force | ph. | 1975 | a very early production example (perhaps the 3rd flying prototype or a helicopter from batch 01) with adjustable wings; in grey c/s; was used as a ground instructional airframe by Kaliningradskoye VATU until around 1979 |
| | no code | Mi-6 | Soviet Air Force | ph. | 1983 | was preserved on the premises of the pioneers' palace at ul. Sergeyva at Kaliningrad (N54.718699 E20.518341) from around 1980, initially probably in dark green c/s, l/n as such in 1983, repainted in green c/s with orange cheatline and trim, l/n in 1987; scrapped in the early 1990s |
| --- | "51" | Mi-6 | Soviet Air Force | ph. | ca.1990 | opb 82 ovo at Aralsk; in grey c/s, no 'lightning bolt' |
| --- | "52" | Mi-6 | Soviet Air Force | ph. | ca.1990 | opb 82 ovo at Aralsk; in grey c/s, light stripe on fuselage |
| --- | "60" red | Mi-6VKP | KGB/Border Guards | Mil | 1990 | in light grey c/s with red stripe on the rear fuselage |
| --- | "67" red | Mi-6 | Soviet Air Force | | nov08 | preserved at the training centre of Akademia tyla i transporta at Krasnoye Selo (N59.719322 E30.128628), seen nov08 |
| --- | "78" | Mi-6 | Russian Air Force | | | opb 325 otbvp at Tsukulidze; w/o 05nov92 on the leg from Adler to Yegorlykskaya of a positioning flight from Tsukulidze to Yegorlykskaya (the regiment was relocated from Tsukulidze to Yegorlykskaya) when deviated from the flight path while flying low in bad weather (low clouds and heavy rain), collided with the summit of a hill near Buzhor (25 km south-east of Anapa) and burnt out, all 5 crew and 24 passengers killed |
| --- | "81" red | Mi-6 | Soviet Air Force | | | powered by D-25V engines and had outboard wing tanks; in grey c/s with Red Stars; undertook the second stage of joint state trials nov59; a photo exists; see c/n 0103 (from Factory No. 23) ? |
| --- | "84" red | Mi-6 | Soviet Air Force | ZIA | 16aug92 | |
| 15626494 | "95" | Mi-6 | Soviet Air Force | KBL | 1980 | photo in "Aviatsiya i Vremya" No. 5/97; c/n painted on as such |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 280 ovp at Kandahar; w/o in 1981 on landing at Lashkargah airstrip when an improvised explosive device planted by the mujahideen on the runway exploded and damaged the helicopter, the crew (pilot: Captain Pupochkin) managed to evacuate the burning helicopter |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 280 ovp at Kandahar; dbr 06apr82 on the return leg of a supply flight from the airstrip near Rabat Jali when was damaged by mujahideen with a DShK machine-gun on approach to Lashkargah and made a forced landing in territory controlled by the mujahideen, the crew (pilot: Major Ryzhov) was rescued by a Mi-8 and the Mi-6 was destroyed by two Mi-8s the next day |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 280 ovp at Kandahar; w/o 23aug82 on return from a combat mission when was shot at by mujahideen, went out of control, crash-landed and caught fire, 2 crew members were killed |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 113 ovp at Troitsk; w/o 13dec82 during the recovery operation for the capsule of the Soyuz T-7 spaceship, all 7 crew members were killed |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 280 ovp at Kandahar; w/o 22feb83 on a supply flight when was shot at by mujahideen with a Lee-Enfield rifle and the pilot (1st Lieutenant I.V. Zakhandrevich) was hit in the head and killed |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 181 ovpt at Kunduz; w/o 16sep83 whilst being parked at Bagram when an An-12 of 194 vtap veered of the runway and hit 2 Mi-6s, an engineer working on the helicopters (Captain P.M. Zemlyanski) was killed |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 181 ovpt at Kunduz; w/o 15nov83 on a flight from Faizabad to Kunduz when the gear box of the tail rotor failed on approach to Kunduz so that the helicopter went out of control, entered a spiral and crashed, 4 crew members (pilot: Captain Mikhailov) were killed |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 280 ovp at Kandahar; w/o 06jul84 on a flight from Kabul to Kandahar when was hit by a shoulder-fired SAM (which had been fired by mujahideen) 40 km from Kabul, caught fire, went out of control, turned upside-down and crashed, all crew members (pilot: Captain A.V. Larionov) and all 26 passengers were killed - a after this loss it was prohibited to carry passengers on Mi-6s in Afghanistan |
| --- | not known | Mi-6 | Soviet Air Force | | | w/o 11jul84 on a cargo flight from Kabul to Bamian was was hit by a shoulder-fired SAM (which had been fired by mujahideen) while overflying a mountain ridge at a height of 5,000 metres (2,000 metres above the ground) and caught fire, the pilot: (A. Tregubov) managed to perform a forced landing in territory controlled by the mujahideen, the crew was rescued by a Mi-8 of 50 osap, but the helicopter burnt out |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 181 ovpt at Kunduz; w/o 14jul84 on a flight from Kabul to Kunduz when was hit by a shoulder-fired SAM (which had been fired by mujahideen) near Bagram, went out of control and exploded in mid-air, all 6 crew members (pilot: Major A.N. Skobov) and 6 passengers (a reserve crew from 181 ovp) were killed |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 280 ovp at Kandahar; w/o 14oct84 on a flight from Kabul when when was hit by a shoulder-fired SAM (which had been fired by mujahideen) while climbing out, caught fire and went out of control, 5 of the 6 crew members managed to bail out, but 2 of them were killed by the rotor so only 3 survived |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 181 ovpt at Kunduz; w/o 14mar85 while waiting for take-off at Pul-i-Khumri with a cargo of fuel when a landing Su-22 of the Afghan Air Force veered off the runway and hit the Mi-6 which exploded, all crew members (pilot: N.V. Lapshin) were killed |
| --- | not known | Mi-6 | Soviet Air Force | | | opb the aviation squadron supporting the military advisors; w/o 18may85 on a flight over mountainous terrain when was hit by an RPG (which had been fired by mujahideen) and caught fire, 2 crew members bailed out, but their parachutes did not manange to open completely due to the low height so they were killed, the pilot (G. Salnikov) managed to make a forced landing near Bahara and the crew and the passengers (Afghan activists) evacuated the burning helicopter under the fire of the mujahideen, many were killed and only a few rescued by a tank group from Bahara |
| --- | not known | Mi-6 | Soviet Air Force | | | w/o 17sep85 on a cargo flight from Kabul to Bagram when was shot at by mujahideen and exploded in mid-air, only the 2nd pilot (A. Smirnov), who was thrown out of the helicopter, survived while the other crew members (among them the pilot, Major M.V. Trabo) were killed |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 181 ovpt at Kunduz; w/o 21sep85 on a flight from Kunduz to Faizabad when was shot down by mujahideen, all crew members (pilot: Captain Yeryomin) managed to bail out and were rescued by SAR helicopters |
| --- | not known | Mi-6 | Soviet Air Force | | | w/o 12oct85 when was shot down by mujahideen 23 km south of Kabul, all crew members (pilot: 1st Lieutenant K.A. Shvetsov) were killed |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 280 ovp at Kandahar; w/o 18oct85 when was shot down by mujahideen, all crew members (pilot: Major Prikhodchenko) managed to bail out and were rescued |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 280 ovp at Kandahar; w/o 23may86 on a flight from Kandahar when when was probably shot at by mujahideen) while climbing out, caught fire and went out of control, all crew members (pilot: Captain T.G. |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | Shevchenko) and the sole passenger managed to bail out while the helicopter turned upside down and crashed near the airbase |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 280 ovp at Kandahar; w/o 12jul86 when a fire broke out in the cargo cabin in-flight (probably an incendiary device had been planted there by the Afghans who loaded the helicopter), all crew members (pilot: Captain T.G. Shevchenko) managed to bail out (for the 2nd time within 3 months) and were rescued |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 280 ovp at Kandahar; w/o 17oct86 when was hit by a shoulder-fired SAM (which had been fired by mujahideen) and caught fire, 1 crew member (the navigator) was killed while the others (among them the pilot, Major Kharkov) were injured, but managed to bail out |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 280 ovp at Kandahar; w/o 23mar87 when was shot down by mujahideen, all crew members were killed |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 181 ovpt at Kunduz; w/o 01aug87 hen was hit at a height of some 4,500 metres by a shoulder-fired SAM (which had been fired by mujahideen) and crashed near the airfield, 1 crew member (the flight mechanic) was killed while the others managed to bail out |
| --- | not known | Mi-6 | Soviet Air Force | | | opb 181 ovpt at Kunduz; w/o 09mar88 on a flight from Kunduz to Faizabad at night when the pilot (2nd Lieutenant Zakharchenko) descended too early on final approach so that the nose gear collided with a wall at a speed of 120 km/h and the helicopter crashed, 1 crew member (the air gunner/radio operator, V.P. Butenko) was killed |
| --- | not known | Mi-6 | MAP zavod # 168 | w/o | 21dec69 | during ground trials at Rostov-na-Donu-Severny when a strong gust of wind lifted the helicopter while it was taxiing, the main rotor collided with concrete poles along the taxiway, the helicopter rolled over onto its side and caught fire, both crew members and 7 of the 8 passengers (test engineers and technicians) were killed |
| --- | no code | Mi-6M | MAP MVZ im. Milya | mfd | 1963 | experimental ASW helicopter with large lateral weapons panniers, in Soviet Air Force c/s; the only one built of this version; used as a test-bed for ASW weapons for several years |
| --- | 3X-GPD | Mi-6 | Air Guinée ? | | | reported in register |
| --- | 7T-WMA/606 | Mi-6 | Algerian Air Force | | photo | in grey c/s with 'Algerian Air Force' titles; preserved at Blida (N36.498683 E28217617) |
| --- | 7T-WMB/607 | Mi-6 | Algerian Air Force | | photo | registration also reported on a Mi-8 ! |
| --- | 7T-WMC | Mi-6 | Algerian Air Force | | photo | |
| --- | 7T-WMD | Mi-6 | Algerian Air Force | | | |
| --- | SZ-45 | Mi-6 | Algerian Air Force | | 1988 | ex 7T-WM. |
| --- | H-501 | Mi-6 | Angolan Air Force | w/o | nov85 | crashed |
| --- | H-505 | Mi-6 | Angolan Air Force | | | |
| --- | H-506 | Mi-6 | Angolan Air Force | w/o | nov85 | crashed |
| --- | H-511 | Mi-6 | Angolan Air Force | w/o | oct85 | shot down |
| --- | 0120 | Mi-6 | Chinese Army | ph. | < feb05 | one of three bought in the 1960s; opb 1 Regiment; in white/grey c/s with blue 'lightning-bolt' cheatline and trim; sat wfu at Xinxiang, seen before feb05/oct18 |
| | 'LH91161' | Mi-6 | Chinese Army | ph. | 12mar19 | in camo c/s; preserved in these fake colours at Xinxiang (N35.295044 E113.846937), seen mar19/jan21 |
| --- | 0121 | Mi-6 | Chinese Army | ph. | < feb05 | one of three bought in the 1960s; opb 1 Regiment; in white/grey c/s with blue 'lightning-bolt' cheatline and trim; sat wfu at Xinxiang, seen before feb05; used as a ground instructional airframe by the Army Aviation Academy at Tong Zhou (N39.83776 E116.64759), seen nov08/jun22 |
| --- | 3575 | Mi-6 | Chinese Army | | photo | in white/grey c/s with blue 'lightning-bolt' cheatline and trim; on one photo with military roundels and on another photo with a CAAC logo, no roundels and some titles in that place - the dates of those photos are not known; later became either 0120, 0121 or 0122 |
| --- | 173 | Mi-6 | Egyptian Air Force | | | |
| --- | 174 | Mi-6 | Egyptian Air Force | | | |
| --- | 190 | Mi-6 | Egyptian Air Force | | | |
| --- | 417 | Mi-6 | Egyptian Air Force | | | |
| --- | 460 | Mi-6 | Egyptian Air Force | | | |
| --- | 718 | Mi-6 | Egyptian Air Force | | | |
| --- | 802 | Mi-6 | Egyptian Air Force | Cae | 09mar97 | in camo c/s; sat derelict at Cairo-Almaza, seen mar97/jan09 |
| --- | 806 | Mi-6 | Egyptian Air Force | Cae | 09mar97 | sat derelict at Cairo-Almaza, seen mar97 |
| --- | 807 | Mi-6 | Egyptian Air Force | ph. | 1967 | in camo c/s; photo in "Arab Wings Volume 2" |
| --- | 817 | Mi-6 | Egyptian Air Force | | | also reported as 718 ! |
| --- | 820 | Mi-6 | Egyptian Air Force | ph. | 1967 | in "Arab Wings Volume 2" |
| --- | 824 | Mi-6 | Egyptian Air Force | | photo | over Cairo; in camo c/s |
| --- | 882 | Mi-6 | Egyptian Air Force | | photo | in sand c/s with light grey underside |
| --- | 883 | Mi-6 | Egyptian Air Force | | photo | in sand c/s with light grey underside; serial also reported on a Mi-8 |
| --- | 885 | Mi-6 | Egyptian Air Force | ph. | early89 | in sand c/s with light grey underside |
| --- | 1124 | Mi-6 | Egyptian Air Force | | | registration also reported on a Mi-8 |
| --- | H-270 | Mi-6 | Indonesian AF | d/d | 1964 | opb Skuadron 8 at Semplak (Bogor); wfu between 1968 and the early 1970s; scrapped |
| --- | H-271 | Mi-6 | Indonesian AF | d/d | 1964 | opb Skuadron 8 at Semplak (Bogor); wfu between 1968 and the early 1970s; scrapped |
| --- | H-272 | Mi-6 | Indonesian AF | d/d | 1964 | opb Skuadron 8 at Semplak (Bogor); wfu between 1968 and the early 1970s; scrapped |
| --- | H-273 | Mi-6 | Indonesian AF | d/d | 1964 | opb Skuadron 8 at Semplak (Bogor); wfu between 1968 and the early 1970s; scrapped |
| --- | H-274 | Mi-6 | Indonesian AF | d/d | 1964 | opb Skuadron 8 at Semplak (Bogor); wfu between 1968 and the early 1970s; scrapped |
| --- | H-275 | Mi-6 | Indonesian AF | d/d | 1964 | opb Skuadron 8 at Semplak (Bogor); wfu between 1968 and the early 1970s; photo exists; scrapped |
| --- | H-276 | Mi-6 | Indonesian AF | d/d | 1964 | opb Skuadron 8 at Semplak (Bogor); wfu between 1968 and the early 1970s; b/u; photo exists; scrapped |
| --- | H-277 | Mi-6 | Indonesian AF | d/d | 1964 | opb Skuadron 8 at Semplak (Bogor); wfu between 1968 and the early 1970s; scrapped |
| --- | H-278 | Mi-6 | Indonesian AF | d/d | 1964 | opb Skuadron 8 at Semplak (Bogor); wfu between 1968 and the early 1970s; scrapped |
| --- | 1098 | Mi-6 | Iraqi Army Avn | | | dumped at Shaibah, seen jul03; according to a CIA intelligence bulletin 6 Mi-6s were seen at Shaibah 10dec73 |
| --- | "06" red | Mi-6 | Kazakh Air Force | ph. | 05may12 | in grey c/s; preserved in the Military Museum of the Armed Forces of Kazakhstan (6866 garrison museum) at Astana, seen may12 |
| | no code | Mi-6 | Kazakh Air Force | ph. | may14 | in fresh grey c/s; preserved in the Military Museum of the Armed Forces of Kazakhstan (6866 garrison museum) at Astana (N51.155835 E71.566319), seen may14/jul19 (was reported with code jul16, but this seems unlikely) |
| --- | "53" red | Mi-6 | Kazakh Air Force | | photo | in grey c/s |
| --- | "53" yellow | Mi-6 | Kazakh Air Force | ph. | 27sep06 | in grey c/s with a red 'lightning-bolt'; preserved on the premises of a military institute at Aktobe/Aktyubinsk (N50.28503 E57.14713), seen sep06/may22 |
| --- | RDPL-34111 | Mi-6 | Laos Government | d/d | 1985 | photo at the Plain of Jars in 1985; l/n VTE 04jan04, in camo c/s without titles |
| --- | RDPL-34112 | Mi-6 | Laos Government | d/d | 1985 | f/n VTE jan91; l/n VTE 12dec01 |
| --- | not known | Mi-6 | Pakistan Air Force | | | used for evaluation; crashed in 1969 |
| --- | "61" red | Mi-6 | Ukraine Army Avn | KHE | 22aug97 | l/n KHE 08may98 |
| --- | "62" red | Mi-6 | Ukraine Army Avn | KHE | 22aug97 | l/n KHE 30apr99 |
| --- | "70" red | Mi-6 | Ukraine Army Avn | KHE | 22aug97 | l/n KHE 30apr99 |
| --- | "78" red | Mi-6 | Ukraine Army Avn | KHE | 22aug97 | l/n KHE 30apr99 |
| --- | "85" red | Mi-6 | Ukraine Army Avn | KHE | 22aug97 | |
| --- | "93" red | Mi-6 | Ukraine Army Avn | KHE | 22aug97 | in camo c/s; l/n KHE 30apr99 |
| --- | "96" red | Mi-6 | Ukraine Army Avn | KHE | 22aug97 | l/n KHE 30apr99 |
| --- | 1980 | Mi-6A | Vietnam Air Force | d/d | 1966 ? | opb 919th ATR at Hoa Lac; photo exists |
| --- | 2003 | Mi-6A | Vietnam Air Force | d/d | 1966 ? | opb 919th ATR at Hoa Lac; on a photo apr75 |
| --- | 2007 | Mi-6A | Vietnam Air Force | d/d | 1966 ? | opb 919th ATR at Hoa Lac; photo exists |

# Mil Mi-10

A really rare sight, even in the USSR, was the Mi-10. In the Soviet civil register batch CCCP-04101 to CCCP-04173 was reserved for the Mi-10, but only CCCP-04119 to CCCP-04135 were used for Aeroflot helicopters whilst some other registrations were applied to the prototypes or allocated as call-signs to Soviet Air Force Mi-10s. Reportedly only 55 Mi-10s (among them 17 Mi-10K flying cranes) were built by Factory No. 168 at Rostov-na-Donu between 1964 and 1977.

Development of the Mi-10 (izdeliye 60) started in 1958, and as many parts as possible were adopted from the Mi-6 (among them the two D-25V engines). The helicopter was designed to carry loads too spacious to be transported inside the fuselage of the Mi-6. These were either placed on a platform between the four high struts of the Mi-10's landing gear or held directly by four hydraulic grips on the struts. The first flight took place on 15 June 1960, and joint trials were basically completed in early 1964. However, it took another three years before the major problems were overcome. The main one was the high level of vibration, and this was never really solved.

As there was a real 'missile-mania' in the late 1950s, it was planned that the Mi-10 should also become part of a so called 'missile-helicopter complex', carrying for example a 4K95 cruise missile on a 9P116 launcher. However, all these projects were shelved in the end.

The Soviet Air Force received a total of 33 Mi-10s. The helicopters were delivered in small numbers to regiments which were already equipped with the Mi-6. Among them were the Lugansk and Torzhok training centres, 239 ovp (independent helicopter regiment) at Brandis (East Germany), 51 ovp at Aleksandria (Ukraine), 181 ovp (independent helicopter regiment) at Dzhambul (Kazakhstan), 280 ovp at Kagan (Tajikistan), 112 ovp at Nerchinsk (Chita region), 825 ovp at Sredne-Byelaya (Amur region), which was redeployed to Garovka-2 (Khabarovsk region) in 1982, and regiments at Legnica (Poland) and Kobrin (Belarus).

20 Mi-10s were converted into Mi-10PP (izd. 60PP) electronic warfare helicopters by Factory No. 168 at Rostov and by 535 ARZ VVS at Konotop between 1970 and 1980. The Mi-10PP carried a 7,125 kg container designated ST-9000 "Step'" which was equipped with powerful emitters designed to create clutter on the screens of enemy radar stations. This Mi-10 version, which was shrouded in secrecy, cost 7 million rubles (as much as eight Mi-6s) and was difficult to handle and maintain. Nevertheless, it was used by most of the above-mentioned regiments. The Mi-10 was eventually withdrawn from Soviet Air Force service in 1989.

The version for civil use was the flying crane Mi-10K (izdeliye 60K), which had an extra cabin under the fuselage for seating an additional pilot, facing backwards. This enabled him to manoeuvre this giant for precision lifting of heavy and large loads. Development started in 1964, and the first Mi-10K was converted from a 'straight' Mi-10. Although its first flight took place on 6 September 1966, it took several years before the Mi-10K reached series-production status.

Aeroflot received its first Mi-10Ks in the mid-1970s. They served with the 223 lyotny otryad (flight unit) at Ukhta (Komi Autonomous Republic), the 255 lyotny otryad at Tyumen (Western Siberia) and, to a lesser degree, with a unit at Myachkovo near Moscow. In the 1990s, the 223 and 255 LO became KomiAviaTrans and TyumenAviaTrans, respectively. Several helicopters were wet-leased to Western companies as Skytech.

At the turn of the millenium, the lifespan of the Mi-10K came slowly to an end, and the first helicopters were scrapped in 2000.

## *At least three (maybe five) prototypes built by MMZ No. 329 at Moscow-Sokolniki between 1960 and 1961*

The c/n can be explained as follows: 04 for the product code (izdeliye 04), 1 for batch number 1, followed by two digits for the number in the batch.

| | | | | | | |
|---|---|---|---|---|---|---|
| 04101 | no code | Mi-10 | MAP MVZ im. Milya | f/f | 15jun60 | the first prototype; in Soviet Air Force c/s; w/o 30may61 on a flight from Kazan to Moscow when the gear-box failed, the crew attempted an emergency landing in a field near Sasovo, but during the landing run the helicopter rolled over onto its side and caught fire, 4 of the 5 crew killed |
| 04102 | no code | Mi-10 | MAP MVZ im. Milya | Tno | 09jul61 | the second prototype; in Soviet Air Force c/s; established a world record (lifted 15,103 kg to 2,200 metres) 23sep61 |
| | CCCP-04102 | Mi-10 | MAP MVZ im. Milya | Tml | 1964 | in grey/orange c/s seen LBG 18jun65 at airshow; l/n AMS 14mar66; converted in 1966 to, see next line; see c/n 8680604K |
| | CCCP-04102 | Mi-10UPL | MAP MVZ im. Milya | LGW | 11mar67 | in Aeroflot c/s; carrier of a universal field laboratory; displayed at DME 09jul67, but a photo on the internet was reportedly taken in 1968 |
| 04103 | -- | Mi-10 | MAP MVZ im. Milya | | | the static test airframe; underwent trials with the TsAGI in 1960 |

## *Reportedly 38 'straight' Mi-10s built by Factory No. 168 at Rostov-na-Donu-Severny from 1964 to 1969*

The series-production Mi-10 c/n can be explained as follows: The first digit stands for the year of manufacture (4 = 1964, 8 = 1968 and so on), then 68 which is the factory code (Factory No. 168 - not painted on civil helicopters), followed by two digits for the batch number and the final two digits for the number in the batch. The c/n suffix 'K' stands for crane (kran in Russian; introduced to differentiate the Mi-10 c/ns from the Mi-6 c/ns).

| | | | | | | |
|---|---|---|---|---|---|---|
| 4 68 01 01K | no code | Mi-10 | Soviet Air Force | f/f | 10sep64 | the first series production helicopter; see "81" red at end of the file |
| 5 68 01 02K | not known | Mi-10 | not known | mfd | jun65 | probably Soviet Air Force; this c/n is said not to be in factory documents; converted by Factory No. 329 to the Mi-10K prototype |
| | no reg | Mi-10K | MAP MVZ im. Milya | f/f | 06sep66 | the first Mi-10K prototype; in grey/orange Aeroflot c/s |
| | CCCP-29115 | Mi-10K | MAP MVZ im. Milya | rgd | 25mar67 | c/n for this and the next registration confirmed in Soviet and later Russian registers; in white/green c/s with 'Aeroflot' titles; f/n LBG 01jun67, with exhibition number 'H-241'; displayed (without exhibition number) at DME 09jul67; presented at SVO 24jan71; later repainted in standard Aeroflot c/s |
| | CCCP-06109 | Mi-10K | MAP MVZ im. Milya | rgd | 27apr89 | in Aeroflot c/s with grey cheatline and trim; f/n Khodynka 22jul89; seen without titles HEL 10jun90; l/n Lyubertsy 16aug92 |
| | RA-06109 | Mi-10K | Mi-Avia | Lyu | 24may94 | in basic Aeroflot c/s with grey cheatline and trim; canx 01jun00 as expired; preserved in the AvtoVAZ technical museum at Togliatti (N53.551821 E49.249871), seen may07/aug24 |
| 5 68 02 01K | not known | Mi-10 | Soviet Air Force | mfd | 1965 | history unknown; see the Mi-10RVK at end of the file |
| 5 68 02 02K | "02" | Mi-10 | Soviet Air Force | mfd | 1965 | opb 55 ovp at Brody in 1968/72; on photos in grey c/s |
| 6 68 03 01K | CCCP-04103 | Mi-10 | AFL/GosNII GA | toc | 23sep66 | not a Mi-10K; not on Soviet register; displayed at DME 09jul67 |
| | CCCP-04103 | Mi-10 | AFL/Central Region | trf | 24nov67 | opb Myachkovski OAO; struck off charge 08sep75 as worn out; scrapped by Novosibirski ARZ in 1978 |
| 6 68 03 02K | not known | Mi-10 | not known | mfd | 1966 | probably Soviet Air Force |
| 6 68 04 01K | not known | Mi-10 | not known | mfd | 1966 | probably Soviet Air Force |
| 6 68 04 02K | not known | Mi-10 | not known | mfd | 1966 | probably Soviet Air Force; the first Mi-10 with jettisonable doors |
| 6 68 04 03K | CCCP-04105 | Mi-10K | AFL/Central Region | toc | 15apr67 | probably converted from a Mi-10, was equipped with a main landing gear similar to that of a Mi-6; not on Soviet register; opb Myachkovski OAO; struck off charge 08sep75 due to its poor technical condition; scrapped by Novosibirski ARZ in 1978 |
| 7 68 04 04K | not known | Mi-10 | not known | mfd | 1967 | probably Soviet Air Force |
| 7 68 04 05K | not known | Mi-10 | not known | mfd | 1967 | probably Soviet Air Force |
| 7 68 05 01K | not known | Mi-10 | not known | mfd | 1967 | probably Soviet Air Force |
| 7 68 05 02K | no code | Mi-10 | Soviet Air Force | mfd | 1967 | photo in "Aviatsiya i Vremya" |
| 8 68 05 05K | no code | Mi-10GR | Soviet Air Force | mfd | 1968 | experimental version intended for tracking enemy radio transmissions; in light grey c/s; a photo was taken by the USMLM in East Germany in 1970 |
| 8 68 06 01K | "22" | Mi-10 | Soviet Air Force | mfd | 1968 | photo exists; reportedly scrapped in 1983 |
| 8 68 06 02K | not known | Mi-10 | not known | mfd | 1968 | probably Soviet Air Force |
| 8 68 06 03K | not known | Mi-10 | not known | mfd | 1968 | probably Soviet Air Force; converted by 535 ARZ at Konotop to a Mi-10PP |
| | no code | Mi-10PP | Soviet Army Avn | | photo | in "Aviatsiya i Vremya"; opb 112 ovp at Nerchinsk; dbr 16may83 on the leg from Oryol to Kustanai of a positioning flight from the ARZ at Konotop to Nerchinsk, when an engine fire was indicated the crew opted for an emergency landing, but during the landing run the helicopter rolled over onto its side, all crew escaped unhurt |
| 8 68 06 04K ? | not known | Mi-10 | Yemen Air Force | SAH | late 84 | c/n reported as 8680604, but there must be something wrong here; see next line |
| 8 68 06 04K | "44" white | Mi-10 | Soviet Air Force | mfd | nov68 | in grey c/s; underwent check trials 29nov68; wfu 1974; last flight 25dec74 (to Monino); t/t 92 hours; preserved in the Soviet/Russian Air Force museum at Monino, l/n with code sep95, seen without code sep01/12aug10; repainted aug12, l/n aug15 |
| | 'CCCP-04102' | Mi-10 | no titles | Mon | 24apr19 | repainted in grey/yellow c/s with thin black cheatline for the film "Nyebo izmeryayetsya Milyami" (The Sky is measured by Mil(e)s) sep18; preserved in these fake colours in the Russian Air Force museum at Monino (N55.833541 E38.185914), seen apr19/may14; see c/n 04102 |
| 8 68 06 05K | "10" yellow | Mi-10 | Soviet Air Force | mfd | 1969 | in grey c/s; preserved in the base museum at Torzhok (N57.050383 E35.011998) from 1984, seen aug05/jun17 |
| 9 68 07 01K | not known | Mi-10 | not known | mfd | 1969 | probably Soviet Air Force; converted to, see next line |
| | "50" blue | Mi-10PP | Soviet Air Force | ph. | sum'80 | opb 825 ovp, 4 ae at Sredne-Byelaya |
| 9 68 07 02K | not known | Mi-10 | not known | mfd | 1969 | probably Soviet Air Force |
| 9 68 07 03K | not known | Mi-10 | not known | mfd | 1969 | probably Soviet Air Force |
| 9 68 07 04K | not known | Mi-10 | not known | mfd | 1969 | probably Soviet Air Force |
| 9 68 07 05K | not known | Mi-10 | not known | mfd | 1969 | probably Soviet Air Force |
| 9 68 07 06K | not known | Mi-10 | not known | mfd | 1969 | probably Soviet Air Force |

## *'Straight' Mi-10s with doubtful c/ns include*

| | | | | | | |
|---|---|---|---|---|---|---|
| 2 68 02 01K ? | no code | Mi-10 | Soviet Air Force | | photo | in "Aviatsiya i Vremya"; year in c/n does not fit, misread ? |
| 2 68 02 01N ? | no code | Mi-10 | Soviet Air Force | | aug68 | in grey c/s displayed in Leningrad's Kirov Entertainment Park with c/n ostensibly suffixed by an H (Cyrillic N), perhaps the stencilled K was misread as an H ? |
| 8 68 08 03K ? | "68" blue | Mi-10 | Soviet Air Force | | photo | in "Aviatsiya i Vremya"; year in c/n does not fit, misread ? |

## *17 Mi-10Ks were built from 1976 to 1977 on the re-opened line*

Their construction numbers are known, but these post 1974 construction numbers have no apparent explanation. The 'K' suffix was probably dropped as there was no longer any confusion with Mi-6 construction numbers.

| | | | | | | |
|---|---|---|---|---|---|---|
| 2161 | CCCP-04119 | Mi-10K | AFL/GosNII GA | mfd | 15apr76 | rgd already 29mar78; toc 17apr76 |
| | CCCP-04119 | Mi-10K | AFL/Komi-UCT | trf | 28aug80 | in standard c/s with grey cheatline; damaged 20mar89 during sling operations when the helicopter flew too fast and the fuselage was hit by the underslung cargo; f/n IKT 03mar92; l/n IKT 06jul92 |
| | RA-04119 | Mi-10K | Aeroflot | UCT | 10jun94 | opb KomiAviaTrans |
| | RA-04119 | Mi-10K | KomiAvia | UCT | aug09 | in basic 'blue' Aeroflot c/s; wfu 13jan03; sat wfu at UCT, seen aug09/nov21 |
| 2162 | CCCP-04120 | Mi-10K | AFL/Tyumen | mfd | apr76 | rgd 15jun77; crash-landed 84 km from Noyabrsk 21dec92: during sling load operations, whilst flying at 300 ft agl, the helicopter's left engine failed followed two seconds later by the right one, the crew dropped the load and attempted an auto-rotation landing, but the helicopter touched down in a swamp sustaining substantial damage; f/n Tyumen-Plekhanovo 14may95 derelict; was reported for TyumenAviaTrans; canx 26dec95 |
| 2163 | CCCP-04121 | Mi-10K | AFL/Tyumen | mfd | 28apr76 | rgd 15jun77; initially in 'blue' c/s; later with grey cheatline and trim; f/n Novosibirsk-Severny 01jul92 |
| | RA-04121 | Mi-10K | TyumenAviaTrans | Tjp | 15aug99 | in basic Aeroflot c/s; l/n Tyumen-Plekhanovo 09jul04; canx 02feb09 |
| | RA-04121 | Mi-10K | Rostvertol | Ror | 02jul09 | in white c/s with blue tail and 'Russian flag' cheatline, with large '1971-1976' titles and a small 'UTair' logo; preserved in these fake colours in the museum of Rostvertol, seen jul09/jul14 |
| 2264 | CCCP-04122 | Mi-10K | AFL/Tyumen | mfd | 28apr76 | toc 01may76; rgd 15jun77; opb 255 LO 1-go Tyumenskogo OAO; l/n Tyumen-Plekhanovo 14may95 |
| | RA-04122 | Mi-10K | TyumenAviaTrans | ph. | 1996 | at Vladimir-Semyazino; struck off charge 01jun00 as life-time expired; sat wfu at Tyumen-Plekhanovo, seen jul00/sep19 |
| 2265 | CCCP-04123 | Mi-10K | AFL/Tyumen | mfd | 29apr76 | rgd 15jun77; opb 255 LO 1-go Tyumenskogo OAO; f/n Novosibirsk-Severny 21apr93 |
| | RA-04123 | Mi-10K | TyumenAviaTrans | Tjp | 15aug99 | l/n Tyumen-Plekhanovo 26aug03 |
| | RA-04123 | Mi-10K | UTair | rgd | 08apr04 | initially in white/grey c/s; f/n Tyumen-Plekhanovo 09jul04; new CofR issued 26oct07; l/n in its old c/s Tyumen-Plekhanovo 02dec07; repainted in yellow/black/orange c/s; f/n as such Tyumen-Plekhanovo 23aug08, operational; t/t 11,812 hours and 7,246 cycles by 01jan10; CofA expired 27apr10; sat wfu at Tyumen-Plekhanovo, l/n may19/aug24; was finally canx between 13sep17 and 24oct17 |
| 2266 | CCCP-04124 | Mi-10K | AFL/Komi | mfd | 29mar76 | toc 11may76; rgd 16jun77; opb Ukhtinkski OAO; f/n Ukhta 1982; seen BRU 07feb92; received additional 'Heli Europe' titles later |
| | RA-04124 | Mi-10K | Aeroflot | UCT | 10jun94 | |
| | RA-04124 | Mi-10K | KomiAviaTrans | trf | 25apr95 | still in full 'blue' Aeroflot c/s including titles; t/t 9,165 hours and 10,383 cycles by 01jul09; CofA expired 13mar03; sat wfu at UCT from 2003, seen aug09/jun20; canx between 10mar17 and 05may17 |
| 2268 | CCCP-04125 | Mi-10K | AFL/Komi | mfd | may77 | rgd 16jun77; operated in East Germany apr/aug89 |
| | RA-04125 | Mi-10K | Aeroflot | UCT | 10jun94 | trf to KomiAviaTrans 25apr95; canx 23apr97 |
| 2269 | CCCP-04126 | Mi-10K | AFL/Tyumen | mfd | 15jul76 | rgd 15jun77 |
| | RA-04126 | Mi-10K | Aeroflot | Ovn | 12jul93 | |
| | RA-04126 | Mi-10K | TyumenAviaTrans | Tjp | 14may95 | in white/grey c/s; struck off charge 01jun00 as life-time expired; t/t 11,358 hours and 6,981 cycles; sat wfu at Tyumen-Plekhanovo, seen jul04/sep19 |
| 2290 | CCCP-04127 | Mi-10K | MRP NPO "Vzlyot" | f/f | 19jun76 | rgd 19jul77; current on register 19oct94 |
| | RA-04127 | Mi-10K | no titles | ph. | 1995 | taken off-airport near Zaporozhye |

| | | | | | | |
|---|---|---|---|---|---|---|
| | RA-04127 | Mi-10K | NPO "Vzlyot" | rgd | 25dec96 | "Vzlyot" is a division of NPO GosNII "Aeronavigatsiya"; in basic Aeroflot c/s with grey cheatline and 'Vzlyot' titles, l/n as such Khodinka feb04, active; received new rotor blades from the Mi-6 spare parts stock of 325 ovp at Yegorlykskaya 23dec00; stored at Solntsevo without rotors aug04/jul06, titles removed; first engine-run after repair 20jul06; seen flying at Istra 13dec06; CofA expired 19jul07; l/n Solntsevo 03aug08 |
| | RA-04127 | Mi-10K | RK ZAO | rgd | 27mar09 | in basic Aeroflot c/s with grey cheatline, no titles; stored at Solntsevo, seen oct11/jul15; offered for sale 04apr12 and sold to Albatros Aero in 2015; transported on a flat-bed trailer from Solntsevo to Vorotynsk-Oreshkovo 31jan16 and seen stored there 07feb16/mar16; seen at Kaluga-Oreshkovo being worked on apr16/aug20, but stored again (at N54.469630 E36.061863) may21/jul24 |
| 2292 | CCCP-04128 | Mi-10K | AFL/Tyumen | mfd | 15jun76 | toc 03sep76; rgd 15jun77; in 'blue' c/s; opb 255 LO 1-go Tyumenskogo OAO; seconded to 2-i Sverdlovski OAO for fire-fighting 18jul77; dbr 20mar89 when the engines started to vibrate and the helicopter made a forced landing in frozen swampy terrain near Khanty-Mansisk; struck off charge 05sep89 |
| 2293 | CCCP-04129 | Mi-10K | AFL/Central Region | mfd | 26jun76 | toc 08sep76; rgd 15jun77; opb Myachkovski OAO |
| | CCCP-04129 | Mi-10K | AFL/Tyumen | trf | 25oct77 | opb 255 LO 1-go Tyumenskogo OAO; |
| | RA-04129 | Mi-10K | TyumenAviaTrans | OVB | jun96 | in basic Aeroflot c/s with grey cheatline, no titles; struck off charge 01jun00 as life-time expired; sat wfu at Novosibirsk-Severny, seen jun03/feb15, later at Oreshkovo, seen aug19/jun20 and later at Tyumen-Plekhanovo, seen jun22 |
| 2294 | CCCP-04130 | Mi-10K | AFL/Komi-UCT | toc | 01oct76 | rgd 16jun77; opb Ukhtinski OAO |
| | RA-04130 | Mi-10K | Aeroflot/Skytech | AOT | 13sep92 | leased from KomiAviaTrans; based at Ostend; in standard c/s but with grey cheatline, additional 'Ukhta' titles below the cockpit; carried additional 'Skytech' titles in 1995; seen as such in Germany 26oct95, flying; l/n intact OST may97; gear and rotors removed by nov98; sat derelict at OST, seen jan99/sep99; scrapped |
| 2295 | CCCP-04131 | Mi-10K | AFL/Central Region | mfd | 11sep76 | toc 27nov76; rgd 15jun77; opb Myachkovski OAO |
| | CCCP-04131 | Mi-10K | AFL/Tyumen | trf | 28oct77 | opb 255 LO 1-go Tyumenskogo OAO; w/o 21apr89 on the leg from the R-565 drilling site to the R-30 "Aprelevskaya" drilling site of a flight from Potymets to the R-30 "Aprelevskaya" drilling site, carrying an external cargo (a pre-fabricated house), when the cargo started to disintegrate and parts hit the tail rotor which detached, the helicopter went out of control and came down in a snow-covered swamp 143 km north-west of Khanty-Mansisk airport (N62°11' E67°54'), 3 of the 5 crew killed and the other 2 plus 1 of the 2 passengers (slingers) injured; t/t 7,758 hours and 4,434 cycles; struck off charge 26may89 |
| 2296 | CCCP-04132 | Mi-10K | AFL/Tyumen | mfd | 15sep76 | rgd 08aug77; in 'blue' c/s; opb 255 LO 1-go Tyumenskogo OAO; operated in East Germany 20sep79/25oct79 |
| | RA-04132 | Mi-10K | TyumenAviaTrans | rgd | 26feb96 | f/n Tyumen-Plekhanovo 15aug99; struck off charge 01jun00; CofA expired 25nov00; sat wfu at Tyumen-Plekhanovo, seen jul04/sep19; canx between 13sep17 and 24oct17 |
| 2297 | CCCP-04133 | Mi-10K | AFL/Tyumen-Tjp | mfd | 10sep76 | opb 255 LO 1-go Tyumenskogo OAO; rgd 08aug77; w/o 12apr78 on the leg from Antipino to a building site near Medvedchikova on the left bank of the Irtysh river with an external cargo (4 pipes) of a flight from Tyumen-Plekhanovo to Tobolsk when encountered below-minima weather conditions (a snow flurry) 27 km north-west of Tobolsk airport so that the crew lost orientation and the external load began to oscillate due to pilot error, the crew dropped the pipes (they destroyed a wooden hut), but the helicopter went out of control (the pilot did not have visual contact with the ground), entered a downward spiral, crashed in swampy terrain at N58°22'26" E68°15'30" and caught fire, 5 of the 6 crew and all 3 passengers (technicians) killed and the sole survivor seriously injured; t/t 293 hours 30 minutes and 240 cycles; canx 23may79 |
| 2298 | CCCP-04134 | Mi-10K | AFL/Tyumen | mfd | 28sep76 | toc 11jul77; rgd 08aug77; opb 255 LO 1-go Tyumenskogo OAO |
| | RA-04134 | Mi-10K | TyumenAviaTrans | Tjp | 14may95 | new CofR issued 22dec95; struck off charge 01jun00; CofA expired 28jul00; sat wfu at Tyumen-Plekhanovo, seen jul04/sep19; canx between 13sep17 and 24oct17 |
| 2299 | CCCP-04135 | Mi-10K | AFL/Komi-UCT | mfd | sep76 | the last Mi-10 built; toc 20jul77; rgd 11aug77; opb Ukhtinski OAO; operated in East Germany mar88/jul88 |
| | RA-04135 | Mi-10K | Aeroflot | UCT | 10jun94 | trf 25apr95 to KomiAviaTrans; struck off charge 23apr97 as life-time expired; sat wfu at Ukhta, l/n 2000; scrapped |

## ***Mi-10 with unknown c/ns include***

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | "85" | Mi-10 | Soviet Air Force | | photo | the code was probably red; opb 280 ovp at Kagan; in grey c/s; on a photo at Kagan |
| --- | "104" | Mi-10 | Soviet Air Force | | photo | the code was probably red; opb 280 ovp at Kagan; in grey c/s; on a photo at Kagan |
| --- | N16556 | Mi-10 | Petroleum Helic. | ARA | feb67 | must have been a very early Mi-10, perhaps one of the first 7 or so to have been built; sold to a Dutch company in 1966 which resold it for $ 2 million to Petroleum Helicopters Inc. in 1967; was possibly only allocated on the US register under the experimental/homebuilt system and the paperwork was never fully completed despite flying; delivered to New Iberia where it underwent 170-hour trials in the Lafayette area; in beige c/s with black cheatline and large 'PHi' titles; was used for servicing the company's drilling rigs in Bolivia from 1968; left New Iberia 28jan70 for a ferry flight to Ecuador, but became stranded in Colombia with fuel control problems; eventually was to be ferried back to Alaska, but en-route developed a transmission problem in Panama; never moved again, was parted out and the fuselage became a dwelling for several families at Panama City ARA-New Iberia, USA; the registration N16556 was officially an Aeronca C-3 prior to the late 1960s before becoming a Piper Pa-28 feb73 |

## ***Pilots report***

I was one of the pilots that flew the Mil-10 for PHI. It was brought into the USA in boxes and put together in a large hangar at New Iberia airport. Inside the hangar were representatives from Sikorsky, Pratt&Whitney, GE, etc. etc.
The helicopter was test flown around the Lafayette area using a BH-204 as a chase aircraft.
It was to be sold to an overseas operator, and the big PHI letters on the side were painted over, but at the last minute the deal fell apart. PHI was repainted on the Mil-10.
PHI got a contract in Ecuador with Texaco to use the Mil-10 to haul bulldozers and trucks into the Andes where they were building a pipeline across the mountains to the Pacific coast. The helicopter left New Iberia on Jan. 28, 1970, along with two BH-205's, for the ferry flight to Ecuador.
At some fuel stops in Mexico, jet A was trucked in using 55 gal. drums, days in advance, just to refuel the Mil-10. When the helicopter got to Columbia, there was a problem with the fuel control on the APU Without the APU, it was impossible to start the main engines. We tried using start carts from the airlines, but no luck. After sitting in Columbia for several months, a new fuel control arrived from eastern Europe, and by then, Texaco decided they didn't need the Mil-10. So PHI elected to take it to Alaska, where the pipeline project was just starting.
On the first ferry flight leg back north, laning in Panama, the main transmission developed a crack and leak. The helicopter was parted out and sold to various companies. Rotor blades went to Sikorsky, engines went to GE, etc. The fuselage was scrap and parked behind a hangar.
I was in Panama several years later and went over to the big yellow fuselage and found several families living inside.

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | "09" red | Mi-10 | Soviet Air Force | ph. | 1970s | opb 3 ve 51 ovp at Alexandriya |
| --- | "40" | Mi-10 | Soviet Air Force | | | opb 332 ovp at Pribylovo until 1974 (did not return from overhaul at Konotop in 1974) |
| --- | "52" blue | Mi-10 | Soviet Air Force | | photo | opb 4 ae 825 ovp at Sredne-Byelaya (relocated to Khabarovsk-Garovka in 1982); in grey c/s |
| --- | "70" red | Mi-10 | Soviet Air Force | | | opb 1 ve 181 ovp at Kunduz in 1980/81 |
| --- | "70" red | Mi-10 | Soviet Air Force | Ovn | 01jul92 | in light grey c/s; sat dismantled (without tailboom) at Novosibirsk-Severny, seen jul92/jun93 |
| 7 68 0. ..K | "72" red | Mi-10PP | Soviet Air Force | | photo | opb 1 ve 181 ovp at Kunduz in 1980; carried a red stripe behing the Red Star on the rear fuselage; w/o 20jul80 on a flight from Kunduz to Meimene (Afghanistan), transporting a MAZ-500TZ fuel truck on the cargo platform, when one engine failed near Pul-i-Khumri, the cargo platform was dropped, but the emergency landing failed, the helicopter nosed over, caught fire and burnt out, all 4 crew members (pilot: Captain Kuznetsov) and the sole passenger (the truck's driver) were killed |
| --- | "72" red | Mi-10 | Soviet Air Force | Ovn | 01jul92 | in light grey c/s; sat dismantled (without tailboom) at Novosibirsk-Severny, seen jul92/jun93 |
| --- | "73" red | Mi-10PP | Soviet Air Force | Kob | 1976 | opb 65 ovp at Kobrin |
| --- | "73" red | Mi-10 | Soviet Air Force | no | reports | opb 1 ve 181 ovp at Kunduz in 1980/81; possibly the one from 65 ovp |
| --- | "74" red | Mi-10 | Soviet Air Force | no | reports | opb 1 ve 181 ovp at Kunduz in 1980/81 |
| --- | "77" red | Mi-10PP | Soviet Air Force | | photo | opb 51 ovp at Aleksandriya; in grey c/s |
| --- | "81" red | Mi-10 | Soviet Air Force | Ovn | 01jul92 | in light grey c/s; sat dismantled (without tailboom) at Novosibirsk-Severny, seen jul92/jun93 |
| --- | "81" red | Mi-10R | MAP MVZ im. Milya | f/f | 14jan65 | on a black and white photos in civilian (probably blue/white) c/s, but with Red Stars; other photos show a grey c/s with orange cheatlines and Red Stars; a modified record-breaking example with D-25V engines and a short tricycle landing gear borrowed from the Mi-6; lifted 25,105 kg to a height of 2,840 metres 28may65 (world record); type given in FAI records as Mi-10K (the prototype of the 'true' Mi-10K did not fly until sep66); based upon evidence to date and the fact that the second serial helicopter was not manufactured until jun65 according to the Soviet and Russian registers, suggests c/n 4680101K was the example converted for these record breaking attempts |
| --- | "81" yellow | Mi-10 | Soviet Air Force | Nyi | 1973 | opb 396 ovp at Kalocsa from about 1971 to about 1978 |
| --- | "99" red | Mi-10 | Soviet Air Force | ph. | 1970s | opb 239 ovp at Brandis until 1972; in grey c/s |
| --- | "101" red | Mi-10 | Soviet Air Force | | photo | in grey c/s |
| --- | "102" red | Mi-10PP | Soviet Air Force | | photo | at Orenburg; in grey c/s with a red stripe on the rear fuselage |
| --- | "104" red | Mi-10PP | Soviet Air Force | | photo | in grey c/s with a red stripe on the rear fuselage |
| --- | "104" red | Mi-10 | Soviet Air Force | Ovn | 01jul92 | in light grey c/s; sat dismantled (without tailboom) at Novosibirsk-Severny, seen jul92/jun93 |
| --- | not known | Mi-10PP | Soviet Air Force | | | opb 825 ovp at Khabarovsk-Garovka; in grey c/s with a red stripe on the rear fuselage; was preserved at Khabarovsk-Garovka from 1986, l/n 1992 |
| --- | no code | Mi-10RVK | Soviet Air Force | | photo | in "Aviatsiya i Vremya"; 'missile-helicopter complex' 9K74 with a 4K95 (S-5V) cruise missile on a 9P116 launcher; the only one built of this version; underwent trials in 1965; a decree was issued 11nov65 to terminate the project; see c/n 5680201K for which the the history is unknown |

# Mil V-12

The V-12 (izdeliye 65) was by far the largest rotorcraft ever built. It would have got the designation Mi-12 if it had entered series production; the V stood for vertolyot, helicopter, a common prototype designation for Mil helicopters.
First design studies were started by Mil's OKB-329 in 1959, and the development of a helicopter with a cargo bay of the same size as that of the An-22 (28.1 by 4.4 by 4.4 metres) was officially ordered by a decree of the Central Committee of the CPSU and the Soviet Council of Ministers issued on 3 May 1962. This heavy-lift helicopter was to be part of a complex for the transportation of ICBMs like the 8K67, the 8K75 and the 8K82. The missiles were to be airlifted by an An-22 to an airfield close to the missile field and then by a Mi-12 to the dispersal site. Apart from missiles, 80 other items of military equipment with a weight of up to 25 tonnes, as the T-54 main battle tank, the PT-76 amphibious tank, the SU-100 self-propelled gun or armoured personnel carriers - were to be transported.
The V-12 was powered by four Solovyov D-25VF turboshaft engines driving two rotors with a diametre of 35 metres each. To speed up development, engines, gear box and rotor were adopted from the Mi-6, their number was just doubled (Mi-6 x 2 = Mi-12). A full-scale mock-up was built by Mil's prototype factory MVZ (Factory No. 329) at Tomilino in late 1965 and eventually approved by the mock-up commission in April 1966. Afterwards the MVZ started construction of the first prototype which was rolled out in June 1967. A first hovering on 27 June was terminated by an impact with the ground causing damage to the main landing gear. The helicopter was repaired, and tests continued in December 1967. The first 'real' flight took place on 10 July 1968, and in autumn that year the V-12 was handed over to the LII for joint state trials. They were completed successfully, and the V-12 established seven world records in the process, one of them by lifting 40,204.5 kg to an altitude of 2,255 metres on 6 August 1969, a record which has not been broken until today. In May/June 1971, the first prototype was presented at the Le Bourget Air Show.
A second prototype was built in 1972, but it was not able to make its maiden flight until 28 March 1973 as the engines were delivered with much delay. Western reports that a V-12 crashed in 1969 cannot be confirmed.
The State Commission recommended the V-12 for series production in October 1970. This task had been assigned to Factory No. 292 at Saratov, and preparations for that had started way back in April 1965. A pre-production batch of five Mi-12s was to be built for military trials, but they were never completed as the programme was cancelled before that. There are several reasons for this termination, one of them being a changed attitude of the Soviet military towards mobile missile complexes. Instead of airlifting them by helicopter, priority was given to less costly rail- and road-mobile complexes. Apart from that, some of the missiles the V-12 had been built for turned out to be rather unsuccessful and were not fielded. Another reason for the cancellation was the prolonged development of the helicopter. All this resulted in the Soviet Air Force not accepting the second prototype for joint trials in 1974, and this meant the end for the programme. Both prototypes have been preserved. By the way, none of them was ever on the Soviet register.
There had been plans to build an even larger helicopter, the V-16, which was to transport a payload of 50 tonnes. This project was stopped at an early stage, however, and replaced by the Mi-12M. This modernised Mi-12 was to be powered by two 20,000 hp Solovyov D-30V turboshafts driving two six-blade rotors and should have lifted up to 40 tonnes of cargo A mock-up was under construction when the project was cancelled together with the Mi-12 programme.
3 V-12 prototypes built by MVZ im. Milya (Factory No. 329) at Tomilino between 1967 and 1972

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | -- | V-12 | MAP MVZ im. Milya | | | static test airframe |
| --- | CCCP-21142 | V-12 | MAP MVZ im. Milya | r/o | jun67 | the first prototype; in Aeroflot c/s; construction started in spring 1966; first hovering 27jun67 terminated by an impact with the ground, causing damage to the landing gear; repaired, trials continued dec67; f/f 10jul68; handed over to the LII for joint state trials in autumn 1968; established 7 world records feb69 and 06aug69; f/n CPH 25may71, with exhibition number 'H-833' for the Paris Air Show; stored inside MVZ im. Milya at Tomilino (N55.666966 E37.932216), exhibition number 'H-833' still visible although faded, seen aug03/jul18 |
| --- | not known | V-12 | MAP MVZ im. Milya | mfd | 1972 | the second prototype; in 'blue' Aeroflot c/s; f/f 28mar73; not accepted by the Soviet Air Force for joint trials in 1974; was preserved without registration in the Soviet Air Force museum at Monino from aug75, l/n aug10 |
| | 'CCCP-21142' | V-12 | MAP MVZ im. Milya | Mon | 12aug12 | repainted in white c/s with green cheatline and 'Aeroflot' titles aug12; preserved in these fake colours with fake registration in the Russian Air Force museum at Monino (N55.83259 E38.18112), seen aug12/jun24 |

# Mil Mi-14

The Mi-14 was built by KVZ at Kazan, but on the different assembly line than the Mi-8, using separate construction numbers. The first two digits of the c/n seem to denote the version (74 - Mi-14BT, 75 - Mi-14PS, 78 - Mi-14PL), the other three digits are obviously a sequential number as used in other c/n systems at that time. Export numbers start with a combination of either a letter and a digit or two digits.

## 6 V-14 prototypes converted from Mi-8T by MVZ im. Milya (Factory No. 329) at Tomilino between 1967 and 1971

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|---|---|---|---|---|---|---|
| --- | CCCP-11051 | V-14 | MAP MVZ im. Milya | f/f | 01aug67 | first prototype, converted from Mi-8T c/n 1028; initially powered by TV2-117 turboshafts; in Aeroflot c/s; underwent state trials at Moscow and Fedosiya in 1968; upgraded with TV3-117M turboshafts in 1969 |
| --- | no code | V-14 | GK NII VVS | | photo | second prototype, converted from Mi-8T c/n 0412 in late 1967; in grey/white c/s with Red Stars; dbr during state trials in early 1968 when suffered problems with the fuel system, force-landed in a field in the Kaluga region and overturned |
| --- | not known | V-14 | GK NII VVS | no | reports | third prototype, converted from Mi-8T c/n 0512 in late 1967 |
| --- | not known | V-14 | | no | reports | fourth prototype, converted from Mi-8T c/n 1945 in 1969 as a replacement for 0412 |
| --- | not known | V-14 | | no | reports | reportedly converted from Mi-8T c/n 1837 in 1971 |
| --- | not known | V-14 | | no | reports | reportedly converted from Mi-8T c/n 1084 (!) in 1971 |

## 273 Mi-14 built by KVZ (former Factory No. 387) at Kazan between 1973 and 1986

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|---|---|---|---|---|---|---|
| 61 075 | not known | Mi-14PL | Soviet Navy | mfd | 22nov74 | probably opb 872 oplvp at Saki-Novofyodorovka; probably trf to the Ukrainian Navy in 1991 |
| 61 220 | not known | Mi-14PL | Soviet Navy | mfd | 31mar75 | probably opb 872 oplvp at Saki-Novofyodorovka; probably trf to the Ukrainian Navy in 1991 |
| 61 256 | not known | Mi-14PL | Soviet Navy | mfd | 30sep75 | probably opb 872 oplvp at Saki-Novofyodorovka; probably trf to the Ukrainian Navy in 1991 |
| 61 265 | not known | Mi-14PL | Soviet Navy | mfd | 28feb76 | probably opb 872 oplvp at Saki-Novofyodorovka; probably trf to the Ukrainian Navy in 1991 |
| 61 401 | not known | Mi-14PL | Soviet Navy | mfd | 30mar76 | probably opb 872 oplvp at Saki-Novofyodorovka; probably trf to the Ukrainian Navy in 1991 |
| 61 405 | "54" red | Mi-14PL | Ukrainian Navy | IEV | 20aug08 | c/n checked sep10; opb 555 mvp at Ochakiv; in light grey c/s with light blue underside; preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405321 E30.462436), seen aug08/oct21 |
| 61 435 | "02" yellow | Mi-14PL | Soviet Navy | mfd | 08jul76 | opb 1 ve 830 okplvp at Safonovo |
| 61 441 | "03" yellow | Mi-14PL | Soviet Navy | mfd | 04aug76 | opb 1 ve 830 okplvp at Safonovo; in light grey c/s with light blue underside; photo exists |
| 61 448 | "04" yellow | Mi-14PL | Soviet Navy | mfd | 31aug76 | opb 1 ve 830 okplvp at Safonovo |
| 61 455 | "05" yellow | Mi-14PL | Soviet Navy | mfd | 31aug76 | opb 1 ve 830 okplvp at Safonovo |
| 61 462 | "06" yellow | Mi-14PL | Soviet Navy | mfd | 30oct76 | opb 1 ve 830 okplvp at Safonovo |
| 61 470 | "07" yellow | Mi-14PL | Soviet Navy | mfd | 30sep76 | opb 1 ve 830 okplvp at Safonovo; in light grey c/s with light blue underside; photo exists |
| 61 480 | "08" yellow | Mi-14PL | Soviet Navy | mfd | 31oct76 | opb 1 ve 830 okplvp at Safonovo |
| 61 581 | "09" yellow | Mi-14PL | Soviet Navy | mfd | 30nov76 | opb 1 ve 830 okplvp at Safonovo |
| 61 595 | "11" yellow | Mi-14PL | Soviet Navy | mfd | 28dec76 | opb 1 ve 830 okplvp at Safonovo |
| 61 610 | "12" yellow | Mi-14PL | Soviet Navy | mfd | 28dec76 | opb 1 ve 830 okplvp at Safonovo |
| 61 649 | "15" yellow | Mi-14PL | Soviet Navy | mfd | 28dec76 | opb 1 ve 830 okplvp at Safonovo |
| 61 680 | "01" yellow | Mi-14PL | Soviet Navy | mfd | 28dec76 | opb 1 ve 830 okplvp at Safonovo |
| 74 001 | "24" yellow | Mi-14BT | Soviet Navy | mfd | 08jun79 | tie-up of code not confirmed; opb 2 ve 830 okplvp at Safonovo |
| | "60" red | Mi-14BT | Russian Navy | r/r | 1993 | opb 830 okplvp at Severomorsk-1 |
| 74 002 | "25" yellow | Mi-14BT | Soviet Navy | mfd | 23dec79 | tie-up of code not confirmed; opb 2 ve 830 okplvp at Safonovo |
| | "61" red | Mi-14BT | Russian Navy | r/r | 1993 | opb 830 okplvp at Severomorsk-1; in light grey c/s with light blue underside; f/n Safonovo-1 aug96 |
| 74 003 | not known | Mi-14BT | Russian Navy | mfd | 1979 | opb 396 okplve at Donskoye; last overhaul completed 19jan87; probably wfu in 1999; offered for sale by Russian privatisation agency 11jul06 with t/t 1,343 hours; sold to I.V. Maslov 14may07 |
| 74 011 | not known | Mi-14BT | Soviet Navy | mfd | 21jan80 | probably opb 872 oplvp at Saki-Novofyodorovka |
| 74 012 | not known | Mi-14BT | Soviet Navy | no | reports | opb 396 okplve at Donskoye; imported into Ukraine 02nov99; converted by Alfa at Sevastopol into a Mi-14PZh/Mi-14PG; fate unknown (possibly the one which went to Pakistan) |
| 74 015 | "26" yellow | Mi-14BT | Soviet Navy | mfd | 14feb80 | tie-up of code not confirmed; opb 2 ve 830 okplvp at Safonovo |
| | "62" red | Mi-14BT | Russian Navy | r/r | 1993 | opb 830 okplvp at Severomorsk-1; offered for sale by Russian privatisation agency 18mar97; converted in 1997 to, see next line |
| | not known | Mi-14PZh | not known | no | reports | data from Ukrainian customs data base in mid-2000s |
| | not known | Mi-14GP | Veles | no | reports | data from the Data Sheet to the Mi-14GP Supplemental Type Certificate issued 15may13 |
| 74 032 | "27" yellow | Mi-14BT | Soviet Navy | mfd | 30sep80 | tie-up of code not confirmed; opb 2 ve 830 okplvp at Safonovo |
| | "63" red | Mi-14BT | Russian Navy | r/r | 1993 | opb 830 okplvp at Severomorsk-1 |
| 74 035 | not known | Mi-14BT | Soviet Navy | mfd | 20nov80 | |
| | not known | Mi-14BT | Russian Navy | no | reports | opb 396 okplve at Donskoye; imported into Ukraine 02nov99; converted by Alfa at Sevastopol in 2002 to, see next line |
| | UR-CBE | Mi-14PZh | Alfa | rgd | 17sep02 | water bomber; in orange/light blue c/s with blue/yellow/blue cheatline, no titles |
| | UR-CBE | Mi-14PZh | Passat | Sef | 24jul05 | in register with the old rgd; based at Sevastopol; in the same c/s as above, no titles, only 'Passat' logo; l/n Sevastopol-Yukharina Balka 17aug08; canx 01oct08, but obviously restored as canx again 18jan10; seen in Sevastopolski ARZ 23mar10 in bare metal |
| | EX-08002 | Mi-14GP | Airfreight Avn | rgd | 28dec09 | cargo/passenger version (GP stands for gruzovoi-passazhirski); in all-white c/s, no titles; seen in Sevastopolski ARZ 08jul10/28aug10; seen UKS sep10 with 'Airfreight Aviation Ltd.' titles; left Ukraine after overhaul 30nov10, in customs documents still as a Mi-14PZh; based at Sharjah (UAE); canx between oct13 and apr17 |
| 74 036 | not known | Mi-14BT | Soviet Navy | mfd | 1980 | |

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|---|---|---|---|---|---|---|
| | not known | Mi-14BT | Russian Navy | no | reports | opb 396 okplve at Donskoye; imported into Ukraine 02nov99; converted by Alfa at Sevastopol to, see next line |
| | UR-BYE | Mi-14PZh | Alfa | no | reports | water bomber; in orange c/s with blue/yellow/blue cheatline and light blue underside, probably no titles; based at Sevastopol; opf Emergency Situations Ministry of Ukraine (MNS Ukrayiny) in 1999/2001 |
| | UR-BYE | Mi-14PZh | Passat-Parallaks | IEV | 27may03 | in the same c/s as above, with titles; chartered in 2001; l/n IEV oct04 |
| | UR-BYE | Mi-14PZh | Alfa | | | probably no titles; chartered by Turkey in 2001/02 |
| | UR-BYE | Mi-14PZh | Güneydogu | ESB | 16jul05 | chartered by Turkey for the 'forest-fire season'; returned to Ukraine in autumn 2005 |
| | UR-BYE | Mi-14PZh | Veles Aviation | ADB | 08jul06 | initially no titles; l/n as such IEV 05jul07; f/n with 'Veles' titles IEV 17nov07 |
| | UR-BYE | Mi-14PZh | Comoros AND | ph. | 29mar08 | Comoros National Army of Development (AND); in orange c/s with light blue underside, no titles; registration painted on as just 'BYE'; seen with AND soldiers disembarking at Anjouan island 29mar08; sat wfu (with all markings painted out) at HAH, seen mar18 |
| 74 038 | not known | Mi-14BT | Soviet Navy | mfd | 21nov80 | probably opb 872 oplvp at Saki-Novofyodorovka |
| 74 083 | not known | Mi-14BT | Soviet Navy | mfd | 1982 | |
| | "53" red | Mi-14BT | Ukrainian Navy | IEV | 10jun06 | preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405222 E30.462502), seen jun06/oct21 |
| 74 121 | "28" yellow | Mi-14BT | Soviet Navy | mfd | 30mar83 | tie-up of code not confirmed; opb 2 ve 830 okplvp at Safonovo |
| | "64" red | Mi-14BT | Russian Navy | r/r | 1993 | opb 2 ve 830 okplvp at Severomorsk-1 |
| | 4K-AZ5 | Mi-14 | Azerbaijan | | | reported in fleet list nov96 |
| | not known | Mi-14PZh | not known | no | reports | data from Ukrainian customs data base in mid-2000s |
| | not known | Mi-14GP | Veles | no | reports | data from the Data Sheet to the Mi-14GP Supplemental Type Certificate issued 15may13 |
| 74 122 | not known | Mi-14BT | Russian Navy | mfd | 1983 | opb 872 oplvp at Kacha; offered for sale by Russian privatisation agency 10nov00 |
| 74 126 | "29" yellow | Mi-14BT | Soviet Navy | mfd | 31mar83 | tie-up of code not confirmed; opb 2 ve 830 okplvp at Safonovo |
| | "65" red | Mi-14BT | Russian Navy | r/r | 1993 | opb 830 okplvp at Severomorsk-1 |
| 74 181 | not known | Mi-14BT | Russian Navy | mfd | 1985 | opb 396 okplve at Donskoye; offered for sale by Russian privatisation agency dec05/sep06 with t/t 827 hours; sold to I.V. Maslov 14may07 |
| 75 001 | not known | Mi-14PS | Soviet Air Force | no | reports | probably operated by a cosmonaut recovery unit |
| | not known | Mi-14PS | Kazakh Air Force | no | reports | trf to Kazarnaulyeksport 11jun01 for sale as surplus equipment |
| 75 002 | not known | Mi-14PS | Soviet Air Force | no | reports | probably operated by a cosmonaut recovery unit |
| | "02" red | Mi-14PS | Kazakh Air Force | BXJ | 10jul19 | in grey c/s with blue underside and red 'lightning bolt'; trf to Kazarnaulyeksport 11jun01 for sale as surplus equipment; sat wfu (in faded colours) at Boroldai, seen 08jul19/05aug24, c/n checked |
| 75 003 | "18" yellow | Mi-14PS | Soviet Navy | mfd | 08jun79 | opb 2 ve 830 okplvp at Safonovo |
| | "54" red | Mi-14PS | Russian Navy | r/r | 1993 | opb 830 okplvp at Severomorsk-1 |
| | "0." white | Mi-14PS | Georgian AF | | | either "07" white or "08" white, see there |
| 75 017 | not known | Mi-14PS | Soviet Navy | mfd | 1990 | converted to, see next line |
| | no reg | Mi-14PS | Konvers Avia | OSF | 19aug07 | in full c/s including titles, registration painted out; stored at OSF, seen aug07 |
| | not known | Mi-14PZh | not known | no | reports | was with Sevastopolski ARZ by 01jul12, owned by Ukrinmash by then; according to the Ukrainian customs data base arrived in Ukraine 16nov12 and again 14nov13 (from LAVVIP of Rostov-na-Donu) |
| 75 018 | "19" yellow | Mi-14PS | Soviet Navy | mfd | 31aug79 | opb 2 ve 830 okplvp at Safonovo |
| | "55" red | Mi-14PS | Russian Navy | r/r | 1993 | initially opb 830 okplvp at Severomorsk-1; later opb 872 oplvp at Kacha; offered for sale by the Russian privatisation agency 10nov00 |
| 75 023 | "08" red | Mi-14PS | Soviet Navy | mfd | sep79 | based at Novonezhino |
| | "5." red | Mi-14PS | Russian Navy | no | reports | opb 355 osae at Mai-Gatka from around 1991 and later at Kamenny Ruchei; wfu in late 1990s; offered for sale by Russian privatisation agency 30nov98, was at 322 ARZ at VVO at that time |
| | RF-20445 | Mi-14PS | Pacific Sky | VVO | 28jan12 | based at Starodubskoye near Yuzhnoye (Sakhalin), probably opb ROSTO; in white c/s with turquoise underside and trim; was to be overhauled by 322 ARZ at VVO, but the owner disappeared; stored at VVO from around 2009, l/n feb12 |
| 75 026 | not known | Mi-14PS | Soviet Navy | mfd | 30jan80 | last overhaul completed 27oct88; mission equipment removed; offered for sale on internet by Arsenal in 2005 with t/t 1,229 hours |
| 75 066 | not known | Mi-14PS | Soviet Navy | mfd | 30jan81 | opb 2 ve 830 okplvp at Safonovo |
| | "0." white | Mi-14PS | Georgian AF | | | either "07" white or "08" white, see there |
| 75 068 | "20" yellow | Mi-14PS | Soviet Navy | mfd | 28feb81 | opb 2 ve 830 okplvp at Safonovo |
| | "56" red | Mi-14PS | Russian Navy | r/r | 1993 | opb 830 okplvp at Severomorsk-1 |
| 75 069 | "21" yellow | Mi-14PS | Soviet Navy | mfd | 28feb81 | opb 2 ve 830 okplvp at Safonovo |
| | "57" red | Mi-14PS | Russian Navy | r/r | 1993 | opb 830 okplvp at Severomorsk-1 |
| 75 095 | not known | Mi-14PS | Russian Navy | mfd | jan82 | opb 355 osae at Mongokhto and later by 71 otae at Knevichi; last overhaul completed 20aug92; offered for sale by Russian privatisation agency 30nov98 and again 11jul06 (then with t/t 1,121 hours); sold to S.Yu. Birul 25aug06 |
| 75 097 | not known | Mi-14PS | Soviet Navy | mfd | 15dec81 | last overhaul completed 27apr90 |
| | ER-MGP | Mi-14PS | Aerocom | rgd | 28sep01 | VIP helicopter; in all-white c/s, no titles; f/n ODS 03aug02; canx 17sep04 as sold to Russia; offered for sale by Arsenal sep04/oct05 with t/t 971 hours; l/n ODS jun06; exported from Ukraine to Congo 17jun09; registration given in a sales offer on www.aircraft.com as ER-AWG (also with t/t 971 hours) |
| | TN-AII | Mi-14 | Heli-Avia ? | BZV | 11oct11 | in white c/s with blue cheatline, belly and trim, no titles; stored without rotors at BZV, seen nov20 |
| 75 098 | not known | Mi-14PS | Soviet Navy | | | |
| | "50" yellow | Mi-14PS | Ukrainian Navy | trf | 1992 | opb 10 mabr at Saki-Novofyodorovka; sold to Veles; contract for storage signed with Aviakon 19nov13; airframe auctioned by Aviakon 16apr18 due to unpaid debts of Veles |
| 75 099 | not known | Mi-14PS | Soviet Navy | mfd | 1981 | |
| | "34" yellow | Mi-14PS | Ukrainian Navy | Sef | 26jul05 | inventory number 031603RS; opb 10 mabr at Saki-Novofyodorovka from 14oct08 until 03mar14; initially in grey c/s with blue underside and red 'lightning bolt', Ukrainian Navy flag behind cockpit; l/n as such Saki-Novofyodorovka 04sep06; repainted in blue/white c/s with orange trim, with 'Viskovo-morski syly Ukrayiny' (Ukrainian Navy) titles; f/n as such Chauda 27sep12; relocated from Saki-Novofyodorovka to Mykolayiv-Kulbakino 03mar14 and based there since; contract for overhaul (not providing for operations from water) signed with Aviakon 15mar17; l/n ODS 29sep21; probably destroyed by Russian attacks 24feb22 or the following days and weeks |
| 75 100 | "57" red | Mi-14PS | Soviet Navy | mfd | dec81 | on a photo based on the deck of a cargo ship |
| | "57" red | Mi-14PS | Russian Navy | ph. | 28jul08 | opb 355 osae and later by 568 osap, both at Mongokhto; in light grey c/s with light blue underside and orange 'lightning bolt' on the upper fuselage, Russian double-eagle on entry door; last overhaul completed 21nov90; offered for sale by the Russian privatisation agency 30nov98 and again 11jul06 (then with t/t 947 hours); sold to S.Yu. Birul 25aug06; loaded onto a flat-bed railcar 28jul08; was reportedly to be converted to a Mi-8 |
| 75 101 | "07" yellow | Mi-14PS | Russian Air Force | mfd | 1981 | opb 113 ovp (redesignated 316 ove 30dec97) at Troitsk; in light grey c/s with orange 'lightning bolt' on the fuselage; was stored at Troitsk, l/n 08sep11; was to be overhauled by 150 ARZ at Lyublino-Novoye, but nothing came of this |
| 75 102 | "08" red | Mi-14PS | Russian Air Force | mfd | 1981 | opb 113 ovp (redesignated 316 ove 30dec97) at Troitsk; in light grey c/s with orange 'lightning bolt' on the fuselage; was stored at Troitsk, l/n 08sep11; was to be overhauled by 150 ARZ at Lyublino-Novoye, but nothing came of this |
| 75 132 | not known | Mi-14PS | Russian Navy | mfd | jan83 | opb 355 osae at Mongokhto; offered for sale by Russian privatisation agency 30nov98 |
| 75 133 | not known | Mi-14PS | Russian Navy | mfd | dec82 | opb 355 osae at Mongokhto and later by 71 otae at Knevichi; last overhaul completed 16aug96; offered for sale by Russian privatisation agency 11jul06 with t/t 1,008 hours; sold to S.Yu. Birul 25aug06 |
| 75 134 | not known | Mi-14PS | Russian Navy | mfd | 1983 | possibly Russian Air Force; based at Yeisk; to be overhauled by 150 ARZ at Kaliningrad |
| 75 135 | "10" | Mi-14PS | Soviet Navy | | | opb military unit 22580 at Riga-Skulte; ferried from overhaul from Lugovoye to Skulte 18feb88 |
| 75 137 | not known | Mi-14PS | Soviet Navy | mfd | 29jan83 | |
| | 5137 | Mi-14PS | Polish Navy | d/d | 21nov90 | opb 7 pls MW 23nov90/01apr91, by 40 ezopir MW 01apr91/01jul95, by 2 dl MW 01jul95/01jan03 and by 29 el MW at Darlowo from 01jan03; in white/red SAR c/s; nicknamed 'Dziobak'; last overhaul completed 11oct02; l/n active Darlowo 02nov08; wfu 05nov08, but a photo at Minsk Mazowiecki 15aug09 (assuming the photo date is correct) shows it flying; t/t 2,944 hours; preserved in Muzeum Sil Powietrznych at Deblin (N51.56003 E21.86437), seen apr13/sep2 |
| 75 138 | "30" yellow | Mi-14PS | Soviet Navy | mfd | 23dec82 | opb 2 ve 830 okplvp at Safonovo |
| | "58" red | Mi-14PS | Russian Navy | r/r | 1993 | initially opb 830 okplvp at Severomorsk-1; later opb 872 oplvp at Kacha; offered for sale by Russian privatisation agency 10nov00 |
| 75 139 | CCCP-06127 | Mi-14PS | MAP Kom-na-Amu APO | rgd | 22aug83 | canx but date unknown |
| | 06127 | Mi-14PS | Cabovimo | ph. | 1992 | at Esparadinha (Brava Island); operated on the Cape Verde Islands in the early 1990s; in white c/s with broad blue cheatline and blue and red trim, with titles; w/o 12dec92 on a rescue mission for a French sailboat off São Pedro (São Vicente Island) when ran out of fuel and crashed into the sea, but all occupants (among them a team from the TNCV TV channel) and the crew of the boat were rescued |
| 75 147 | "33" red | Mi-14PS | Russian Navy | mfd | 1983 | opb 872 oplvp at Kacha; in light grey c/s with red 'lightning bolt' and 'Moskva 850 let' (Moscow 850 years) titles; offered for sale by the Russian privatisation agency 10nov00; preserved (in partially disassembled state) in the museum of the Lugansk repair plant at Lugansk-Ostraya Mogila (N48.527221 E39.384051), seen aug11/sep13 |
| 75 161 | not known | Mi-14PS | Russian Navy | mfd | 1984 | possibly Russian Air Force; based at Yeisk; to be overhauled by 150 ARZ at Kaliningrad |
| 75 162 | not known | Mi-14PS | Russian Navy | mfd | 1984 | possibly Russian Air Force; based at Yeisk; to be overhauled by 150 ARZ at Kaliningrad |
| 75 167 | not known | Mi-14PS | Soviet Navy | mfd | 1984 | probably opb 872 oplvp at Saki-Novofyodorovka |
| | not known | Mi-14PS | Russian Navy | no | reports | based at Sevastopol; was with the flight test station of Sevastopolski ARZ by 01jul12; to be overhauled by 150 ARZ at Lyublino-Novoye |
| 75 182 | not known | Mi-14PS | Soviet Air Force | no | reports | probably operated by a cosmonaut recovery unit |
| | not known | Mi-14PS | Kazakh Air Force | no | reports | trf to Kazarnaulyeksport 11jun01 for sale as surplus equipment |
| 75 183 | not known | Mi-14PS | Soviet Air Force | no | reports | probably operated by a cosmonaut recovery unit |
| | not known | Mi-14PS | Kazakh Air Force | no | reports | trf to Kazarnaulyeksport 11jun01 for sale as surplus equipment |
| 75 184 | "69" yellow | Mi-14PS | Soviet Air Force | mfd | 1986 | in light grey c/s with a red 'lightning bolt' and blue underside, f/n ZIA 16aug92; l/n ZIA sep92 |
| | not known | Mi-14PS | Russian Air Force | no | reports | based at Yeisk; was to be overhauled by 150 ARZ at Lyublino-Novoye |
| 75 185 | not known | Mi-14PS | Soviet Navy | mfd | 1990 | converted to, see next line |
| | not known | Mi-14PZh | not known | no | reports | offered for sale 14dec01 with t/t 652 hours; was with Sevastopolski ARZ by 01jul12, owned by Ukrinmash by then; according to the Ukrainian customs data base arrived in Ukraine 16nov12 and again 14nov13 (from LAVVIP of Rostov-na-Donu) |
| 78 215 | not known | Mi-14PL | Soviet Navy | no | reports | |
| | 807 | Mi-14PL | Bulgarian Navy | d/d | 1978 | f/n Varna-Chaika sep95; stored at Varna-Chaika, seen may09/oct12 |

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|---|---|---|---|---|---|---|
| 78 230 | "16" yellow | Mi-14PL | Soviet Navy | mfd | 30sep78 | opb 1 ve 38 okplvp at Safonovo |
| 78 232 | "17" yellow | Mi-14PL | Soviet Navy | mfd | 30sep78 | opb 1 ve 38 okplvp at Safonovo |
| 78 280 | "14" yellow | Mi-14PL | Soviet Navy | mfd | 22jun79 | opb 1 ve 38 okplvp at Safonovo |
| 78 290 | "71" red | Mi-14PL | Soviet Navy | no | reports | |
| 78 416 | "45" | Mi-14PL | Soviet Air Force | ph. | 1983 | at Kirovskoye; the code was probably yellow; the prototype of a version armed with a Kh-23M missile (which did not enter production); opb 3-ye Upravleniye GK NII VVS (3rd Directorate of the Air Force Research Institute) at Kirovskoye from 25jan83; the conversion was competed at Kirovskoye 22feb83; underwent trials 24feb83/11apr83 |
| 78 418 | not known | Mi-14PL | Soviet Navy | no | reports | |
| | 806 | Mi-14PL | Bulgarian Navy | d/d | 1982 | f/n Varna-Chaika sep95; stored at Varna-Chaika, seen may09/oct12 |
| 78 461 | not known | Mi-14PLM | Soviet Navy | mfd | 1984 | |
| | "37" yellow | Mi-14PL | Ukrainian Navy | ph. | 11dec12 | in Sevastopolski ARZ; inventory number 033288RV; opb 10 mabr at Saki-Novofyodorovka from 2013 to 03mar14; already seen in Sevastopolski ARZ 26nov12 in primer without markings; in dark blue/light blue camo c/s with a Ukrainian Navy flag below the cockpit and titles; relocated from Saki-Novofyodorovka to Mykolayiv-Kulbakino 03mar14 and based there since; l/n Mykolayiv-Kulbakino 13aug14 |
| | "87" yellow | Mi-14PL | Ukrainian Navy | | | serial modified with duct tape for deception dec14/may15; opb 10 mabr at Mykolayiv-Kulbakino |
| | "37" yellow | Mi-14PL | Ukrainian Navy | Mkk | 28may15 | opb 10 mabr at Mykolayiv-Kulbakino; initially in dark blue/light blue camo c/s with a Ukrainian Navy flag below the cockpit and 'Viskovo-Morski Syly Ukrayiny' titles; l/n as such Mykolayiv-Kulbakino 18oct17; repainted in light grey c/s with a Ukrainian Navy flag below the cockpit and 'Viskovo-Morski Syly Ukrayiny' titles; f/n as such Mykolayiv-Kulbakino 22aug18; contract for overhaul by "Aviakon" signed 05apr19; took part in the 30 years of independence fly-past over Kiev 24aug21; l/n Mykolayiv-Kulbakino 23sep21; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| 78 464 | "10" yellow | Mi-14PLM | Soviet Navy | mfd | 19jul84 | opb 1 ve 38 okplvp at Safonovo; replacement for "10" yellow (1) which had been lost in an accident |
| 78 475 | not known | Mi-14PL | Soviet Navy | no | reports | the c/n was also reported at 78485 |
| | 808 | Mi-14PL | Bulgarian Navy | Cka | 21sep95 | in light grey c/s with light blue underside; l/n Varna-Chaika 23jul10; stored at Varna-Chaika, seen sep11/aug24 |
| 78 476 | not known | Mi-14PL | Soviet Navy | no | reports | |
| | 809 | Mi-14PL | Bulgarian Navy | Cka | 21sep95 | in light grey c/s with light blue underside; l/n Varna-Chaika 26may09; stored at Varna-Chaika, seen sep11/aug24 |
| 78 494 | not known | Mi-14PLM | Soviet Navy | mfd | 1986 | |
| | "35" yellow | Mi-14PL | Ukrainian Navy | Sai | 10jul09 | inventory number 031605RV; opb 10 mabr at Saki-Novofyodorovka from 14oct08; in light grey c/s with medium blue underside and a Ukrainian Navy flag on the engine cowling; was not airworthy when the unit relocated to Mykolayiv-Kulbakino 03mar14; transported to Mykolayiv-Kulbakino by road or railway in spring 2014 and was stored there for some time; overhaul (by Aviakon) completed 26dec16, repainted in light grey c/s with medium blue underside, a Ukrainian Navy flag below the cockpit and 'Viskovo-Morski Syly Ukrayiny' titles; toc after overhaul 16mar17; took part in the 30 years of independence fly-past over Kiev 24aug21; probably destroyed by Russian attacks 24feb22 or the following days and weeks |
| 78 495 | not known | Mi-14PLM | Soviet Navy | mfd | 1986 | |
| | "36" yellow | Mi-14PL | Ukrainian Navy | ph. | 07mar08 | on USS "San Jacinto"; inventory number 033289RV; opb 10 mabr at Saki-Novofyodorovka from 14oct08 until 03mar14; initially in grey/medium blue camo c/s with medium blue underside and a Ukrainian Navy flag below the cockpit; relocated from Saki-Novofyodorovka to Mykolayiv-Kulbakino 03mar14 and based there since; l/n in its old colours 10sep16; contract for overhaul by Aviakon at Konotop signed 14jul17; repainted in light grey c/s with medium blue underside, a Ukrainian Navy flag below the cockpit and 'Viskovo-morski syly Ukrayiny' (Ukrainian Navy) titles; f/n as such Mykolayiv-Kulbakino 12jul18; l/n ODS 29sep21; probably destroyed by Russian attacks 24feb22 or the following weeks and months |

## ***Mi-14 for export built by KVZ (former Factory No. 387) at Kazan***

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|---|---|---|---|---|---|---|
| U50 01 | 801 | Mi-14PL | Bulgarian Navy | d/d | 1979 | in light grey c/s with light blue underside; f/n Varna-Chaika sep95; l/n active Varna-Chaika 09aug02; was stored inside the gate at Varna-Chaika, seen 29jul06; offered for sale with t/t 1,772 hours, but could not be sold; scrapped at Vetrino by mar07 |
| U50 02 | 802 | Mi-14PL | Bulgarian Navy | d/d | 1979 | f/n Varna-Chaika sep95; l/n Varna-Chaika 29jul06; offered for sale with some t/t 2,100 hours, but could not be sold; scrapped at Vetrino by mar07 |
| U50 03 | 803 | Mi-14PL | Bulgarian Navy | d/d | 1978 | f/n Varna-Chaika 07aug01; seen in new c/s Varna-Chaika 25may10; stored at Varna-Chaika, seen sep11/oct12 |
| U50 04 | 804 | Mi-14PL | Bulgarian Navy | d/d | 1979 | in light grey c/s with light blue underside; f/n Varna-Chaika sep95; l/n Varna-Chaika 29jul06; offered for sale with t/t some 2,000 hours, but could not be sold; scrapped at Vetrino by mar07 |
| U50 05 | 805 | Mi-14PL | Bulgarian Navy | d/d | 1979 | f/n over Varna beach 30jun89; l/n Varna-Chaika sep95; offered for sale with t/t some 2,000 hours, but could not be sold; scrapped at Vetrino by mar07 |
| U50 06 | 806 | Mi-14PL | Bulgarian Navy | d/d | 1979 | w/o 1983 |
| U50 07 | 811 | Mi-14BT | Bulgarian Navy | d/d | 1979 | c/n confirmed; in light grey c/s with light blue underside; l/n as a Mi-14BT Varna-Chaika 21sep95; converted to a VIP helicopter; f/n as such PDV 27sep97; stored at Varna-Chaika, seen sep11/aug24 |
| U50 08 | 812 | Mi-14BT | Bulgarian Navy | d/d | 1979 | f/n PDV 1993; l/n Varna-Chaika sep95; preserved in the Bulgarian Air Force Museum at Plovdiv-Krumovo (N42.067433 E24.841472), seen sep97/mar14, seen without serial jan20/aug24 |
| B40 01 | 617 | Mi-14PL | East German Navy | toc | 31oct79 | opb HG-18 (redesignated MHG-18 01dec81) at Parow; in dark blue c/s with light grey underside |
| | 95+01 | Mi-14PL | German Navy | trf | 03oct90 | opb MHG 18 at Parow (disbanded 31mar91); trf to MFlgHschrGrp Parow 01apr91; in dark blue c/s with light grey underside; trf to the Luftwaffenmuseum at Uetersen 24apr91, seen 14sep91/feb95; preserved in the Luftwaffenmuseum at Berlin-Gatow (N47.383709 E20.841686) from 1995, seen jun00/sep20 |
| B40 02 | 618 | Mi-14PL | East German Navy | mfd | 22jun79 | toc 31oct79; opb HG-18 (redesignated MHG-18 01dec81) at Parow; in dark blue c/s with light grey underside |
| | 95+02 | Mi-14PL | German Navy | trf | 03oct90 | opb MHG 18 at Parow (disbanded 31mar91); trf to MFlgHschrGrp Parow 01apr91; in dark blue c/s with light grey underside; handed over to Flugausstellung L.+P. Junior at Hermeskeil 15jul91 |
| | 618 | Mi-14PL | East German Navy | ph. | 27may92 | preserved in its original colours in Flugausstellung L.+P. Junior at Hermeskeil (N49.68560 E6.960532), seen may92/jul23 |
| B40 03 | 619 | Mi-14PL | East German Navy | toc | 31oct79 | opb HG-18 (redesignated MHG-18 01dec81) at Parow; in dark blue c/s with light grey underside |
| | 95+03 | Mi-14PL | German Navy | trf | 03oct90 | opb MHG 18 at Parow (disbanded 31mar91); in dark blue c/s with light grey underside; trf to MFlgHschrGrp Parow 01apr91; sold to Aerotec 08jul93; sat wfu at Rothenburg, seen may97/aug06, with red colour hand-painted over the original dark blue c/s; stored (without tailboom and without serial) in the compound of a military surplus dealer at Tata (N47.680166 E18.310498), seen may11/jul20 |
| B40 04 | 620 | Mi-14PL | East German Navy | toc | 19aug80 | opb HG-18 (redesignated MHG-18 01dec81) at Parow; in dark blue c/s with light grey underside |
| | 95+04 | Mi-14PL | German Navy | trf | 03oct90 | opb MHG 18 at Parow (disbanded 31mar91); in dark blue c/s with light grey underside, no SAR markings; trf to MFlgHschrGrp Parow 01apr91; sold to Aerotec 08jul93; sat wfu at Rothenburg, seen jun99/oct09; stored (without tailboom and without serial) in the compound of a military surplus dealer at Tata (N47.680166 E18.310498), seen may11/nov21 |
| B40 05 | 625 | Mi-14PL | East German Navy | toc | 19aug80 | opb HG-18 (redesignated MHG-18 01dec81) at Parow; in dark blue c/s with light grey underside |
| | 95+05 | Mi-14PL | German Navy | trf | 03oct90 | opb MHG 18 at Parow (disbanded 31mar91); trf to MFlgHschrGrp Parow 01apr91; in dark blue c/s with light grey underside; sold to Aerotec 08jul93; sat wfu at Rothenburg, l/n jun99; was preserved in Pommersches Bettenmuseum at Peenemünde from 1999, l/n aug01; transported to Peenemünde airfield (N54.15256 E13.77646), seen may06/feb11; preserved in the Piet Smedts Collection at Baarlo (N51.324985 E6.0868484), seen oct23 |
| B40 06 | 637 | Mi-14PL | East German Navy | toc | 19aug80 | opb HG-18 (redesignated MHG-18 01dec81) at Parow; in dark blue c/s with light grey underside |
| | 95+06 | Mi-14PL | German Navy | trf | 03oct90 | opb MHG 18 at Parow (disbanded 31mar91); trf to MFlgHschrGrp Parow 01apr91; in dark blue c/s with light grey underside; handed over to Auto und Technik Museum Sinsheim/Technik Museum Speyer 14aug91 |
| | '637' | Mi-14PL | Soviet Navy | | | preserved in theses fake colours in Technik Museum Speyer (N49.31173 E8.445927), seen sep91/nov23 |
| B40 07 | 638 | Mi-14PL | East German Navy | toc | 19aug80 | opb HG-18 (redesignated MHG-18 01dec81) at Parow; in dark blue c/s with light grey underside; w/o 30jul84 when crashed into the Strelasund sound while hovering, 1 crew member killed; possibly struck off charge 15aug84; hulk recovered from a depth of 6 metres in 1989 and used by the Flottenschule for decontamination training; scrapped |
| B40 08 | 640 | Mi-14PL | East German Navy | toc | 19aug80 | opb HG-18 (redesignated MHG-18 01dec81) at Parow; in dark blue c/s with light grey underside |
| | 95+07 | Mi-14PL | German Navy | trf | 03oct90 | opb MHG 18 at Parow (disbanded 31mar91); trf to MFlgHschrGrp Parow 01apr91; in dark blue c/s with light grey underside; trf to WTD 61/Wehrtechnische Dienststelle für Luftfahrzeuge - Musterprüfwesen für Luftfahrtgerät der Bundeswehr (Bundeswehr Technical and Airworthiness Centre for Aircraft) at Manching 29may91 and passed on to the United States |
| | 91-03790 | Mi-14PL | US Army Aviation | BIF | 1997 | also reported as c/n B4009; opb OPTEC; sat wfu at Nellis AFB (N36.23135 W115.05131), seen feb08/oct09 |
| B40 09 | 643 | Mi-14PL | East German Navy | toc | 19aug80 | opb HG-18 (redesignated MHG-18 01dec81) at Parow; in dark blue c/s with light grey underside |
| | 95+08 | Mi-14PL | German Navy | trf | 03oct90 | opb MHG 18 at Parow (disbanded 31mar91); in dark blue c/s with light grey underside; trf to WTD 61/Wehrtechnische Dienststelle für Luftfahrzeuge - Musterprüfwesen für Luftfahrtgerät der Bundeswehr (Bundeswehr Technical and Airworthiness Centre for Aircraft) at Manching 28feb91 and passed on to the United States 02sep93; used by OPTEC of US Army Aviation as a source of spares for c/n B4008; see remark above |
| 340 10 | 646 | Mi-14BT | East German Navy | d/d | dec85 | opb 3./MHG-18 at Parow; in dark blue c/s with light grey underside; modified for SAR duties apr90 |
| | 95+09 | Mi-14BT | German Navy | trf | 03oct90 | opb MHG 18 at Parow (disbanded 31mar91); in dark blue c/s with light grey underside; trf to MFlgHschrGrp Parow 01apr91; sold to Aerotec 08jul93 |
| | S9-TAJ | Mi-14 | Aerotec | rgd | unknown | converted by Aerotec to a water bomber in 1994; in red/white c/s; f/n Rothenburg 09apr94; named 'Eliminator III' (seen as such SXF 01jun94), later named 'Pato I'; sat wfu at Mather AFB, CA, seen jan99/sep10; returned to Europe via Antwerp harbour jan11; stored (without tailboom and without registration) in the compound of a military surplus dealer at Tata (N47.680166 E18.310498), identified by its name, seen may11/jul20 |
| 340 11 | 647 | Mi-14BT | East German Navy | toc | dec85 | opb 3./MHG-18 at Parow; in dark blue c/s with light grey underside; modified for SAR duties apr90 |
| | 95+10 | Mi-14BT | German Navy | trf | 03oct90 | opb MHG 18 at Parow (disbanded 31mar91); in dark blue c/s with light grey underside; trf to MFlgHschrGrp Parow 01apr91; sold to Aerotec 08jul93 |

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|---|---|---|---|---|---|---|
| | S9-TAF | Mi-14 | Aerotec | rgd | unknown | converted by Aerotec to a water bomber in 1994; in red/white c/s; named 'Pato II'; sat wfu at Rothenburg, seen sep94/jun10; stored (without tailboom and without registration) in the compound of a military surplus dealer at Tata (N47.680166 E18.310498), seen may11/jul20 |
| 340 12 | 648 | Mi-14BT | East German Navy | toc | dec85 | opb 3./MHG-18 at Parow; in dark blue c/s with light grey underside; modified for SAR duties jun90 |
| | 95+11 | Mi-14BT | German Navy | trf | 03oct90 | opb MHG 18 at Parow (disbanded 31mar91); in dark blue c/s with light grey underside; trf to MFlgHschrGrp Parow 01apr91; sold to Aerotec 08jul93 |
| | S9-TAG | Mi-14 | Aerotec | rgd | unknown | converted by Aerotec to a water bomber in 1994; in red/white c/s; named 'Pato III'; f/n Rothenburg 13sep94; sat wfu at Mather AFB, CA, seen jan99/sep10; returned to Europe via Antwerp harbour jan11; stored (without tailboom and without registration) in the compound of a military surplus dealer at Tata (N47.680166 E18.310498), identified by its name, seen may11/may14 but not seen jul20 |
| 340 13 | 653 | Mi-14BT | East German Navy | toc | dec85 | opb 3./MHG-18 at Parow; in dark blue c/s with light grey underside; modified for SAR duties apr90 |
| | 95+12 | Mi-14BT | German Navy | trf | 03oct90 | opb MHG 18 at Parow (disbanded 31mar91); in dark blue c/s with light grey underside; trf to MFlgHschrGrp Parow 01apr91; sold to Aerotec 08jul93; stored at Rothenburg, see 13sep94 |
| | S9-TAI | Mi-14BT | Aerotec | rgd | unknown | not converted to a water bomber; sat wfu at Rothenburg, seen may97/aug10; stored (in bare metal without tailboom and without registration) in the compound of a military surplus dealer at Tata (N47.680166 E18.310498), seen may11/jul20 |
| 340 14 | 654 | Mi-14BT | East German Navy | toc | dec85 | opb 3./MHG-18 at Parow; in dark blue c/s with light grey underside; modified for SAR duties jun90 |
| | 95+14 | Mi-14BT | German Navy | trf | 03oct90 | opb MHG 18 at Parow (disbanded 31mar91); in dark blue c/s with light grey underside, with SAR markings; trf to MFlgHschrGrp Parow 01apr91; sold to Aerotec 08jul93; sat wfu (without serial) at Rothenburg, seen may97/oct09; stored (without tailboom and without serial) in the compound of a military surplus dealer at Tata (N47.680166 E18.310498), seen may11/jul20 |
| 340 15 | 655 | Mi-14BT | East German Navy | toc | dec85 | opb 3./MHG-18 at Parow; in dark blue c/s with light grey underside; modified for SAR duties jun90 |
| | 95+15 | Mi-14BT | German Navy | trf | 03oct90 | opb MHG 18 at Parow (disbanded 31mar91); in dark blue c/s with light grey underside, with SAR markings; trf to MFlgHschrGrp Parow 01apr91; f/n FRA 25may91; sold to Aerotec 08jul93; sat wfu (without serial) at Rothenburg, seen may97/oct09; stored (without tailboom and without serial) in the compound of a military surplus dealer at Tata (N47.680166 E18.310498), seen may11/jul20 |
| 013 01 | LC1401 | Mi-14PL | Libyan Air Force | mfd | 30jun80 | last overhaul completed 16dec87; in grey c/s with light blue underside; t/t 1,002 hours by 15oct95; f/n MJI 29oct07, stored in hangar |
| 013 02 ? | LC1402 ? | Mi-14PL | Libyan Air Force | no | reports | not mentioned on life-cycle board dated 15oct95, probably w/o or wfu before that date |
| 013 03 | LC1403 | Mi-14PL | Libyan Air Force | mfd | 31aug80 | last overhaul completed 07sep87; t/t 1,002 hours by 15oct95; f/n MJI 29oct07, stored; l/n MJI 07oct09 |
| 013 04 | LC1404 | Mi-14PL | Libyan Air Force | mfd | 30aug80 | last overhaul completed 30oct88; t/t 654 hours by 15oct95 |
| 013 05 | LC1405 | Mi-14PL | Libyan Air Force | MJI | 04dec06 | l/n MJI 07oct09; opb 1314 sqn |
| 013 06 | LC1406 | Mi-14PL | Libyan Air Force | MJI | 04dec06 | l/n MJI 29oct07 |
| 013 07 | LC1407 | Mi-14PL | Libyan Air Force | MJI | 29oct07 | in grey c/s with light blue underside; l/n MJI 07oct09, opb 1314 sqn |
| 013 08 | LC1408 | Mi-14PL | Libyan Air Force | MJI | 29oct07 | l/n MJI 07oct09, opb 1314 sqn |
| 013 09 | LC1409 | Mi-14PL | Libyan Air Force | MJI | 29oct07 | opb 1314 Squadron; l/n MJI 09nov09 |
| | LC1409 | Mi-14 | Libyan Air Force | ph. | 2012 | deconverted to a transport helicopter; in white c/s with red belly and trim and the new flag; later received 'Ambulance' titles; sat wfu at MJI, seen nov21 |
| 013 10 | LC1410 | Mi-14PL | Libyan Air Force | mfd | 31may81 | last overhaul completed in 1991; t/t 357 hours; probably w/o or wfu between oct95 and oct07 |
| 013 11 | LC1411 | Mi-14PL | Libyan Air Force | MJI | 29oct07 | opb 1314 Sqn; initially in grey c/s with light blue underside; l/n as such MJI 07oct09; repainted in white c/s with light grey underside |
| 013 12 ? | LC1412 ? | Mi-14PL | Libyan Air Force | no | reports | not mentioned on life-cycle board dated 15oct95, probably w/o or wfu before that date |
| 013 13 | LC1413 | Mi-14PL | Libyan Air Force | MJI | 29oct07 | in grey c/s with light blue underside; sat wfu at an unknown airfield in Libya (possibly at Benghazi-Benina at N32.095373 E20.262098), seen may17 |
| 013 14 | LC1414 | Mi-14PL | Libyan Air Force | MJI | 29oct07 | in grey c/s with light blue underside; stored in hangar |
| 013 15 | LC1415 | Mi-14PL | Libyan Air Force | mfd | 30jun81 | last overhaul completed 04mar91; t/t 453 hours by 15oct95 |
| 013 16 | LC1416 | Mi-14PL | Libyan Air Force | mfd | 30jun81 | t/t 432 hours by 15oct95; in grey c/s with light blue underside |
| | LC1416 | Mi-14PZh | Libyan Air Force | MJI | 05oct09 | opb 1314 Sqn; converted by Sevastopolski ARZ in 2007; reported on board a cargo ship in Tripoli Harbour 29/31oct07 on return from Ukraine; in blue c/s with red underside; l/n TIP 07oct09 |
| | LC1416 | Mi-14 | Libyan Air Force | MJI | 24dec12 | deconverted to a transport helicopter; in white c/s with red belly and trim and the new flag |
| 013 17 | LC1417 | Mi-14PL | Libyan Air Force | mfd | 30apr82 | t/t 261 hours by 15oct95 |
| | LC1417 | Mi-14PZh | Libyan Air Force | MJI | 07oct09 | opb 1314 Sqn; converted by Sevastopolski ARZ in 2007; reported on board a cargo ship in Tripoli Harbour 29/31oct07 on return from modifications; in blue c/s with red underside |
| | LC1417 | Mi-14PS | Libyan Air Force | BEN | 28sep11 | initially in light blue/white/light blue c/s with red underside, with new roundels, Red Crescent and 'Ambulance' titles; repainted in white c/s with orange and curry trim, Red Crescent and 'Ambulance' titles but without roundels; seen as such in 2012; repainted in white c/s with blue and red trim and 'ICU' titles; f/n as such 27jan16; dbr 22apr16 on an ambulance flight when crashed at Labraq airbase and came to rest on its right side, all 5 occupants (among them the son of Army Commander-in-Chief Major General Abdul Razzaq al-Nazhuri who had been injured in a car crash) killed |
| 013 18 | LC1418 | Mi-14PL | Libyan Air Force | mfd | 30apr82 | t/t 518 hours by 15oct95; f/n MJI 29oct07, stored |
| 013 19 | LC1419 | Mi-14PL | Libyan Air Force | mfd | 31may82 | t/t 899 hours by 15oct95; in grey c/s with light blue underside; f/n MJI 29oct07, stored in hangar |
| 013 20 | LC1420 | Mi-14PL | Libyan Air Force | MJI | 29oct07 | stored in hangar; not mentioned on life-cycle board dated 15oct95; in grey c/s with light blue underside |
| 013 21 | LC1421 | Mi-14PL | Libyan Air Force | mfd | 31may82 | t/t 750 hours by 15oct95 |
| 013 22 | LC1422 | Mi-14PL | Libyan Air Force | mfd | 30jun82 | t/t 501 hours by 15oct95; f/n MJI 29oct07, stored; l/n MJI 07oct09 |
| 013 23 | LC1423 | Mi-14PL | Libyan Air Force | mfd | 30jun82 | t/t 489 hours by 15oct95 |
| 013 24 | LC1424 | Mi-14PL | Libyan Air Force | mfd | 31jul82 | t/t 807 hours by 15oct95; f/n MJI 07oct09, stored |
| 013 25 | LC1425 | Mi-14PL | Libyan Air Force | mfd | 18aug82 | t/t 525 hours by 15oct95; in grey c/s with light blue underside; f/n MJI 29oct07, stored |
| 013 26 | LC1426 | Mi-14PL | Libyan Air Force | mfd | 31aug82 | t/t 649 hours by 15oct95 |
| 013 27 | LC1427 | Mi-14PL | Libyan Air Force | mfd | 31aug82 | t/t 628 hours by 15oct95; f/n MJI 29oct07, stored |
| 013 28 ? | LC1428 ? | Mi-14PL | Libyan Air Force | no | reports | not mentioned on life-cycle board dated 15oct95, probably w/o or wfu before that date |
| 013 29 | LC1429 | Mi-14PL | Libyan Air Force | mfd | 25sep82 | t/t 406 hours by 15oct95; in grey c/s with light blue underside; f/n MJI 29oct07, stored in hangar |
| 013 30 | LC1430 | Mi-14PL | Libyan Air Force | mfd | 30sep82 | t/t 672 hours by 15oct95 |
| A10 01 | 1001 | Mi-14PL | Polish Navy | mfd | 22apr80 | d/d 15jul81; opb 28 erat MW 15jul81/01dec83, by 16 pls MW 01dec83/01jul88, by 7 pls MW 01jul88/01apr91, by 40 ezopir MW 01apr91/01jul95, by 2 dl MW 01jul95/01jan03 and by 29 el MW at Darlowo from 01jan03; last overhaul completed apr08; in dark blue/medium grey camo c/s with light blue underside, with blue code; l/n as such Darlowo 22sep11; repainted in a special scheme (depicting an orca) with '50 years of Naval Aviation presence in the Darlowo area' titles; f/n as such Fairford 07jul12; l/n as such Poznan 27aug16; wfu as life-time expired; seen Gdynia-Babie Doly 21aug21 in original c/s, preserved ? |
| A10 02 | 1002 | Mi-14PL | Polish Navy | mfd | 27apr80 | d/d 15jul81; opb 28 erat MW 15jul81/01dec83, by 16 pls MW 01dec83/01jul88, by 7 pls MW 01jul88/01apr91, by 40 ezopir MW 01apr91/01jul95, by 2 dl MW 01jul95/01jan03 and by 29 el MW at Darlowo from 01jan03; last overhaul completed 08dec06; in dark blue/medium grey camo c/s with light blue underside, with blue code; l/n Darlowo 24mar15; wfu as life-time expired; stored at Darlowo (N54.416594 E16.360808), seen nov19 |
| A10 03 | 1003 | Mi-14PL | Polish Navy | mfd | 31may80 | d/d 15jul81; opb 28 erat MW 15jul81/01dec83, by 16 pls MW 01dec83/01jul88 and by 7 pls MW from 01jul88; converted by WZL-1 at Lódz jun90 to, see next line |
| | 1003 | Mi-14PX | Polish Navy | Dlw | 27jun01 | SAR training helicopter with limited capabilities; opb 7 pls MW until 01apr91, by 40 ezopir MW 01apr91/01jul95, by 2 dl MW 01jul95/01jan03 by 29 el MW at Darlowo from 01jan03 and later by 44 BLotM; in dark blue/medium grey camo c/s with light blue underside, last overhaul completed nov08; l/n Inowroclaw-Latkowo 21may16; wfu as life-time expired; seen Miroslawiec 04sep21 in grey/white c/s, preserved ? |
| A10 04 | 1004 | Mi-14PL | Polish Navy | mfd | 31may80 | d/d 15jul81; opb 28 erat MW 15jul81/01dec83, by 16 pls MW 01dec83/01jul88, by 7 pls MW 01jul88/01apr91 and by 40 ezopir MW from 01apr91; last overhaul completed 23jun90; l/n Darlowo 23aug90; dbr 14sep94 during the "Pirania-94" exercise when a rotor blade disintegrated, causing severe vibration, the crew alightened on the Baltic Sea, set the autopilot on taxiing, left the helicopter and was picked up by Mi-14PS '1013', the helicopter (accompanied by Mi-14PS '1016') ran out of fuel before reaching the shore and was turned over by a high wave, it was then towed by a ship to Darlowo, but the tailboom broke off during the recovery operation; the wreck was reportedly sold to a scrap dealer, but there are also reports that a Mi-14 cabin is used for training by the school at Deblin and '1004' would be the only candidate |
| A10 05 | 1005 | Mi-14PL | Polish Navy | mfd | 10jun80 | d/d 15jul81; opb 28 erat MW 15jul81/01dec83, by 16 pls MW 01dec83/01jul88, by 7 pls MW 01jul88/01apr91, by 40 ezopir MW 01apr91/01jul95, by 2 dl MW 01jul95/01jan03 and by 29 el MW at Darlowo from 01jan03; last overhaul completed 02aug07; in dark blue/medium grey camo c/s with light blue underside, with blue code; l/n Darlowo 24mar15; wfu as life-time expired |
| A10 06 | 1006 | Mi-14PL | Polish Navy | mfd | 1980 | d/d 15jul81; opb 28 erat MW from 15jul81; w/o 15jun83 on a training flight when struck a flock of doves while flying at a height of about 100 metres near its home base, crashed at a recreation camp at Darlówko and caught fire, 3 of the 5 crew killed |
| A10 07 | 1007 | Mi-14PL | Polish Navy | mfd | 31jul83 | d/d 29oct83; opb 16 pls MW 21dec83/01jul88, by 7 pls MW 01jul88/ 01apr91, by 40 ezopir MW 01apr91/01jul95, by 2 dl MW 01jul95/ 01jan03 and by 29 el MW at Darlowo from 01jan03; last overhaul completed 03aug00; in dark blue/medium grey camo c/s with light blue underside, with blue code; waiting for overhaul by WZL-1 at Lódz; l/n Darlowo 14sep19 |
| A10 08 | 1008 | Mi-14PL | Polish Navy | mfd | 18aug83 | d/d 29oct83; opb 16 pls MW 21dec83/01jul88, by 7 pls MW 01jul88/01apr91, by 40 ezopir MW 01apr91/01jul95, by 2 dl MW 01jul95/01jan03 and by 29 el MW at Darlowo from 01jan03; last overhaul completed 22sep05; repainted in dark blue/medium grey camo c/s with light blue belly, with blue code; repainted in medium grey c/s with light grey belly; f/n as such FFD 18jul15; l/n Poznan-Krzesiny 16may24, active |
| A10 09 | 1009 | Mi-14PL | Polish Navy | mfd | 31aug83 | d/d 29oct83; opb 16 pls MW 21dec83/01jul88, by 7 pls MW 01jul88/ 01apr91, by 40 ezopir MW 01apr91/01jul95, by 2 dl MW 01jul95/ 01jan03 and by 29 el MW at Darlowo from 01jan03; last overhaul completed probably in 1994; in light blue/blueish grey camo c/s with light blue underside; l/n active Darlowo 27jun01; stored with WZL-1 at Lódz from 08aug01 (with t/t 1,921 hours), seen jun07/may08 |
| | 1009 | Mi-14PL/R | Polish Navy | f/f | nov10 | converted to Mi-14PL/R (R for ratowniczy/rescue) SAR version by the WZL-1 military overhaul facility at Lódz; with weather radar; opb 44. BLotM; in white/red SAR c/s; l/n Zegrze 12may22 |
| A10 10 | 1010 | Mi-14PL | Polish Navy | mfd | 31aug83 | d/d 29oct83; opb 16 pls MW 21dec83/01jul88, by 7 pls MW 01jul88/01apr91, by 40 ezopir MW 01apr91/01jul95, by 2 dl MW 01jul95/01jan03 and by 29 el MW at Darlowo from 01jan03; last overhaul |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | completed 20dec01; in dark blue/medium grey camo c/s with light blue underside, with blue code and 'shark mouth'; l/n as such Darlowo 19aug08; l/n Radom 26aug23 |
| A10 11 | 1011 | Mi-14PL | Polish Navy | mfd | 31aug83 | d/d 29oct83; opb 16 pls MW 03jan84/01jul88, by 7 pls MW 01jul88/ 01apr91, by 40 ezopir MW 01apr91/01jul95, by 2 dl MW 01jul95/ 01jan03 and by 29 el MW at Darlowo from 01jan03; last overhaul completed 21feb02; in dark blue/medium grey camo c/s with light blue underside, with blue code and 'shark mouth'; l/n as such Darlowo 29may08; f/n without 'shark mouth' Radom-Sadków 22aug15; repainted in medium grey c/s with light grey underside; f/n as such Zielona Góra 16jun24, active |
| A10 12 | 1012 | Mi-14PL | Polish Navy | mfd | 29sep83 | d/d 29oct83; opb 16 pls MW 03jan84/01jul88, by 7 pls MW 01jul88/ 01apr91, by 40 ezopir MW 01apr91/01jul95, by 2 dl MW 01jul95/ 01jan03 and by 29 el MW at Darlowo from 01jan03; last overhaul completed 12mar99; with yellow code; repainted in special 'Orca' c/s; f/n as such Darlowo 21sep02 and l/n as such GDN 15jul05; flown to WZL-1 at Lódz for conversion 27feb08 (with t/t 2,621 hours) |
| | 1012 | Mi-14PL/R | Polish Navy | f/f | aug10 | converted to a Mi-14PL/R (R for ratowniczy/rescue) SAR version by WZL-1 at Lódz; with weather radar; opb 44. BLotM; initially in white/red SAR c/s; f/n LCJ 13aug10; l/n as such Darlowo 22may16; repainted in medium grey c/s with orange trim and light grey belly; f/n as such Babie Doly 13jul19, active |
| A10 13 | 1013 | Mi-14PS | Polish Navy | mfd | 15dec83 | d/d 27feb84; opb 16 pls MW 03apr84/01jul88, by 7 pls MW 01jul88/ 01apr91, by 40 ezopir MW 01apr91/01jul95, by 2 dl MW 01jul95/ 01jan03 and by 29 el MW at Darlowo from 01jan03; in white/red SAR c/s; last overhaul completed 04dec04; l/n QYD 09mar10; t/t 2,990 hours by jun10; wfu 12dec10 (as the last Polish Mi-14PS); preserved in Muzeum Sil Powietrznych at Deblin (N51.55980 E21.86476), seen aug12/jun21 |
| A10 14 | 1014 | Mi-14PS | Polish Navy | mfd | 20dec83 | d/d 27feb84; opb 16 pls MW 03apr84/01jul88 and by 7 pls MW at Darlowo from 01jul88; dbr 15nov88 (11nov88 ?) during water landing training on Lake Bukowo near Darlowo at night when the helicopter tilted and the main rotor hit the water surface, the helicopter sank but all crew escaped; wreck recovered by a Mi-6 of 37. pst |
| A10 15 | 1015 | Mi-14PS | Polish Navy | mfd | 22dec83 | d/d 27feb84; opb 16 pls MW at Darlowo from 03apr84; w/o 10may87 on a flight to Deblin when a map (a secret item) was blown out of the cockpit near Kutno, the crew intended to land to pick up the map, but the helicopter stalled in a tight turn and came down very hard, all crew survived; the missing map was found in a potato field some days later; wreck sat at Leznica Wielka, l/n feb93 |
| A10 16 | 1016 | Mi-14PS | Polish Navy | mfd | 25dec83 | d/d 27feb84; opb 16 pls MW 03apr84/01jul88, by 7 pls MW 01jul88/ 01apr91, by 40 ezopir MW 01apr91/01jul95, by 2 dl MW 01jul95/ 01jan03 and by 29 el MW at Darlowo from 01jan03; in white/red SAR c/s; damaged at Darlowo 25jul97 when the right main landing gear broke due to frequent overweight landings during the flood aid campaign; last overhaul completed 24sep03; last flight 14jan10, wfu 15jan10; t/t 2,990.5 hours; seen on a low loader at Deblin 04apr11; preserved in Muzeum Sil Powietrznych at Deblin (N51.55903 E21.86580), seen aug13/sep24 |
| 045 01 | 2380 | Mi-14PL | Syrian Navy | mfd | 1979 | original export number may be 36001; opb 618 Sqn at LTK; overhauled in Russia in 2008 |
| 045 02 | 2381 | Mi-14PL | Syrian Navy | mfd | 1979 | original export number may be 36002; opb 618 Sqn at LTK |
| 045 03 | 2382 | Mi-14PL | Syrian Navy | mfd | 1979 | original export number may be 36003; opb 618 Sqn at LTK |
| 045 04 | 2383 | Mi-14PL | Syrian Navy | mfd | 1979 | original export number may be 36004; opb 618 Sqn at LTK; in grey c/s with light blue underside; f/n LTK 05apr06, stored |
| 045 05 | 2384 | Mi-14PL | Syrian Navy | mfd | 1979 | original export number may be 36005; opb 618 Sqn at LTK; overhauled in Russia in 2008 |
| 045 06 | 2385 | Mi-14PL | Syrian Navy | mfd | 1979 | original export number may be 36006; opb 618 Sqn at LTK; f/n LTK 07dec09 |
| 045 07 | 2386 | Mi-14PL | Syrian Navy | mfd | 1979 | original export number may be 36007; opb 618 Sqn at LTK; in grey c/s with light blue underside; f/n LTK 05apr06, stored; l/n LTK 07dec09 |
| 070 01 | 2387 | Mi-14PL | Syrian Navy | mfd | 1980 | original export number may be 36008; opb 618 Sqn at LTK |
| 070 02 | 2388 | Mi-14PL | Syrian Navy | mfd | 1980 | original export number may be 36009; opb 618 Sqn at LTK; in grey c/s with light blue underside; f/n LTK 05apr06, stored |
| 070 03 | 2389 | Mi-14PL | Syrian Navy | mfd | 1980 | original export number may be 36010; opb 618 Sqn at LTK |
| 070 04 | 2390 | Mi-14PL | Syrian Navy | mfd | 1980 | original export number may be 36011; opb 618 Sqn at LTK; overhauled in Russia in 2008 |
| 070 05 | 2391 | Mi-14PL | Syrian Navy | mfd | 1980 | original export number may be 36012; opb 618 Sqn at LTK; in grey c/s with light blue underside; w/o mar15 (a news report was published 22mar15) on a flight in Idlib Governorate when was probably shot down by Islamist insurgents and came down in the Jabal al Zawiya area, 5 of the 6 crew members were captured by fighters of the al-Nusrah Front (1 of them was shot by the Islamists on the spot) |
| 070 06 | 2392 | Mi-14PL | Syrian Navy | mfd | 1980 | original export number may be 36013; opb 618 Sqn at LTK; f/n LTK 07dec09 |
| 070 07 | 2393 | Mi-14PL | Syrian Navy | mfd | 1980 | original export number may be 36014; opb 618 Sqn at LTK; in bluish grey c/s with medium blue underside; photo at an ARZ in Russia 08nov10; dbr 22mar15 when suffered a technical malfunction, made an auto-rotation landing on a rocky slope of Jabal al-Zawiya near Maarat al-Numan (Idlib province) and rolled over onto its left side, the tailboom broke off, all 5 crew survived the accident, but were taken prisoner by insurgents from the al-Nusra Front (1 crew member was shot by them) |
| 360 15 ? | 1474 ? | Mi-14PS | Syrian Navy | mfd | 1985 | just surmised |
| 360 16 | 1475 | Mi-14PS | Syrian Navy | mfd | 1985 | opb 618 Sqn at LTK; in grey c/s with light blue underside and red 'lightning bolt', new roundel; f/n LTK 19oct07; l/n over Qalet al-Hosn 18apr14, in very faded colours |
| 360 17 | 2394 | Mi-14PL | Syrian Navy | mfd | 1985 | confirmation welcome |
| 360 18 | 2395 | Mi-14PL | Syrian Navy | mfd | 1985 | opb 618 Sqn at LTK; overhauled in Russia in 2008 |
| 360 19 | 2396 | Mi-14PL | Syrian Navy | mfd | 1985 | opb 618 Sqn at LTK; in grey c/s with light blue underside, new roundel; f/n LTK 19oct07; l/n LTK 07dec09 |
| 360 20 | 1476 | Mi-14PS | Syrian Navy | mfd | 1985 | opb 618 Sqn at LTK; seen LTK 07dec09, stored |
| 360 21 | 1477 | Mi-14PS | Syrian Navy | mfd | 1985 | confirmation welcome |
| 360 22 | 1478 | Mi-14PS | Syrian Navy | mfd | 1985 | opb 618 Sqn at LTK; in grey c/s with light blue underside and white 'lightning bolt'; f/n LTK 05apr06; overhauled in Russia in 2008; l/n LTK 07dec09 |
| 100 01 | 11351 | Mi-14PL | Yugoslav Air Force | d/d | 1980 | opb 784. pphe/97. AB at Divulje; photo exists, in light grey c/s with blue undersides, coded "351" white |
| | 11351 | Mi-14PL | Serb.& Monteneg.AF | trf | 27apr92 | opb 784. pphe at Golubovci; destroyed may99 on the ground at Golubovci by a NATO air raid during Operation "Allied Force" |
| 100 02 | 11352 | Mi-14PL | Yugoslav Air Force | d/d | 1980 | opb 784. pphe/97. AB at Divulje; photo exists, in light grey c/s with blue undersides, coded "352" white |
| | 11352 | Mi-14PL | Serb.& Monteneg.AF | trf | 27apr92 | opb 784. pphe at Golubovci; destroyed may99 on the ground at Golubovci by a NATO air raid during Operation "Allied Force" |
| 100 03 | 11353 | Mi-14PL | Yugoslav Air Force | d/d | 1982 | opb 784. pphe/97. AB at Divulje; photo exists, in light grey c/s with blue undersides, coded "353" white; dbr 25dec87 at Divulje when the cables for the tail rotor control were connected the wrong way during maintenance so that the helicopter crashed on take-off, 1 soldier on the ground killed by a blade of the main rotor while both pilots escaped unhurt |
| 100 04 | 11354 | Mi-14PL | Yugoslav Air Force | d/d | 1982 | opb 784. pphe/97. AB at Divulje; photo exists, in light grey c/s with blue undersides, coded "354" white |
| | 11354 | Mi-14PL | Serb.& Monteneg.AF | trf | 27apr92 | opb 784. pphe at Golubovci; destroyed may99 on the ground at Golubovci by a NATO air raid during Operation "Allied Force" |
| 206 01 | not known | Mi-14PS | Yemen ? | mfd | 21feb85 | operator not known, might be North or South Yemen, see below |
| | ER-MGA | Mi-14PS | not known | rgd | 21apr98 | c/n confirmed; registration issued for the ferry flight to Yemen; in light grey c/s with light blue belly, no markings apart from the registration; f/n SIP 15jul98; canx 12nov98 as sold |
| | 601 | Mi-14PS | Yemen Air Force | SAH | aug05 | c/n not confirmed; in dark blue c/s with medium blue underside; l/n SAH 06dec09; there are also undated photos in light grey c/s with light blue underside |
| 206 02 | not known | Mi-14PS | Yemen ? | mfd | 25mar85 | operator not known, might be North or South Yemen, see below |
| | 602 | Mi-14PS | Yemen Air Force | | photo | probably shot before the helicopter became ER-MGB; c/n not confirmed; in dark blue c/s with medium blue underside |
| | ER-MGB | Mi-14PS | not known | rgd | 21apr98 | c/n confirmed; registration issued for the ferry flight to Yemen; in light grey c/s with light blue belly, no markings apart from the registration; f/n SIP 15jul98; canx 12nov98 as sold; there is also a photo with Yemeni roundels and another photo in white c/s with black belly, no markings apart from the registration |
| | 602 | Mi-14PS | Yemen Air Force | SAH | aug05 | c/n not confirmed; in dark blue c/s with medium blue underside; l/n SAH 06dec09; there are also undated photos in light grey c/s with light blue underside |
| 303 01 | 40 | Mi-14 | Cuban Navy | VRA | 20nov97 | with weapons pylons !; opb 161. Escuadrón de Helicópteros at Cienfuegos; in grey c/s with light blue underside and 'Marina de Guerra Revolucionaria' titles |
| | not known | Mi-14 | North Korean AF | d/d | 2002/04 | based at Inhung (45 km north of Wonsan, N39.531094 E127.374153); some Mi-14s were l/n on Google Earth jun18 and all are gone since |
| 303 02 | 41 | Mi-14PL | Cuban Navy | | photo | opb 161. Escuadrón de Helicópteros at Cienfuegos; in grey c/s with light blue underside and 'Marina de Guerra Revolucionaria' titles |
| | not known | Mi-14 | North Korean AF | d/d | 2002/04 | based at Inhung (45 km north of Wonsan, N39.531094 E127.374153); some Mi-14s were l/n on Google Earth jun18 and all are gone since |
| 303 03 | 42 | Mi-14 | Cuban Navy | | photo | opb 161. Escuadrón de Helicópteros at Cienfuegos; in grey c/s with light blue underside and 'Marina de Guerra Revolucionaria' titles |
| | not known | Mi-14 | North Korean AF | d/d | 2002/04 | based at Inhung (45 km north of Wonsan, N39.531094 E127.374153); some Mi-14s were l/n on Google Earth jun18 and all are gone since |
| 303 04 | 43 | Mi-14 | Cuban Navy | no | reports | |
| | not known | Mi-14 | North Korean AF | d/d | 2002/04 | based at Inhung (45 km north of Wonsan, N39.531094 E127.374153); some Mi-14s were l/n on Google Earth jun18 and all are gone since |
| 303 05 | 44 | Mi-14 | Cuban Navy | no | reports | opb 161. Escuadrón de Helicópteros at Cienfuegos |

## ***Mi-14 with unknown c/ns include***

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | "02" red | Mi-14PS | Soviet Air Force | BXJ | 11sep14 | could be c/n 75001, 75002, 75082 or 75083; probably opb 82 ovo at Aralsk; in light grey c/s with light blue underside and an orange 'lightning bolt' on the upper fuselage; the hulk sat at BXJ (together with 3 others), seen sep14 |
| --- | "10" yellow | Mi-14PL | Soviet Navy | | | opb 1 ve 830 okplvp at Safonovo; w/o 02feb84 when sank in the Barents Sea; replaced by Mi-14PLM c/n 78464 |
| --- | "14" yellow | Mi-14PL | Soviet Navy | | | opb 1 ve 830 okplvp at Safonovo; w/o 07jan78; replaced by Mi-14PL c/n 78280 |
| --- | "21" yellow | Mi-14PL | Soviet Navy | TBS | mar96 | in light grey c/s with light blue underside; stored by mar96; possibly impressed into the Georgian Air Force later |
| --- | "31" red | Mi-14BT | Soviet Navy | Kho | sep89 | with Soviet Navy flag |
| --- | "45" yellow | Mi-14PL | Russian Navy | ph. | 07jul06 | used as a ground instructional airframe by the Vyborg Technical College of Civil Aviation (N60.666457 E28.742617), l/n aug11 |

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | "55" red | Mi-14PS | Soviet Air Force | BXJ | 30nov13 | could be c/n 75001, 75002, 75082 or 75083; probably opb 82 ovo at Aralsk; in light grey c/s with light blue underside and an orange 'lightning bolt' on the upper fuselage; the hulk sat at BXJ (together with 3 others), seen nov13/may24 |
| --- | "56" red | Mi-14PS | Soviet Air Force | ph. | ca.1990 | opb 82 ovo at Aralsk; in grey c/s with 'lightning bolt' |
| --- | "60" | Mi-14PL | Soviet Navy | ph. | 06sep88 | based at Korsakov; w/o 06sep88 when crashed at Korsakov, all 4 crew killed |
| --- | not known | Mi-14PS | Soviet Navy | no | reports | based at Novonezhino |
| | "5." red | Mi-14PS | Russian Navy | no | reports | opb 355 osae at Mai-Gatka from around 1991 and later at Kamenny Ruchei; wfu in early 2000s |
| | RF-20439 | Mi-14PS | ROSTO or MChS | no | reports | |
| --- | not known | Mi-14PS | Soviet Navy | no | reports | based at Novonezhino |
| | "5." red | Mi-14PS | Russian Navy | no | reports | opb 355 osae at Mai-Gatka from around 1991 and later at Kamenny Ruchei; wfu 1998 |
| | RF-24737 | Mi-14PS | ROSTO or MChS | trf | 2003 | based at Starodubskoye near Yuzhnoye (Sakhalin); in white c/s with turquoise underside and trim, no titles; dbr 11may06 during a joint Russian-Japanese SAR and environment protection exercise when plunged into Aniva bay (Sea of Okhotsk) 13 km off Korsakov as one engine lost power, the housing of the "Initsiativa" radar was damaged and water collected inside, shifting the centre of gravity to the nose, when the pilot tried to take off the rotor hit the water, the tailboom was cut off by the rotor and the helicopter capsized, one crew member killed and all other 4 crew and 9 passengers injured; the wreck was towed to Korsakov by the patrol ship "Bug" and recovered 12may06 and later moved to Starorusskoye (N47.15000 E142.76192), seen there apr11/oct21 |
| --- | no reg | Mi-14GP | Konvers Avia | | photo | c/n 74035 ?; cargo/passenger version; in full c/s including titles, version painted on as such; used for resupplying oil platforms in the Caspian Sea may96/apr97 |
| --- | no reg | Mi-14P | Konvers Avia | ph. | 26sep96 | c/n 75017 ?; cargo/passenger version; in full c/s including titles, version painted on as such; displayed at the "MAKS-95" and the "Gidroaviasalon-96" airshows |
| --- | no code | Mi-14 | Soviet Navy | Kzh | 27jun05 | preserved outside the factory museum at Kazan (N55.85242 E49.04053), seen jun05 |
| --- | not known | Mi-14PL | Soviet Navy | no | reports | damaged 07jul77 |
| --- | not known | Mi-14PL | Soviet Navy | no | reports | w/o 16jan84 |
| --- | no code | Mi-14 | no titles | ph. | 22sep16 | in grey c/s without any markings whatsoever; preserved on the premises of the Sportivnaya baza "Dinamo" sports complex near Kazan (N55.689001 E49.111844), seen sep16 |
| --- | 1681 | Mi-14 | Ethiopian AF | | photo | in standard c/s; an unmarked Mi-14 hulk without tailboom was seen on a dump in a video may23 and an unmarked blue Mi-14 hulk with tailboom with Dejen Aviation Industry at Debre Zeyit at dec23 |
| --- | "06" yellow | Mi-14PL | Georgian AF | TBS | mar96 | in light grey c/s with light blue underside |
| --- | "07" white | Mi-14PS | Georgian AF | Sef | feb06 | c/n either 75003 or 75066; overhauled by Sevastopolski ARZ in 1999/2004; shipped 15apr04 and arrived at Poti 25apr04; based at Alekseyevka; in khaki/green/brown camo c/s with light blue underside; l/n TBS 26may06; w/o 11aug08 on the ground at Senaki when was destroyed by a Russian air raid, wreck seen 17aug08 |
| --- | "08" white | Mi-14PS | Georgian AF | TBS | 29oct04 | c/n either 75003 or 75066; overhauled by Sevastopolski ARZ in 1999/2004; shipped 15apr04 and arrived at Poti 25apr04; based at Alekseyevka; in khaki/green/brown camo c/s with light blue underside; seen TBS jul07 and 01aug16; stored at TBS, seen apr22 |
| --- | "10" red | Mi-14PS | Kazakh Air Force | BXJ | 08jul19 | probably either c/n 75001, 75182 or 75183, which were trf to Kazarnaulyeksport 11jun01 for sale as surplus equipment; in grey c/s with blue underside and red 'lightning bolt'; sat wfu (in faded colours) at Boroldai, seen jul19 |
| --- | "55" red | Mi-14PS | Kazakh Air Force | BXJ | 08jul19 | probably either c/n 75001, 75182 or 75183, which were trf to Kazarnaulyeksport 11jun01 for sale as surplus equipment; in grey c/s with blue underside and red 'lightning bolt'; sat wfu (in faded colours) at Boroldai, seen jul19 |
| --- | "56" red | Mi-14PS | Kazakh Air Force | BXJ | 08jul19 | probably either c/n 75001, 75182 or 75183, which were trf to Kazarnaulyeksport 11jun01 for sale as surplus equipment; in grey c/s with blue underside and red 'lightning bolt'; sat wfu (in faded colours) at Boroldai, seen jul19 |
| --- | no serial | Mi-14PG | Pakistan Navy | Sem | 12apr11 | in ochre/light brown camo c/s with light blue underside, no markings apart from roundels and flag |
| --- | not known | Mi-14 | Syrian Navy | | | w/o 17feb22 on a flight along the coast of Latakia Province when the tail rotor failed so that the helicopter started to rotate anti-clockwise, came down hard on a hillside near al-Ruwaymiyah and caught fire, 2 of the 4 occupants were killed and both survivors were injured |
| --- | "50" red | Mi-14P. | Ukrainian Navy | | | Mi-14PL or Mi-14PS; opb 555 mvp at Ochakiv |
| --- | "51" red | Mi-14P. | Ukrainian Navy | | | Mi-14PL or Mi-14PS; opb 555 mvp at Ochakiv |
| --- | "52" red | Mi-14P. | Ukrainian Navy | | | Mi-14PL or Mi-14PS; opb 555 mvp at Ochakiv |
| --- | "53" red | Mi-14PL | Ukrainian Navy | | | opb 555 mvp at Ochakiv |
| --- | not known | Mi-14M | not known | mfd | 19nov80 | cargo/passenger version; offered for sale 16jan15 with t/t 2,200 hours; probably c/n 74036 |

# Mil Mi-18

Development of the Mi-18 started in 1977, when the Soviet Armed Forces needed a successor for their large fleet of Mi-8s. The new TV3-117MT powered transport and assault helicopter was required to carry 30 soldiers or five tonnes of cargo. The lifting capability of the Mi-8MT was sufficient for this, but the size of its cargo bay was not. So it was decided to stretch the fuselage by one metre. The Kazan Helicopter Factory No. 387 modified two Mi-8MT airframes in 1980 by adding two 0.5 metre sections forward and aft of the centre of gravity. However, this fuselage extension lead to reduced longitudinal strength and stronger vibrations. Apart from that, new requirements for the installation of additional special equipment in the nose of the helicopter came up in the early 1980s, and the required position of the centre of gravity could not be reached in this configuration. Because of this both Mi-18s were rebuilt again starting in 1982. The two 05 metre sections were removed and replaced by a one metre section in the aft fuselage. Apart from that, the helicopters received a retractable undercarriage. The first flight in this new configuration took place on 28 April 1984.
Apart from the production of new helicopters, it was planned to convert Mi-8s into Mi-18s during regular rework. But when perestroika came and the Soviet troops eventually left Afghanistan, the Ministry of Defence thought it could do with the existing Mi-8 fleet and stopped financing the development of the Mi-18. The Ministry of Civil Aviation (MGA) came to favour a completely new design, the Mi-38. We can see the results today when the old Mi-8s are falling apart and the Mi-38 is still in prototype stage. After completion of their factory trials the two Mi-18 prototypes were used as ground instructional airframes, one of them at Torzhok.

# Mil Mi-24, Mi-25 and Mi-35

## ***Mi-24A built by AMZ "Progress" (former Factory No. 116) at Arsenyev from 1970***

The construction number encompasses 7 digits, and there is no explanation yet for it.

| | | | | | | |
|---|---|---|---|---|---|---|
| 1200101 | not known | Mi-24A | Soviet Air Force | mfd | 1971 | c/n also given as 2451200101 and mfd as 1972; the first production Mi-24 |
| 0200204 | not known | Mi-24A | Rostvertol | mfd | 1970 | designated as A-10; adapted to fly without wing nacelles, with modified rotors to avoid vibration; attained many speed records from 1978 onwards |
| 1200301 | "10" yellow | Mi-24A | Soviet Air Force | mfd | 1972 | in olive drab/khaki camo c/s with light grey underside; was used as a ground instructional airframe by Moscow Institute of Energetics (MEI) at Dolgoye Lyodovo; sat derelict (with the tailboom having been disassembled) at Dolgoye Lyodovo (N55.862521 E37.964619), seen aug08/oct12; was to be preserved by Albatros-Aero, but sold as scrap metal |
| 1200302 | not known | Mi-24A | Soviet Air Force | mfd | 1971 | mentioned in a document |
| 1030401 | "07" | Mi-24A ? | Soviet Army Avn | mfd | 1971 | c/n looks out of sequence; opb 15th Air Army in the Baltics; request for overhaul issued 18aug88 |
| 1200502 | 7430 | Mi-24A | Vietnam Air Force | mfd | 1971 | in olive drab/khaki camo c/s; preserved in the Air Force Museum at Ho-Chi-Minh City (N21.00014 E105.82848), seen dec07/feb22 |
| 1200701 | "42" red | Mi-24A | Soviet Air Force | mfd | 1971 | opb 288 obvp at Nivenskoye; sat derelict at Riga-Rumbula (N55.919671 E26.674928), seen sep03/nov11 |
| 1200705 | "48" red | Mi-24A | Soviet Air Force | mfd | 1971 | in olive drab/khaki camo c/s with light grey underside; used as a ground instructional airframe by the Kuibyshev Aviation Institute (later Samara Aerospace University) (N53.240752 E50.362589), seen may96/feb18 |
| 1200902 | "110" yellow | Mi-24A | Soviet Air Force | mfd | 1971 | in khaki/green camo c/s with light blue underside; used as a ground instructional airframe by the Vyborg Technical College of Civil Aviation (N60.737881 E28.609903), seen jul06/sep10 |
| 2201108 | not known | Mi-24A | Soviet Air Force | mfd | 1971 | rear section (and possibly also front section, but separately) stored in Latvijas Aviacijas Tehnikas Muzejs at Riga-Skulte, seen mar08/jul15; a Mi-24 with code "20" red was seen there 22apr18 which was most probably the same helicopter |
| 2201201 | "50" red | Mi-24A | Soviet Air Force | mfd | aug72 | toc 16feb73; in olive drab/khaki camo c/s with light blue underside; last flight 27jun84 (to Monino); t/t 1,032 hours and 935 cycles; preserved in the Russian Air Force museum at Monino (N55.833191 E38.185641) since, l/n aug23 |
| 2201204 | "48" | Mi-24A | Soviet Air Force | mfd | 1972 | opb 288 obvp at Nivenskoye |
| 0101272 | "14" red | Mi-24A | Soviet Air Force | mfd | 1972 | c/n also reported as 100672; preserved at Kharkiv, seen 12sep96 |
| 2201305 | 1620 | Mi-24A | Ethiopian AF | mfd | 1972 | probably d/d dec77; captured by Eritrean forces at Asmara may93; c/n read off by Dutch UN soldiers; sat on the dump at Asmara, l/n oct18 |
| 3201406 | "33" | Mi-24A | Soviet Air Force | mfd | 1973 | opb 288 obvp at Nivenskoye |
| 2201407 | "20" red | Mi-24A | Soviet Air Force | mfd | 1972 | preserved in Latvijas Aviacijas Tehnikas Muzejs at Riga-Skulte, seen mar08/aug24 |
| 3201411 | "83" | Mi-24A | Soviet Air Force | mfd | 1973 | first unit not known; opb 288 obvp at Nivenskoye probably from its formation 20dec76 |
| 3201508 ? | 1622 | Mi-24A | Ethiopian AF | | photo | in faded olive drab/khaki camo c/s with light blue underside; was operational in the 1998-2001 period; preserved with the Technical School of the Ethiopian Air Force at Debre Zeyit (N8.7276073 E38.996158); a panel seen in a video may23 was marked '1508' |
| 3201510 | "36" | Mi-24A | Soviet Air Force | mfd | 1973 | opb 288 obvp at Nivenskoye probably from its formation 20dec76 |
| 3201902 | "33" red | Mi-24A | Soviet Air Force | mfd | 1973 | in faded khaki/olive drab camo c/s with light grey underside; was preserved in the disbanded museum at Khodynka, seen jun92/aug03; offered for sale as scrap metal 29mar12; hulk transported to Medyn (N54.949401 E35.855731), seen feb14/aug17 |
| 3201908 | "96" black | Mi-24A | Soviet Air Force | mfd | 1973 | sat derelict at AKX, seen apr93 |
| 3201909 | "33" red | Mi-24A | Soviet Air Force | mfd | 1973 | preserved in the Central Armed Forces museum in Moscow, seen aug03 |

| | | | | | | |
|---|---|---|---|---|---|---|
| .202027 | not known | Mi-24A | Soviet Air Force | mfd | 197. | |
| 4202034 | SU-97 | Mi-24A | Algerian Air Force | mfd | 1974 | may have served with the Soviet Air Force before; preserved in the South African Air Force Museum at Swartkop, seen dec02 |
| | "34" yellow | Mi-24A | Soviet Air Force | ph. | 06oct03 | restored by ATE at Midrand and repainted in these fake colours (sand/brown camo c/s with light blue underside); preserved in the South African Air Force Museum at Swartkop, seen oct03/may24 |
| 4202036 | SU-98 | Mi-24A | Algerian Air Force | mfd | 1974 | probably in khaki/olive drab camo c/s with light grey underside |
| 4202037 | SU-99 | Mi-24A | Algerian Air Force | mfd | 1974 | |
| 4202105 | 2105 | Mi-24A | Libyan Air Force | mfd | 1974 | 9 Mi-24A hulks sat at al-Watiya, seen may20 |
| 4202108 | 2108 | Mi-24A | Libyan Air Force | mfd | 1974 | 9 Mi-24A hulks sat at al-Watiya, seen may20 |
| 4202109 | "07" red | Mi-24A | Soviet Air Force | mfd | 1974 | in camo c/s; preserved in the Central Armed Forces Museum in Moscow, seen aug03/may10 |
| | "07" yellow | Mi-24A | Soviet Air Force | ph. | 30aug19 | in camo c/s; preserved in the Central Armed Forces Museum in Moscow (N55.784746 E37.617761), seen aug19/may23 |
| 4202204 | "34" | Mi-24A | Soviet Air Force | mfd | 1974 | opb 288 obvp at Nivenskoye |
| 420220. | "46" | Mi-24A | Soviet Air Force | mfd | 1974 | opb 288 obvp at Nivenskoye |
| 4202405 | not known | Mi-24A | Soviet Air Force | mfd | 1974 | |
| | "32" red | Mi-24A | Ukraine Army Avn | IEV | 04oct10 | preserved in the Oleg Antonov State Aviation Museum at Kiev, seen oct10/mar16 |
| | "32" yellow | Mi-24A | Ukraine Army Avn | IEV | 27jul17 | in olive drab/khaki camo c/s with light blue underside; preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405848 E30.459968), seen jul17/oct19 |
| 4202408 | not known | Mi-24A | Soviet Air Force | mfd | 1974 | |
| | "05" white | Mi-24A | Ukraine Army Avn | Lum | 09jun08 | in faded green/brown/ochre camo c/s with light grey underside; preserved in the museum of the Lugansk repair plant at Lugansk-Ostraya Mogila (N48.528434 E39.381369) (only the last two digits of the c/n were checked 25aug10), seen jun08 and without code sep13/nov13 |
| 4202706 | not known | Mi-24A | Soviet Air Force | mfd | 1974 | the first Mi-24A with a reinforced tailboom |
| 4202808 | not known | Mi-24A | Soviet Air Force | mfd | 1974 | ended up in Ukraine |
| 2204106 | not known | Mi-24A | Soviet Air Force | mfd | 1974 | c/n from Leonid Mischenko, but shouldn't the first digit of the c/n be a 4 ? |
| | no code | Mi-24A | Kyrgyz Air Force | trf | 1992 | in olive drab c/s with light blue belly and trim, no markings whatsoever; used as a ground instructional airframe by the aviation college at Bishkek probably from the 1980s, seen jul19 |
| 4205241 | not known | Mi-24A | Soviet Air Force | mfd | 1974 | the last Mi-24A built |

## ***Mi-24D built by AMZ "Progress" (former Factory No. 116) at Arsenyev***

For the Mi-24s built at Arsenyev, the thirst three digits of the construction number (353) stand for the factory code. They are followed by three digits indicating the version (201 - Mi-24K, 242 - Mi-24V, 243 - Mi-24P, 246 - Mi-24D, 258 - Mi-24VP, 462 - Mi-24R), two digits for the quarter and year of manufacture and the 'famous' post 1974 computer number.

All construction numbers marked # are prefixed by 35324.

| | | | | | | |
|---|---|---|---|---|---|---|
| 3200101 | not known | Mi-24D | Russian Army Avn | mfd | 1973 | line # 01-01; code not visible on photo; in olive drab/khaki camo c/s with light blue underside; scrapped at an unknown location oct94 within the frameworks of an arms control treaty |
| #6 35 00101 | not known | Mi-24D | Soviet Army Avn | mfd | 1975 | mentioned in a document |
| #6 44 01015 | "64" yellow | Mi-24D | Russian Air Force | mfd | 1974 | 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; initially in olive drab/khaki camo c/s with light grey underside; f/n 1993; l/n as such IKT 01jul04; repainted in green/brown camo c/s; f/n as such IKT 20aug08; offered for sale as scrap metal 21jul09; the hulk sat at IKT (N52.271955 E104.34645), l/n oct16 |
| #6 25 01085 ? | not known | Mi-24D | Soviet Army Avn | mfd | 1975 | c/n not 100 % clear on photo |
| | H333 | Mi-24D | Angolan Army Air Force | ph. | aug93 | in brown/khaki camo c/s with light grey underside; sat derelict at LAD, seen apr98 |
| #6 45 03035 | "60" white | Mi-24D | Russian Army Avn | mfd | 1975 | in faded khaki/olive drab camo c/s with light grey underside, at least one older code painted over; was displayed during the "Mosaeroshow-1992" at ZIA aug92; was preserved in the disbanded museum at Khodynka, seen sep93/feb12; offered for sale as scrap metal 29mar12; moved to Muzei tekhniki Vadima Zadorozhnogo at Arkhangelskoye, seen there in bare metal may18 |
| #6 16 03206 | "06" | Mi-24D | Soviet Army Avn | mfd | 1976 | colour of code either white or yellow; opb 280 obvp at Kandahar in the 1980s |
| #6 45 05029 | "06" red | Mi-24D | Soviet Army Avn | mfd | 1975 | f/n RIX oct93; shipped to Woodford (UK) jun94; seen at Hawarden nov95/apr00; moved to Farnborough jul04 |
| | no serial | Mi-24D | BAE Systems | CVT | apr06 | in dark blue c/s with light grey underside and red, light blue and white trim, with titles; preserved in the Midland Air Museum at Coventry (N52.37389 W1.479479) from 2005, seen apr06/mar19, seen with 'Mi24' titles oct24 |
| #6 45 05061 | not known | Mi-24D | Soviet Army Avn | mfd | 1975 | |
| | not known | Mi-24D | Croatian Air Force | ZAG | 26jun03 | probably bought from Kyrgyzstan; serial painted out by jun03; wfu in 2005 |
| #6 45 06034 | "54" yellow | Mi-24D | Soviet Army Avn | mfd | 1975 | f/n KJA 01jul92 |
| #6 45 06061 | not known | Mi-24D | Soviet Army Avn | mfd | 1975 | |
| | H-301 | Mi-24D | Croatian Air Force | ZAG | 14apr00 | not equipped with a "Lipa" jammer; probably bought from Kyrgyzstan; converted to an SAR version; in 'trefoil' khaki/olive drab camo c/s with light grey underside; wfu in 2005 |
| #6 45 06069 | "10" red | Mi-24D | Soviet Army Avn | mfd | 1975 | opb 225 obvp at Allstedt probably from 1989 to 1991 |
| #6 45 06098 | not known | Mi-24D | Soviet Army Avn | mfd | 1975 | line # 16-02 |
| | "07" yellow | Mi-24D | Ukraine Army Avn | IEV | 23sep93 | in olive drab/khaki camo c/s with light blue underside; used as a ground instructional airframe; preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405771 E30.459829), seen aug08/jan20 |
| #6 45 07015 | "05" red | Mi-24D | Soviet Army Avn | mfd | 1975 | opb 225 obvp at Allstedt probably from 1989 to 1991 |
| #6 16 07045 | "80" yellow | Mi-24D | Soviet Army Avn | mfd | 1976 | seen with 121 ARZ at Kubinka |
| #6 16 07048 | not known | Mi-24D | Soviet Army Avn | mfd | 1976 | mentioned in a document |
| #6 16 07052 | "2." white | Mi-24D | Soviet Army Avn | mfd | 1976 | |
| | "34" black | Mi-24D | Ukraine Army Avn | ph. | 18apr08 | in olive drab/khaki camo c/s with light blue underside; used as a ground instructional airframe by the Kharkiv Aviation Institute, seen apr08/oct10 |
| #6 26 09159 | "08" | Mi-24D | Soviet Army Avn | mfd | 1976 | |
| #6 26 09178 | "08" | Mi-24D | Soviet Army Avn | mfd | 1976 | mentioned in a document |
| #6 26 09212 | "69" red | Mi-24D | Soviet Army Avn | mfd | 1976 | opb 440 obvp at Stendal-Borstel probably from 1989 to 1992; seen Stendal apr92 |
| #6 36 09230 | "15" red | Mi-24D | Soviet Army Avn | mfd | 1976 | dbr, details unknown; hulk sat at Rangsdorf, seen jul91; scrapped at Rangsdorf in 1991 |
| #6 .6 13207 | not known | Mi-24D | Soviet Army Avn | mfd | 1976 | |
| | 356 | Mi-24D | Nicaraguan AF | d/d | 1986 | opb Escuadrón de Ala Rotatoria; in olive drab/khaki camo c/s with light grey underside |
| | 654 | Mi-24D | Peruvian Air Force | d/d | 1992 | arrived 16nov92; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); in olive drab/khaki camo c/s with light grey underside and a 'shark mouth'; stored at Base Aérea de Vítor, with the Nicaraguan serial '356' visible again, seen aug19 |
| #6 36 15084 | "26" blue | Mi-24D | Soviet Army Avn | mfd | 1976 | |
| | not known | Mi-24D | Afghan Air Force | ph. | 23aug09 | defected to Pakistan between 1985 and 1989; in olive drab/khaki camo c/s with light grey underside; the hulk without tailboom (so without serial) sat at Qasim, seen apr02 (with "26" blue), and later on the dump in the Pakistan Air Force Museum at Karachi-Faisal (behind the hangar containing the "Viking" and the "Gnat"), seen aug09/jan14; moved from the dump in 2018, l/n feb20 |
| #6 46 15101 | not known | Mi-24D | Soviet Army Avn | mfd | 1976 | |
| | H-302 | Mi-24D | Croatian Air Force | Veg | 09mar98 | probably bought from Kyrgyzstan; seen at ZTZ 09mar98 (probably without serial); wfu in 2005; stored without serial at ZTZ at Velika Gorica, seen jun08/jul08 |
| #6 17 15184 | "70" red | Mi-24D | Soviet Army Avn | mfd | 1977 | opb 440 obvp at Stendal-Borstel probably from 1989 to 1992 |
| #6 17 15234 | "02" red | Mi-24D | Soviet Army Avn | mfd | 1977 | opb 440 obvp at Stendal-Borstel probably from 1989 to 1992 |
| #6 46 15299 | not known | Mi-24D | Soviet Army Avn | mfd | 1976 | |
| | no code | Mi-24D | Kyrgyz Air Force | ph. | may07 | in green/ochre camo c/s with light grey underside; was to be sold to Liberia illegally, but requisitioned by the Slovak authorities; preserved without markings in Múzeum Letectva at Kosice-Barca, seen may07/may24 |
| #6 17 15334 | "02" red | Mi-24D | Soviet Army Avn | mfd | 1977 | opb 440 obvp at Stendal-Borstel by apr92 |
| #6 17 15415 | "03" red | Mi-24D | Soviet Army Avn | mfd | 1977 | in 'trefoil' khaki/olive drab camo c/s with light grey underside; sat wfu at RIX, seen oct93, at Hawarden (UK), seen nov95/jan05, at North Weald, seen jun07/jun08, and at Dunsfold, seen aug08/jun09 |
| | '335' | Mi-24D | Hungarian AF | ph. | 24aug14 | in brown/dark grey/greyish blue camo c/s; displayed in these fake markings during the Dunsfold Wings and Wheels Show 2014, but not reported since; see c/n 340335 |
| #6 17 15500 | not known | Mi-24D | Soviet Army Avn | mfd | 1977 | mentioned in a document |
| #6 27 16169 | not known | Mi-24D | Soviet Army Avn | mfd | 1977 | the last Mi-24D built |

## ***Mi-24V built by AMZ "Progress" (former Factory No. 116) at Arsenyev***

All construction numbers marked # are prefixed by 35324.

| | | | | | | |
|---|---|---|---|---|---|---|
| #2 26 02099 | not known | Mi-24V | Soviet Army Avn | mfd | 1976 | line # 01-01; the first Mi-24V built |
| #2 46 05101 | not known | Mi-24V | Soviet Army Avn | mfd | 1976 | mentioned in a document |
| #2 27 05200 | not known | Mi-24V | Russian Air Force | mfd | 1977 | preserved with 419 ARZ at Gorelovo |
| #2 27 05268 | not known | Mi-24V | Soviet Army Avn | mfd | 1977 | mentioned in a document |
| #2 .7 06652 | not known | Mi-24V | Soviet Army Avn | mfd | 1977 | based in Afghanistan in the 1980s |
| #2 37 07135 | "16" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 37 07152 | "32" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 37 07222 | not known | Mi-24V | Soviet Army Avn | mfd | 1977 | |
| | "16" yellow | Mi-24V | Ukraine Army Avn | Bed | 16may98 | opb 1 BrAA at Berdichev; possibly this is the Mi-24V "16" yellow which is preserved in olive drab/khaki camo c/s with light blue underside, 'Motor Sich' titles and logo and the name 'Aleksandr Krasnikov' on a pole in the aero engines museum (N47.818151 E35.193261) in the Shevchenkivsky district of Zaporizhzhya from 20oct12, l/n mar17 |
| #2 37 07254 | "22" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 37 07260 | "09" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |

| | | | | | | |
|---|---|---|---|---|---|---|
| #2 37 07278 | "36" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 37 07279 | "06" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 37 07299 | "15" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 37 07330 | "05" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 37 07353 | "40" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 37 07481 | "48" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 37 07495 | not known | Mi-24V | Soviet Army Avn | mfd | 1977 | |
| | "02" black | Mi-24V | Ukraine Army Avn | trf | 06dec91 | code only on a sheet of paper in a cabin window - a table of Sevastopolski ARZ stated "202"; in 'trefoil' khaki/olive drab camo c/s with light grey underside; the hulk (in very faded colours) remained in Sevastopolski ARZ when the Crimea was incorporated into Russia 18mar14 and was seen there feb23; to be scrapped |
| #2 37 07522 | "35" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 37 07571 | not known | Mi-24V | Soviet Army Avn | mfd | 22sep77 | |
| | "04" yellow | Mi-24V | Ukraine Army Avn | mfd | 1977 | opb 1 BrAA at Berdichev |
| #2 37 07589 | "38" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 37 07610 | "10" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 37 07700 | "14" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 37 07733 | "33" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 37 07750 | "12" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 47 07757 | "11" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 47 07761 | "20" yellow | Mi-24V | Soviet Army Avn | mfd | 1977 | |
| | "05" yellow | Mi-24V | Ukraine Army Avn | Bed | 16may98 | opb 1 BrAA at Berdichev; the hulk (in very faded colours) remained in Sevastopolski ARZ when the Crimea was incorporated into Russia 18mar14 and was seen there feb23 |
| #2 47 07804 | "07" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 47 07810 | "50" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 47 07821 | "46" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 47 07865 | not known | Mi-24V | Soviet Army Avn | mfd | 1977 | |
| | "01" yellow | Mi-24V | Ukraine Army Avn | Bed | 16may98 | opb 1 BrAA at Berdichev |
| #2 47 08013 | "41" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 47 08088 | "49" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 47 08099 | not known | Mi-24V | Soviet Army Avn | mfd | 1977 | mentioned in a document |
| #2 47 08149 | "47" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 47 08174 | "08" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 47 08201 | "31" white | Mi-24V | Soviet Army Avn | mfd | 1977 | 1 ve 55 obvp at Bagisz; w/o in 1984 when the left engine failed in-flight, the helicopter lost height, collided with a high-voltage power-line and crashed, 1 of the 3 crew killed |
| #2 47 08257 | "34" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 47 08411 | "21" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 47 08469 | not known | Mi-24V | Soviet Army Avn | mfd | 1977 | |
| | not known | Mi-24V | not known | | | seen in bare metal under overhaul with Aviakon at Konotop (probably feb21, but possibly earlier) |
| #2 47 08499 | "19" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 47 08511 | "02" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 47 08533 | "17" white | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 55 obvp at Bagisz by 1992 |
| #2 47 08597 | "33" | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984 |
| | "17" | Mi-24V | Soviet Army Avn | no | reports | opb 337 ovp BiU at Mahlwinkel by 1987 |
| #2 47 08685 | "82" red | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 442 ovp BiU at Zhovtnevoye by 01jan92 |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| #2 17 08713 | "01" red | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1986 |
| | "46" blue | Mi-24V | Soviet Army Avn | no | reports | opb 487 obvp at Werneuchen from 1992 to aug93 |
| #2 48 08779 | not known | Mi-24V | Soviet Army Avn | mfd | 1978 | |
| | H-307 | Mi-24V | Croatian Air Force | ZAG | 06may02 | c/n not confirmed; equipped with an SPO-15 "Beryoza" radar warner (which would point to a Mi-24/25 built at Rostov); probably bought from Kyrgyzstan; in grey/green camo c/s with light grey underside; wfu in 2005; stored at ZTZ at Velika Gorica, l/n jul08; offered for sale by the state-owned ALAN agency 11nov14 |
| #2 47 08851 | "79" red | Mi-24V | Soviet Army Avn | mfd | 27dec77 | opb 442 ovp BiU at Zhovtnevoye by 01jan92 |
| | "02" | Mi-24V | Ukraine Army Avn | no | reports | |
| | "44" | Mi-24V | Ukraine Army Avn | OZH | 05sep17 | the hulk with the c/n on a piece of paper on the canopy sat at OZH, seen sep17 |
| #2 47 08888 | "05" | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984 |
| | "26" | Mi-24V | Soviet Army Avn | no | reports | opb 337 ovp BiU at Mahlwinkel probably from 1987 to 1989 |
| #2 47 09115 | "03" | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984 |
| | "15" white | Mi-24V | Soviet Army Avn | no | reports | opb 486 ovp BU at Jüterbog-Altes Lager probably from 1989; left Jüterbog for Ayaguz (Kazakhstan) 01aug91 |
| | not known | Mi-24V | Kazakh Air Force | no | reports | opb 486 vp at Ucharal; offered for sale oct04 |
| #2 47 09133 | "29" | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984 |
| | "04" red | Mi-24V | Soviet Army Avn | no | reports | opb 337 ovp BiU at Mahlwinkel probably from 1984 to 1986 |
| | "26" blue | Mi-24V | Soviet Army Avn | Wer | apr93 | opb 487 obvp at Templin (relocated to Werneuchen in 1991) probably from 1989 to aug93 |
| #2 47 09135 | "26" | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 296 ove at Mahlwinkel ? |
| #2 47 09141 | "02" yellow | Mi-24V | Soviet Army Avn | mfd | 1977 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984 |
| | "40" yellow | Mi-24V | Soviet Army Avn | no | reports | opb 337 ovp BiU at Mahlwinkel probably from 1987 to 1991; t/t 960 hours by aug90 |
| #2 47 09150 | "80" red | Mi-24V | Soviet Army Avn | mfd | 16jan78 | opb 442 ovp BiU at Zhovtnevoye by 01jan92 |
| | "80" red | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | "02" | Mi-24V | Ukraine Army Avn | | | in khaki/olive drab camo c/s with light grey underside; sold to Motor Sich in 2012 and seen there probably in 2019 |
| #2 47 09157 | not known | Mi-24V | Soviet Army Avn | mfd | 26jan78 | |
| | "02" | Mi-24V | Ukraine Army Avn | no | reports | |
| #2 18 09163 | not known | Mi-24V | Soviet Army Avn | mfd | 1978 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | the hulk was sold by Ukrspetsexport to ZAO "Aviakom" 04feb10 and sat at the premises of the company at Petrovskoye; the radioactive RIO-3A sensor was removed 08jun12 |
| #2 18 09169 | not known | Mi-24V | Soviet Army Avn | mfd | 1978 | |
| | not known | Mi-24V | Belarus Air Force | trf | 15jun92 | |
| | J2-MBD | Mi-35 | Djibouti Air Force | d/d | 2005 | f/n Orsha-Balbasovo 30mar05, being prepared for shipment to Djibouti; initially in brown/beige camo c/s with light blue underside; l/n operational JIB oct09; damaged on landing at JIB when the tail rotor failed at a height of 2-3 metres and the helicopter came down very hard; the hulk sat at JIB, seen feb11; repaired by 419 ARZ at Gorelovo and repainted in brown/sand camo c/s with medium blue underside; f/n as such LED 10apr14; loaded into An-124-100 RA-82079 at LED shortly after 10apr14; overhauled by Tbilaviamsheni and repainted in sand/brown camo c/s with light blue underside, seen there 10dec23 |
| #2 47 09178 | not known | Mi-24V | Soviet Army Avn | mfd | 1978 | |
| | "01" white | Mi-24V | Belarus Air Force | trf | 15jun92 | in olive drab/khaki camo c/s with light grey underside; used as a ground instructional airframe by the Military Academy of Belarus at 9 km, seen oct09 |
| #2 18 09188 | "12" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984 |
| | "09" red | Mi-24V | Soviet Army Avn | no | reports | opb 337 ovp BiU at Mahlwinkel probably from 1984 to 1986 |
| | "30" blue | Mi-24V | Soviet Army Avn | Wer | jul93 | opb 487 obvp at Templin (relocated to Werneuchen in 1991) probably from 1989 to aug93 |
| #2 18 09199 | not known | Mi-24V | Soviet Army Avn | mfd | 1978 | |
| | "39" yellow | Mi-24V | Ukraine Army Avn | Kon | 27sep08 | in khaki/olive drab camo c/s with light blue underside; preserved with "Aviakon" at Konotop, seen sep08 |
| | "39" grey | Mi-24V | Ukraine Army Avn | Kon | 12jun14 | received a blister from a Mi-24R; code not painted on, only on sheet of paper in cabin window; in olive drab/grey camo c/s with light grey underside; preserved with "Aviakon" at Konotop, seen jun14 |
| #2 18 09200 | not known | Mi-24V | Soviet Army Avn | mfd | 24feb78 | |
| | "07" yellow | Mi-24V | Ukraine Army Avn | Bed | 16may98 | opb 1 BrAA at Berdichev |
| #2 18 09222 | "07" | Mi-24V | Soviet Army Avn | mfd | 1978 | |
| | not known | Mi-24V | Ukraine Army Avn | no | reports | |
| | not known | Mi-24V | Algerian Air Force | no | reports | |
| | ZU-BOI | Mi-24V | ATE | trf | 28aug98 | "Super Hind III", modernised by Advanced Technologies and Engineering (ATE) in 1998/99; f/f 15feb99; rgd 24feb99; underwent trials until may02; in dark grey c/s, no titles; f/n Waterkloof sep02; featured in the movie "Blood Diamond"; l/n XYS 21sep08; still owned by ATE by 22mar13 (the date of the Business Rescue Plan) |
| #2 18 09234 | not known | Mi-24V | Soviet Army Avn | mfd | 1978 | |
| | "234" yellow | Mi-24V | Ukraine Army Avn | Bed | 16may98 | opb 1 BrAA at Berdichev |
| #2 18 09237 | "20" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984 |
| | "06" red | Mi-24V | Soviet Army Avn | no | reports | opb 337 ovp BiU at Mahlwinkel probably from 1984 to 1986 |
| | "08" blue | Mi-24V | Soviet Army Avn | Wer | apr92 | opb 487 obvp at Werneuchen from 1992 to aug93 |
| #2 18 09248 | "33" yellow | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 485 obvp at Brandis until may92 |
| #2 18 09252 | "35" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984 |
| | "16" | Mi-24V | Soviet Army Avn | no | reports | opb 337 ovp BiU at Mahlwinkel by 1987 |
| #2 18 09271 | "08" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984; probably later opb 486 ovp BU at Jüterbog-Altes Lager; left Jüterbog for Ayaguz (Kazakhstan) 01aug91 |
| | "62" | Mi-24V | Kazakh Air Force | no | reports | opb 486 vp (redesignated 607 AvB) at Ucharal; offered for sale oct04, but could not be sold; auctioned by Kazarnaulyeksport 25jun14 |
| | 3070 | Mi-24V | Egyptian Air Force | ph. | 07aug21 | in khaki/greenish grey camo c/s with light grey underside; photo on Instagram 02jun23 |
| #2 18 09276 | "09" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984 |
| | "05" yellow | Mi-24V | Soviet Army Avn | no | reports | opb 337 ovp BiU at Mahlwinkel probably from 1989 to may94 |
| #2 18 09279 | "18" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984; probably later opb 486 ovp BU at Jüterbog-Altes Lager; left Jüterbog for Ayaguz (Kazakhstan) 01aug91 |
| | "14" | Mi-24V | Kazakh Air Force | no | reports | opb 486 vp (redesignated 607 AvB) at Ucharal; offered for sale oct04, but could not be sold; auctioned by Kazarnaulyeksport 25jun14 |
| #2 18 09288 | "08" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 172 obvp at Parchim-Damm probably until dec92 |
| #2 18 09296 | "19" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 172 obvp at Parchim-Damm probably until dec92 |
| #2 18 09298 | "03" yellow | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 439 obvp at Rechlin-Lärz probably from 1991 until nov92 |

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| #2 18 09299 | "53" yellow | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 439 obvp at Rechlin-Lärz by 1992 |
| #2 28 09305 | "24" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 172 obvp at Parchim-Damm probably from 1991 to 1992 |
| | "37" yellow | Mi-24V | Soviet Army Avn | Maw | sep92 | opb 337 ovp BiU at Mahlwinkel from 1992 to may94 |
| #2 28 09315 | "15" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 172 obvp at Parchim-Damm probably until dec92 |
| #2 28 09321 | "11" | Mi-24V | Soviet Army Avn | no | reports | opb 15th Air Army in the Baltics; request for overhaul issued 28aug87 |
| #2 28 09333 | "23" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 172 obvp at Parchim-Damm by 1992 |
| #2 28 10009 | "16" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 172 obvp at Parchim-Damm probably from 1991 until dec92 |
| #2 28 10014 | "01" yellow | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 485 obvp at Brandis probably from 1989 until 1991; transported on a flat-bed loader to Reinsdorf apr92, disassembled mar93 and l/n at Reinsdorf jun94; transported on a flat-bed loader to Technikmuseum "Hugo Junkers" at Dessau in 1994; transported on a flat-bed loader to Asbach-Sickenberg in 1995; preserved at Bad Sooden (N51.286141 E9.993532), seen may00/oct09; l/n off airport at Asbach-Sickenberg 12jun22 |
| #2 28 10018 | "50" yellow | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 439 obvp at Rechlin-Lärz by 1992 |
| #2 28 10020 | "54" yellow | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 439 obvp at Rechlin-Lärz by 1992 |
| #2 28 10022 | not known | Mi-24V | Soviet Army Avn | mfd | 1978 | |
| | "10" | Mi-24V | Kazakh Air Force | no | reports | opb 486 vp (redesignated 607 AvB) at Ucharal; offered for sale oct04, but could not be sold; auctioned by Kazarnaulyeksport 25jun14 |
| #2 28 10030 | "41" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 172 obvp at Parchim-Damm probably from 1991 to 1992; l/n Parchim-Damm aug92 |
| #2 28 10033 | not known | Mi-24V | Soviet Army Avn | mfd | 1978 | |
| | "64" | Mi-24V | Kazakh Air Force | no | reports | opb 486 vp (redesignated 607 AvB) at Ucharal; offered for sale oct04, but could not be sold; auctioned by Kazarnaulyeksport 25jun14 |
| #2 28 10037 | "17" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 172 obvp at Parchim-Damm probably from 1991 to 1992 |
| #2 28 10040 | "14" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 172 obvp at Parchim-Damm by 1992; l/n Parchim-Damm aug92 |
| #2 28 10053 | "16" yellow | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 439 obvp Rechlin-Lärz probably from 1990 to nov92 |
| #2 28 10071 | not known | Mi-24V | Soviet Army Avn | mfd | 1978 | |
| | "12" yellow | Mi-24V | Kazakh Air Force | no | reports | opb 486 vp (redesignated 607 AvB) at Ucharal; offered for sale oct04, but could not be sold; auctioned by Kazarnaulyeksport 25jun14; stored with 405 ARZ at ALA, seen jul16 and probably still there may22 |
| #2 28 10081 | "21" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 172 obvp at Parchim-Damm probably until nov92; l/n Parchim-Damm aug92 |
| #2 28 10083 | "28" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 440 obvp at Stendal-Borstel probably from 1990 to 1992; l/n Stendal aug92 |
| #2 28 10088 | "57" yellow | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 439 obvp at Rechlin-Lärz probably from 1990 until nov92; l/n Rechlin-Lärz aug92 |
| #2 28 10091 | not known | Mi-24V | Soviet Army Avn | mfd | 1978 | |
| | "02" yellow | Mi-24V | Kazakh Air Force | no | reports | opb 486 vp (redesignated 607 AvB) at Ucharal; offered for sale oct04, but could not be sold; auctioned by Kazarnaulyeksport 25jun14; stored with 405 ARZ at ALA, seen jul16/jul19 and probably still there may22 |
| #2 28 10094 | "30" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984; probably later opb 486 ovp BU at Jüterbog-Altes Lager; left Jüterbog for Ayaguz (Kazakhstan) 01aug91 |
| | "06" | Mi-24V | Kazakh Air Force | no | reports | opb 486 vp (redesignated 607 AvB) at Ucharal; offered for sale oct04, but could not be sold; auctioned by Kazarnaulyeksport 25jun14 |
| #2 28 10097 | "06" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984 |
| | "02" red | Mi-24V | Soviet Army Avn | no | reports | opb 337 ovp BiU at Mahlwinkel probably from 1984 to 1986 |
| | "24" blue | Mi-24V | Soviet Army Avn | no | reports | opb 487 obvp at Templin (relocated to Werneuchen in 1991) probably from 1989 to aug93 |
| #2 28 10099 | "11" | Mi-24V | Soviet Army Avn | mfd | 24jun78 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984 |
| | "36" yellow | Mi-24V | Soviet Army Avn | Maw | jun92 | opb 337 ovp BiU at Mahlwinkel probably from 1987; last overhaul completed 01apr88; w/o 16may94 on the ferry flight from Oranienburg to Chernyakhovsk (as the unit was withdrawn from Germany) when the commander lost consciousness 4 minutes into the flight and came to rest on the stick, the flight technician succeeded in removing him from the stick and the 2nd pilot took control of the helicopter, but altitude was not sufficient to recover, so the helicopter hit trees and crash-landed near Friedrichsthal (north-east of Oranienburg), rolled over onto its left side and caught fire, all 3 crew members escaped unhurt; t/t 1,394 hours and 3,070 cycles |
| #2 28 10101 | "32" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1989; t/t 1,042 hours by sep89 |
| | "06" yellow | Mi-24V | Soviet Army Avn | no | reports | opb 337 ovp BiU at Mahlwinkel probably from 1992 to may94; f/n Mahlwinkel sep92 |
| #2 28 10111 | "24" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984; probably later opb 486 ovp BU at Jüterbog-Altes Lager; left Jüterbog for Ayaguz (Kazakhstan) 01aug91 |
| | "08" | Mi-24V | Kazakh Air Force | | | opb 486 vp (redesignated 607 AvB) at Ucharal; offered for sale oct04, but could not be sold; auctioned by Kazarnaulyeksport 25jun14; stored with 405 ARZ at ALA, seen jul16 and probably still there may22 |
| #2 28 10113 | "02" orange | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 485 obvp at Brandis probably from 1989 to may92; f/n Brandis may91; also reported as Mi-24D c/n 353246 .6 10113 "09" red, opb 225 obvp at Allstedt probably from 1989 to 1991 |
| #2 28 10113 | "09" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 225 obvp at Allstedt probably from 1989 to 1991 |
| #2 18 10128 | "25" yellow | Mi-24V | Soviet Army Avn | mfd | 1978 | reported may91 |
| #2 38 10133 | "39" yellow | Mi-24V | Russian Air Force | mfd | 1978 | opb 337 ovp BiU at Mahlwinkel by 1992; l/n Mahlwinkel may94 |
| #2 38 10137 | "18" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 172 obvp at Parchim-Damm probably until dec92; l/n Parchim oct92 |
| #2 38 10138 | "43" white | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 178 obvp at Stendal-Borstel probably from 1989 until jun92 |
| #2 38 10141 | "31" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 440 obvp at Stendal-Borstel probably from 1989 until jun92; l/n Stendal apr92 |
| #2 38 10142 | "07" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 172 obvp at Parchim-Damm probably until dec92; l/n Parchim aug92 |
| #2 38 10148 | "20" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 172 obvp at Parchim-Damm probably until dec92; l/n Parchim aug92 |
| #2 38 10163 | "32" yellow | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU at Mahlwinkel by 1991 |
| #2 38 10181 | "05" yellow | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 439 obvp at Rechlin-Lärz probably from 1991 until nov92 |
| #2 38 10188 | "42" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 172 obvp at Parchim-Damm by jul92 |
| #2 38 10201 | "74" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 440 obvp at Stendal-Borstel by apr92 |
| #2 38 10211 | "61" yellow | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 439 obvp at Parchim-Damm probably by 1992 |
| #2 38 10218 | "24" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 440 obvp at Stendal-Borstel by sep92 |
| #2 38 10235 | not known | Mi-24V | Russian Air Force | mfd | 1978 | opb. military unit 22274 (? uap SVVAUL) at Kirov; offered for sale as scrap metal 30sep08 |
| #2 38 10248 | "39" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984 |
| | "18" | Mi-24V | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel by 1987 |
| #2 38 10257 | "25" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984 |
| | "04" white | Mi-24V | Soviet Army Avn | | | opb 486 ovp BU at Jüterbog-Altes Lager; f/n 1989; left Jüterbog for Ayaguz (Kazakhstan) 01aug91 |
| | "04" | Mi-24V | Kazakh Air Force | | | opb 486 vp (redesignated 607 AvB) at Ucharal; offered for sale oct04, but could not be sold; auctioned by Kazarnaulyeksport 25jun14; stored with 405 ARZ at ALA, seen jul16 and probably still there may22 |
| #2 38 10263 | "21" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984 |
| | "17" white | Mi-24V | Soviet Army Avn | | | opb 486 ovp BU at Jüterbog-Altes Lager; f/n 1989; left Jüterbog for Ayaguz (Kazakhstan) 01aug91 |
| | "17" | Mi-24V | Kazakh Air Force | | | opb 486 vp (redesignated 607 AvB) at Ucharal; offered for sale oct04, but could not be sold; auctioned by Kazarnaulyeksport 25jun14 |
| #2 38 10271 | "26" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1979 until 1984 |
| | "14" yellow | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 439 obvp at Parchim-Damm by aug92 |
| #2 38 10279 | "14" white | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 486 ovp BU at Jüterbog-Altes Lager apr91 |
| #2 38 10283 | "17" white | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 486 ovp BU at Jüterbog-Altes Lager apr91 |
| #2 38 10288 | "19" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1979; l/n 1984 |
| | "39" orange | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1987; t/t 989 hours by 12sep89; l/n may94 |
| #2 38 10299 | "28" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1979 until 1984 |
| | "04" yellow | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 485 obvp 1989; l/n may92 |
| #2 38 10301 | "14" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1979; l/n 1984 |
| | "03" red | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1984 until 1986 |
| | "25" blue | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 487 obvp at Templin (relocated to Werneuchen in 1991) by jul93 |
| #2 38 10303 | "27" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1979; l/n 1984 |
| | "15" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1987 |
| #2 38 10305 | "36" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1984 |
| #2 38 10311 | "41" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1979; l/n 1984 |
| | "19" orange | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1987; l/n may94 |
| #2 38 10329 | "34" yellow | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984 |
| | "05" red | Mi-24V | Soviet Army Avn | | photo | opb ? ove OP (mil. unit 62017) at Mahlwinkel from 1984 until at least 1986; in khaki/olive drab camo c/s with light blue underside |
| | "27" blue | Mi-24V | Soviet Army Avn | | | opb 487 obvp at Templin probably from 1990 to 1991 |
| | "27" blue | Mi-24V | Russian Air Force | | | opb 487 obvp at Werneuchen from 1991 to aug93; l/n on TV in Chechnya mar95 |
| #2 38 10338 | "23" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1979 |
| | "07" red | Mi-24V | Soviet Army Avn | | 1984 | opb 337 ovp BiU 1984 until 1986 |
| | "28" blue | Mi-24V | Soviet Army Avn | | | opb 487 obvp at Werneuchen probably from 1991 to aug93 |
| #2 38 10358 | "40" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1979; l/n 1984 |
| | "20" yellow | Mi-24V | Soviet Army Avn | | 1987 | opb 337 ovp BiU 1987; l/n jun93 |
| #2 38 10371 | "07" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1979; l/n 1984 |
| | "08" yellow | Mi-24V | Soviet Army Avn | | 1987 | opb 337 ovp BiU 1987; t/t 677 hours by apr87; l/n may94 |
| #2 38 10388 | "28" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 296 ove at Mahlwinkel ? |
| #2 38 10400 | "17" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1979; l/n 1984 |
| | "11" red | Mi-24V | Soviet Army Avn | | 1984 | opb 337 ovp BiU 1984 until 1986 |
| | "31" blue | Mi-24V | Soviet Army Avn | | | opb 487 obvp at Werneuchen probably from 1989 to aug93 |
| #2 38 10401 | "16" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU at Mahlwinkel probably from 1979 to 1984; probably later opb 486 ovp BU at Jüterbog-Altes Lager; left Jüterbog for Ayaguz (Kazakhstan) 01aug91; see c/n 10431 with the same code |
| | "16" | Mi-24V | Kazakh Air Force | | | opb 486 vp (redesignated 607 AvB) at Ucharal; offered for sale oct04, but could not be sold; auctioned by Kazarnaulyeksport 25jun14 |
| #2 38 10415 | "15" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1979; l/n 1984 |
| | "07" blue | Mi-24V | Soviet Army Avn | | | opb 487 obvp at Werneuchen probably from 1991 to aug93 |
| #2 38 10431 | "16" white | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 486 ovp BU at Jüterbog-Altes Lager; seen Jüterbog-Altes Lager may91; left Jüterbog for Ayaguz (Kazakhstan) 01aug91; see c/n 104301 with the same code |
| #2 48 10450 | "31" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 296 ove at Mahlwinkel ? |
| #2 48 10505 | "22" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1979; l/n 1984 |
| | "38" yellow | Mi-24V | Soviet Army Avn | | | opb 337 ovp BiU 1987; t/t 1,092 hours by 10dec89; l/n jun93 |
| #2 48 10555 | "37" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1979; l/n 1984 |

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|---|---|---|---|---|---|---|
| | "08" red | Mi-24V | Soviet Army Avn | | 1984 | opb 337 ovp BiU 1984 until 1986 |
| | "29" blue | Mi-24V | Soviet Army Avn | | | opb 487 obvp at Werneuchen probably from 1989 to aug93 |
| #2 38 10557 | "31" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1979 until 1984 |
| | "03" orange | Mi-24V | Soviet Army Avn | | 1989 | opb 485 obvp 1989; l/n may92 |
| #2 48 10603 | "04" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1979; l/n 1984 |
| | "10" red | Mi-24V | Soviet Army Avn | | 1984 | opb 337 ovp BiU 1984; l/n 1986 |
| | "21" yellow | Mi-24V | Soviet Army Avn | | sep92 | opb 337 ovp BiU sep92; l/n may94 |
| #2 48 10687 | "10" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU 1979; l/n 1984 |
| | "31" orange | Mi-24V | Soviet Army Avn | | 1987 | opb 337 ovp BiU 1987; l/n may91 |
| #2 48 10699 | "14" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 337 ovp BiU |
| | "38" | Mi-24V | Soviet Army Avn | | | opb 337 ovp BiU; l/n 1987 |
| #2 48 10788 | "28" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 280 ovp at Kandahar by 1988 |
| #2 48 10827 | "23" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 280 ovp at Kandahar by 1988; trf to 302 ove 24jul88 |
| #2 48 10853 | "03" yellow | Mi-24V | Soviet Army Avn | mfd | 1978 | in olive drab/khaki camo c/s with light blue underside; used as a ground instructional airframe by Rizhski VVAIU at RIX, l/n oct93; transported by M/V "InPenieris Kreilis" to the UK, arriving at Liverpool's Seaforth Dock 27oct93; was preserved (with very faded code) at Hawarden, seen nov95/apr00; seen at Redhill mar03; returned to Hawarden, seen jan05 |
| | "46" red | Mi-24V | Soviet Army Avn | ph. | 22apr09 | preserved with the Aviation Warehouse (N34.615569 W117.604651) at El Mirage near Victorville, seen apr09/jun14 |
| #2 48 10855 | "29" | Mi-24V | Soviet Army Avn | mfd | 1978 | opb 296 ove |
| #2 48 10857 | not known | Mi-24V | Soviet Army Avn | mfd | 1978 | |
| | H-305 | Mi-24V | Croatian Air Force | AVB | 07jul96 | probably bought from Kyrgyzstan; equipped with FLIR cameras and used for battlefield reconnaissance; in khaki/green camo c/s with light blue underside; l/n operational ZAG 26jun03; wfu in 2005; seen on the site of the future Croatian Air Force museum at Zagreb-Pleso (N45.73275 E16.07896) may11/may24; was offered for sale by the state-owned ALAN agency 11nov14 |
| #2 48 10871 | not known | Mi-24V | Soviet Army Avn | mfd | 1978 | |
| | H-306 | Mi-24V | Croatian Air Force | ZAG | 05jul97 | probably bought from Kyrgyzstan; l/n operational ZAG 26jun03; wfu in 2005; preserved at the 91st Air Base at Zagreb-Pleso (N45.73295 E16.07921), seen may11/may24; was offered for sale by the state-owned ALAN agency 11nov14 |
| #2 29 12201 | no code | Mi-24V | Soviet Army Avn | mfd | 1979 | in olive drab/camo c/s with light grey underside; preserved at Chernigovka, seen 17aug13 |
| #2 29 12381 | "23" blue | Mi-24V | Soviet Army Avn | mfd | 1979 | in olive drab/khaki camo c/s with light grey underside, with Red stars; preserved on a pole close to the entry of the "Progress" factory at Arsenyev, seen may17 |
| #2 29 12747 | not known | Mi-24V | Soviet Army Avn | mfd | 1979 | |
| | H-304 | Mi-24V | Croatian Air Force | | | probably bought from Kyrgyzstan; in khaki/olive drab camo c/s with light grey underside; l/n operational may95; stored at ZTZ at Velika Gorica, seen aug04/jul08; offered for sale by the state-owned ALAN agency 11nov14 |
| #2 29 12761 | not known | Mi-24V | Soviet Army Avn | mfd | 1979 | mentioned in a document |
| #. .. 12765 | not known | Mi-24V ? | Ukraine Army Avn | ph. | 2015 ? | version not confirmed; in olive drab/khaki camo c/s with light blue underside |
| #2 39 12779 | not known | Mi-24V | Soviet Army Avn | mfd | 1979 | mentioned in a document |
| #2 39 12808 | "09" yellow | Mi-24V | Soviet Army Avn | mfd | 1979 | opb 439 obvp at Parchim-Damm probably from 1991 to 1992; later opb 178 obvp |
| #2 39 12851 | "22" red | Mi-24V | Soviet Army Avn | mfd | 1979 | opb 172 obvp at Parchim-Damm; 1992 |
| | "34" yellow | Mi-24V | Soviet Army Avn | mfd | 1979 | opb 337 ovp BiU 1992; l/n may94 |
| #2 39 12903 | "42" white | Mi-24V | Soviet Army Avn | mfd | 1979 | opb 178 obvp at Stendal probably from 1989; left Stendal for Russia in 1992 |
| | not known | Mi-24V | Russian Air Force | no | reports | opb 490 ovp BU at Tula-Klokovo; offered for sale as scrap metal 20aug08 |
| #2 39 12961 | "70" | Mi-24V | Soviet Army Avn | mfd | 1979 | opb 439 obvp at Parchim-Damm ? |
| | "17" yellow | Mi-24V | Soviet Army Avn | | | opb 439 obvp at Parchim-Damm probably from 1989 to nov92 |
| #2 39 12999 | "32" white | Mi-24V | Soviet Army Avn | mfd | 1979 | opb 178 obvp may92 |
| #2 39 13001 | "38" white | Mi-24V | Soviet Army Avn | mfd | 1979 | opb 178 obvp 1989; l/n 199 |
| #2 39 13077 | "26" red | Mi-24V | Soviet Army Avn | mfd | 1979 | opb 172 obvp at Parchim-Damm; 1991; l/n 1992 |
| #2 39 13113 | "31" white | Mi-24V | Soviet Army Avn | mfd | 1979 | opb 178 obvp 1989; l/n 1992 |
| #2 39 13145 | not known | Mi-24V | Soviet Army Avn | mfd | 1979 | |
| | "83" yellow | Mi-24V | Ukraine Army Avn | trf | 06dec91 | opb 1 BrAA at Berdichev; seen Berdichev 16may98 |
| | "20" red | Mi-24V | Ukraine Army Avn | KHE | 26jul16 | c/n not confirmed, also the number '60789' is reported with this one |
| #2 39 13230 | "73" red | Mi-24V | Soviet Army Avn | mfd | 1979 | opb 440 obvp at Stendal-Borstel probably from 1989 to 1992 |
| #2 39 13241 | not known | Mi-24V | Soviet Army Avn | mfd | 1979 | |
| | no code | Mi-24V | Russian Air Force | ph. | may06 | in olive drab/khaki camo c/s with light blue underside, no markings whatsoever; preserved in the AvtoVAZ technical museum at Togliatti, seen may06/oct24 |
| #2 39 13268 | not known | Mi-24V | Soviet Army Avn | mfd | 19sep79 | |
| | "02" | Mi-24V | Ukraine Army Avn | trf | 06dec91 | reported at Konotop |
| #2 39 13271 | "81" red | Mi-24V | Soviet Army Avn | mfd | 19sep79 | opb 442 ovp BiU at Zhovtnevoye by 01jan92 |
| | "01" yellow | Mi-24V | Ukraine Army Avn | trf | 06dec91 | opb 72 AvB; in dark green/brown camo c/s with light grey underside; l/n 16sep02; the hulk with the c/n on a piece of paper on the canopy sat at OZH, seen sep17 |
| #2 39 13274 | not known | Mi-24V | Soviet Army Avn | mfd | 19sep79 | opb 72 obvp |
| | "01" red | Mi-24V | Ukraine Army Avn | trf | 06dec91 | opb 72 AvB; f/n Konotop 21may98 |
| #2 39 13299 | not known | Mi-24V | Soviet Army Avn | mfd | 1979 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | the hulk was sold by Ukrspetsexport to ZAO "Aviakom" 04feb10 and sat at the premises of the company at Petrovskoye; the radioactive RIO-3A sensor was removed 08jun12 |
| #2 39 13322 | not known | Mi-24V | Soviet Army Avn | mfd | 27sep79 | |
| | "23" yellow | Mi-24V | Soviet Army Avn | trf | 1992 | used as a ground instructional airframe by the military college at Kiev-Vasilkiv, seen 21may98 |
| | "23" blue | Mi-24V | Soviet Army Avn | ph. | 08aug08 | used as a ground instructional airframe by the military college at Kiev-Vasilkiv, seen aug08/oct19 |
| #2 39 13357 | not known | Mi-24V | Soviet Army Avn | mfd | 1979 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | the hulk was sold to ZAO "Aviakom" probably in 2010 and sat at the premises of the company at Petrovskoye; the radioactive RIO-3A sensor was removed 08jun12 |
| #2 39 13372 | "14" | Mi-24V | Soviet Army Avn | mfd | 27sep79 | |
| | "75" red | Mi-24V | Soviet Army Avn | | | opb 442 ovp BiU at Zhovtnevoye by 01jan92 |
| | "75" red | Mi-24V | Ukraine Army Avn | trf | 06dec91 | opb 72 AvB; f/n Konotop 21may98 |
| #2 49 13402 | not known | Mi-24V | Soviet Army Avn | mfd | 1979 | |
| | "72" red | Mi-24V | Russian Air Force | Vya | 1999 | |
| #2 49 13550 | not known | Mi-24V | Russian Air Force | mfd | 1979 | opb. military unit 22274 (? uap SVVAUL) at Kirov; offered for sale as scrap metal 30sep08 |
| #2 49 13613 | not known | Mi-24V | Soviet Army Avn | mfd | 1979 | |
| | H-308 | Mi-24V | Croatian Air Force | ZAG | 26jun03 | probably bought from Kyrgyzstan; equipped with an SPO-15 "Beryoza" radar warner; serial painted out by jun03; wfu in 2005; offered for sale by the state-owned ALAN agency 11nov14 |
| #2 49 13763 | not known | Mi-24V | Soviet Army Avn | mfd | 1979 | |
| | H-311 | Mi-24V | Croatian Air Force | Veg | 01aug06 | probably bought from Kyrgyzstan; wfu in 2005; serial painted out by aug06; stored at Velika Gorica, seen aug06/sep09 |
| #2 49 13810 | "46" | Mi-24V | Soviet Air Force | mfd | 1979 | was preserved with the "Gagarin" Air Force Academy |
| #2 21 13881 ? | "05" orange | Mi-24V | Soviet Army Avn | | | opb 336 ovp at Weimar-Nohra; l/n Weimar-Nohra 17aug91 |
| #2 49 13900 | "05" | Mi-24V | Soviet Army Avn | mfd | 1979 | |
| | "10" white | Mi-24V | Russian Air Force | ph. | 04jul06 | in faded khaki/olive drab camo c/s with light grey underside; former code "05" still visible under the paint; carried an 'eagle' badge with the inscription 'Pugachov Rossiya 183' behind the cockpit; preserved in Muzei boyevoi slavy (Combat Valour Museum) in Park Pobedy (Victory Park) at Saratov, seen jul06/sep08 |
| | no code | Mi-24V | Russian Air Force | ph. | jun20 | in light grey c/s with dark olive drab patches, no markings whatsoever; preserved in Muzei boyevoi slavy in Park Pobedy at at Saratov (N51.543271 E46.057677), seen jun20/aug24 |
| #2 49 13918 | not known | Mi-24V | Soviet Army Avn | mfd | 1979 | |
| | "98" | Mi-24V | Kazakh Air Force | | | opb 486 vp (redesignated 607 AvB) at Ucharal; offered for sale oct04, but could not be sold; auctioned by Kazarnaulyeksport 25jun14 |
| #2 49 13919 | not known | Mi-24V | Soviet Army Avn | mfd | 1979 | |
| | not known | Mi-24V | Kazakh Air Force | | | opb 486 vp (redesignated 607 AvB) at Ucharal; no longer airworthy by 2016 |
| #2 49 13976 | not known | Mi-24V | Soviet Army Avn | mfd | 1979 | |
| | not known | Mi-24V | Ukraine Army Avn | no | reports | |
| | TL-KND/01 | Mi-24V | Central African AF | e/d | 29jun11 | c/n not confirmed, may be c/n 3532422015199; initially in olive drab/medium green/greyish green camo c/s with light blue underside and yellow serial; f/n BGF 29dec13; l/n as such BGF 06jul15; repainted in olive drab/dark brown/medium brown camo c/s with light blue underside; f/n as such BGF nov15; l/n as such BGF 2018; overhauled in Russia in early 2021 and repainted in olive drab/khaki camo c/s with light blue underside; delivered by an An-124 via LTK where the aircraft broke down, so the Mi-24V was off-loaded and seen there in early may21; flown by An-124-100 RA-82035 from LTK to BGF on or shortly before 22may21; seen at BGF again 23aug22 |
| #2 49 14063 | "34" orange | Mi-24V | Soviet Army Avn | mfd | 1979 | opb 485 obvp mar92 |
| #2 49 14066 | "01" red | Mi-24V | Soviet Army Avn | mfd | 1979 | opb 225 obvp at Allstedt by 1991 |
| #2 49 14079 | "35" orange | Mi-24V | Soviet Army Avn | mfd | 1979 | opb 485 obvp 1989/may92 |
| #2 49 14111 | "31" orange | Mi-24V | Soviet Army Avn | mfd | 09jan80 | opb 485 obvp 1989/may92 |
| | "47" | Mi-24V | Ukraine Army Avn | trf | 06dec91 | seen at Konotop |
| #2 39 14127 | "32" orange | Mi-24V | Soviet Army Avn | mfd | 1979 | opb 485 obvp may92 |
| #2 10 14133 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Chad Air Force | e/d | 28mar08 | seen in natural metal under overhaul with TAM Georgia 18mar19, with '14133' on a sheet of paper below the cockpit |
| #2 10 14148 | not known | Mi-24V | Soviet Army Avn | mfd | 31jan80 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| #2 10 14161 | not known | Mi-24V | Soviet Army Avn | mfd | jan80 | |
| | "01" white | Mi-24V | Belarus Air Force | ph. | 02jul15 | in olive drab/khaki camo c/s with light grey underside, with Red Stars and a Belarussian flag on the engine cowling; preserved on a pole in front of the barracks of 181 BVB at Novyye Zasimovichi near Pruzhany (N52.600168 E24.397170) from 29jun15 (officially opened 02jul15), l/n oct21 |
| #2 10 14162 | not known | Mi-24V | Soviet Army Avn | mfd | 21jan80 | |

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|---|---|---|---|---|---|---|
| | "49" | Mi-24V | Ukraine Army Avn | trf | 06dec91 | seen at Konotop; the hulk was sold by Ukrspetsexport to ZAO "Aviakom" 04dec09 and sat at the premises of the company at Petrovskoye; the radioactive RIO-3A sensor was removed 22mar10 |
| #2 10 14168 | not known | Mi-24V | Soviet Army Avn | mfd | 21jan80 | c/n also given as 3532422014168 |
| | "162" | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V-MSB | South Sudanese AF | e/d | apr15 | with t/t some 700 hours; became either SPAF-201, SPAF-202 or SPAF-203 |
| #2 39 14192 | "36" orange | Mi-24V | Soviet Army Avn | mfd | 1979 | opb 485 obvp 1989; seen Nohra 17aug91; l/n may92 |
| #2 10 14199 | "18" red | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 225 obvp at Allstedt by 1991 |
| #2 10 14281 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | |
| | "45" yellow | Mi-24V | Russian Air Force | | | |
| | "207" outline | Mi-24V | Russian Air Force | Kub | 20may22 | in very faded olive drab/khaki camo c/s with light grey underside, with the former code still visible; preserved in the "Patriot" Park at Kubinka (N55.564092 E36.817478) seen may22 |
| #2 10 14251 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | mentioned in a document |
| #2 10 14322 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | |
| | "22" red | Mi-24V | Russian Air Force | ph. | 17aug20 | in non-standard 'trefoil' beige/dark green camo c/s with light blue underside, with 'VVS Rossii' titles and Red Stars; preserved in the "Patriot" Park at Engels (N51.445044 E46.073160), seen aug20/aug24 |
| #2 10 14507 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | |
| | not known | Mi-24V | Russian Air Force | | | sold as scrap metal 29nov12 |
| #2 10 14533 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | |
| | not known | Mi-24V | Russian Air Force | | | sold as scrap metal 29nov12 |
| #2 10 14534 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | |
| | not known | Mi-24V | Russian Air Force | trf | 1992 | used by Kirovskoye VATU |
| | "15" yellow | Mi-24V | Russian Air Force | Eng | 15aug14 | arrived at Engels from Kirovskoye VATU 22apr14; preserved in the long-range aviation museum at Engels (N51.475197 E46.189611); initially in dark green/light grey camo c/s with medium blue underside, l/n as such aug14; repainted in non-standard 'trefoil' khaki/green camo c/s with light blue underside, f/n as such oct19 |
| #2 10 14573 | not known | Mi-24V | KGB/Border Guards | mfd | 1980 | |
| | "328" yellow | Mi-24V | FSB | | | arrived for preservation at Tyumen jun16 |
| | "78" yellow | Mi-24V | FSB | ph. | 27jul18 | in olive drab/khaki camo c/s with light blue underside and a white stripe on the rear fuselage; preserved at skver Pogranichnikov at Tyumen (N57.209305 E65.549579), seen jul18/aug24 |
| #2 10 14611 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | |
| | not known | Mi-24V | Russian Air Force | | | sold as scrap metal 29nov12 |
| #2 10 14635 | "07" orange | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 439 obvp at Parchim-Damm probably from 1991 to 1992; in 'trefoil' khaki/olive drab camo c/s with light blue underside, code painted over an old one |
| #2 10 14644 | "24" | Mi-24V | Soviet Army Avn | mfd | 1980 | |
| | "38" orange | Mi-24V | Soviet Army Avn | | | opb 485 obvp 1989; seen Nohra 17aug91; l/n may92 |
| #2 10 14652 | "11" | Mi-24V | Soviet Army Avn | mfd | 1980 | |
| | "37" orange | Mi-24V | Soviet Army Avn | | | opb 485 obvp 1989; l/n may92 |
| #2 10 14654 | "22" red | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 225 obvp at Allstedt by 1991 |
| #2 10 14697 | "28" red | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 225 obvp at Allstedt by 1991 |
| #2 10 14735 | "79" | Mi-24V | FSB | mfd | 17apr80 | opb oae at Ucharal (or Dushanbe); struck off charge 11nov05 with t/t 1,282 hours, was with 810 ARZ by then |
| #2 20 14748 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | mentioned in a document |
| #2 20 14755 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | |
| | not known | Mi-24V | Azerbaijani AF | | | arrived in Ukraine for overhaul 10apr13 |
| #2 20 14777 | "02" | Mi-24V | Soviet Army Avn | mfd | 13apr80 | opb 288 obvp at Nivenskoye |
| #2 20 14779 | "05" | Mi-24V | Soviet Army Avn | mfd | 19apr80 | opb 288 obvp at Nivenskoye |
| #2 20 14785 | not known | Mi-24V | Soviet Army Avn | mfd | 22apr80 | opb 288 obvp at Nivenskoye |
| #2 20 14792 | not known | Mi-24V | Soviet Army Avn | mfd | 22apr80 | opb 288 obvp at Nivenskoye |
| | no serial | Mi-24V | IAI | LBG | jun99 | in 'trefoil' khaki/olive drab camo c/s with light grey underside, with 'IAI Tamam Division' and 'Mata Division' titles on the engine nacelle, an IAI logo on the fin and additional 'Mission 24' titles; displayed by Israeli Aircraft Industries at LBG jun99 during upgrading; the hulk sat at TLV from nov13, l/n may19 |
| #2 20 14793 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 15th Air Army in the Baltics; CofA issued 03apr88 |
| #2 20 14804 | "03" | Mi-24V | Soviet Army Avn | mfd | 22apr80 | opb 288 obvp at Nivenskoye |
| #2 20 14811 | "04" | Mi-24V | Soviet Army Avn | mfd | 22apr80 | opb 288 obvp at Nivenskoye |
| #2 20 14820 | not known | Mi-24V | Soviet Army Avn | mfd | 22apr80 | opb 288 obvp at Nivenskoye |
| #2 20 14853 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 288 obvp at Nivenskoye |
| #2 20 15007 | "01" red | Mi-24V | Soviet Army Avn | mfd | 06may80 | opb 72 obvp |
| | "19" yellow | Mi-24V | Ukraine Army Avn | trf | 06dec91 | opb 72 obvp (later redesignated 72 AvB); f/n Konotop 21may98 (also reported as "11", in error ?); sold to Nigeria aug14/sep14 |
| | not known | Mi-24V | Nigerian Air Force | d/d | 2014 | |
| #2 20 15011 | "44" white | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 55 ovp at Bagisz by 1992 |
| #2 20 15017 | "43" white | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 55 ovp at Bagisz by 1992 |
| #2 20 15039 | not known | Mi-24V | Soviet Army Avn | mfd | 25may80 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | South Sudanese AF | e/d | apr15 | with t/t 657 hours; became either SPAF-201, SPAF-202 or SPAF-203 |
| #2 20 1504. ? | no code | Mi-24V | Azerbaijani AF | ph. | jun18 | in olive drab/khaki camo c/s, no markings apart from the roundel; preserved in the Military History Museum (Azerbaycan Herb Tarixi Muzeyi) at Baku (N40.388350 E49.818354), seen jun18 |
| #2 20 15056 | "20" white | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 55 ovp at Bagisz by 1992 |
| #2 20 15070 | "42" white | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 55 ovp at Bagisz by 1992 |
| #2 20 15074 | "45" white | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 55 ovp at Bagisz by 1992 |
| #2 20 15080 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | |
| | not known | Mi-24V | Russian Air Force | | | sold as scrap metal 29nov12 |
| #2 20 15098 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | |
| | not known | Mi-24V | Russian Air Force | | | sold as scrap metal 29nov12 |
| #2 20 15101 ? | not known | Mi-24V | Soviet Army Avn | | | c/n and version to be confirmed (also reported as Mi-24D c/n 3532464615101) |
| | not known | Mi-24V | Croatian Air Force | Veg | 09mar98 | at ZTZ; probably bought from Kyrgyzstan; wfu in 2005; stored at ZTZ at Velika Gorica, seen jun08/jul08 |
| #2 20 15111 | not known | Mi-24V | Soviet Army Avn | mfd | 20may80 | |
| | "11" | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | TT-OAR | Mi-24V | Chad Air Force | e/d | 28mar08 | initially in sand/ochre camo c/s with light blue underside, with 'Armée de l'Air Tchadienne' titles; f/n NDJ apr08; seen operational NDJ mar17; seen under overhaul with Tbilaviamsheni at Tiblisi in 2019, repainted in khaki/sand/dark brown camo c/s with light blue underside by apr19; f/n as such NDJ 17may21 |
| #2 20 15112 | not known | Mi-24V | Russian Air Force | no | reports | sold as scrap metal 29nov12 |
| #2 20 15122 | not known | Mi-24V | Russian Air Force | no | reports | sold as scrap metal 29nov12 |
| #2 20 15127 | not known | Mi-24V | Soviet Army Avn | mfd | 24may80 | c/n also given as 3532422315127 |
| | "12" | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Sierra Leone AF | e/d | 20apr99 | |
| #2 20 15135 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | mentioned in a document |
| #2 20 15149 | not known | Mi-24V | Soviet Army Avn | mfd | 28jun80 | |
| | not known | Mi-24V | Ukraine Army Avn | | | |
| | not known | Mi-24V | South Sudanese AF | e/d | 26may15 | with t/t 692 hours; became either SPAF-201, SPAF-202 or SPAF-203 |
| #2 20 15161 | "76" red | Mi-24V | Soviet Army Avn | mfd | 19jun80 | opb 442 ovp BiU at Zhovtnevoye by 01jan92 |
| | "76" red | Mi-24V | Ukraine Army Avn | trf | 06dec91 | opb 72 obvp; l/n Konotop 21may98 |
| | "06" | Mi-24V | Ukraine Army Avn | | | opb 72 AvB; sold to Nigeria in 2008 |
| | not known | Mi-24V | Nigerian Air Force | | | |
| #2 20 15184 | not known | Mi-24V | Soviet Army Avn | mfd | 28jun80 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | overhauled in 2014 and sold to Nigeria aug14/sep14 |
| | NAF261 | Mi-24V | Nigerian Air Force | d/d | 2014 | c/n not confirmed; in sand/light brown/green camo c/s with light blue underside; photo near Kiev in 2014; possibly the Mi-24 that crashed 13nov14 |
| #2 20 15193 | "28" | Mi-24V | Soviet Army Avn | w/o | 15mar89 | photo of the wreck at Pruzhany; reduction gear failed at height of 50 metres, causing helicopter to spiral into the forest within 2-3 seconds |
| #2 20 15199 | not known | Mi-24V | Ukraine Army Avn | no | reports | |
| | TL-KJN/02 | Mi-24V | Central African AF | e/d | 30jun11 | c/n not confirmed, may be c/n 3532424913976; in olive drab/medium green/grey camo c/s with light blue underside and yellow serial; f/n BGF 26oct11; stored at BGF, seen feb14/2018 |
| #2 30 15241 | "30" yellow | Mi-24V | Ukraine Army Avn | Bed | 16may98 | opb 1 BrAA |
| #2 30 15247 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | |
| | 962 | Mi-24V | Sudanese Air Force | | | |
| | 962 | Mi-24V | Libyan Air Force | ph. | 04sep16 | opb the GNA Air Force; in olive drab/khaki camo c/s with light blue underside; l/n 06dec18 |
| #2 20 15256 | "33" yellow | Mi-24V | Ukraine Army Avn | | 24may98 | used as a ground instructional airframe by the Technical School at Kiev-Vasilkiv |
| #2 20 15261 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | mentioned in a document |
| #2 30 15264 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | |
| | not known | Mi-24V | Ukraine Army Avn | no | reports | |
| | not known | Mi-24V | Chad Air Force | no | reports | |
| #2 30 15277 | not known | Mi-24V | Soviet Army Avn | mfd | 17jul80 | |
| | "29" yellow | Mi-24V | Ukraine Army Avn | trf | 06dec91 | opb 72 obvp; f/n Konotop 21may98; seen on overhaul OZH 08may03 |
| | "09" yellow | Mi-24V | Ukraine Army Avn | | | opb 72 AvB; in 'trefoil' khaki/olive drab camo c/s with light grey underside; the hulk without tailboom sat at OZH, seen nov10; sold to Motor Sich in 2012; seen in a hangar of Motor Sich 08may13; exported by Motor Sich to the ARZ at Orsha 29aug13; seen with the ARZ at Orsha 14sep13; exported by the ARZ at Orsha to Motor Sich 18aug14; probably sold to India and delivered to Afghanistan (as 123, 124, 125 or 126) |
| #2 30 15283 | not known | Mi-24V | Soviet Army Avn | mfd | 07jul80 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| #2 30 15297 | not known | Mi-24V | Soviet Army Avn | mfd | 29jul80 | |
| | not known | Mi-24V | Ukraine Army Avn | no | reports | |
| #2 30 15301 | "07" | Mi-24V | Soviet Army Avn | mfd | 1980 | also reported as "20"; opb 280 ovp at Kandahar by 1988; returned to the Soviet Union 03may88 |
| #2 30 15322 | not known | Mi-24V | Soviet Army Avn | mfd | 29jul80 | |

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|---|---|---|---|---|---|---|
| | "27" yellow | Mi-24V | Ukraine Army Avn | trf | 06dec91 | opb 1 BrAA; f/n Berdichev 16may98 |
| #2 30 15333 | "36" yellow | Mi-24V | Ukraine Army Avn | Bed | 16may98 | opb 1 BrAA |
| | not known | Mi-24V | Chad Air Force | | | seen in bare metal under overhaul with TAM Georgia 13aug19 |
| #2 30 15354 | not known | Mi-24V | Soviet Army Avn | mfd | 30jul80 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| #2 30 15358 | not known | Mi-24V | Soviet Army Avn | mfd | 30jul80 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| #2 30 15379 | not known | Mi-24V | Soviet Army Avn | mfd | 06aug80 | |
| | "20" | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | SL-202 | Mi-24V | Sierra Leone AF | e/d | 20apr99 | opb Jesa Air West Africa; in olive drab/khaki camo c/s with light grey underside; w/o 19oct01 on the leg from Kenema to Sulima of a flight from Kenema to Freetown with 3 members of the International Military Advisory Training Team (IMATT) on board when the left engine suffered an uncontained failure some 15 minutes into the flight and damaged the right engine as well, the helicopter made an auto-rotation landing in a paddy field 3 miles SSW of Kenema, rolled over onto its right side and burnt out, 1 of the 3 passengers (a female British Army Major) was killed while the other 2 and all 3 crew members were slightly injured |
| #2 30 15383 | "11" yellow | Mi-24V | Ukraine Army Avn | Bed | 16may98 | opb 1 BrAA |
| #2 30 15388 | not known | Mi-24V | Soviet Army Avn | mfd | 13aug80 | |
| | not known | Mi-24V | Sudanese Air Force | d/d | unknown | last overhaul completed 29nov03; t/t 1,856 hours by 2008 |
| #2 30 15397 | "03" white | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 55 ovp at Bagisz by 1992 |
| #2 30 15411 | "39" white | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 55 ovp at Bagisz by 1992 |
| #2 30 15414 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 288 obvp at Nivenskoye |
| #2 30 15428 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 288 obvp at Nivenskoye |
| #2 30 15432 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 288 obvp at Nivenskoye |
| #2 30 15437 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 288 obvp at Nivenskoye |
| #2 30 15451 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 288 obvp at Nivenskoye |
| #2 30 15478 | "57" | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 288 obvp at Nivenskoye; request for repair (after damage ?) issued 28apr87 |
| | not known | Mi-24V | Azerbaijani AF | | | arrived in Ukraine for overhaul 01jul13 |
| #2 30 15481 | "58" | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 288 obvp at Nivenskoye |
| #2 30 15482 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 288 obvp at Nivenskoye |
| #2 30 15497 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 288 obvp at Nivenskoye |
| #2 30 15601 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | based in Afghanistan in the 1980s |
| | "14" red | Mi-24V | Russian Air Force | ph. | 19oct08 | in green/brown/ochre camo c/s with light blue underside; preserved in the Yekaterinburg garrison |
| #2 40 15777 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | |
| | not known | Mi-24V | Russian Air Force | no | reports | opb military unit 21240 at Chernigovka; struck off charge as time between overhauls exceeded; sat wfu at Chernigovka, may be preserved at Arsenyev |
| #2 40 15819 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | mentioned in a document |
| #2 40 15870 | "14" | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 280 ovp at Kandahar by 1988 |
| | "110" yellow | Mi-24V | Soviet Air Force | ph. | 29jul12 | in olive drab/white camo c/s; preserved in these fake colours in the Russell Military Museum at Zion, IL from 19nov07, seen jul12/jul24 |
| #2 40 15897 | "54" | Mi-24V | Soviet Army Avn | mfd | 1980 | code had a dark colour |
| | "44" white | Mi-24V | Russian Air Force | Mon | 30sep01 | in olive drab/khaki (later olive drab/beige) camo c/s with light blue underside; preserved in the Russian Air Force museum at Monino (N55.833244 E38.185456), seen sep01/oct21 |
| #2 40 15913 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | mentioned in a document |
| #2 40 15930 | RF-07915 | Mi-24V | FSB | mfd | 26nov80 | opb 2 oao at Stavropol-Shpakovskoye; in olive drab/khaki camo c/s with light blue underside, white stripe on rear fuselage; last overhaul completed 28jun05; t/t 1,744 hours by 2007; f/n Kochubeyevskoye apr11 |
| #2 40 15931 | "73" | Mi-24V | FSB | mfd | 26nov80 | opb oae at Ucharal; t/t 1,863 hours by 2007; last overhaul completed in 2007 (by NARZ) |
| #2 40 15965 | "85" | Mi-24V | FSB | mfd | 26nov80 | opb oae at Ucharal; in camo c/s with a white stripe on the rear fuselage; struck off charge 17nov05 with t/t 1,221 hours, was with NARZ at Novosibirsk-Severny by then; the cannibalised hulk sat at NARZ, seen aug15 |
| #2 40 15968 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 112 obvp BiU at Nerchinsk; last overhaul completed in 1988; w/o 10aug89 on return from a training flight when entered a zone of adverse weather (heavy rain and clouds), the inexperienced pilot (Captain V.M. Smola) lost spatial orientation and the helicopter crashed 20 km from Nerchinsk airfield, all 3 crew killed; t/t 644 hours |
| #2 40 16017 | not known | Mi-24V | Soviet Army Avn | mfd | 1980 | mentioned in a document |
| #2 40 16071 | "09" | Mi-24V | Soviet Army Avn | mfd | 1980 | opb 280 ovp at Kandahar by 1988 |
| #2 40 16084 | not known | Mi-24V | Soviet Army Avn | mfd | 29dec80 | overhaul completed 28mar88 |
| | "96" | Mi-24V | Kazakh Air Force | no | reports | opb 486 vp at Ucharal; offered for sale oct04 but not sold; tender for overhaul published in early 2013, t/t 2,443 hours by then; no longer airworthy by 2016; offered for sale as surplus sep20 |
| #2 40 16099 | "0." | Mi-24V | Soviet Army Avn | mfd | 1980 | the colour of the code was probably red; opb 335 ovp in Afghanistan in the 1980s |
| | not known | Mi-24V | Russian Air Force | | | sold as scrap metal 29nov12 |
| #2 11 16157 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | was at Konotop |
| #2 11 16304 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Russian Air Force | no | reports | opb military unit 21240 at Chernigovka; struck off charge as time between overhauls exceeded; cannibalised at Chernigovka and probably scrapped |
| #2 11 16320 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| #2 11 16327 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | mentioned in a document |
| #2 11 16328 | not known | Mi-24V | Soviet Army Avn | mfd | 27jul81 | |
| #2 11 16408 | not known | Mi-24V | Russian Air Force | mfd | 1981 | opb military unit 22274 (? uap SVVAUL) at Kirov; offered for sale as scrap metal 30sep08 |
| #2 11 16451 | not known | Mi-24V | Soviet Army Avn | mfd | 30mar81 | |
| | not known | Mi-24V | Sudanese Air Force | d/d | unknown | last overhaul completed 29nov03; t/t 1,858 hours by 2008 |
| #2 11 16455 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 18jan99 | |
| #2 11 16468 | not known | Mi-24V | Russian Air Force | mfd | 1981 | sold as scrap metal 29nov12 |
| #2 .1 16501 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 15mar99 | |
| #2 21 16512 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 19feb99 | |
| #2 21 16518 | not known | Mi-24V | KGB/Border Guards | mfd | 08apr81 | |
| | "70" | Mi-24V | FSB | no | reports | opb 12 ovp at Stavropol-Shpakovskoye; struck off charge 04mar06, but obviously commissioned again; t/t 2,121 hours by 2007; opb 2 oao at Stavropol-Shpakovskoye from 27nov09; special equipment removed 02dec09; entered into Rosimushchestvo records 19feb10 |
| #2 21 16547 | not known | Mi-24V | KGB/Border Guards | mfd | 20apr81 | |
| | "71" | Mi-24V | FSB | no | reports | opb 12 ovp at Stavropol-Shpakovskoye; struck off charge 04mar06, but obviously commissioned again; t/t 2,019 hours by 2007; opb 2 oao at Stavropol-Shpakovskoye from 27nov09; special equipment removed 02dec09; entered into Rosimushchestvo records 19feb10 |
| #2 21 16548 | not known | Mi-24V | KGB/Border Guards | mfd | 20apr81 | |
| | not known | Mi-24V | FSB | no | reports | opb 2 oao at Stavropol-Shpakovskoye; w/o before 2007, details unknown |
| #2 21 16552 | not known | Mi-24V | KGB/Border Guards | mfd | 20apr81 | |
| | "73" | Mi-24V | FSB | no | reports | opb 2 oao at Stavropol-Shpakovskoye; dbr, details unknown; struck off charge apr06 |
| #2 21 16571 | not known | Mi-24V | KGB/Border Guards | mfd | 24apr81 | |
| | "72" | Mi-24V | FSB | no | reports | opb oae at Ucharal; t/t 2,391 hours by 2007; last overhaul completed in 2007 (by NARZ) |
| #2 21 16630 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 05feb99 | |
| #2 21 16652 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | probably exported to Algeria; was reported as SB-63, but see there |
| #2 21 16666 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | SB-96 | Mi-24 Mk.3 | Algerian Air Force | e/d | 15mar99 | partial c/n '6666' on fin; opb 1 RHC; in sand/black camo c/s; f/n 23dec07; l/n in a movie 21may17 |
| #2 21 16681 | not known | Mi-24V | Ukraine Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 19feb99 | |
| #2 21 16719 | "26" red | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 440 obvp at Stendal-Borstel probably from 1989 to 1992; in olive drab/khaki camo c/s with light grey underside and a 'Stendal' unit badge behind the cockpit on the left side |
| | "28" blue | Mi-24V | Russian Air Force | ph. | 21aug19 | opb 387 AvB AA at Budyonnovsk; carried also the code "19" on a sheet of paper in a cabin window; in olive drab/khaki camo c/s with light grey underside and the overpainted unit badge behind the cockpit on the left side; sat wfu at Budyonnovsk, seen aug19; will be preserved at Budyonnovsk-Severny |
| #2 21 16735 | "24" yellow | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 337 ovp BiU at Mahlwinkel probably from 1992 to may94 |
| #2 21 16759 | "38" orange | Mi-24V | Soviet Army Avn | | 1989 | opb 336 obvp; l/n 1992 |
| #2 21 16772 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | SB-48 | Mi-24 Mk.3 | Algerian Air Force | e/d | unknown | opb 1 RHC at Biskra; initially in sand/black camo c/s; f/n 2012; imported by Ukraine 05mar13 (for overhaul); repainted in two-tone sand camo c/s with light blue underside; f/n as such mar21 |
| #2 21 16774 | "25" red | Mi-24V | Soviet Army Avn | | 1989 | opb 440 obvp at Stendal-Borstel by 1992 |
| #2 21 16789 | "27" orange | Mi-24V | Soviet Army Avn | | 1989 | opb 336 obvp; l/n Nohra 17aug91 |
| #2 21 16798 | "25" orange | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 336 obvp at Nohra probably from 1989 to 1991; in 'trefoil' khaki/olive drab camo c/s with light grey underside, code painted over an old one; l/n Nohra 17aug91 |
| #2 21 16808 | "02" orange | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 336 obvp at Nohra probably from 1989 to 1991; in 'trefoil' khaki/olive drab camo c/s with light grey underside; l/n Nohra 17aug91 |
| #2 21 16835 | "24" orange | Mi-24V | Soviet Army Avn | | 1989 | opb 336 obvp; l/n 1991 |
| #2 21 16859 | "30" orange | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 336 obvp at Nohra probably from 1989 to 1991; in 'trefoil' khaki/olive drab camo c/s with light grey underside |

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|---|---|---|---|---|---|---|
| #2 21 16874 | "16" orange | Mi-24V | Soviet Army Avn | | 1992 | opb 336 obvp |
| #2 21 16882 | "30" red | Mi-24V | Soviet Army Avn | | | opb 440 obvp at Stendal-Borstel probably from 1989 to may92 |
| #2 21 16899 | "32" orange | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 336 obvp at Nohra probably from 1989 to 1991; in 'trefoil' khaki/olive drab camo c/s with light grey underside |
| | "35" yellow | Mi-24V | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel probably from 1992 to may94 |
| | no code | Mi-24V | Russian Air Force | ph. | may13 | was based at OVB until 2011; in olive drab/khaki camo c/s with light blue underside; preserved in the "Krylya Pobedy" (Wings of Victory) museum of UMMC at Verkhnyaya Pyshma (N56.961019 E60.584851) from early 2013, seen may13/oct13 |
| #2 21 16931 | "26" orange | Mi-24V | Soviet Army Avn | | 1989 | opb 336 obvp; l/n 1992 |
| #2 21 16954 | "29" red | Mi-24V | Soviet Army Avn | | 1989 | opb 440 obvp at Stendal-Borstel by 1992 |
| #2 21 16967 | "34" orange | Mi-24V | Soviet Army Avn | | | c/n correct ? (also reported as 3532422116797); opb 336 ovp at Weimar-Nohra probabyl from 1989 to 1991; l/n Weimar-Nohra 17aug91 |
| #2 31 16981 | "02" yellow | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 439 obvp at Parchim-Damm by nov92; in 'trefoil' khaki/olive drab camo c/s with light grey underside |
| #2 21 16993 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 18jan99 | |
| #2 .1 17018 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 05feb99 | |
| #2 31 17021 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | SB-91 | Mi-24V | Algerian Air Force | e/d | 19feb99 | imported by Ukraine 05mar13 (for overhaul and modernisation); modernised by Aviakon at Konotop to, see next line |
| | SB-91 | Mi-24 Mk.3 | Algerian Air Force | kon | 2016 | in two-tone sand camo c/s with light blue underside; l/n active may17 |
| #2 31 17039 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 22oct01 | |
| #. .1 17072 | "30" | Mi-24 | Soviet Army Avn | mfd | 1981 | opb 205 ove in Afghanistan in the 1980s |
| #2 31 17111 | not known | Mi-24V | Ukraine Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 05feb99 | |
| #2 31 17112 | "10" yellow | Mi-24V | Soviet Army Avn | | | opb 439 obvp at Parchim-Damm by nov92 |
| #2 31 17138 | "01" blue | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 487 obvp at Werneuchen probably from 1992 to aug93 |
| #2 31 17155 | "02" blue | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 487 obvp at Werneuchen probably from 1991 to aug93 |
| #2 31 17172 | "03" blue | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 487 obvp at Werneuchen probably from 1991 to aug93; f/n Eberswalde-Finow 18aug91 |
| #2 31 17178 | "01" | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 296 ove at Mahlwinkel |
| #2 31 17194 | "04" yellow | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 439 obvp at Parchim-Damm probably from 1990 to nov92; see Mi-24P c/n 17194 |
| #2 31 17235 | "05" | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 296 ove at Mahlwinkel |
| #2 31 17236 | "04" blue | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 487 obvp at Werneuchen probably from 1991 to jul93 |
| #2 31 17242 | "08" orange | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 439 obvp at Parchim-Damm by nov92; in khaki/olive drab camo c/s with light grey underside |
| #2 31 17251 | "06" yellow | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 439 obvp at Parchim-Damm probably from 1991 to nov92 |
| #2 31 17274 | "05" blue | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 487 obvp at Werneuchen probably from 1991 to aug93 |
| #2 31 17288 | "06" blue | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 487 obvp at Werneuchen probably from 1992 to aug93 |
| #2 31 17293 | "12" yellow | Mi-24V | Soviet Army Avn | mfd | 1981 | opb 439 obvp at Parchim-Damm probably from 1991 to nov92 |
| #2 31 17301 | "09" white | Mi-24V | Soviet Army Avn | mfd | 28aug81 | opb 486 ovp BU at Jüterbog-Altes Lager probably from 1989 to 1991; left Jüterbog for Ayaguz (Kazakhstan) 01aug91 |
| | "40" yellow | Mi-24V | Kazakh Air Force | e/d | 09dec08 | last overhaul completed 23nov08 (by Rostvertol); t/t 1,459 hours by 2008; in ochre/green camo c/s with light blue underside; f/n Matybulak 24sep10; l/n TSE 24may14; no longer airworthy by 2016 |
| #2 31 17311 | "01" white | Mi-24V | Soviet Army Avn | mfd | 28aug81 | opb 486 ovp BU at Jüterbog-Altes Lager probably from 1989 to 1991; left Jüterbog for Ayaguz (Kazakhstan) 01aug91 |
| | "42" yellow | Mi-24V | Kazakh Air Force | e/d | 09dec08 | last overhaul completed 23nov08 (by Rostvertol); t/t 1,390 hours by 2008; in ochre/green camo c/s with light blue underside; f/n Matybulak 24sep10; l/n TSE 24may14; no longer airworthy by 2016 |
| #2 31 17328 | "07" white | Mi-24V | Soviet Army Avn | mfd | 28aug81 | opb 486 ovp BU at Jüterbog-Altes Lager probably from 1989 to 1991; left Jüterbog for Ayaguz (Kazakhstan) 01aug91 |
| | "41" yellow | Mi-24V | Kazakh Air Force | e/d | 09dec08 | last overhaul completed 23nov08 (by Rostvertol); t/t 1,244 hours by 2008; in ochre/green camo c/s with light blue underside; f/n Matybulak 24sep10; l/n over Astana 30aug11; no longer airworthy by 2016 |
| #2 31 17341 | "11" white | Mi-24V | Soviet Army Avn | mfd | 28aug81 | opb 486 ovp BU at Jüterbog-Altes Lager; overhaul completed 22mar90; left Jüterbog for Ayaguz (Kazakhstan) 01aug91 |
| | "35" | Mi-24V | Kazakh Air Force | no | reports | opb 486 vp at Ucharal; tender for overhaul published in early 2013, t/t 937 hours by then; no longer airworthy by 2016; offered for sale as surplus sep20 |
| #2 31 17372 | "05" white | Mi-24V | Soviet Army Avn | mfd | 28feb81 | opb 486 ovp BU at Jüterbog-Altes Lager probably from 1989 to 1991; left Jüterbog for Ayaguz (Kazakhstan) 01aug91 |
| | not known | Mi-24V | Kazakh Air Force | d/d | unknown | opb 486 vp at Ucharal; last overhaul completed 09nov06; t/t 1,631 hours by 2008; auctioned by Kazarnaulyeksport 25jun14 |
| #2 31 17377 | "03" white | Mi-24V | Soviet Army Avn | mfd | 28aug81 | opb 486 ovp BU at Jüterbog-Altes Lager probably from 1989 to 1991; left Jüterbog for Ayaguz (Kazakhstan) 01aug91 |
| | not known | Mi-24V | Kazakh Air Force | d/d | unknown | last overhaul completed 16nov06; t/t 1,417 hours by 2008; no longer airworthy by 2016 |
| #2 31 17531 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | "22" yellow | Mi-24V | Ukraine Army Avn | Bed | 16may98 | opb 1 BrAA |
| | not known | Mi-24V | Sierra Leone AF | | | |
| #2 31 17537 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | probably exported in 2004 |
| | SB-56 | Mi-24 Mk.3 | Algerian Air Force | ph. | 06oct09 | partial c/n '7537' on fin; opb 1 RHC; in sand/black camo c/s |
| #2 .1 17554 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 05feb99 | |
| #2 .1 17574 ? | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | SB-34 | Mi-24 Mk.3 | Algerian Air Force | ph. | nov15 | probably in Ukraine; in two-tone sand camo c/s with light grey underside; carried '7574' on the fin; took part in the fly-past over Algiers 01nov24 |
| #2 .1 17583 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 17aug01 | |
| #2 .1 17611 ? | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | SB-16 | Mi-24 Mk.3 | Algerian Air Force | ph. | 22mar22 | partial c/n '7611' on the fin; opb 1 RHC; initially in sand/black camo c/s; seen Biskra 22mar22; repainted in two-tone sand camo c/s with light blue underside; f/n as such 05jul22, taking part in the fly-past over Algiers |
| #2 41 17620 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | 010 | Mi-24V | Equat. Guinea AF | BSG | 09feb06 | in dark green/cream camo c/s; seen BSG 19jun08; overhauled in Ukraine in 2012 (seen Konotop 04aug12, left Ukraine after overhaul 25dec12); on a photo in camo c/s with 'Fuerza Aérea G.A.' titles |
| #2 41 17625 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | SB-35 | Mi-24 Mk.3 | Algerian Air Force | e/d | 12sep01 | opb 1 RHC; in sand/black camo c/s, carried '7625' on the tailfin; l/n 17may24 |
| #2 41 17652 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 22oct01 | |
| #2 41 17662 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | "03" red | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| #2 41 17705 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | "15" yellow | Mi-24V | Ukraine Army Avn | Bed | 16may98 | opb 1 BrAA; seen Berdichev 16may98 |
| | 012 | Mi-24V | Equat. Guinea AF | trf | unknown | in olive drab/khaki camo c/s with white serial; f/n SSG aug07; l/n BSG 28nov07, overhauled in Ukraine in 2012 (left after overhaul 25dec12) |
| #2 41 17718 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 22oct01 | |
| #2 41 17726 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 17aug01 | |
| #2 41 17731 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 12sep01 | |
| #2 41 17763 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | H-303 | Mi-24V | Croatian Air Force | trf | unknown | probably bought from Kyrgyzstan; in olive drab/khaki camo c/s with light grey underside; converted to a make-shift ASW helicopter by ZTZ at Velika Gorica in 1995; f/n as such ZAG 05jul97; wfu in 2005; offered for sale by the state-owned ALAN agency 11nov14 |
| #2 41 17862 | "03" red | Mi-24V | Soviet Army Avn | mfd | 29oct81 | c/n not confirmed, but highly likely (the last five digits were also reported as 17892 and - less likely - as 17662); in a camo c/s of two shades of olive drab with light blue underside; preserved in the Great Patriotic War Museum in the Victory Park (N50.428811 E30.560304) at Kiev, seen feb91/oct19 |
| #2 41 17980 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | mentioned in a document |
| #2 12 17981 | not known | Mi-24V | Soviet Army Avn | mfd | 1982 | mentioned in a document |
| #2 12 18013 | not known | Mi-24V | KGB/Border Guards | mfd | 14feb82 | |
| | "21" blue | Mi-24V | FSB | VVO | 19apr97 | opb predecessor of 7 oao at VVO-Ozyornyye Klyuchi; offered for sale by the Russian privatisation agency 03jun99, with t/t 916 hours; struck off charge 20nov06 |
| #2 12 18017 | not known | Mi-24V | KGB/Border Guards | mfd | 16feb82 | |
| | RF-07905 | Mi-24V | FSB | no | reports | opb 2 oao at Stavropol-Shpakovskoye; last overhaul completed 26jul02; t/t 1,949 hours by 2007 |

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|---|---|---|---|---|---|---|
| #2 12 18033 | not known | Mi-24V | KGB/Border Guards | mfd | 16feb82 | |
| | "10" blue | Mi-24V | FSB | VVO | 19apr97 | opb predecessor of 7 oao at VVO-Ozyornyye Klyuchi; offered for sale by the Russian privatisation agency 03jun99, but not sold |
| | RF-07906 | Mi-24V | FSB | Koc | nov11 | opb 2 oao at Stavropol-Shpakovskoye; in olive drab/khaki camo c/s with light blue underside, white stripe on rear fuselage; last overhaul completed 31jul03; t/t 1,306 hours by 2007; offered for sale as scrap metal 11dec14 |
| #2 12 18051 | not known | Mi-24V | KGB/Border Guards | mfd | 21feb82 | |
| | "75" | Mi-24V | FSB | no | reports | opb 2 oao at Stavropol-Shpakovskoye; last overhaul completed 24jan95; struck off charge 25mar06, with t/t 1,936 hours |
| #2 12 18052 | not known | Mi-24V | KGB/Border Guards | mfd | feb82 | |
| | "11" blue | Mi-24V | FSB | VVO | 19apr97 | opb predecessor of 7 oao at VVO-Ozyornyye Klyuchi; offered for sale by the Russian privatisation agency 03jun99, but not sold |
| | RF-34323 | Mi-24V | Russian MVD/VV | trf | 14aug01 | opb 685 osap on at Rostov-na-Donu-Tsentralny; in a Rosimushchestvo (State Property Agency) listing 2010 |
| #2 12 18069 | not known | Mi-24V | KGB/Border Guards | mfd | 22feb82 | |
| | "20" blue | Mi-24V | FSB | VVO | 19apr97 | opb predecessor of 7 oao at VVO-Ozyornyye Klyuchi; offered for sale by the Russian privatisation agency 03jun99, but not sold; reportedly trf to Russian MVD/VV 14aug01, but see below |
| | RF-07907 | Mi-24V | FSB | no | reports | opb 2 oao at Stavropol-Shpakovskoye; last overhaul completed 23dec03; t/t 2,143 hours by 2007; offered for sale as scrap metal 11dec14 |
| #2 12 18099 | not known | Mi-24V | Russian Air Force | no | reports | sold as scrap metal 29nov12 |
| #2 12 18161 | "17" red | Mi-24V | Soviet Army Avn | | aug96 | used as a ground instructional airframe by the Training School at Minsk-Chizhovka (N53.840014 E27.660294), seen aug96 |
| #2 12 18168 | "23" | Mi-24V | Soviet Army Avn | ph. | 1985 | opb 335 obvp at Gazni by 1985/86 |
| #2 12 18215 | not known | Mi-24V | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 22oct01 | |
| #2 12 18230 | not known | Mi-24V | Soviet Army Avn | mfd | 30mar82 | |
| | 915 | Mi-24V | Sudanese Air Force | KRT | feb08 | last overhaul completed 20nov03; in olive drab/khaki camo c/s with light blue underside; l/n operational KRT jul08; t/t 2,338 hours by 2008; sat damaged at KRT, seen apr09/mar10; seen with SAFAT 07jul10; overhauled by DAVI at Debre Zeyit (Ethiopia) in 2013 |
| #2 12 18300 | not known | Mi-24V | Soviet Army Avn | mfd | 1982 | sold as scrap metal 29nov12 |
| #2 22 18325 | not known | Mi-24V | Soviet Army Avn | mfd | 28apr82 | |
| #2 22 18333 | not known | Mi-24V | Soviet Army Avn | mfd | 13apr82 | |
| #2 22 18354 | not known | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 280 ovp at Kandahar in the 1980s |
| #2 22 18373 | "05" | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 280 ovp at Kandahar by 1988 |
| #2 22 18382 | "26" | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 280 ovp at Kandahar by 1988 |
| #2 22 18478 | not known | Mi-24V | Soviet Army Avn | mfd | 1982 | |
| | "06" white | Mi-24V | Russian Air Force | ph. | 20aug17 | in dark green/ochre camo c/s with light blue underside; preserved at Pugachov from late aug17, l/n sep21 |
| #2 22 18510 | "40" red | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 225 obvp at Allstedt probably from 1990 to 1991 |
| #2 22 18518 | "05" orange | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 485 obvp at Brandis by 1991 |
| | "05" | Mi-24V | Russian Air Force | no | reports | based at Grozny-Severny, used in combat in Chechnya jul00/oct00; damaged 13aug00 when the housing of the signal rocket cassettes came off and damaged the tailboom |
| #2 22 18521 | "42" | Mi-24V | Soviet Army Avn | mfd | 04jun82 | opb 225 obvp at Allstedt |
| | "06" orange | Mi-24V | Soviet Army Avn | | | opb 485 obvp at Brandis probably from 1989; left for Russia may92 |
| | "32" white | Mi-24V | Russian Air Force | ph. | 19feb06 | possibly a Mi-24VP now; opb 32 vp for the Russian peace-keeping forces in Georgia from around 2001; in faded camo c/s with light blue underside, light blue stripe on rear fuselage; l/n NAL 2009 |
| #2 22 18539 | "48" red | Mi-24V | Soviet Army Avn | | | opb 225 obvp at Allstedt by 1991; took part in the Afghan war and both Chechen campaigns |
| | "04" white | Mi-24V | Russian Air Force | ph. | apr15 | at Korenovsk; in olive drab/khaki camo c/s with light grey underside, a Russian flag on the engine cowling and a blue stripe (of peace-keeping forces) on the tailboom; took part in peace-keeping operations in Abkhazia; sat wfu at Korenovsk and left on a flat-bed trailer apr15 |
| | "37" white | Mi-24V | Russian Air Force | Vor | apr15 | in olive drab/khaki camo c/s with light blue underside, still with Red Stars and without titles; preserved at Kaluga-Vorotynsk (N54.482768 36.054689) from apr15, l/n mar16 |
| #2 22 18546 | "47" red | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 225 obvp at Allstedt probably from 1990 to 1991 |
| #2 22 18574 | "49" red | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 225 obvp at Allstedt until 1991 |
| | "07" orange | Mi-24V | Soviet Army Avn | r/r | 1991 | opb 485 obvp at Brandis from 1991 probably until 1992 |
| #2 22 18581 | "45" red | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 225 obvp at Allstedt probably by 1991 |
| #2 22 18588 | "50" red | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 225 obvp at Allstedt probably by 1991 |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Azerbaijani AF | | | overhauled in Ukraine in 2013 (arrived 14jun13) |
| #2 22 18590 | not known | Mi-24V | Soviet Army Avn | mfd | 23jun82 | |
| | not known | Mi-24V | Kazakh Air Force | trf | 1992 | last overhaul completed 23oct05; t/t 1,650 hours by 2008; no longer airworthy by 2016 |
| #2 32 18603 | "41" yellow | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 337 ovp BiU at Mahlwinkel probably from 1992 until may94 |
| #2 32 18618 | "35" orange | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 336 obvp at Nohra probably by 1991 |
| #2 32 18635 | "46" | Mi-24V | Soviet Army Avn | mfd | 1982 | |
| | "67" orange | Mi-24V | Soviet Army Avn | | | opb 485 obvp at Merseburg from 1990 and at Brandis from 1991 to may92 |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Azerbaijani AF | | | overhauled in Ukraine in 2013 (arrived 01nov13) |
| #2 32 18651 | "29" orange | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 336 obvp at Nohra probably from 1989; left Nohra for Russia in 1991 |
| | not known | Mi-24V | Russian Air Force | | | opb 440 ovp BU (redesignated 6996 AvB in 2009) at Vyazma; offered for sale as scrap metal 20aug08 |
| #2 32 18658 | "33" orange | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 336 obvp at Nohra probably from 1989 to 1991 |
| #2 32 18666 | "27" orange | Mi-24V | Soviet Army Avn | mfd | 19jul82 | opb 336 obvp at Nohra probably from 1989 to 1991 |
| | not known | Mi-24V | Kazakh Air Force | trf | 1992 | last overhaul completed 23oct05; t/t 1,595 hours by 2008; no longer airworthy by 2016 |
| #2 32 18671 | not known | Mi-24V | Soviet Army Avn | mfd | 1982 | mentioned in a document |
| #2 32 18694 | "01" orange | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 336 obvp at Nohra probably from 1989 to 1991; l/n Nohra 17aug91 |
| #2 32 18697 | "05" orange | Mi-24V | Soviet Army Avn | mfd | 06aug82 | opb 486 ovp BU at Jüterbog-Altes Lager by 1991; left Jüterbog for Ayaguz (Kazakhstan) 01aug91 |
| | not known | Mi-24V | Kazakh Air Force | trf | 1992 | last overhaul completed 25oct05; t/t 1,514 hours by 2008; no longer airworthy by 2016 |
| #2 32 18701 | "25" orange | Mi-24V | Soviet Army Avn | mfd | 30jul82 | opb 336 obvp at Nohra probably from 1989 to 1991 |
| | not known | Mi-24V | Kazakh Air Force | d/d | unknown | last overhaul completed 05dec08; t/t 1,012 hours by 2008; no longer airworthy by 2016 |
| #2 32 18711 | "09" orange | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 336 obvp at Nohra probably from 1989 to 1992 |
| #2 32 18716 | "31" yellow | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 336 obvp at Nohra probably from 1989 to 1991; l/n Nohra 17aug91 |
| #2 32 18724 | "11" orange | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 336 obvp at Nohra probably from 1989 to 1992; l/n Nohra 12may92 |
| #2 32 18732 | "23" orange | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 336 obvp at Nohra by 1991; l/n Nohra 17aug91 |
| #2 32 18749 | "15" orange | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 336 obvp at Nohra probably from 1989 to 1991; l/n Nohra 17aug91 |
| #2 32 18755 | "17" orange | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 336 obvp at Nohra by 1991; l/n Nohra 17aug91 |
| #2 21 18759 | "37" orange | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 336 obvp at Nohra by 1991; in 'trefoil' khaki/olive drab camo c/s with light blue underside, code painted over an old one |
| #2 32 18764 | not known | Mi-24V | Soviet Army Avn | mfd | 1982 | |
| | "31" black | Mi-24V | Russian Air Force | ph. | 20dec18 | based in the Krasnodar region; code not painted on, only on sheet of paper in cabin window; in olive drab/khaki camo c/s with light grey underside and a Russian flag on the engine cowling; put into storage 10jul15 (probably with the tailboom of another Mi-24 as the colours on fuselage and tailboom are different); transported in very faded colours (with no code being visible) on a flat-bed trailer to Yelets 20dec18 and stored on the premises of "Yeletsgidroagregat" over the winter; transported to the "Pit-Stop" car repair shop for painting 25mar19 |
| | no code | Mi-24V | Russian Air Force | ph. | 24jul19 | in olive drab/dark green camo c/s with light blue underside, no markings apart from non-standard Red Stars; preserved at Skver Voinam-internationalistam at ul. Yana Fabritsiusa at Yelets from 24jul19, l/n sep21 |
| #2 32 18777 | "19" orange | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 336 obvp at Nohra probably from 1989 to 1991; l/n Nohra 17aug91 |
| #2 32 18781 | not known | Mi-24V | Soviet Army Avn | mfd | 16aug82 | |
| | not known | Mi-24V | Kazakh Air Force | d/d | unknown | last overhaul completed 30nov06; t/t 1,625 hours by 2008; no longer airworthy by 2016 |
| #2 32 18784 | not known | Mi-24V | Soviet Army Avn | mfd | 20aug82 | |
| | not known | Mi-24V | Kazakh Air Force | d/d | unknown | last overhaul completed 01nov05; t/t 1,555 hours by 2008; no longer airworthy by 2016 |
| #2 42 18794 | not known | Mi-24V | Soviet Army Avn | mfd | 1982 | |
| | not known | Mi-24V | Azerbaijani AF | trf | unknown | overhauled in Ukraine in 2013 (arrived 22mar13) |
| #2 32 18844 | not known | Mi-24V | Soviet Army Avn | mfd | 1982 | |
| | "31" | Mi-24V | Russian Air Force | | | based at Khabarovsk |
| #2 32 18883 | "21" orange | Mi-24V | Soviet Army Avn | mfd | 1982 | opb 336 obvp at Nohra by 1992 |
| #2 13 19007 | "61" orange | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 485 obvp at Brandis probably from 1991 to 1992; l/n may92 |
| #2 13 19017 | "40" red | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 172 obvp at Parchim-Damm probably from 1991 to 1992 |
| #2 13 19021 | "06" red | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 172 obvp at Parchim-Damm by 1992; l/n dec92 |
| #2 13 19025 | "39" red | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 172 obvp at Parchim-Damm by 1992 |
| #2 13 19028 | "62" orange | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 485 obvp at Brandis probably from 1991 to 1992; l/n may92 |
| #2 13 19037 | "25" red | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 172 obvp at Parchim-Damm by 1992 |
| #2 13 19041 | "63" orange | Mi-24V | Soviet Army Avn | mfd | 20jan83 | opb 485 obvp at Merseburg in 1990/91 and at Brandis in 1991/92; left Brandis for Russia may92 |
| | "02" | Mi-24V | Russian Air Force | no | reports | opb 242 ove at Grozny-Severny, used in combat in Chechnya jul00/oct00; damaged 24jul00 when a tyre burst while taxiing at Khankala |
| #2 13 19045 | not known | Mi-24V | Soviet Army Avn | mfd | 21jan83 | |
| | not known | Mi-24V | Sudanese Air Force | d/d | unknown | last overhaul completed 02jul08; t/t 1,275 hours by 2008 |
| #2 13 19055 | "11" yellow | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 439 obvp at Parchim-Damm probably from 1991 to 1992; l/n nov92 |
| #2 13 19063 | "64" orange | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 485 obvp at Merseburg probably from 1991 to 1992; l/n may92 |
| #2 13 19079 | "06" | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 337 ovp BiU at Mahlwinkel by 1984; colour of code probably yellow |
| | "27" | Mi-24V | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel by 1987; colour of code probably yellow; t/t 542 hours by 03apr87 |
| | "07" yellow | Mi-24V | Russian Air Force | Maw | 1992 | opb 337 ovp BiU at Mahlwinkel; returned to Russia may94; last overhaul completed in 2004; opb 490 ovp bu at Tula-Klokovo from 2004; in olive drab/khaki camo c/s with light blue underside; l/n TYA 11jun05; still active dec08 |
| | "11" red | Mi-24V | Russian Air Force | TYA | apr10 | opb 6996 AvB at Vyazma-Dvoyevka |

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|---|---|---|---|---|---|---|
| #2 13 19094 | "01" | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 337 ovp BiU at Mahlwinkel by 1984 |
| | "22" yellow | Mi-24V | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel by 1987; t/t 590 hours by 03apr87; returned to Russia may94 |
| | "10" yellow | Mi-24V | Russian Air Force | TYA | 24may09 | opb 490 ovp BiU at Tula-Klokovo; in dark green/khaki camo c/s with light grey underside |
| #2 13 19101 | "65" orange | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 485 obvp at Merseburg by 1991 |
| #2 13 19109 | "30" | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 337 ovp BiU at Mahlwinkel by 1987; t/t 573 hours by apr87 |
| | "40" yellow | Mi-24V | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel by 1991; l/n may94 |
| | "06" | Mi-24V | Russian Air Force | | | opb 490 ovp BiU at Tula-Klokovo |
| #2 13 19120 | "08" yellow | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 485 obvp at Merseburg probably from 1989 to 1992; l/n may92 |
| #2 13 19128 | "30" | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 337 ovp BiU at Mahlwinkel by 1984 |
| | "25" orange | Mi-24V | Soviet Army Avn | r/r | 1987 ? | opb 337 ovp BiU at Mahlwinkel; t/t 612 hours by 03apr87; left Mahlwinkel for Russia may94 |
| | "10" yellow | Mi-24V | Russian MVD/VV | Roc | 26may07 | opb 685 osap on at Rostov-na-Donu-Tsentralny; in green/khaki camo c/s with light blue underside, Russian flag on engine cowling and white ring around tailboom |
| | RF-34324 | Mi-24V | Russian MVD/VV | | | opb 685 osap on at Rostov-na-Donu-Tsentralny; in a Rosimushchestvo (State Property Agency) listing in 2010; |
| | RF-34324 | Mi-24V | Rosgvardiya | trf | 05apr16 | also carried code "10" yellow; opb 685 osap on at Rostov-na-Donu-Tsentralny; in khaki/olive drab camo c/s with light grey underside; carried 'Z' invasion markings in 2022; was towed by a truck through Kherson 13jul22, obviously after having suffered damage |
| #2 13 19142 | "22" | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 337 ovp BiU at Mahlwinkel by 1984 |
| | "33" | Mi-24V | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel by 1987/89; t/t 790 hours by 04sep89 |
| #2 13 19156 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 11jan02 | |
| #2 13 19159 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | initially opb 347 ove at Kecskemét and later by 488 ovp BU at Tököl |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | opb 488 ovp BU |
| | CH620 | Mi-24V | Sri Lanka AF | | | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; w/o 26jun98 |
| #2 13 19179 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 18jan99 | |
| #2 13 19200 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | based at Berdichev; damaged when collided with a power-line and crash-landed, details unknown; repaired and trf to NPO "Vzlyot"; sat wfu at Solntsevo, seen oct11 |
| #2 13 19203 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Sierra Leone AF | no | reports | |
| #2 13 19212 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | SB-73 | Mi-24V | Algerian Air Force | e/d | unknown | overhauled in Ukraine in 2013 (arrived 05mar13) |
| | SB-73 | Mi-24 Mk.3 | Algerian Air Force | ph. | 13feb20 | in two-tone sand camo c/s with light grey underside; f/n Tamanrasset 13feb20; visible in a video published by Aviakon dec19 |
| #2 13 19241 | "32" white | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 486 ovp BU at Jüterbog-Altes Lager probably from 1990 to 1991 |
| #2 13 19261 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | |
| | AF-823 | Mi-24V | Uganda Air Force | EBB | nov98 | acquired from Belarus via the Consolidated Sales Corporation (CSC); was stored at EBB from 1998 as it had not been overhauled before delivery; reportedly in green/orange/yellow c/s; flew missions from Gulu against the Lord's Resistance Army rebels in spring 2001 |
| #2 23 19285 | "22" red | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 337 ovp BiU at Mahlwinkel by 1992 |
| #2 23 19304 | "28" red | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 172 obvp at Parchim-Damm probably from 1991 to 1992 |
| #2 23 19328 | "41" orange | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 336 obvp at Nohra by by 1991 |
| #2 23 19339 | "66" yellow | Mi-24V | Soviet Army Avn | mfd | 1963 | opb 485 obvp at Brandis probably from 1991 to 1992; l/n may92 |
| #2 23 19341 | "37" orange | Mi-24V | Soviet Army Avn | mfd | 05apr83 | opb 336 obvp at Nohra probably from 1989 to 1991 |
| | not known | Mi-24V | Kazakh Air Force | d/d | unknown | last overhaul completed 19nov06; t/t 1,217 hours by 2008; no longer airworthy by 2016 |
| #2 23 19348 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | converted to, see next line |
| | no code | Mi-35M | Rostvertol | LBG | 17jun01 | Mi-35M OP-1 (the first prototype); converted by Rostvertol; in very dark olive drab c/s with white trim; see c/n 10329 |
| | "77" yellow | Mi-35M | Rostvertol | SXF | jun02 | in dark olive drab c/s with Russian flag on fin, no stars; seen ZIA 19aug05 and 20aug07; took part in tests of night-vision goggles with 1338 its at Chkalovski in 2009; underwent repair with MVZ im. Milya in 2011 |
| #2 23 19393 | "05" red | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 172 obvp at Parchim-Damm by dec92 |
| #2 23 19408 | "39" orange | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 336 obvp at Nohra probably from 1989 to 1991 |
| #2 23 19417 | "68" orange | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 485 obvp at Brandis probably from 1989 to 1991 |
| #2 23 19427 | "30" red | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 172 obvp at Parchim-Damm probably from 1991 to 1992 |
| #2 23 19437 | "27" red | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 172 obvp at Parchim-Damm probably from 1991 to 1992; l/n dec92 |
| #2 23 19458 | "15" yellow | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 439 obvp at Parchim-Damm probably from 1990 to 1992; l/n nov92 |
| #2 23 19463 | not known | Mi-24V | KGB/Border Guards | mfd | 05may83 | |
| | "76" | Mi-24V | FSB | no | reports | opb 2 oao at Stavropol-Shpakovskoye; last overhaul completed 25dec98; struck off charge 25mar06, with t/t 1,916 hours |
| #2 23 19471 | not known | Mi-24V | KGB/Border Guards | mfd | 1983 | opb 10 ovp at Alma-Ata; detached to Gol Khaneh (Russian transcription: Gulkhana) in Afghanistan in support of the Khorog Border Guards unit by 1987; 1 of 2 lost 03oct87 on a patrol flight from Gol Khaneh over mountain passes in southern Afghanistan near the Pakistani border (via Tirgaran and Sarab) when visibility deterioated suddenly, the crews were forced to fly low over the ground, lost orientation and strayed into Pakistani airspace, in order to regain orientation the crews landed on the slope of a gorge near Ovi village and asked locals, realising that they were inside Pakistan they tried to overfly a 6,000 metres high mountain range in the direction of Gol Khaneh, but ran out of fuel and landed 19 km south of the border near Zivaruts close to the Zavir-Gol river (in the vicinity of Miranshah), Pakistani Frontier Corps Tochi Scouts approached the helicopters 04oct87 and fired at them with small arms and the crews surrendered to them without resistance on orders from the Soviet Border Guards HQ, the 6 crew members (pilots: Major Ye. Kuzmin and Captain N. Shkryabko) were allowed to return to the Soviet Union after some days (they were flown by a Border Guards An-72 from Islamabad to Dushanbe), but the helicopters were retained by Pakistan (1 of them was handed over to China and 1 to the US) |
| | '5806' | Mi-24V | not known | Chp | dec02 | preserved in the China Aviation Museum at Shahezhen AFB, seen dec02 |
| | no serial | Mi-24V | not known | Chp | 19mar07 | c/n read off as '19471'; preserved in the China Aviation Museum at Shahezhen AFB, f/n mar07; initially in fantasy flower-style camo c/s without any markings, l/n as such oct08; repainted in olive drab/turquoise camo c/s with light blue underside without any markings, seen as such nov09/sep15 |
| #2 23 19493 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | mentioned in a document |
| #2 23 19520 | not known | Mi-24V | KGB/Border Guards? | mfd | 05may83 | |
| | RF-07911 | Mi-24V | FSB | | | opb 2 oao at Stavropol-Shpakovskoye; last overhaul completed 24jan01; t/t 2,934 hours by 2007; dismantled before 2012 |
| #. .. 19573 | not known | Mi-24 | Soviet Army Avn | mfd | 1983 ? | |
| | not known | Mi-24 | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24 | Equat. Guinea AF ? | Kon | may11 | in Aviakon; operator not confirmed |
| #2 23 19583 | not known | Mi-24V | KGB/Border Guards? | mfd | 16may83 | |
| | RF-07908 | Mi-24V | FSB | | | opb 2 oao at Stavropol-Shpakovskoye; last overhaul completed 22jul04; t/t 1,439 hours by 2007; damaged (probably due to a hard landing) before 2012; sold may13 |
| #2 23 19594 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | |
| | "62" red | Mi-24V | Ukraine Army Avn | trf | 06dec91 | opb 488 ovp BU; f/n Vapnyarka 19aug97 |
| | SB-95 | Mi-24V | Algerian Air Force | e/d | 11jan02 | overhauled in Ukraine in 2013 (arrived 05mar13) |
| #2 23 19611 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | |
| | "73" red | Mi-24V | Ukraine Army Avn | trf | 06dec91 | opb 488 ovp BU; f/n Vapnyarka 19aug97 |
| | not known | Mi-24V | Algerian Air Force | e/d | 11jan02 | |
| #2 23 19632 | not known | Mi-24V | Soviet Army Avn | mfd | 11mar83 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | no serial | Mi-24V | Serbian Min of Int | | photo | acquired via Ukrspetsexport in early 1998; opb JSO MUP RS, the Special Operations Unit of the Serbian Ministry of Interior (disbanded 25mar03); in grey/brown/green camo c/s, no markings apart from a Serbian flag on the tail; wfu in 2003; offered for sale by ATP in 2006, but could not be sold; stored at BJY, seen sep09/may11 |
| #2 23 19656 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | |
| | "64" red | Mi-24V | Ukraine Army Avn | trf | 06dec91 | opb 488 ovp BU; f/n Vapnyarka 19aug97 |
| #2 23 19663 | "01" | Mi-24V | Soviet Army Avn | | | opb 280 ovp at Kandahar by 1988; equipped with racks for R-60 missiles |
| #2 23 19674 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | |
| | "74" red | Mi-24V | Ukraine Army Avn | trf | 06dec91 | opb 488 ovp BU; f/n Vapnyarka 19aug97 |
| | not known | Mi-24V | Algerian Air Force | e/d | 18jan99 | |
| | SB-62 | Mi-24 Mk.3 | Algerian Air Force | ph. | 2012 | opb 1 RHC at Biskra; in sand/black camo c/s; Tamanrasset 16dec24 c/n checked this day |
| #2 23 19693 | not known | Mi-24V | KGB/Border Guards? | mfd | 1983 | |
| | "16" blue | Mi-24V | FSB | VVO | 19apr97 | opb predecessor of 7 oao at VVO-Ozyornyye Klyuchi; offered for sale by the Russian privatisation agency 03jun99 |
| #2 23 19722 | not known | Mi-24V | KGB/Border Guards? | mfd | 16jun83 | |
| | RF-07912 | Mi-24V | FSB | | | opb 2 oao at Stavropol-Shpakovskoye; last overhaul completed 08apr97; t/t 2,110 hours by 2007 |
| #2 23 19731 | "38" | Mi-24V | Soviet Army Avn | mfd | 16jun83 | opb 205 ove in Afghanistan in the 1980s |
| | RF-07909 | Mi-24V | FSB | ph. | 12aug11 | opb 2 oao at Stavropol-Shpakovskoye; in olive drab/khaki camo c/s with light grey underside, Russian flag on engine cowling; last overhaul completed 18mar03; t/t 2,933 hours by 2007 |
| #2 23 19774 | not known | Mi-24V | KGB/Border Guards? | mfd | 18jun83 | |
| | RF-07910 | Mi-24V | FSB | ph. | 12aug11 | opb 2 oao at Stavropol-Shpakovskoye; in olive drab/khaki camo c/s with light grey underside, white stripe on rear fuselage and Russian flag on engine cowling; last overhaul completed 17dec04; t/t 2,325 hours by 2007 |
| #2 23 19801 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Sierra Leone AF | | | |
| #2 23 19803 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | |

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|---|---|---|---|---|---|---|
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | | | |
| #2 23 19814 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | | | |
| #2 23 19848 | "08" | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 280 ovp at Kandahar by 1988 |
| #2 23 19852 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | SB-89 | Mi-24V | Algerian Air Force | e/d | 19feb99 | overhauled in Ukraine in 2013 (arrived 06mar13) |
| | SB-89 | Mi-24 Mk.3 | Algerian Air Force | | photo | opb 1 RHC; initially in sand/black camo c/s; repainted in two-tone sand camo c/s with light blue underside; f/n as such 13may18 |
| #2 33 19867 | not known | Mi-24V | Soviet Army Avn | mfd | 1983 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | | | |
| #2 33 19872 | "34" | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 337 ovp BiU at Mahlwinkel probably from 1984 |
| | "23" yellow | Mi-24V | Soviet Army Avn | r/r | 1987 ? | opb 337 ovp BiU at Mahlwinkel; t/t 585 hours by 03apr87; left Mahlwinkel for Russia may94 |
| | RF-34325 | Mi-24V | Russian MVD/VV | ph. | jan14 | also carried code "09" yellow; opb 685 osap on at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, white ring around tailboom and Russian stars |
| #2 33 19898 | "24" | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 337 ovp BiU at Mahlwinkel probably from 1984 |
| | "41" yellow | Mi-24V | Soviet Army Avn | r/r | 1987 ? | opb 337 ovp BiU at Mahlwinkel probably until 1992; t/t 761 hours by 09nov89; l/n may92 |
| #2 33 19904 | "03" | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 337 ovp BiU at Mahlwinkel probably from 1984 |
| | "24" | Mi-24V | Soviet Army Avn | r/r | 1987 ? | opb 337 ovp BiU at Mahlwinkel; t/t 485 hours by 03apr87 |
| #2 33 19909 | "15" | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 337 ovp BiU at Mahlwinkel probably from 1984 |
| #2 33 19910 | "35" | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 337 ovp BiU at Mahlwinkel probably from 1984 to 1989; t/t 796 hours by 25dec89 |
| #2 33 19917 | "14" | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 337 ovp BiU at Mahlwinkel probably from 1984 |
| | "34" | Mi-24V | Soviet Army Avn | r/r | 1987 ? | opb 337 ovp BiU at Mahlwinkel probably until 1989; t/t 430 hours by apr87 |
| | "03" red | Mi-24V | Russian Air Force | Gle | 28jul07 | opb 332 ovp at Pribylovo; in khaki/olive drab camo c/s with light grey underside; transported on a flat-bed trailer from Pribylovo to the fire station at Agalatovo dec15 and repainted there |
| | "08" red | Mi-24V | Russian Air Force | ph. | 20aug16 | in olive drab/khaki camo c/s with light grey underside; preserved in the Aviators' Park at Agalatovo from 20aug16, l/n apr23 |
| #2 33 19924 | "37" | Mi-24V | Soviet Army Avn | mfd | 1983 | opb 337 ovp BiU at Mahlwinkel probably from 1984 to 1989; t/t 752 hours by 26oct89 |
| #2 14 19947 | not known | Mi-24V | Soviet Army Avn | mfd | 06jan84 | |
| | "07" red | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | 203 | Mi-24V | Macedonian AF | d/d | 15apr01 | opb 201 POHE (redesignated BHS 06oct05); in Ukrainian 'trefoil' khaki/olive drab camo c/s with light grey underside; f/n SKP 23jun03; stored at SKP, seen may07/oct13; donated to Ukraine in 2023 |
| #2 14 19961 | not known | Mi-24V | Soviet Army Avn | mfd | 1983/84 | |
| | "09" blue | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | 208 | Mi-24V | Macedonian AF | d/d | 15jun01 | opb 201 POHE (redesignated BHS 06oct05); in Soviet 'trefoil' khaki/olive drab camo c/s with light grey underside; f/n SKP 23jun03; wfu by 2006 (as time between overhauls exceeded) and offered for sale, but could not be sold; stored at SKP, seen may07/oct13; donated to Ukraine in 2023 |
| #2 43 19977 | not known | Mi-24V | Soviet Army Avn | mfd | 21dec83 | |
| | "24" yellow | Mi-24V | Ukraine Army Avn | trf | 06dec91 | l/n Berdichev may98 |
| | 205 | Mi-24V | Macedonian AF | d/d | 15jun01 | opb 201 POHE (redesignated BHS 06oct05); in Ukrainian 'trefoil' khaki/olive drab camo c/s with light grey underside; seen on TV near Aracinovo 24jun01; f/n SKP 23jun03 |
| | MAF-205 | Mi-24V | Macedonian AF | | | repainted in medium green/dark grey/ochre camo c/s during overhaul by Aviakon at Konotop (Ukraine), arrived back 27nov05; upgraded by Elbit Systems jan06 |
| | 205 | Mi-24V | Macedonian AF | SKP | 17may12 | upgraded to "Alexander" standard; in medium green/dark grey/ochre camo c/s; l/n SKP 18oct13; donated to Ukraine in 2023 |
| #2 14 19985 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| | not known | Mi-24V | Ukraine Army Avn | no | reports | |
| | not known | Mi-24V | Georgian AF | no | reports | |
| #2 14 20011 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Algerian Air Force | e/d | 11jan02 | |
| #2 14 20023 | "05" | Mi-24V | Soviet Army Avn | mfd | 26jan84 | |
| | "35" yellow | Mi-24V | Ukraine Army Avn | trf | 06dec91 | opb 72 AvB; seen Konotop 21may98 |
| | not known | Mi-24V | Chad Air Force | e/d | 04apr07 | |
| #2 14 20075 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| #2 14 20091 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| | "39" red | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | 207 | Mi-24V | Macedonian AF | d/d | 15jun01 | opb 201 POHE (redesignated BHS 06oct05); initially in Soviet 'trefoil' khaki/olive drab camo c/s with light grey underside; f/n SKP 23jun03 |
| | MAF-207 | Mi-24V | Macedonian AF | | | repainted in medium green/dark grey/ochre camo c/s during overhaul by Aviakon at Konotop (Ukraine) |
| | 207 | Mi-24V | Macedonian AF | SKP | 10jun15 | in medium green/dark grey/ochre camo c/s; donated to Ukraine in 2023 |
| #2 14 20112 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| | "37" yellow | Mi-24V | Ukraine Army Avn | trf | 06dec91 | code also reported as "37" blue |
| | 202 | Mi-24V | Macedonian AF | d/d | 23mar01 | opb 201 POHE (redesignated BHS 06oct05); initially in Ukrainian 'trefoil' khaki/olive drab camo c/s with light grey underside; f/n SKP 23jun03; repainted in medium green/dark grey/ochre camo c/s during overhaul by Aviakon at Konotop (Ukraine); l/n SKP 18oct13; donated to Ukraine in 2023 |
| #2 14 20127 | not known | Mi-24V | Soviet Army Avn | mfd | 17jan84 | |
| | "34" yellow | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | 201 | Mi-24V | Macedonian AF | d/d | 23mar01 | opb 201 POHE (redesignated BHS 06oct05); f/n SKP 23jun03 |
| | MAF-201 | Mi-24V | Macedonian AF | | | repainted in medium green/dark grey/ochre camo c/s during overhaul by Aviakon at Konotop (Ukraine), arrived back 27nov05; upgraded by Elbit Systems jan06; l/n SKP 10may11 |
| | 201 | Mi-24V | Macedonian AF | SKP | 17may12 | upgraded to "Alexander" standard; in medium green/dark grey/ochre camo c/s; l/n SKP 05jun13; donated to Ukraine in 2023 |
| #2 14 20143 | not known | Mi-24V | Soviet Army Avn | mfd | 24feb84 | |
| | "32" yellow | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | 204 | Mi-24V | Macedonian AF | d/d | 15apr01 | opb 201 POHE (redesignated BHS 06oct05); in Ukrainian 'trefoil' khaki/olive drab camo c/s with light grey underside; f/n SKP 23jun03; wfu by 2006 (as time between overhauls exceeded) and offered for sale; sat wfu at SKP, seen may07/oct13; was to be displayed in the Macedonian Military Museum at Skopje, but was donated to Ukraine in 2023 |
| #2 14 20198 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| #2 14 20271 | not known | Mi-24V | Soviet Army Avn | mfd | 05mar84 | |
| | not known | Mi-24V | Ukrainian MVS | trf | 1992 | opb 31 ove at Bila Tserkva |
| | 9T-HM12 | Mi-24V | DR Congo Air Force | sold | dec00 | initially in dark green/light green camo c/s; f/n GOM 19jul07; l/n as such Kisangani jan10; repainted in olive drab/khaki camo c/s; f/n as such GOM 19jul15; dbr 27jan17 on a patrol flight searching for insurgents of the March 23 Movement in the North Kivu province when flow too low in mountainous terrain some 100 km north of Goma, the main rotor touched tree tops at a height of some 500 metres near Mount Mikeno (close to Rutshuru) and the helicopter crashed |
| #2 14 20297 | not known | Mi-24V | Soviet Army Avn | mfd | 13mar84 | |
| | not known | Mi-24V | Ukrainian MVS | trf | 1992 | opb 31 ove at Bila Tserkva |
| | not known | Mi-24V | Angolan Air Force | d/d | 2001 | |
| #2 14 20315 | not known | Mi-24V | Soviet Army Avn | mfd | 12mar84 | |
| | not known | Mi-24V | Ukrainian MVS | trf | 1992 | opb 31 ove at Bila Tserkva |
| | 9T-HM11 | Mi-24V | DR Congo Air Force | GOM | 19jul07 | in olive drab/khaki camo c/s with 'Force Aérienne Congolaise' titles; l/n GOM 10apr10 |
| #2 14 20329 | not known | Mi-24V | Soviet Army Avn | mfd | 14mar84 | |
| | "71" yellow | Mi-24V | Ukrainian MVS | trf | 1992 | opb 31 ove at Bila Tserkva |
| | not known | Mi-24V | Angolan Air Force | d/d | 2001 | |
| #2 14 20348 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| | not known | Mi-24V | Ukraine Army Avn | no | reports | |
| | TN-353 | Mi-24V | Congo Air Force | no | reports | overhauled in Ukraine (arrived oct12 and left 28apr13) |
| #2 14 20421 | not known | Mi-24V | Soviet Army Avn | mfd | 30may84 | |
| | not known | Mi-24V | Sudanese Air Force | d/d | unknown | t/t 689 hours by 2008 |
| #2 14 20462 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Chad Air Force | e/d | 04apr07 | |
| #2 14 20478 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| | not known | Mi-24V | Ukraine Army Avn | no | reports | |
| | not known | Mi-24V | Georgian AF | trf | unknown | in dark green/dark brown camo c/s with light blue underside; some assemblies sat at a scrapyard near Vaziani, seen may22 |
| #2 24 20576 | not known | Mi-24V | Soviet Army Avn | mfd | 09may84 | c/n also given as 3532584920576 in the same document ! |
| | not known | Mi-24V | Sudanese Air Force | d/d | unknown | last overhaul completed 25dec08; t/t 828 hours by 2008 |
| #2 24 20617 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| | not known | Mi-24VK-1 | Russian Air Force | | | opb 343 TsBP (military unit 62632-G) at Torzhok |
| #2 44 20673 | "16" | Mi-24V | Soviet Army Avn | mfd | 1984 | late quarter of the year in the c/n; opb 280 ovp at Kandahar by 1988 |
| #2 24 20732 | "59" | Mi-24V | Soviet Army Avn | mfd | 26apr84 | |
| | not known | Mi-24V | Russian Air Force | mfd | 1984 | opb 242 ove at Grozny-Severny; used in combat in Chechnya jul00/oct00; with light spots on the camo of the tailboom |
| #2 24 20787 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| | "17" red | Mi-24V | Russian Air Force | GOJ | 1999 | in olive drab/khaki camo c/s with light grey underside; the previous code seems to have contained the digits 8 and possibly 6; was stored at GOJ for some months during the first half of 1999 and then flew from GOJ to the NPP "Polyot" test-site at Vetluzhski; was used for trials at the NPP "Polyot" test-site at Vetluzhski (N57.206602 E45.138744), seen nov14/jan15, with very faded code |
| #2 24 20829 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |

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| | "16" | Mi-24V | Belarus Air Force | trf | 15jun92 | in olive drab/khaki camo c/s with light grey underside, with Red Stars plus Belarus flag on engine cowling; seen Bolbasovo 2008 |
| | not known | Mi-24V | not known | ph. | sep19 | seen in bare metal (with English stencils in the cockpit) under overhaul in Orshanski ARZ sep19 |
| #2 24 20846 | not known | Mi-24V | Soviet Army Avn | mfd | 21may84 | |
| | not known | Mi-24V | Sudanese Air Force | d/d | unknown | last overhaul completed 02jul08; t/t 1,338 hours by 2008 |
| #2 24 20872 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| | "07" red | Mi-24V | Soviet Air Force | Kho | 1992 | c/n correct ?, see next line; was preserved in the museum at Khodynka, l/n mar94 |
| | "32" | Mi-24V | Russian Air Force | no | reports | c/n exactly as 3532422420872 from a newspaper article; based in the Stavropol region; suffered an accident in Chechnya, details unknown; could have been repaired by the Russian military but was illegally written off as destroyed by officers of the unit, was cannibalised and components were sold (the proceedings going to their own pockets); a report about that was published in the "Krasnaya Zvezda" newspaper 09aug03 |
| #2 24 20961 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| | not known | Mi-24VO | Russian Air Force | | | opb 343 TsBP (military unit 62632-D) at Torzhok |
| #2 24 20982 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| | "22" | Mi-24V | Russian Air Force | | | opb 237 ove (redesignated 6975 AvB in 2009) at Samara-Bobrovka |
| #2 24 20985 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| | "58" | Mi-24V | Russian Air Force | | | used in the Chechen campaign |
| #2 24 20986 | "25" | Mi-24V | Soviet Army Avn | mfd | 1984 | opb 280 ovp at Kandahar by 1988; trf to 302 ove 24jul88 |
| #2 24 21134 | "03" | Mi-24V | Soviet Army Avn | mfd | 1984 | opb 280 ovp at Kandahar by 1988; trf to 302 ove 24jul88 |
| #2 24 21213 | not known | Mi-24V | Soviet Army Avn | mfd | 13apr84 | |
| | "37" yellow | Mi-24V | Ukraine Army Avn | trf | 06dec91 | overhauled by "Aviakon" at Konotop (Ukraine) before sale; in olive/beige camo c/s with light blue underside |
| | 210 | Mi-24V | Macedonian AF | d/d | 04sep01 | opb 201 POHE (redesignated BHS 06oct05); in Aviakon-applied khaki/olive drab camo c/s with light blue underside; f/n SKP 23jun03; upgraded with an ANVIS/HUD-24 system by Elbit Systems jul04, still in old camo c/s; stored at SKP, but not longer there in late 2016 |
| | 210 | Mi-24V | N. Macedonian AF | trf | 12jun19 | in olive drab/dark greyish green/ochre 'splinter' camo c/s; f/n SKP 10jun19; l/n SKP 09jun22; donated to Ukraine in 2023 |
| #2 24 21216 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| | no code | Mi-24V | Russian Air Force | Kub | jul15 | in olive drab/light light brown camo with light blue underside, no markings apart from Red Stars |
| #2 24 21235 | not known | Mi-24V | Soviet Army Avn | mfd | 20apr84 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | overhauled by "Aviakon" at Konotop (Ukraine) before sale; in olive/beige camo c/s with light blue underside |
| | 209 | Mi-24V | Macedonian AF | d/d | 04sep01 | opb 201 POHE (redesignated BHS 06oct05); in Aviakon-applied khaki/olive drab camo c/s with light blue underside; upgraded with an ANVIS/HUD-24 system by Elbit Systems jul04; f/n PDV 04sep05, still in old camo c/s; stored at SKP, but not longer there in late 2016 |
| | 209 | Mi-24V | N. Macedonian AF | trf | 12jun19 | in olive drab/dark greyish green/ochre 'splinter' camo c/s; f/n SKP 10jun19, active; donated to Ukraine in 2023 |
| #2 15 21251 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | opb 280 obvp at Kandahar in the 1980s |
| | "107" yellow | Mi-24V | Ukraine Army Avn | trf | 06dec91 | opb 72 AvB; seen Konotop 21may98 |
| #2 24 21254 | "07" | Mi-24V | Soviet Army Avn | mfd | 31may84 | see c/n 3532432521254 |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Nigerian Air Force | e/d | 21jul08 | |
| #2 24 21276 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| | not known | Mi-24V | Russian Air Force | Kub | may15 | non-standard version with some features of a Mi-24R on the left side of the nose (Air-Britain give the version as Mi-24D-3); in 'trefoil' khaki/olive drab camo c/s with light grey underside, 'bird of prey' nose-art and a Russian flag on the engine cowling; code not visible as all colours were very faded by may15 |
| | no code | Mi-24V | Russian Air Force | Kub | jul15 | repainted in medium brown/khaki camo c/s with light grey underside and non-standard Red Stars may15 |
| | "3" yellow | Mi-24V | Russian Air Force | Kub | 23oct15 | in olive drab/khaki camo c/s with light blue underside; preserved in the "Patriot" park at Kubinka, seen oct15/aug16 |
| | "25" yellow | Mi-24V | Russian Air Force | Kub | 11jul18 | repainted in olive drab/greenish grey camo c/s with 'Russian flag' trim, blue underside and the inscription 'Berkuty'; preserved in these fake colours in the "Patriot" park at Kubinka, seen jul18/aug18 |
| | no code | Mi-24V | Russian Air Force | Kub | 03sep24 | in olive drab/khaki camo c/s with medium blue underside, with 'VKS Rossii' titles and Russian stars; preserved in the "Patriot" park at Kubinka (N55.56917 E36.82948), seen sep24 |
| #2 24 21292 | not known | Mi-24V | Soviet Army Avn | mfd | 14mar84 | |
| #2 24 21315 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| #2 24 21316 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| #2 24 21348 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| #2 24 21365 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | the first one equipped as standard with exhaust deflectors |
| #2 24 21376 | "59" | Mi-24V | Soviet Army Avn | mfd | 31may84 | based at Syzran |
| #2 24 21383 | not known | Mi-24V | Soviet Army Avn | mfd | 1984 | |
| #2 15 21397 | not known | Mi-24V | Soviet Army Avn | mfd | 1985 | |
| | "08" red | Mi-24V | Russian Air Force | KLD | 27may17 | in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| #2 15 21412 | not known | Mi-24V | Soviet Army Avn | mfd | 1985 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | AF-821 | Mi-24V | Uganda Air Force | EBB | nov98 | acquired from Belarus via the Consolidated Sales Corporation (CSC); was stored at EBB from 1998 as it had not been overhauled before delivery; reportedly in green/orange/yellow c/s; flew missions from Gulu against the Lord's Resistance Army rebels in spring 2001; spare rotor blades were delivered sep10; seen in bare metal under overhaul with 558 ARZ at Baranovichi in 2019 |
| #2 15 21434 | not known | Mi-24V | Soviet Army Avn | mfd | 12oct84 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | no serial | Mi-24V | Serbian Min of Int | | photo | acquired via Ukrspetsexport in early 1998; opb JSO MUP RS, the Special Operations Unit of the Serbian Ministry of Interior (disbanded 25mar03); in grey/brown/green camo c/s, no markings apart from a Serbian flag on the tail; wfu in 2003; was offered for sale by ATP in 2006, but could not be sold; sat wfu at BJY, seen sep09/may11 |
| #2 15 21462 | not known | Mi-24V | Soviet Army Avn | mfd | 1985 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Rwanda Air Force | no | reports | |
| #2 15 21514 | "27" | Mi-24V | Soviet Army Avn | mfd | 1985 | opb 280 ovp at Kandahar by 1988 |
| #2 15 21529 | not known | Mi-24V | Soviet Army Avn | mfd | 1985 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24V | Georgian AF | no | reports | |
| #2 15 21538 | "24" | Mi-24V | Soviet Army Avn | mfd | 1985 | opb 280 ovp at Kandahar by 1988 |
| #2 15 21594 | not known | Mi-24V | Soviet Army Avn | mfd | 1985 | opb 280 ovp at Kandahar in the 1980s; a photo exists |
| #2 15 21638 | not known | Mi-24V | Soviet Army Avn | mfd | 1985 | opb GLITs and 343 TsBP |
| | "17" red | Mi-24VK-1 | Russian Air Force | ZIA | aug01 | opb military unit 62632-E at Klin; in olive drab/khaki camo c/s with light grey underside; seen ZIA aug05; l/n Akhtubinsk 23may09 |
| #2 15 21789 | "61" | Mi-24V | Soviet Army Avn | mfd | 1985 | |
| | "11" | Mi-24V | Russian Air Force | | | opb 490 obvp at Tula-Klokovo |
| #2 15 21847 | not known | Mi-24V | Soviet Army Avn | mfd | 1985 | |
| | CH613 | Mi-24V | Sri Lanka AF | d/d | nov95 | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; l/n mar96; w/o 23oct00; the wreck sat on the dump at Ratmalana, seen aug03/feb05 |
| #2 15 21861 | not known | Mi-24V | Soviet Army Avn | mfd | 1985 | |
| | CH617 | Mi-24V | Sri Lanka AF | toc | 03jan97 | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda |
| | SAH4401 | Mi-24V | Sri Lanka AF | MNH | 08feb11 | c/n confirmed; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; in olive drab/khaki camo c/s; last flight 06sep11, t/t 2,014.53 hours and 3,631 cycles |
| | SAH617 | Mi-24V | Sri Lanka AF | MNH | 14mar12 | stored; c/n confirmed; was on charge of 9 Helicopter Sqn at Minneriya-Hingurakgoda; handed over to the General Sir John Kotelawala Defence University (KDU) at Kandawala (Ratmalana, Colombo) |
| #2 15 21878 | not known | Mi-24V | Soviet Army Avn | mfd | 1985 | |
| | not known | Mi-24V | Ukraine Army Avn | trf | 06dec91 | |
| | 206 | Mi-24V | Macedonian AF | d/d | 15jun01 | opb 201 POHE (redesignated BHS 06oct05); in Soviet 'trefoil' khaki/olive drab camo c/s with light grey underside; f/n SKP 23jun03; stored at SKP, seen may07/oct13; donated to Ukraine in 2023 |
| #2 25 21952 | not known | Mi-24V | Soviet Army Avn | mfd | 1985 | |
| | no code | Mi-24V | Russian Army | ph. | 29jul21 | in non-standard very dark olive drab/olive drab camo c/s with light blue underside and Russian stars, no other markings; used as a ground instructional airframe by the Ufa State Technical Aviation University, seen jul21 |
| #2 15 21973 | not known | Mi-24V | Soviet Army Avn | mfd | 1985 | |
| #2 15 21977 | not known | Mi-24V | Soviet Army Avn | mfd | 1985 | |
| #2 15 21987 | not known | Mi-24V | Soviet Army Avn | mfd | 1985 | |
| #2 16 22101 | not known | Mi-24V | Soviet Army Avn | mfd | 1986 | |
| | not known | Mi-24V | Ukraine Army Avn | | | or Belarus Air Force ? |
| | RAF-0102 | Mi-24V | Rwanda Air Force | KGL | 15dec04 | in ochre/sand camo c/s; seen under overhaul with Aviakon at Konotop in 2001; l/n KGL 19jul07 |
| | RAF-0102 | Mi-24V | United Nations | KGL | 07nov14 | operated by the Rwanda Air Force for UNMISS in South Sudan; in full all-white UN c/s |
| | RAF-0102 | Mi-24V | Rwanda Air Force | KGL | 11dec18 | in ochre/sand camo c/s; overhauled by 558 ARZ at Baranovichi in 2022; c/n checked Baranovichi oct22 |
| #2 16 22143 | CH618 | Mi-24V | Sri Lanka AF | no | reports | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; w/o 17dec99 |
| #2 16 22152 | CH610 | Mi-24V | Sri Lanka AF | d/d | nov95 | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; l/n mar97; probably returned to Ukraine in 1999 |
| #2 16 22197 | not known | Mi-24V | Soviet Army Avn | mfd | 1986 | |
| | CH619 | Mi-24V | Sri Lanka AF | | | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; w/o 10nov97 on a flight from Vavuniya to EPS, escorting 3 Mi-17 helicopters, when was hit by a SAM and crashed into Kokilai lagoon, both cockpit crew members (pilot: Wing Commander Thilina Kaluarachchi) were killed while both air gunners survived |
| #2 16 22231 | not known | Mi-24V | Soviet Army Avn | mfd | 1986 | based in Afghanistan in the 1980s |
| | CH615 | Mi-24V | Sri Lanka AF | d/d | nov95 | c/n confirmed; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; l/n mar96; damaged beyond repair, details unknown |
| | no serial | Mi-24V | Sri Lanka AF | RML | feb11 | preserved in black/light grey camo c/s without any markings whatsoever in the Sri Lanka Air Force museum at Colombo-Ratmalana, seen feb11/oct23 |

| | | | | | | |
|---|---|---|---|---|---|---|
| #2 16 22258 | 0010 | Mi-24V | Sierra Leone AF | | 1995 | |
| | SLAF-001 | Mi-24V | Sierra Leone AF | ph. | 14jun01 | at FNA; sat wfu at FNA, seen jan08/jul09 |
| #2 16 22373 | CH611 | Mi-24V | Sri Lanka AF | d/d | nov95 | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; in khaki/olive drab camo c/s with light blue underside, serial without hyphen; l/n jan98; probably returned to Ukraine in 1999 |
| #2 16 22429 | CH612 | Mi-24V | Sri Lanka AF | d/d | nov95 | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; in khaki/olive drab camo c/s with light blue underside, serial without hyphen; l/n mar97; probably returned to Ukraine in 1999 |
| #2 16 22435 | not known | Mi-24V | Soviet Army Avn | mfd | 19feb86 | |
| | not known | Mi-24V | Kazakh Air Force | d/d | unknown | last overhaul completed 01nov06; t/t 1,870 hours by 2008; no longer airworthy by 2016 |
| #2 16 22467 | "02" | Mi-24V | Soviet Army Avn | mfd | 1986 | opb 280 ovp at Kandahar by 1988; trf to 302 ove 24jul88 |
| #2 16 22489 | not known | Mi-24V | Soviet Army Avn | mfd | 1986 | |
| | RF-93552 | Mi-24V | Russian Air Force | ph. | 25jan17 | in the Novgorod region; also carried code "05" red; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; c/n checked Torzhok 10jun17 |

## ***Mi-24P built by AMZ "Progress" (former Factory No. 116) at Arsenyev***

All construction numbers marked # are prefixed by 35324.

| | | | | | | |
|---|---|---|---|---|---|---|
| #3 40 16145 | not known | Mi-24P | MAP MVZ im. Milya | mfd | 26nov80 | also given as 19feb81; the first Mi-24P from series-production; used for various trials until 1991 |
| | not known | Mi-24P | Aviakon | | | used by 535 ARZ (redesignated Aviakon) for the training of Mi-24 crews from Sri Lanka, Ruanda, the DR Congo, Georgia and other countries, accumulating some 1,000 hours in the process; contract for modernisation signed 25sep07 |
| | 16145 | Mi-24PU1 | Aviakon | Kon | 07aug08 | the prototype of this version with TV3-117VMA-SBM1V-02 engines and French avionics |
| | "01" white | Mi-24PU1 | Aviakon | Gos | 25sep08 | in blue c/s with diagonal yellow stripes and 'Aviakon' titles; l/n with Aviakon at Konotop 15may14 |
| | "03" black | Mi-24PU1 | Ukraine Army Avn | ph. | 2015 | without the French avionics and some other of the modernised equipment now; code not painted on, only on a sheet of paper in a cabin window; opb 11 obrAA at Kherson-Chornobayivka; in olive drab/khaki camo c/s with light blue underside and two white recognition stripes on the tailboom; c/n 16145 was officially handed over at Chuhuyiv 15oct16; stored at Kherson-Chornobayivka, was captured by Russian troops when they occupied the airfield 27feb22 and was recaptured by Ukrainian troops 11nov22 |
| #3 41 16201 | not known | Mi-24P | Soviet Army Avn | mfd | 1981 | |
| | "59" yellow | Mi-24P | Russian Air Force | ph. | 27dec15 | in 'trefoil' khaki/olive drab camo c/s with light grey underside; was used as a ground instructional airframe by the "Gagarin" Air Force Academy at Monino; transported to Odintsovo aug12; preserved in front of the Municipal Museum at Odintsovo (N55.670871 E37.276515), seen dec15/apr21 |
| #3 41 16203 | not known | Mi-24P | Soviet Army Avn | mfd | 1981 | |
| | 6805 | Mi-24P | Myanmar Air Force | ph. | 02jul19 | in olive drab/medium green camo c/s with light blue underside; under overhaul by 558 ARZ at Baranovichi jul19, c/n checked |
| #3 41 16211 | not known | Mi-24P | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24P | Belarus Air Force | trf | 15jun92 | |
| | J2-MBC | Mi-35P | Djibouti Air Force | d/d | 2005 | initially in brown/beige camo c/s with light blue underside; f/n JIB 15nov07; l/n as such JIB feb11; repainted in brown/sand camo c/s with medium blue underside; f/n as such LED 10apr14; loaded into An-124-100 RA-82079 at LED shortly after 10apr14; l/n as such JIB nov15; overhauled by Tbilaviamsheni and repainted in sand/brown camo c/s with light blue underside, seen there 10dec23 |
| #3 41 16248 | "22" | Mi-24P | Soviet Army Avn | no | reports | opb 280 ovp at Kandahar by 1988 |
| | 949 | Mi-24P | Sudanese Air Force | LED | 17jul10 | in olive drab/khaki camo c/s with light blue underside; l/n LED 28may11; d/d between may11 and jul11; crashed at Lahamer (South Kordofan) aug11, photo of the wreck 02aug11 |
| #3 41 16255 | "77" red | Mi-24P | Soviet Army Avn | mfd | 1981 | opb 442 ovp BiU at Zhovtnevoye by 01jan92 |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | |
| #3 41 16263 | not known | Mi-24P | Soviet Army Avn | mfd | 1981 | |
| | "22" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 3 brAA (redesignated 3 opAA dec03 and 16 obrAA dec12) at Brody; in olive drab/khaki camo c/s with light grey underside; contract for technical assessment by Motor Sich signed 07sep15, but the helicopter was cannibalised while being stored with Motor Sich; contract for overhaul by Motor Sich signed 25may17; stored in a hangar of Motor Sich, seen apr19 |
| #3 41 16264 | not known | Mi-24P | Soviet Army Avn | mfd | 1981 | |
| | not known | Mi-24P | Belarus Air Force | trf | 15jun92 | |
| | "09" red | Mi-24P | Belarus Air Force | ph. | jun19 | in greyish green/olive drab camo c/s with light grey underside, with just Red Stars; preserved at Beryoza (N52.524519 E24.9674131) in the Brest region of Belarus; c/n checked as '16264' jun19 |
| #3 32 16272 | "16" red | Mi-24P | Belarus Air Force | trf | 15jun92 | in light grey/olive drab 'trefoil' camo c/s with light blue underside; was preserved in the Museum of Aviation Technology at Minsk-Borovaya, seen jan10/dec16; transported to Minsk-Lipki in 2022, seen jul23/sep24 |
| #3 32 16311 | not known | Mi-24P | Georgian AF | mfd | 12oct82 | |
| #3 32 16345 | "15" yellow | Mi-24P | Soviet Army Avn | mfd | oct82 | opb 337 ovp BiU by 1992; l/n may94 |
| | ".." yellow | Mi-24P | Russian Air Force | | photo | the first digit of the code was probably 0 or 8; in 'trefoil' khaki/olive drab camo c/s with light grey underside; stored without rotors at Ob' |
| #3 32 16401 | not known | Mi-24P | Soviet Army Avn | mfd | 15oct82 | |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2004 | via Rosoboronexport; last overhaul completed 06may04; t/t 1,850 hours by 2008 |
| #3 42 16412 | "14" white | Mi-24P | Soviet Army Avn | | 1990 | opb 178 obvp; l/n 1992 |
| | "14" yellow | Mi-24P | Soviet Army Avn | | 1992 | opb 337 ovp BiU; l/n may94 |
| #3 42 16575 | "08" white | Mi-24P | Soviet Army Avn | mfd | 1982 | opb 178 obvp at Stendal probably from 1990 until 1992 |
| | "32" yellow | Mi-24P | Soviet Army Avn | trf | 1992 | opb 337 ovp BiU at Mahlwinkel from 1992; left for Russia may94 |
| | RA-16575 | Mi-24P | United Nations | Tzk | 26sep05 | belonged to 344 TsBP at Torzhok; operated by Russian Aviation Group for UNAMSIL until 16sep05; in all-white c/s, carried code 'UN 117' |
| | not known | Mi-24P | Armenian AF | | | prepared for sale by Rostvertol in 2010; probably 1 of the 2 delivered by an Il-76 22dec11 |
| #3 42 16881 | "09" white | Mi-24P | Soviet Army Avn | mfd | 20nov82 | opb 178 obvp at Stendal-Borstel probably from 1990 until 1992 |
| | "33" yellow | Mi-24P | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel probably from 1992 to may94; in 'trefoil' khaki/olive drab camo c/s with light grey underside |
| | "24" red | Mi-24P | Russian Air Force | | photo | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009; in non-standard medium green/dark olive drab c/s with light grey underside; stored at Chita-Cheryomushki |
| #3 42 16904 | "06" white | Mi-24P | Soviet Army Avn | mfd | 1982 | an assembly showed the mfd aug82; opb 178 obvp probably from 1990 to 1992 |
| | "30" yellow | Mi-24P | Russian Army Avn | | 1992 | opb 337 ovp BiU; l/n may94 |
| | RA-16904 | Mi-24P | United Nations | Tzk | 02aug08 | belongs to 344 TsBP at Torzhok; operated by Russian Aviation Group for UNAMSIL; in all-white c/s, carried code 'UN 115' and additional small 'Calipso' titles |
| | "27" yellow | Mi-24P | Russian Air Force | ph. | 13aug17 | in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| #3 42 16935 | "07" white | Mi-24P | Soviet Army Avn | | 1990 | opb 178 obvp; l/n 1992 |
| | "31" yellow | Mi-24P | Soviet Army Avn | | 1992 | opb 337 ovp BiU; l/n may94 |
| #3 42 16937 | "11" white | Mi-24P | Soviet Army Avn | | 1990 | opb 178 obvp; l/n 1992 |
| | "26" yellow | Mi-24P | Soviet Army Avn | | 1992 | opb 337 ovp BiU; l/n may94 |
| #3 42 16951 | not known | Mi-24P | Soviet Army Avn | mfd | 1982 | based in Afghanistan in the 1980s |
| #3 42 16992 | "02" white | Mi-24P | Soviet Army Avn | | 1990 | opb 178 obvp; l/n 1992 |
| | "12" yellow | Mi-24P | Soviet Army Avn | | 1992 | opb 337 ovp BiU; l/n may94 |
| #3 42 17004 | not known | Mi-24P | Soviet Army Avn | mfd | 15dec82 | |
| | "25" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009 |
| #3 42 17064 | "32" yellow | Mi-24P | Soviet Army Avn | | 1992 | opb 337 ovp BiU; l/n may94 |
| #3 42 17077 | "37" | Mi-24P | Soviet Army Avn | mfd | 1982 | opb 205 ove in Afghanistan in the 1980s; w/o 16feb88 when was shot down |
| #3 33 17100 | not known | Mi-24P | Soviet Army Avn | mfd | 19jul83 | |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | |
| | UNO-881 | Mi-24P | United Nations | GOM | 22mar20 | opb 18 ovz (10th rotation) of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo); in full white UN c/s with black exhaust areas, carried code 'UNO-8.81' (painted on as such at least on the right side); returned to Ukraine mar20 or apr20 |
| #3 33 17101 | "09" red | Mi-24P | Soviet Army Avn | | 1992 | opb 172 obvp at Parchim-Damm |
| | "09" red | Mi-24P | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel probably from 1992 to may94; relocated to Berdsk |
| | 111 | Mi-24P | Afghan Air Force | KBL | may05 | probably delivered by Russia in 2001; opb 377 helicopter regiment at Kabul; initially in 'trefoil' khaki/olive drab camo c/s with light grey underside; seen without any markings KBL 09apr02; seen with roundels and serial KBL may05; repainted in black/olive drab camo c/s with light blue underside, black serial now outlined in white; f/n as such KBL 30nov05; l/n KBL 24aug06 |
| #3 33 17108 | not known | Mi-24P | Soviet Army Avn | mfd | 1983 | |
| | not known | Mi-24P | Ukraine Army Avn | no | reports | |
| | not known | Mi-24P | Georgian AF | no | reports | |
| #3 33 17110 | not known | Mi-24P | Soviet Army Avn | mfd | 1983 | |
| | not known | Mi-24P | Ukraine Army Avn | no | reports | |
| | not known | Mi-24P | Georgian AF | no | reports | |
| #3 33 17115 | "01" red | Mi-24P | Soviet Army Avn | | 1992 | opb 172 obvp at Parchim-Damm |
| | "01" red | Mi-24P | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel probably from 1992 to may94 |
| #3 33 17120 | "34" red | Mi-24P | Soviet Army Avn | | 1992 | opb 372 obvp |
| | "12" red | Mi-24P | Russian Air Force | Pus | 02jun07 | opb 332 ovp at Pribylovo; in khaki/green camo c/s with light blue underside |
| #3 33 17127 | not known | Mi-24P | Soviet Army Avn | mfd | 1983 | |
| | "58" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 72 obvp (later redesignated 72 AvB); f/n Konotop 21may98 |
| | NAF53. | Mi-24P | Nigerian Air Force | e/d | 21jul08 | |
| #3 33 17135 | "78" red | Mi-24P | Soviet Army Avn | mfd | 1981 | opb 442 ovp BiU at Zhovtnevoye by 01jan92 |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | |
| #3 33 17141 | not known | Mi-24P | Soviet Army Avn | mfd | 1983 | |
| | not known | Mi-24P | Ukraine Army Avn | no | reports | sold to Lithuania |
| #3 33 17158 | not known | Mi-24P | Soviet Army Avn | mfd | 1983 | |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 2 brAA (redesignated 11 opAA 20aug03) at Kherson-Chornobayivka |

| | | | | | | |
|---|---|---|---|---|---|---|
| | 042045AB | Mi-24P | United Nations | ph. | 15mar14 | c/n not confirmed; opb 11 obrAA at Kherson-Chornobayivka; was to be operated for ONUCI at Man (Côte d'Ivoire) from mar14, but did not leave Ukraine and was replaced by Mi-24P 041784AB; in full white UN c/s with black exhaust areas, carried code 'UNO 472'; seen Henichesk 15mar14 |
| | "19" red | Mi-24P | Ukraine Army Avn | DNK | 13may14 | c/n confirmed; opb 11 obrAA at Kherson-Chornobayivka; in white c/s with black exhaust areas; received two black recognition stripes on the tailboom; seen as such DNK 13may14 |
| | "19" blue | Mi-24P | Ukraine Army Avn | ph. | 2014 | code not painted on, only on a sheet of paper in a cabin window; opb 11 obrAA at Kherson-Chornobayivka; in non-standard olive drab/medium green camo c/s with light blue underside and two white recognition stripes on the tailboom; f/n as such in summer 2014; received an "Adros" KT-01 IR jammer in 2014; sat wfu at Kherson-Chornobayivka, seen mar17, was captured by Russian troops when they occupied the airfield 27feb22 and was recaptured by Ukrainian troops 11nov22 |
| #3 33 17182 | not known | Mi-24P | Soviet Army Avn | mfd | 1983 | |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 7 opAA at Novy Kalyniv; overhauled in 2013 before deployment to Côte d'Ivoire |
| | 041996AB | Mi-24P | United Nations | ph. | 2013 | c/n confirmed for the UN code 474, but tie-up between c/n and inventory number not confirmed (041996AB is also reported as being c/n 17263); opb 56 ovz of Ukrainian Army Aviation for UNMIL at Monrovia-Robertsfield (Liberia) in 2013; in full white UN with black exhaust areas); seen 2013 with code 'UN-184'; operated for ONUCI at Man (Côte d'Ivoire) from the 1st quarter of 2014, carried code 'UN-474'; f/n as such ABJ 04aug14; l/n as such ABJ 01jan15; there is also a photo with the code 'UNO 474', see c/n 17263 |
| | no code | Mi-24P | Ukraine Army Avn | Kai | 2017 | c/n not confirmed; opb 12 obrAA at Novy Kalyniv; in non-standard olive drab/very dark olive drab (with black outlines) camo c/s with light blue underside and a unit badge below the cockpit; received an "Adros" KT-01 IR jammer and a KUV-26-50 chaff/flare dispenser in 2017; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| #3 33 17194 | not known | Mi-24P | Soviet Army Avn | mfd | 1983 | only the last 5 digits of the c/n are confirmed; see Mi-24V c/n 17194 |
| | "05" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 3 brAA (redesignated 3 opAA dec03 and 16 obrAA dec12) at Brody; repainted in non-standard olive drab/khaki camo c/s with light grey underside and English stencils; was stored before 2014; seen Brody 05jul14; probably overhauled in 2014 or 2015; stored at Brody by may18 |
| #3 33 17214 | not known | Mi-24P | Soviet Army Avn | mfd | 29aug83 | |
| | "33" red | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 2 brAA (redesignated 11 opAA 20aug03 and 11 obrAA in 2013) at Kherson-Chornobayivka; repainted in non-standard 'trefoil' khaki/olive drab camo c/s with light grey underside and Red Stars for the 2005 Russian film "9 rota" (The 9th Company) which was shot in the Crimea in 2004; also appeared as such in the 2005 Russian action film "Zerkalnyye voiny" (Mirror Wars); received two white recognition stripes on the tailboom in spring 2014 |
| | not known | Mi-24P | Ukraine Army Avn | | | opb 16 obrAA at Brody by 2019; contract for the repair of the tailboom and painting it in UN colours signed with Aviakon 15jul19 |
| | UNO-884 | Mi-24P | United Nations | GOM | 22mar20 | c/n not confirmed; opb 18 ovz (10th rotation) of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo); in full all-white UN c/s with black exhaust areas and black/yellow 'eyes' on the air intakes, carried code 'UNO-884'; returned to Ukraine mar20 or apr20; a Mi-24P 'UNO-884' was seen LWO 22sep20 - the same one ? |
| #3 33 17222 | not known | Mi-24P | Soviet Army Avn | mfd | 1983 | |
| | "10" red | Mi-24P | Russian Air Force | Vya | 28apr11 | opb 6996 AvB at Vyazma-Dvoyevka; in olive drab/khaki camo c/s with light blue underside |
| | RF-92497 | Mi-24P | Russian Air Force | Vob | 27jun13 | initially also carried code "10" red; initially in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n as such in 2012; repainted in dark grey c/s and code changed to "10" yellow; f/n as such Voronezh-Baltimor 27jun13 |
| #3 33 17247 | not known | Mi-24P | Soviet Army Avn | mfd | 31aug83 | |
| | "02" ? | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 7 opAA at Novy Kalyniv; overhauled by Aviakon at Konotop in 2013 |
| | UNO-881 | Mi-24P | United Nations | GOM | 16apr15 | opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo) from 2013; in full white UN c/s with black exhaust areas, carried code 'UNO-881'; l/n GOM 29may15; overhauled by Aviakon at Konotop between two UN missions (seen under overhaul 27jul16) |
| | UNO-882 | Mi-24P | United Nations | GOM | 22mar20 | opb 18 ovz (10th rotation) of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo); in full white UN c/s with black exhaust areas, carried code 'UNO-882'; the 'UNO-882' which arrived at Goma dec16 is reportedly also this one; returned to Ukraine mar20 or apr20 |
| #3 33 17263 | not known | Mi-24P | Soviet Army Avn | mfd | 1983 | was probably deployed to Afghanistan and suffered some damage there |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 2 brAA (redesignated 11 opAA 20aug03 and 11 obrAA in 2013) at Kherson-Chornobayivka |
| | UNO-473 | Mi-24P | United Nations | KHE | 26jul16 | c/n from the cannon cover; in full white UN c/s with black exhaust areas; some tie-up must be wrong, see below |
| | UNO 474 | Mi-24P | United Nations | KHE | 2016 | a Mi-24P 'UNO-474' had the inventory number 041996AB and is reported as being c/n 17263, but see c/n 17182; opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo); in full white UN c/s with black exhaust areas; returned to Ukraine feb16; stored at KHE, seen in 2016/19 - probably this tie-up between c/n and UN code is wrong |
| | "109" black | Mi-24P | Ukraine Army Avn | KHE | photo | code not painted on, only on a sheet of paper in a cabin window; in white c/s with black exhaust areas, UN markings painted out; sat in poor condition at Kherson-Chornobayivka, was captured by Russian troops when they occupied the airfield 27feb22 and was recaptured by Ukrainian troops 11nov22 |
| #3 33 18311 | not known | Mi-24P | Soviet Army Avn | mfd | 1983 | |
| | not known | Mi-24P | Ukraine Army Avn | no | reports | |
| | not known | Mi-24P | Angolan Air Force | d/d | 1999 | |
| #3 33 18327 | not known | Mi-24P | Soviet Army Avn | | | operated in Afghanistan in 1986/87; seen in bare metal under overhaul with Orshanski ARZ 11jul18 |
| #3 33 18334 | "25" | Mi-24P | Soviet Army Avn | mfd | 1983 | opb 205 ove in Afghanistan in the 1980s |
| #3 33 18349 | not known | Mi-24P | Soviet Army Avn | mfd | sep83 | |
| | "34" red | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 11 obrAA at Kherson-Chornobayivka; initially in faded olive drab/khaki camo c/s with light grey underside; received two white recognition stripes on the tailboom in spring 2014; repainted in khaki/olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom; f/n as such oct16; l/n Mykolayiv-Kulbakino 14jul17 |
| | "104" red | Mi-24PU1 | Ukraine Army Avn | ph. | 2018 | probably converted in 2018; opb 11 obrAA at Kherson-Chornobayivka; in khaki/olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom; contract for the repair of the right wing signed with Aviakon at Konotop 08may20; reportedly wrecked or destroyed at Odessa |
| #3 33 18353 | not known | Mi-24P | Soviet Army Avn | mfd | 30sep83 | |
| | "30" yellow | Mi-24P | Kazakh Air Force | e/d | 09dec08 | in ochre/green camo c/s with light blue underside; last overhaul completed 03dec08 (by Rostvertol); t/t 2,374 hours by 2008; f/n TSE 30aug10; l/n Pervomaiskaya 18mar14 |
| #3 43 18386 | not known | Mi-24P | Soviet Army Avn | mfd | 1983 | |
| | "25" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 3 brAA (redesignated 3 opAA dec03 and 16 obrAA dec12) at Brody; mentioned in a tender 07nov11; repainted in a camo c/s of two shades of olive drab with light blue underside; f/n as such at Ozyornoye in 2012 |
| | not known | Mi-24P | United Nations | GOM | 12nov12 | c/n not confirmed; opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo) from feb12; in full all-white UN c/s with black exhaust areas, carried code 'UNO-883'; l/n GOM 17nov12; c/n 18386 arrived back from the DR Congo 21may13 |
| | "25" yellow | Mi-24P | Ukraine Army Avn | ph. | 03jul13 | at Kiev-Vasilkiv; opb 16 obrAA at Brody; initially in white c/s with black exhaust areas; photo as such in early 2014; received two black recognition stripes on the tailboom; l/n as such DNK 27apr14; repainted in non-standard olive drab/green camo c/s with light blue underside and two white recognition stripes on the tailboom; f/n as such DNK 24may14; l/n active on Mount Karachun jun14; wfu in 2015; stored at Brody by may18 |
| #3 43 18434 | not known | Mi-24P | Soviet Army Avn | mfd | 26oct83 | |
| | "05" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009 |
| #3 43 18443 | "17" | Mi-24P | Soviet Army Avn | | 1984 | opb 337 ovp BiU; l/n 1986 |
| | "28" yellow | Mi-24P | Soviet Army Avn | | 1989 | opb 337 ovp BiU; t/t 829 hours by dec89; l/n may94 |
| #3 43 18450 | "04" | Mi-24P | Soviet Army Avn | | 1984 | opb 337 ovp BiU; l/n 1986 |
| | "09" yellow | Mi-24P | Soviet Army Avn | | 1989 | opb 337 ovp BiU; l/n may94 |
| #3 43 18461 | "04" red | Mi-24P | Soviet Army Avn | | 1992 | opb 172 ovvp at Parchim-Damm |
| | "04" red | Mi-24P | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel by 1992 |
| | "04" yellow | Mi-24P | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel probably from 1992 to may94; relocated to Berdsk |
| | 112 | Mi-24P | Afghan Air Force | KBL | 30nov05 | probably delivered by Russia in 2001; opb 377 helicopter regiment at Kabul; initially in 'trefoil' khaki/olive drab camo c/s with light grey underside; repainted in green/black camo c/s with light blue underside, black code outlined in white; f/n as such KBL 30nov05; l/n KBL 24aug06 |
| #3 43 18468 | "02" red | Mi-24P | Soviet Army Avn | ph. | dec92 | opb 172 obvp at Parchim-Damm |
| | "06" red | Mi-24P | Russian Air Force | ph. | 28jul07 | at Pribylovo; opb 332 ovp at Pribylovo; in khaki/green camo c/s with light blue underside |
| | "04" yellow | Mi-24P | Russian Air Force | ph. | 2009 | at Alakkurti; opb 85 ove at Alakkurti; in same c/s as above |
| #3 43 18475 | "03" red | Mi-24P | Soviet Army Avn | | | opb 172 obvp at Parchim-Damm; dec92 |
| #3 43 18482 | "33" red | Mi-24P | Soviet Army Avn | | | opb 172 obvp at Parchim-Damm; 1992 |
| #3 43 18489 | "23" | Mi-24P | Soviet Army Avn | mfd | 16nov88 | opb 337 ovp BiU at Mahlwinkel probably from 1984 to 1986 |
| | "02" yellow | Mi-24P | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel probably from 1987 to may94 |
| | "22" red | Mi-24P | Russian Air Force | | photo | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009; in 'trefoil' khaki/olive drab camo c/s with light grey underside |
| #3 43 18496 | "33" | Mi-24P | Soviet Army Avn | | 1984 | opb 337 ovp BiU; l/n 1986 |
| | "12" | Mi-24P | Soviet Army Avn | | 1986 | opb 337 ovp BiU; l/n 1987 |
| #3 43 19063 ? | not known | Mi-24P | Russian Air Force | | | only '9063' carried on the lower part of the door; in 'trefoil' khaki/olive drab camo c/s |
| #3 43 19508 | "37" red | Mi-24P | Soviet Army Avn | | 1991 | opb 172 obvp at Parchim-Damm |
| #3 43 19511 | "35" red | Mi-24P | Soviet Army Avn | mfd | 1983 | opb 172 obvp at Parchim-Damm; in khaki/olive drab camo c/s with light blue underside; l/n Damgarten 26jul92 |
| | "08" red | Mi-24P | Russian Air Force | Vya | 28apr11 | opb 6996 AvB at Vyazma-Dvoyevka; in olive drab/khaki camo c/s with light blue underside |
| | RF-92498 | Mi-24P | Russian Air Force | Vya | jul11 | also carried code "08" red; opb 6996 AvB at Vyazma-Dvoyevka; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n Astrakhan-Privolzhski 24sep11 |
| #3 43 19518 | "31" | Mi-24P | Soviet Army Avn | | 1984 | opb 337 ovp BiU; l/n 1986 |
| | "10" yellow | Mi-24P | Soviet Army Avn | | 1987 | opb 337 ovp BiU; l/n may94 |
| #3 43 19527 | "12" | Mi-24P | Soviet Army Avn | | 1984 | opb 337 ovp BiU; l/n 1986 |
| | "01" yellow | Mi-24P | Soviet Army Avn | | 1987 | opb 337 ovp BiU; l/n 1992 |
| #3 43 19535 | "28" | Mi-24P | Soviet Army Avn | mfd | 28nov83 | opb 337 ovp BiU at Mahlwinkel probably from 1984 to 1986 |

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|---|---|---|---|---|---|---|
| | "07" orange | Mi-24P | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel in 1987 |
| | "27" yellow | Mi-24P | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel probably from 1989 to may94 |
| | "23" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009 |
| #3 43 19542 | "10" red | Mi-24P | Soviet Army Avn | | | opb 172 obvp at Parchim-Damm; dec92 |
| #3 43 19546 | "32" red | Mi-24P | Soviet Army Avn | | 1992 | opb 172 obvp at Parchim-Damm |
| #3 43 19553 | "02" | Mi-24P | Soviet Army Avn | | 1984 | opb 337 ovp BiU; l/n 1986 |
| | "04" yellow | Mi-24P | Soviet Army Avn | | 1986 | opb 337 ovp BiU; l/n 1987 |
| #3 43 19564 | "12" red | Mi-24P | Soviet Army Avn | | | opb 172 obvp at Parchim-Damm; dec92 |
| #3 14 01097 ? | "30" yellow | Mi-24P | Russian Air Force | ph. | jun23 | c/n difficult to read on the photo, the last two digits could also be 07 instead of 97 (anyway, the 5 digits are totally out of sequence), the code (painted over an old one) is also difficult to read; in olive drab/khaki camo c/s with light blue underside, with Russian stars and 'Z' invasion markings; active jun23, probably in Ukraine |
| #3 24 19769 ? | "20" white | Mi-24P | Soviet Army Avn | ph. | 18nov87 | last five digits of the c/n only readable as '1.769' on photo as the second digit is covered by the strap-on chaff/flare dispenser, c/n given as '15769' in article on the web, but version, year and quarter would not fit into the c/n range then, '19769' seems to be the only fitting number; opb 239 ove at Ghazni (Afghanistan); in green/khaki camo c/s with light blue underside; damaged 18nov87 whilst parked at Ghazni when was shot at by mujahideen with a recoilless gund |
| #3 14 19912 | not known | Mi-24P | Soviet Army Avn | mfd | 1984 | |
| | "06" yellow | Mi-24P | Ukraine Army Avn | Kon | apr11 | probably opb 7 opAA at Novy Kalyniv; overhauled by "Aviakon" at Konotop in 2011; in khaki/olive drab camo c/s with light blue underside; had a dent on the right side behind the cockpit |
| | "01" red | Mi-24P | Ukraine Army Avn | ph. | 16apr13 | opb 2 brAA (redesignated 11 opAA 20aug03 and 11 obrAA in 2013) at Kherson-Chornobayivka; in khaki/olive drab camo c/s with light blue underside; dbr 18sep13 on a flight from Kherson-Chornobayivka to Sevastopol-Belbek when started to rotate uncontrolledly on final approach at a height of some 10 metres, came down hard and rolled over onto its right side, 2 of the 3 crew members were slightly injured; the hulk sat at Mykolayiv-Kulbakino |
| #3 34 19973 | RF-07900 | Mi-24P | FSB | mfd | 05jul84 | opb 2 oao at Stavropol-Shpakovskoye; last overhaul completed 21jul04; t/t 3,051 hours by 2007 |
| #3 34 19987 | not known | Mi-24P | KGB/Border Guards? | mfd | 05jul84 | |
| | "80" | Mi-24P | FSB | | | opb oae at Ucharal; dbr before 2007, details unknown; t/t 1,511 hours |
| #3 34 20113 | "25" | Mi-24P | FSB/Border Guards | no | reports | opb predecessor of 7 oao at VVO-Ozyornyye Klyuchi; offered for sale by Russian privatisation agency 03jun99 |
| | RF-34326 | Mi-24P | Russian MVD/VV | trf | 14aug01 | opb 685 osap on at Rostov-na-Donu-Tsentralny; in a Rosimushchestvo (State Property Agency) listing 2010 |
| | RF-34326 | Mi-24P | Rosgvardiya | trf | 05apr16 | |
| #3 34 20129 | RF-07914 | Mi-24P | FSB | mfd | 09jul84 | opb 2 oao at Stavropol-Shpakovskoye; last overhaul completed 24jan01; t/t 2,017 hours by 2007; dismantled before 2012 |
| #3 34 20146 | RF-07901 | Mi-24P | FSB | mfd | 12jul84 | opb 2 oao at Stavropol-Shpakovskoye; last overhaul completed 29oct04; t/t 3,197 hours by 2007 |
| #3 34 20162 | RF-07902 | Mi-24P | FSB | mfd | 19jul84 | opb 2 oao at Stavropol-Shpakovskoye; last overhaul completed 19aug04; t/t 3,041 hours by 2007 |
| #3 34 20224 | RF-07903 | Mi-24P | FSB | mfd | 24jul84 | opb 2 oao at Stavropol-Shpakovskoye; last overhaul completed 27dec02; t/t 3,030 hours by 2007; in olive drab/khaki camo c/s with light grey underside, white stripe on rear fuselage; f/n Kochubeyevskoye apr11 |
| #3 34 20248 | "22" | Mi-24P | FSB | no | reports | opb predecessor of 7 oao at VVO-Ozyornyye Klyuchi; offered for sale by Russian privatisation agency 03jun99 |
| | "06" | Mi-24P | Russian MVD/VV | | | |
| | RF-34322 | Mi-24P | Russian MVD/VV | trf | 14aug01 | opb 685 osap on at Rostov-na-Donu-Tsentralny; in Rosimushchestvo (State Property Agency) listing 2010; tender for maintenance published oct15 |
| | RF-34322 | Mi-24P | Rosgvardiya | trf | 05apr16 | |
| #3 34 20256 | RF-07904 | Mi-24P | FSB | mfd | 07aug84 | opb 2 oao at Stavropol-Shpakovskoye; last overhaul completed 04mar05; t/t 1,364 hours by 2007 |
| #3 34 20314 ? | "11" white | Mi-24VP ? | MVZ im. Milya | Tml | 18may13 | in 'trefoil' khaki/olive drab camo c/s with light blue underside |
| #3 34 20329 | not known | Mi-24P | Soviet Army Avn | mfd | 17aug84 | |
| | "71" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | photo in 1998 |
| | "36" red | Mi-24P | Ukraine Army Avn | KHE | 2013 | opb 2 brAA (redesignated 11 opAA 20aug03 and 11 obrAA in 2013) at Kherson-Chornobayivka; in 'trefoil' khaki/olive drab camo c/s with light grey underside; stored at KHE, seen in 2013/14; received two white recognition stripes on the tailboom in spring 2014; repainted in more standard khaki/olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom; f/n as such KHE 26jul16 |
| | "36" black | Mi-24PU1 | Ukraine Army Avn | KHE | 05dec17 | after modernisation; last overhaul completed 30nov15 (probably converted at the same time), t/t 1,496 hours by then; code not painted on, only on a sheet of paper in a cabin window; opb 11 obrAA at Kherson-Chornobayivka; in khaki/olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom |
| | 101418AB | Mi-24PU1 | Ukraine Army Avn | rgd | 31jul18 | opb 16 obrAA at Brody; CofA issued 10sep18; contract for the repair of the tailboom and painting it in UN colours signed with Aviakon 15jul19 |
| | 101418AB | Mi-24PU1 | United Nations | LWO | 19jan19 | opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo); in full white UN c/s with black exhaust areas, carried code 'UNO-883'; flown in an An-124 to LWO 18jan19; see c/n 26295 which was also assumed to have been UNO-883 dec15/jan19 |
| #3 34 20346 | not known | Mi-24P | Soviet Army Avn | mfd | 22aug84 | |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | |
| | UN-180 | Mi-24P | United Nations | ph. | may07 | in full all-white UN c/s; operated by Ukrainian Army Aviation for UNMIL in Liberia |
| | "180" yellow | Mi-24P | Ukraine Army Avn | ph. | 08feb08 | opb 7 opAA at Novy Kalyniv; in make-shift dark grey/faded white camo c/s, the code was part of the former UN code 'UN-180'; possibly shipped to 18 ovz at Goma 24dec12 |
| | "05" yellow | Mi-24P | Ukraine Army Avn | ph. | 2014 | opb 7 opAA at Novy Kalyniv; in make-shift dark grey/faded white camo c/s with two white recognition stripes on the tailboom; left the Donbass front in mid-summer 2014 |
| | "205" black | Mi-24PU1 | Ukraine Army Avn | ph. | 2018 | c/n not confirmed; probably converted in 2015 (with the help of Sagem); opb 12 obrAA at Novy Kalyniv; code not painted on, only on a sheet of paper in a cabin window; in olive drab/khaki camo c/s with light blue underside, an unknown badge below the cockpit and two white recognition stripes on the tailboom; received large blue/yellow quick identification markings in 2022 or 2023 |
| #3 34 20357 | not known | Mi-24P | Soviet Army Avn | mfd | 24aug84 | |
| | "79" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 1 BrAA at Berdichev; f/n Berdichev 16may98 |
| | UN-181 | Mi-24P | United Nations | | | opb 56 ovz of Ukrainian Army Aviation for UNMIL at Monrovia-Robertsfield (Liberia) |
| | "181" yellow | Mi-24P | Ukraine Army Avn | ph. | 17sep07 | opb 7 opAA at Novy Kalyniv; in make-shift dark grey/faded white camo c/s, the code was part of the former UN serial 'UN-181'; l/n Novy Kaliniv 04apr09 |
| | "01" yellow | Mi-24P | Ukraine Army Avn | ph. | 02apr14 | at Desna; opb 7 opAA at Novy Kalyniv; in make-shift dark grey/faded white camo c/s with two white recognition stripes on the tailboom, had still '181' on a sheet of paper in a cabin window |
| | "201" black | Mi-24PU1 | Ukraine Army Avn | ph. | 29may18 | active at the Rivne Military Training Centre; c/n not confirmed; probably converted in 2017; code not painted on, only on a sheet of paper in a cabin window; opb 12 obrAA at Novy Kalyniv; in a camo c/s of two shades of olive drab with light grey underside and two white recognition stripes on the tailboom; l/n in 2019; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| #3 34 20365 | not known | Mi-24P | Soviet Army Avn | mfd | 24aug84 | |
| | "05" red | Mi-24P | Ukraine Army Avn | trf | 06dec91 | last overhaul completed 02oct15; initially opb 11 obrAA at Kherson-Chornobayivka from 2016; in khaki/dark green camo c/s with light blue underside; l/n without recognition stripes KHE 22apr16; received two white recognition stripes on the tailboom; f/n as such KHE 26jul16; seen Mykolayiv-Kulbakino 14jul17; trf to 18 obrAA at Poltava in 2017 or early 2018; contract for the repair of the tailboom signed with Aviakon 26mar18 |
| | "802" black | Mi-24P | Ukraine Army Avn | ph. | 2020 | opb 18 obrAA at Poltava; code not painted on, only on a sheet of paper in a cabin window; in khaki/olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom; probably destroyed by Russian attacks 24feb22 or the following days and weeks |
| #3 34 20374 | not known | Mi-24P | Soviet Army Avn | mfd | 1984 | |
| | "78" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 1 BrAA at Berdichev; seen Berdichev 16may98 |
| | "14" yellow | Mi-24P | Ukraine Army Avn | Kon | 12apr11 | opb 16 obrAA at Brody; initially in dark green/grey camo c/s with light blue underside; overhauled by "Aviakon" at Konotop in 2011 and repainted in khaki/olive drab camo c/s with light blue underside; f/n as such Vasilkiv 10jun13 and l/n as such DNK 15mar14; received two white recognition stripes on the tailboom, f/n as such may14; photo in spring 2015; stored at Brody by may18 |
| #3 34 20389 | not known | Mi-24P | Soviet Army Avn | mfd | 29aug84 | |
| | "26" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009 |
| #3 34 20428 | not known | Mi-24P | Soviet Army Avn | mfd | 06sep84 | |
| | "03" red | Mi-24P | Russian Air Force | ph. | 2011 | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| #3 34 20435 | "06" | Mi-24P | Soviet Army Avn | mfd | 1984 | opb 337 ovp BiU at Mahlwinkel probably from 1984 |
| | "26" orange | Mi-24P | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel probably from 1986 to may92 |
| | RF-92518(1) | Mi-24P | Russian Air Force | EGO | 19apr14 | also carried code "26" red; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; see Mi-24PN RF-92518(2) with unknown c/n |
| #3 34 20451 | not known | Mi-24P | Soviet Army Avn | mfd | 1984 | |
| | "101" red | Mi-24P | Russian Air Force | Syt | 23may15 | opb SVVAUL at Syzran-Troyekurovka; in trefoil camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars |
| #3 34 20469 | "31" red | Mi-24P | Soviet Army Avn | | 1992 | opb 172 obvp at Parchim-Damm |
| #3 34 20476 | not known | Mi-24P | Soviet Army Avn | mfd | 1984 | |
| | RF-90822 | Mi-24P | Russian Air Force | OVB | 27jun18 | initially also carried code "11" yellow; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; code changed to "06" yellow (painted below the old code); f/n as such OVB 23jun18; l/n OVB 08dec18 |
| #3 34 20487 | "38" red | Mi-24P | Soviet Army Avn | | 1991 | opb 172 obvp at Parchim-Damm; 1992 |
| | RF-9250. | Mi-24P | Russian Air Force | ph. | 18feb21 | registration difficult to read on the photo, the last digit seems to be rounded also carried code "20" red; in olive drab/khaki camo c/s with light grey underside, with 'VKS Rossii' (changed from 'VVS Rossii') titles and Russian stars |
| #3 34 20511 | not known | Mi-24P | Soviet Army Avn | mfd | 19sep84 | |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2004 | via Rosoboronexport; last overhaul completed 05jan03; t/t 1,669 hours by 2008 |
| #3 34 20564 | not known | Mi-24P | Russian Air Force | no | reports | tender for rework published 17oct08 |
| #3 44 20614 | not known | Mi-24P | Russian Air Force | no | reports | opb Far Eastern Military District; tender for rework published 17oct08 |
| #3 44 20671 | not known | Mi-24P | Soviet Army Avn | mfd | 20oct84 | |

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| | 920 | Mi-24P | Sudanese Air Force | e/d | 2004 | via Rosoboronexport; last overhaul in Russia completed 05jan03; t/t 1,701 hours by 2008; in olive drab/khaki camo c/s with light blue underside; overhauled by DAVI at Debre Zeyit (Ethiopia) in 2013 |
| | 920 | Mi-24P | Libyan Air Force | ph. | 06dec18 | opb the GNA Air Force; in olive drab/khaki camo c/s with light blue underside; l/n 06dec18 |
| #3 44 20683 | not known | Mi-24P | Soviet Army Avn | mfd | 20oct84 | |
| | not known | Mi-24P | Ukrainian MVS | trf | 1992 | opb 31 ove at Bila Tserkva |
| | "310" white | Mi-24PU1 | Azerbaijani AF | e/d | 25jun09 | modernised by Aviakon; opb 1 Sqn; in black c/s; seen under overhaul with Tbilaviamsheni dec23, marked "310" white on the wing stub |
| #3 44 20698 | not known | Mi-24P | Soviet Army Avn | mfd | 29oct84 | |
| | "77" yellow | Mi-24P | Ukrainian MVS | trf | 1992 | opb 31 ove at Bila Tserkva; in 'trefoil' khaki/olive drab camo c/s with light grey underside and an unknown badge behind the cockpit; seen Bila Tserkva 1996 |
| | "311" white | Mi-24PU1 | Azerbaijani AF | e/d | 25jun09 | modernised by Aviakon; opb 1 Sqn; in black c/s; seen under overhaul with Tbilaviamsheni dec23, marked "311" white on the wing stub |
| #3 44 20724 | not known | Mi-24P | Soviet Army Avn | mfd | 1984 | |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | |
| | UN-182 | Mi-24P | United Nations | | | opb 56 ovz of Ukrainian Army Aviation for UNMIL at Monrovia-Robertsfield (Liberia) |
| | "182" yellow | Mi-24P | Ukraine Army Avn | | | opb 7 opAA at Novy Kalyniv; the code was part of the former UN code 'UN-182'; in make-shift dark grey/faded white camo c/s; f/n in spring 2010; received two white recognition stripes on the tailboom in 2014; dismantled for transportation jul14 |
| #3 44 20747 | not known | Mi-24P | Soviet Army Avn | mfd | 1984 | |
| | not known | Mi-24P | Ukraine Army Avn | no | reports | |
| | not known | Mi-24P | Angolan Air Force | d/d | 1999 | |
| #3 44 20814 | RF-95294 | Mi-24P | Russian Air Force | Cgv | 12aug13 | also carried code "16" yellow; opb 575 AvB at Chernigovka; in olive drab/beige camo c/s with light grey underside, with 'VVS Rossii' titles; stored at Chernigovka, seen aug13/apr14 |
| #3 44 20827 | not known | Mi-24P | Soviet Army Avn | mfd | 1984 | |
| | RF-95296 | Mi-24P | Russian Air Force | Cgv | 12aug13 | also carried code "19" yellow; opb 575 AvB at Chernigovka; tender for overhaul published 17oct08, seen in MARZ ROSTO at Fedurnovo (Chornoye) 17aug09; stored at Chernigovka, seen aug13/apr14 |
| | H-396 | Mi-24P | Angolan Air Force | ph. | 22sep19 | c/n painted on; in ochre/olive drab/medium green/dark brown camo c/s with light grey underside |
| #3 44 20839 | not known | Mi-24P | Russian Air Force | no | reports | tenders for maintenance and repair published 15may/28aug08 |
| #3 44 20865 | "03" yellow | Mi-24P | Soviet Army Avn | mfd | 24nov84 | opb 337 ovp BiU at Mahlwinkel probably from 1986 to may94 |
| | "20" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009 |
| #3 44 20874 | "05" | Mi-24P | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel by 1986 |
| | "29" yellow | Mi-24P | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel by may94 |
| #3 44 20893 | "11" yellow | Mi-24P | Soviet Army Avn | | | opb 337 ovp BiU at Mahlwinkel probably from 1986 to may94 |
| #3 44 20921 | not known | Mi-24P | Soviet Army Avn | mfd | 1984 | |
| | not known | Mi-24P | Ukraine Army Avn | no | reports | |
| | not known | Mi-24P | Angolan Air Force | d/d | 1999 | |
| #3 .. 20948 | not known | Mi-24P | Soviet Army Avn | mfd | 1984 | |
| | not known | Mi-24P | Uzbek Air Force | trf | 1992 | |
| | "24" white | Mi-24P | Uzbek Air Force | ph. | 15aug21 | locally designated as Mi-24T; in olive drab c/s with light blue underside, no titles; preserved in the "Vatanparlarvar" (Patriot) park at Qarshi, seen aug21 |
| #3 25 21112 | not known | Mi-24P | Soviet Army Avn | mfd | 1985 | |
| | "25" red | Mi-24P | Russian Air Force | Vya | 28apr11 | opb 6996 AvB at Vyazma-Dvoyevka; in olive drab/khaki camo c/s with light grey underside |
| | RF-92501 | Mi-24P | Russian Air Force | Kub | 04may18 | also carried code "27" red; based at Vyazma; in olive drab/khaki camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars; w/o 22jun23 when crashed close to the M1 motorway between Ivatsevichi and Baranovichi (Belarus), all 3 crew members were seriously injured |
| #3 25 21169 | not known | Mi-24P | Soviet Army Avn | mfd | 1985 | |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | exported from Ukraine 'to Panama' 23apr04 |
| | 020 | Mi-24P | Equat. Guinea AF | SSG | 06feb06 | supplied by Ukraine; in olive drab/khaki camo c/s with light blue underside, white serial; l/n SSG jun10 |
| #3 25 21254 | not known | Mi-24P | Soviet Army Avn | mfd | 24apr85 | see c/n 3532422421254 |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | |
| | CH636 | Mi-24P | Sri Lanka AF | toc | 09oct01 | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda |
| | SAH4416 | Mi-24P | Sri Lanka AF | MNH | 08feb11 | c/n confirmed; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; last flight 18nov09, t/t 2,009.43 hours and 4,482 cycles |
| | SAH636 | Mi-24P | Sri Lanka AF | MNH | 14mar12 | c/n confirmed; was on charge of 9 Helicopter Sqn at Minneriya-Hingurakgoda; serial with dot; stored at MNH, seen mar12/oct23 |
| #3 25 21342 | not known | Mi-24P | Soviet Army Avn | mfd | 1985 | |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | exported from Ukraine 'to Panama' 23apr04 |
| | 022 | Mi-24P | Equat. Guinea AF | SSG | 06feb06 | in olive drab/khaki camo c/s with white code; l/n SSG jun10 |
| #3 25 21361 | not known | Mi-24P | Soviet Army Avn | mfd | 1985 | |
| | CH631 | Mi-24P | Sri Lanka AF | d/d | dec00 | c/n confirmed; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; dbr 22oct07 during an air raid by 2 LTTE Z-143s on Anuradhapura |
| #3 25 21384 | not known | Mi-24P | Soviet Army Avn | mfd | 12may85 | c/n given as such on a Sri Lankan planboard in 2011, but as 21381 on a planboard oct23 |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | |
| | CH632 | Mi-24P | Sri Lanka AF | toc | 13jan01 | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda |
| | SAH4410 | Mi-24P | Sri Lanka AF | RML | 05feb11 | c/n confirmed; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; last flight 21jan09, t/t 1,533.54 hours and 3,408 cycles; stored at RML, seen 11feb11 |
| | SAH632 | Mi-24P | Sri Lanka AF | CMB | 12mar12 | c/n confirmed; was on charge of 9 Helicopter Sqn at Minneriya-Hingurakgoda; stored at CMB, seen mar12/oct23 |
| #3 25 21398 | "36" | Mi-24P | Soviet Army Avn | mfd | 1985 | opb 238 obvp |
| | not known | Mi-24P | Russian Air Force | | | initially opb 437 obvp and later by 237 ove at Samara-Bobrovka and by 440 obp BiU (redesignated 378 AvB) at Vyazma-Dvoyevka |
| | not known | Mi-24P | Sudanese Air Force | | photo | in olive drab/khaki camo c/s with light blue underside |
| #3 25 21421 | not known | Mi-24P | Soviet Army Avn | mfd | 26may85 | |
| | not known | Mi-24P | Sudanese Air Force | d/d | 2003 | via Rosoboronexport; last overhaul completed 05jan03; t/t 812 hours by 2008 |
| #3 25 21472 | "01" white | Mi-24P | Soviet Army Avn | no | reports | opb 55 ovp at Bagisz by 1992 |
| #3 25 21487 | "51" white | Mi-24P | Soviet Army Avn | ph. | 1992 | opb 55 ovp at Bagisz by 1992 |
| | "09" | Mi-24P | Russian Air Force | no | reports | based in Stavropol region; suffered an accident in Chechnya, details unknown; could have been repaired by the Russian military but was illegally written off as destroyed by officers of the unit, cannibalised and components sold (the proceedings going to their own pockets); report about that in "Krasnaya Zvezda" newspaper 09aug03 |
| #3 25 21539 | "09" red | Mi-24P | Russian Air Force | Kub | 13apr10 | in faded green/khaki camo c/s with light grey underside, with 'eyes' on the air intake covers |
| #3 25 21576 | not known | Mi-24P | Soviet Army Avn | mfd | 1985 | |
| | "02" red | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 2 brAA (redesignated 11 opAA 20aug03) at Kherson-Chornobayivka; in a camo c/s of two shades of olive drab with light grey underside; appeared in the 2007 Russian action film "Kod apokalipsisa" (The Apocalypse Code), markings not known |
| | not known | Mi-24P | United Nations | | | opb 56 ovz of Ukrainian Army Aviation for UNMIL at Monrovia-Robertsfield (Liberia) until aug12; in full all-white UN c/s, carried code 'UN-183' |
| | "02" red | Mi-24P | Ukraine Army Avn | USK | 24sep12 | opb 11 obrAA at Kherson-Chornobayivka; initially in white c/s with black exhaust areas; seen USK 24sep12 with 'UN' titles and 01oct13 without these titles; repainted in olive drab/medium green camo c/s with light blue underside in summer 2014; wfu in autumn 2014; sat wfu at Kherson-Chornobayivka, seen in 2020, was captured by Russian troops when they occupied the airfield 27feb22 and was recaptured by Ukrainian troops 11nov22 |
| #3 25 21647 | not known | Mi-24P | Soviet Army Avn | | | |
| | RF-91864 | Mi-24P | Russian Air Force | OVB | jul11 | opb 562 AvB AA at OVB; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "37" yellow; l/n as such OVB jul11; code changed to "23" yellow; f/n as such OVB 05may15; l/n Mochishche 26jul15 |
| | "23" yellow | Mi-24P | Russian Air Force | LTK | 06oct15 | deployed to Latakia-Hmeimim sep15/mar16; Russian stars, RF- registration and titles painted out; seen LTK 27oct15; l/n LTK 14mar16; seen with registration and titles painted out in a workshop |
| | no code | Mi-24P-1M | Vertolyoty Rossii | ZIA | 27aug19 | modernised by "Rychag" (a subsidiary of KRET); in 'digital' dark green/medium green/khaki/very dark grey camo c/s with 'digital' grey underside, no markings whatsoever |
| #3 25 21656 | not known | Mi-24P | Soviet Army Avn | mfd | 28jun85 | |
| | "21" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009 |
| #3 35 21729 | not known | Mi-24P | Soviet Army Avn | mfd | 01jul85 | |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | |
| | CH638 | Mi-24P | Sri Lanka AF | toc | 05apr09 | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; f/n apr03 (!); last flight 30sep05, t/t 1,732.11 hours and 2,345 cycles |
| | SAH4415 | Mi-24P | Sri Lanka AF | CMB | 09feb11 | stored; c/n confirmed |
| | SAH638 | Mi-24P | Sri Lanka AF | CMB | 12mar12 | stored; was on charge of 9 Helicopter Sqn at Minneriya-Hingurakgoda; handed over to the Defence Services Command and Staff College (DSCSC) at Sapugaskanda |
| #3 35 21785 | not known | Mi-24P | Soviet Army Avn | mfd | 1985 | c/n also given as 3532432521785 |
| | "08" white | Mi-24P | Belarus Air Force | trf | 15jun92 | in olive drab/khaki camo c/s with light grey underside; f/n Minsk-Borovaya 01jul09; l/n Minsk-Machulishchi 03jul14; bought by the UAE for Libya in 2014 |
| | 785 | Mi-24P | Libyan Air Force | ph. | 26jan15 | in sand/brown camo c/s with light grey underside, last 5 digits of the c/n painted on the nose; l/n apr15 |
| #3 35 21862 | "62" red | Mi-24P | Russian Air Force | PRN | mar00 | l/n sep01; tender for rework published 17oct08 |
| #3 35 21928 | "01" yellow | Mi-24P | Russian Air Force | Kub | 04aug07 | opb 45 ovp BU (redesignated 6965 AvB in 2009) at Kaluga-Vorotynsk; in faded olive drab/khaki camo c/s with light blue underside; l/n Kubinka 13apr10 |
| | "23" red | Mi-24P | Russian Air Force | Vya | 27jan11 | opb 6996 AvB at Vyazma-Dvoyevka; in faded olive drab/khaki camo c/s with light blue underside |
| #3 35 22016 | not known | Mi-24P | Soviet Army Avn | mfd | 1985 | |
| | not known | Mi-24P | Russian Air Force | ph. | 30apr11 | in a camo c/s of two shades of olive drab with light grey underside; stored by apr11, possibly at Gorelovo |
| #3 35 22147 | not known | Mi-24P | Soviet Army Avn | mfd | 1985 | |
| | RA-22147 | Mi-24P | United Nations | | photo | belongs to 344 TsBP at Torzhok; operated by Russian Aviation Group for UNAMSIL; in all-white c/s, carried code 'UN 116' |
| #3 35 22149 | "07" yellow | Mi-24P | Russian Air Force | ZIA | 24aug07 | in medium green/dark green camo c/s with light grey underside, code outlined in red |
| #3 35 22158 | not known | Mi-24P | Soviet Army Avn | mfd | 1985 | |
| | "09" red | Mi-24P | Russian Air Force | Gle | 28jul07 | opb 332 ovp at Pribylovo; in faded khaki/green camo c/s with light grey underside |

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|---|---|---|---|---|---|---|
| | RF-9.... | Mi-24P | Russian Air Force | Kam | 03feb21 | c/n not confirmed (difficult to read on photo); registration not visible on photo; also carried code "52" red; opb 17 brigada AA at Kamensk-Uralski; in khaki/olive drab camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars |
| #3 35 22176 | "38" | Mi-24P | Soviet Army Avn | no | reports | opb 205 ove in Afghanistan in the 1980s |
| | "31" | Mi-24P | Russian Air Force | mfd | 1985 | code given as "031" in report about the Chechen war; based at Grozny-Severny, used in combat in Chechnya jul/oct00; carried a black shark as 'nose art' on the cargo cabin (removed by the next crew in early nov00); opb Far Eastern Military District by 2008; tender for rework published 17oct08 |
| #3 35 22214 | "26" | Mi-24P | Soviet Army Avn | mfd | 1985 | opb 205 ove in Afghanistan in the 1980s |
| | not known | Mi-24P | Belarus Air Force | trf | 15jun92 | |
| | "10" white | Mi-24P | Belarus Air Force | trf | 15jun92 | c/n not confirmed (the last two digits of the c/n were difficult to read); in olive drab/khaki camo c/s with light grey underside, with Red Stars plus a Belarussian flag on the engine cowling and a 'bee' badge below the cockpit; f/n Minsk-Machulishchi 09may15; seen Minsk-Machulishchi 03jul16; seen under overhaul with 558 ARZ at Baranovichi sep17; l/n Minsk-Machulishchi 16sep20 |
| #3 35 22231 | "21" | Mi-24P | Soviet Army Avn | mfd | 1985 | opb 205 ove in Afghanistan in the 1980s |
| #3 35 22285 | "24" | Mi-24P | Soviet Army Avn | mfd | 1985 | opb 205 ove in Afghanistan in the 1980s |
| | "09" white | Mi-24P | Belarus Air Force | trf | 15jun92 | in olive drab/khaki camo c/s with light blue underside and a Belarussian flag on the engine cowling; photo in 2012; l/n Minsk-Machulishchi 31aug19 |
| #3 35 22319 | not known | Mi-24P | Soviet Army Avn | mfd | 1985 | |
| | 972 | Mi-24P | Sudanese Air Force | Htc | sep16 | in olive drab/khaki camo c/s with light blue underside, national markings taped over; overhauled by 810 ARZ at Chita-Cheryomushki sep16; l/n HTA nov16 |
| #3 35 22328 | "20" | Mi-24P | Soviet Army Avn | mfd | 1985 | opb 205 ove in Afghanistan in the 1980s |
| #3 35 22341 | "27" | Mi-24P | Soviet Army Avn | mfd | 30sep85 | opb 205 ove in Afghanistan in the 1980s |
| | "06" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009 |
| | 981 | Mi-24P | Sudanese Air Force | | | c/n not confirmed |
| #3 16 22374 | "09" red | Mi-24P | Soviet Army Avn | mfd | 26dec89 ? | code outlined in red only |
| | "37" white | Mi-24P | Russian Air Force | Mon | 30sep01 | in 'trefoil' khaki/olive drab camo c/s with light grey underside; on a photo at Monino aug95 still in good condition; stored in the Russian Air Force museum at Monino, in poor condition (with smashed canopies), seen sep01/apr06; the engines and the gear box were stolen in 2012 and the tailfin was cuf off in 2015, l/n aug19 |
| #3 16 22395 | not known | Mi-24P | Soviet Army Avn | mfd | 04mar86 | |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2004 | via Rosoboronexport; last overhaul completed 06may04; t/t 952 hours by 2008 |
| #3 16 22464 | not known | Mi-24P | KGB/Border Guards? | mfd | 1986 | |
| | "72" | Mi-24P | FSB | | | opb oauts FPS at Kochubeyevskoye; based at Vladikavkaz in early 2002; w/o 03feb02 while accompanying a Mi-8MT to Tuskharoi (Chechnya) when encountered a snow flurry and probably flew into the ground, all 3 crew 'missing in action' |
| #3 16 22483 | "35" | Mi-24P | Soviet Army Avn | mfd | 1986 | opb 205 ove in Afghanistan in the 1980s |
| #3 16 22514 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | |
| | "11" white | Mi-24P | Belarus Air Force | trf | 15jun92 | in olive drab/khaki camo c/s with light blue underside, with Red Stars and a Belarussian flag on the engine cowling; f/n Minsk-Machulishchi 03jul14; seen after overhaul in Orshanski ARZ jan20, now equipped with 9M120 "Ataka" ATGMs; l/n Ryazan-Dyagilevo 27aug21 |
| #3 16 22549 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | |
| | CH614 | Mi-24P | Sri Lanka AF | d/d | nov95 | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; w/o 19mar97 on a flight from Palaly to Hingurakgoda, flying low over the sea, when crashed into the sea near Adampillai (off Mullaitivu) due to inconclusive reasons (may have been shot down), all 5 crew members (pilot: Flight Lieutenant Anuradha Malalasekara) and all 3 passengers were killed; the bodies of the two air gunners were recovered on a coastal area in India after some time and some debris was recovered off Chalai may14 |
| #3 16 22586 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | |
| | "12" white | Mi-24P | Belarus Air Force | ph. | 15sep13 | at Lida; in olive drab/khaki camo c/s with light grey underside, with Red Stars and a Belarussian flag on the engine cowling; l/n Mogilyov 22aug15; w/o 25apr16 |
| #3 16 22597 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | |
| | CH635 | Mi-24P | Sri Lanka AF | ph. | apr03 | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; in khaki/dark olive drab camo c/s, serial without hypen; l/n 02feb05 |
| | SAH4412 | Mi-24P | Sri Lanka AF | no | reports | c/n confirmed; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; w/o 27nov09 on a training flight when suffered a generator failure to the tail rotor and crashed 5 km north of Buttala (in Badalkumbura), all 4 crew members were killed |
| #3 26 22651 | not known | Mi-24P | Soviet Army Avn | mfd | 25mar86 | |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | |
| | CH637 | Mi-24P | Sri Lanka AF | toc | 12jun01 | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; f/n apr03; last flight 12oct07, t/t 1,466.02 hours and 2,509 cycles; l/n 05apr08, stored |
| | SAH4413 | Mi-24P | Sri Lanka AF | no | reports | c/n confirmed; was on charge of 9 Helicopter Sqn at Minneriya-Hingurakgoda |
| | SAH637 | Mi-24P | Sri Lanka AF | CMB | 12mar12 | c/n confirmed; was on charge of 9 Helicopter Sqn at Minneriya-Hingurakgoda; stored at CMB, seen mar12/oct23 |
| #3 26 22695 | not known | Mi-24P | Soviet Army Avn | mfd | 16apr86 | |
| | AF-804 | Mi-24P | Uganda Air Force | e/d | 17apr08 | last overhaul completed 12jan08; t/t 1,364 hours by 2008 |
| #3 26 22754 | not known | Mi-24P | Soviet Army Avn | mfd | apr86 | |
| | "08" white | Mi-24P | Russian Air Force | | photo | in olive drab/dark green with light grey underside, with Red Stars |
| | RF-94965 | Mi-24P | Russian Air Force | ph. | may15 | initially also carried code "10" yellow; based at OVB; initially in grey c/s with 'VVS Rossii' titles and Russian stars; l/n as such may15; repainted in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles; f/n as such OVB aug20; received the code "14", with the "1" in yellow and the "4" in white; f/n as such OVB 27aug21 |
| #3 26 22825 | not known | Mi-24P | Soviet Army Avn | mfd | 22apr86 | |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2001 | via Rosoboronexport; last overhaul completed 06may01; t/t 1,207 hours by 2008 |
| #3 26 22847 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | opb 205 ove in Afghanistan in the 1980s |
| | RF-91227 | Mi-24P | Russian Air Force | OVB | 15aug15 | also carried code "39" yellow; opb 562 AvB AA at OVB; in a camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n OVB 24aug18 |
| #3 26 22864 | not known | Mi-24P | Soviet Army Avn | mfd | 18apr86 | mfd from a plate, but given on a Sri Lankan planboard as 28may86 |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | |
| | CH633 | Mi-24P | Sri Lanka AF | toc | 16jan01 | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda |
| | SAH4411 | Mi-24P | Sri Lanka AF | MNH | 08feb11 | stored; c/n confirmed; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; last flight 17nov09, t/t 1,692.54 hours and 3,203 cycles |
| | SAH633 | Mi-24P | Sri Lanka AF | MNH | 14mar12 | c/n confirmed; was on charge of 9 Helicopter Sqn at Minneriya-Hingurakgoda; stored at MNH, seen mar12/oct23 |
| #3 26 22869 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | |
| | "14" white | Mi-24P | Belarus Air Force | Vya | 12sep11 | in olive drab/khaki camo c/s with light blue underside, with Red Stars and a Belarussian flag on the engine cowling and 'bee' nose-art below the cockpit; l/n Ryazan-Dyagilevo 24aug21 |
| #3 26 22891 | "36" | Mi-24P | Soviet Army Avn | mfd | 1986 | opb 205 ove in Afghanistan in the 1980s |
| | not known | Mi-24P | Russian Air Force | no | reports | tenders for maintenance and repair published 15may08/28aug08 |
| #3 26 22924 | not known | Mi-24P | Soviet Army Avn | | | |
| | not known | Mi-24P | Belarus Air Force | trf | 15jun92 | in camo c/s of two shades of olive drab with light grey underside; seen under overhaul feb17 |
| #3 26 22932 | "33" | Mi-24P | Soviet Army Avn | | | |
| | "72" yellow | Mi-24P | Ukraine Army Avn | ph. | jun06 | received a blister from a Mi-24R; old code still in window; in yellowish green/dark green camo c/s with light blue underside; preserved in the Oleg Antonov State Aviation Museum at Kiev, seen jun06/mar16 |
| | "72" red | Mi-24P | no titles | IEV | 27jul17 | in black/white 'roots' c/s with red trim and black underside; preserved in the Oleg Antonov State Aviation Museum at Kiev, seen jul17/oct19 |
| #3 26 22945 | no code | Mi-24P | Uzbek Air Force | LBG | 16jun01 | modernised by SAGEM; in olive drab/dark brown camo c/s with light grey underside and 'Uz Air Force' titles |
| #3 26 22957 | not known | Mi-24P | Uganda Air Force | | | overhauled in Ukraine (arrived aug12) |
| #3 26 22986 | "31" yellow | Mi-24PN | Russian Air Force | Tzk | 07jun11 | opb filial 4 TsBP i PLS at Torzhok; used for training of foreign pilots; equipped with new infra-red camera in 2011 |
| #3 26 23187 | "14" orange | Mi-24P | Soviet Army Avn | | | opb 336 ovp at Weimar-Nohra; l/n Weimar-Nohra 17aug91 |
| #3 26 23195 | "40" orange | Mi-24P | Soviet Army Avn | | | opb 336 ovp at Weimar-Nohra; l/n Weimar-Nohra 17aug91 |
| #3 26 23196 | not known | Mi-24PN | Uganda Air Force | mfd | 08jun06 | line # 01-09; the mfd given is probably a conversion date as the last overhaul date is given as 24mar05, with a t/t of 962 hours |
| #3 26 23201 | not known | Mi-24P | Russian Air Force | mfd | 25jun86 | |
| | RF-92576 | Mi-24P | Russian MVD/VV | rgd | 16apr07 | handed over 09jun10; opb 14 oae at Mozdok |
| | RF-92576 | Mi-24P | Rosgvardiya | trf | 05apr16 | |
| #3 26 23213 | not known | Mi-24P | Russian Air Force | mfd | 24jun86 | |
| | RF-92577 | Mi-24P | Russian MVD/VV | rgd | 16apr07 | handed over 23jun10; also carried code "14" yellow; opb 14 oae at Mozdok; in olive drab/khaki camo c/s with light blue underside, unit badge below cockpit and white ring around tailboom; f/n Rostov-na-Donu-Tsentralny 24aug12 |
| | RF-92577 | Mi-24P | Rosgvardiya | trf | 05apr16 | |
| #3 26 23234 | not known | Mi-24P | Soviet Army Avn | mfd | 26jun86 | |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2001 | via Rosoboronexport; last overhaul completed 13mar01; t/t 1,003 hours by 2008 |
| #3 26 23245 | not known | Mi-24P | Soviet Army Avn | mfd | jun86 | |
| | RF-93549 | Mi-24P | Russian Air Force | Tzk | 10jun17 | also carried code "04" red; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; c/n checked Torzhok 10jun17; l/n Kubinka 02sep20 |
| #3 26 23256 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | |
| | RF-94966 | Mi-24P | Russian Air Force | AER | 14jul11 | initially also carried code "07" red; in non-standard olive drab/dark green camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; code changed to "107" red; f/n as such Rostov-na-Donu-Tsentralny 16jun13; l/n as such Rostov-na-Donu-Tsentralny 02sep13, with '23756' on an air intake cover; repainted in olive drab/khaki camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars, and code changed to "24" blue; f/n as such Rostov-na-Donu-Tsentralny 21jul20; trf to 39 ovp at Dzhankoi; w/o 05mar22 on a mission in the Mykolayiv region of Ukraine when was shot down by Ukrainian |

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| | | | | | | forces and crashed in a field close to Rakovo (near Voznesensk), both crew members (among them 1st Lieutenant Eldar F. Timushev) were killed |
| #3 26 23268 | not known | Mi-24P | Soviet Army Avn | mfd | 30jun86 | |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2001 | via Rosoboronexport; last overhaul completed 13mar01; t/t 1,214 hours by 2008 |
| #3 26 23268 | not known | Mi-24P | Sudanese Air Force | e/d | 2001 | via Rosoboronexport |
| #3 .. 23341 | RA-23341 ? | Mi-24P | United Nations | no | reports | belongs to 367 otbvp at Ryazan; operated by Russian Aviation Group for UNAMSIL in 2002 |
| #3 36 23395 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | |
| | RF-91076 | Mi-24P | Russian Air Force | Tzk | 10jun17 | also carried code "02" red; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; c/n checked Torzhok 10jun17; l/n as such Kubinka 12aug17; titles changed to 'VKS Rossii'; f/n as such Kubinka jun19 |
| #3 36 23451 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | |
| | not known | Mi-24P | Uzbek Air Force | ph. | ca 2015 | in greenish grey c/s |
| #3 36 23473 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | |
| | RF-93544 | Mi-24P | Russian Air Force | ph. | 24dec15 | also carried code "25" yellow; opb 17 brigada AA at Kamensk-Uralski; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; seen Ryazan-Dyagilevo 22oct19; l/n Kamensk-Uralski 16jun20 |
| #3 36 23508 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | |
| | RF-91071 | Mi-24P | Russian Air Force | ph. | 2015 | also carried code "03" red; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; c/n checked Torzhok 10jun17; l/n over St. Petersburg 18aug17 |
| #3 36 23572 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | |
| | RF-93547 | Mi-24P | Russian Air Force | ph. | 28oct15 | based at Vyazma; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "04" red; l/n as such Kubinka 10sep16; code changed to "229" white; f/n as such OVB 2018; l/n OVB jul19 |
| #3 36 23585 | "82" red | Mi-24P | Russian Air Force | PRN | mar00 | l/n sep01 |
| #3 36 23606 | not known | Mi-24P | Soviet Army Avn | mfd | 16apr86 | |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2001 | via Rosoboronexport; last overhaul completed 06may01; t/t 960 hours by 2008 |
| #3 36 23628 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | |
| | RF-93545 | Mi-24P | Russian Air Force | ph. | 23nov15 | also carried code "09" red; in 'trefoil' olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n as such 06aug16; titles changed to 'VKS Rossii'; f/n as such 09may18; l/n in 2021 |
| #3 36 23653 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | |
| | RF-93136 | Mi-24P | Russian Air Force | | photo | also carried code "48" yellow; in a camo c/s of two shades of olive drab with light grey underside, with 'VKS Rossii' titles and Russian stars; transported on a flat-bed trailer aboard a ship, so probably based in the Kalingrad region |
| #3 36 23671 | not known | Mi-24P | Soviet Army Avn | mfd | 19sep86 | |
| | "01" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009 |
| #3 36 23704 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | |
| | RF-91232 | Mi-24P | Russian Air Force | OVB | 15aug15 | also carried code "38" yellow; in a camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n OVB 18aug18 |
| #3 36 23749 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | |
| | "91" | Mi-24P | Russian Air Force | no | reports | opb 626 uvp SVVAUL at Pugachov; last overhaul completed 14dec07; w/o 03feb09 on a training flight from Pugachov when the push rods of a rotor blade failed due to faulty overhaul, the main rotor cut off the tailboom and the helicopter crashed near Pugachov airfield, all 3 crew members were killed |
| #3 36 23751 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | |
| | "98" white | Mi-24P | Russian Air Force | ph. | 2012 | opb 626 uvp SVVAUL at Pugachov; in non-standard dark green/olive drab/khaki camo c/s with light blue underside, still with Red Stars |
| #3 17 23762 ? | not known | Mi-24P | Soviet Army Avn | mfd | 1987 | |
| | not known | Mi-24P | Russian Air Force | ph. | 2013 | the last but one digit of the c/n is difficult to read on the photo; in olive drab/khaki camo c/s with light grey underside |
| #3 17 23783 | "01" | Mi-24P | Soviet Army Avn | | | opb 3 ve 50 osap at Kabul, flown by the regiment's commander; w/o in the late hours of 01feb89 on a route and weather reconnaissance flight from Kabul to Pul-i-Khumri at night (in preparation of the withdrawal of the unit) when crashed in the mountains 8 km from the Salang Pass in poor visibility, both crew members (pilot: Colonel A.S. Golovanov) were killed; the wreck was found 04feb89 |
| #3 17 23816 | not known | Mi-24P | Soviet Army Avn | mfd | 1987 | |
| | RF-91069 | Mi-24P | Russian Air Force | Tzk | 10jun17 | also carried code "24" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; c/n checked Torzhok 10jun17 |
| #3 17 23858 | "11" red | Mi-24P | Soviet Army Avn | Red | 23sep89 | in 'trefoil' khaki/olive drab camo c/s with light blue underside, carried exhibition number 'H-370' |
| #3 17 23978 | not known | Mi-24P | Soviet Army Avn | mfd | 1987 | |
| | "02" red | Mi-24P | Russian Air Force | | photo | in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; later opb 17 brigada AA at Kamensk-Uralski; seen Kamensk-Uralski 16jun20, registration and code not visible on the photo |
| #3 17 23989 | not known | Mi-24P | Soviet Army Avn | mfd | 05feb87 | |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2001 | via Rosoboronexport; last overhaul completed 13mar01; t/t 930 hours by 2008 |
| #3 17 24117 | not known | Mi-24P | Soviet Army Avn | mfd | 09feb87 | |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2004 | via Rosoboronexport; last overhaul completed 06may04; t/t 1,064 hours by 2008 |
| #3 17 24121 | not known | Mi-24P | Soviet Army Avn | mfd | feb87 | |
| | RF-94977 | Mi-24P | Russian Air Force | Aru | 19aug12 | also carried code "27" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; seen OVB dec13 with a light blue circle with the yellow letters 'MS' (standing for peace-keeping forces); f/n without the 'MS' badge again OVB 12sep17; l/n OVB 23sep18 |
| #3 17 24134 | not known | Mi-24P | Soviet Army Avn | mfd | 17feb87 | |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2001 | via Rosoboronexport; last overhaul completed 13mar01; t/t 1,176 hours by 2008 |
| #3 17 24146 | not known | Mi-24P | Soviet Army Avn | | | |
| | RA-24146 | Mi-24P | United Nations | Tzk | 26sep05 | belongs to 344 TsBP at Torzhok; operated by the Russian Aviation Group for UNAMSIL until 16sep05; in full all-white UN c/s, carried code 'UN 116'; registration used on a Mi-8T at the same time |
| #3 17 24175 | not known | Mi-24P | Soviet Army Avn | mfd | 19feb87 | |
| | 912 | Mi-24P | Sudanese Air Force | e/d | 2001 | via Rosoboronexport; last overhaul completed 27may01; t/t 1,040 hours by 2008; initially in olive drab/khaki camo c/s with light blue underside; f/n KRT aug09; l/n in its old c/s with SAFAT 07jul10; repainted in a new camo c/s; f/n as such ELF feb16; in a listing at Jabal Awliya Air Base in spring 2023 |
| #3 26 24241 | not known | Mi-24P | Soviet Army Avn | mfd | 1987 | |
| | not known | Mi-24P | Russian Air Force | no | reports | opb military unit 21240 at Chernigovka; w/o 23aug03 |
| #3 17 24278 | not known | Mi-24P | Soviet Army Avn | mfd | 1987 | |
| | RF-91253 | Mi-24P | Russian Air Force | ph. | 01apr21 | also carried code "23" red |
| #3 17 24296 | not known | Mi-24P | Soviet Army Avn | mfd | 1987 | |
| | RF-91243 | Mi-24P | Russian Air Force | Kln | 18apr22 | also carried code "08" red; in khaki/olive drab camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars; took part in the fly-past over Moscow 07may22 |
| #3 17 24342 | not known | Mi-24P | Soviet Army Avn | mfd | 1987 | |
| | RF-91257 | Mi-24P | Russian Air Force | ph. | 20sep20 | also carried code "36" yellow; opb Syzranski filial VUNTs VVS "VVA"; in a camo c/s of two shades of olive drab with light grey underside, with 'VKS Rossii' titles and Russian stars |
| #3 17 24347 | not known | Mi-24P | Soviet Army Avn | mfd | 1987 | |
| | "41" black | Mi-24P | Ukraine Army Avn | | may97 | opb 488 ovp; l/n Vapnyarka 19aug97, also carrying UN markings |
| #3 27 24387 | not known | Mi-24P | Soviet Army Avn | mfd | 1987 | |
| | "82" white | Mi-24P | Uzbek Air Force | ph. | 17aug21 | at Chirchik; in dark grey drab c/s; l/n Chirchik 11jul23 |
| #3 17 24417 | not known | Mi-24P | Soviet Army Avn | mfd | 30mar87 | |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2001 | via Rosoboronexport; last overhaul completed 06may01; t/t 888 hours by 2008 |
| #3 17 24432 | not known | Mi-24P | Soviet Army Avn | mfd | 27mar87 | |
| | 910 | Mi-24P | Sudanese Air Force | e/d | 2001 | via Rosoboronexport; last overhaul in Russia completed 27may01; t/t 928 hours by 2008; overhauled by DAVI at Debre Zeyit (Ethiopia) in 2013 |
| #3 36 23437 | not known | Mi-24P | Soviet Army Avn | mfd | 1986 | |
| | not known | Mi-24P | Russian Air Force | | photo | in olive drab/khaki camo c/s with light blue underside |
| | RF-91226 | Mi-24P | Russian Air Force | Tml | may18 | also carried code "211" yellow; in grey c/s with 'VVS Rossii' titles and Russian stars; undergoing some trials with MVZ im. Milya when seen may18/may19 |
| #3 17 24453 | not known | Mi-24P | Soviet Army Avn | mfd | 30mar87 | |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2001 | via Rosoboronexport; last overhaul completed 06may01; t/t 366 hours by 2008 |
| #3 17 24469 | not known | Mi-24P | Soviet Army Avn | mfd | 30mar87 | |
| | 918 | Mi-24P | Sudanese Air Force | e/d | 2004 | via Rosoboronexport; last overhaul in Russia completed 05jan03; in olive drab/khaki camo c/s with light blue underside; f/n EGN 03aug06; t/t 935 hours by 2008; l/n ELF 2009; overhauled by DAVI at Debre Zeyit (Ethiopia) in 2013 |
| | 918 | Mi-24P | Libyan Air Force | ph. | 14feb14 | with Dejen Aviation Industry (DAVI) at Debre Zeyit (Ethiopia); opb the Fajr Libya (Libya Dawn) Air Force; in dark brown/sand camo c/s with light grey underside, with roundels |
| #3 27 24478 | not known | Mi-24P | Soviet Army Avn | mfd | 1987 | |
| | RF-91858 | Mi-24P | Russian Air Force | OVB | 28jun14 | also carried code "04" yellow; opb 562 AvB AA at OVB; in a camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles, Russian stars and a light blue circle with the yellow letters 'MS' (standing for peace-keeping forces); l/n OVB 15feb15 |
| | "04" yellow | Mi-24P | Russian Air Force | LTK | 25oct15 | deployed to Latakia-Hmeimim sep15/nov15; RF- registration painted out, but still with 'VVS Rossii' titles and Russian stars; l/n LTK nov15 |
| | RF-91858 | Mi-24P | Russian Air Force | OVB | apr19 | also carried code "04" yellow; opb 562 AvB AA at OVB; in a camo c/s of two shades of olive drab with light grey underside, with 'VKS Rossii' titles; l/n OVB 20jun20 |
| #3 27 24491 | not known | Mi-24P | Soviet Army Avn | mfd | 08apr87 | |
| | "04" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009 |
| | "04" yellow | Mi-24P | Russian Air Force | ph. | sep12 | in olive drab/khaki camo c/s with light grey underside and an outline of the Chita region on the fin |
| #3 27 24502 | not known | Mi-24P | Soviet Army Avn | mfd | 1987 | |
| | RF-91856 | Mi-24P | Russian Air Force | SVX | 30may13 | also carried code "01" yellow; in a camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n as such OVB 28jun14; titles changed to 'VKS Rossii'; f/n as such OVB jun18 |
| #3 27 24543 | not known | Mi-24P | Soviet Army Avn | mfd | 20apr87 | |

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| | "07" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009 |
| #3 27 24628 | not known | Mi-24P | Soviet Army Avn | mfd | 29apr87 | |
| | "31" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 3 brAA (redesignated 3 opAA dec03 and 16 obrAA dec12) at Brody |
| | not known | Mi-24P | United Nations | ph. | 2006 | opb 56 ovz of Ukrainian Army Aviation for UNMIL at Monrovia-Robertsfield (Liberia); in full white UN c/s with black exhaust areas, carried code 'UN-181' |
| | "31" yellow | Mi-24PU1 | Ukraine Army Avn | ph. | 2014 | probably converted in 2014; mentioned in a document 12aug14; in non-standard olive drab/dark greyish green camo c/s with light blue underside and two white recognition stripes on the tailboom; detached to the Donbass front in autumn 2014; received 'eyes' on the air intakes later on |
| | "31" red | Mi-24PU1 | Ukraine Army Avn | KHE | 26jul16 | reported as c/n 3532432724628, but is this correct ?; code not painted on, only on a sheet of paper in a cabin window (could also be yellow); in khaki/dark olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom (no 'eyes' on the air intakes) |
| | "611" black | Mi-24PU1 | Ukraine Army Avn | ph. | 29may18 | at the Rivne Military Training Centre; opb 18 obrAA at Poltava; code not painted on, only on a sheet of paper in a cabin window; in olive drab/khaki camo c/s with light blue underside, black/yellow/blue/white 'eyes' on the air intakes and and two white recognition stripes on the tailboom; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| #3 27 24653 | not known | Mi-24P | Soviet Army Avn | mfd | 1987 | not c/n 24563 as reported in a Ukrainian document in error |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 2 brAA (redesignated 11 opAA 20aug03) at Kherson-Chornobayivka |
| | not known | Mi-24P | United Nations | ph. | 2012 ? | opb 56 ovz of Ukrainian Army Aviation for UNMIL at Monrovia-Robertsfield (Liberia) until aug12; in full white UN c/s with black exhaust areas, carried code 'UN-182' |
| | "24" red | Mi-24P | Ukraine Army Avn | ph. | 25sep12 | opb 11 obrAA at Kherson-Chornobayivka; equipped with flare dispensers; in white c/s with black exhaust areas and 'UN' titles; later without titles |
| | "44" black | Mi-24P | Ukraine Army Avn | ph. | 2014 | code not painted on, only on a sheet of paper in a cabin window; opb 11 obrAA at Kherson-Chornobayivka; in non-standard olive drab/greyish green camo c/s with light blue underside and two white recognition stripes on the tailboom; f/n in summer 2014; l/n in autumn 2015; stored at Kherson-Chornobayivka, was captured by Russian troops when they occupied the airfield 27feb22 and was recaptured by Ukrainian troops 11nov22 |
| #3 27 24674 | "05" yellow | Mi-24P | Russian Air Force | Cgv | 12aug13 | opb 575 AvB at Chernigovka; in olive drab/khaki camo c/s with light grey underside; tenders for maintenance and repair published 15may08/28aug08; stored at Chernigovka, seen aug13/2016 |
| #3 27 24676 | not known | Mi-24P | Soviet Army Avn | mfd | 1987 | |
| | not known | Mi-24P | Russian Army Avn | trf | 1992 | |
| | RF-91056 | Mi-24P | Russian Air Force | Tzk | oct17 | also carried code "21" yellow; opb 344 TsBP i PLS at Torzhok; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars |
| #3 27 24715 | not known | Mi-24P | Soviet Army Avn | mfd | 1987 | |
| | RF-91216 | Mi-24P | Russian Air Force | OVB | mar16 | in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "41" yellow; l/n as such OVB 10sep16; code changed to "42" yellow, f/n as such OVB 28jul17; l/n OVB 16jul20 |
| #3 27 24737 | not known | Mi-24P | Soviet Army Avn | mfd | 1987 | |
| | RF-91072 | Mi-24P | Russian Air Force | Azp | 29may15 | also carried code "07" blue; opb 387 AvB AA at Budyonnovsk; in in dark green/olive drab camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n as such Voronezh-Baltimor 24jun17; seemingly repainted in olive drab/khaki camo c/s with light blue underside |
| #3 27 24743 | not known | Mi-24P | Soviet Army Avn | mfd | 28may87 | |
| | "08" red | Mi-24P | Russian Air Force | Dmn | sep12 | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009; in olive drab/khaki camo c/s with light blue underside; l/n Domna 24jun13 |
| #3 27 24756 | not known | Mi-24P | Soviet Army Avn | mfd | 1987 | |
| | RF-91054 | Mi-24P | Russian Air Force | Vob | 10jun17 | also carried code "08" blue; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n Pogonovo 17jun17 |
| #3 27 24791 | not known | Mi-24P | Soviet Army Avn | mfd | 1987 | |
| | "23" red | Mi-24P | Russian Air Force | Asp | 18aug12 | in olive drab/khaki camo c/s with light grey underside; preserved on the territory of the "Progress" factory at Arsenyev, seen aug12 |
| | "30" red | Mi-24P | Russian Air Force | Asp | 2015 | preserved on the territory of the "Progress" factory at Arsenyev (N44157945 E133.263851) |
| #3 27 24805 | not known | Mi-24P | Soviet Army Avn | mfd | 15jun86 ? | as such in a factory listing, but seems out of sequence |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2001 | via Rosoboronexport; last overhaul completed 06may01; t/t 772 hours by 2008 |
| #3 27 24848 | not known | Mi-24PK-2 | Russian Air Force | no | reports | opb military unit 62632-D at Torzhok |
| #3 18 24875 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 2 brAA (redesignated 11 opAA 20aug03) at Kherson-Chornobayivka |
| | not known | Mi-24P | United Nations | | | |
| | "26" red | Mi-24P | Ukraine Army Avn | KHE | 11apr11 | opb 11 obrAA at Kherson-Chornobayivka; initially in white c/s with black exhaust areas; l/n as such KHE 26sep12; repainted in a camo c/s of two shades of olive drab with light blue underside probably in late 2012 or in 2013; received two white recognition stripes on the tailboom, f/n as such Melitopl 14apr14; l/n DNK 10may14; received an "Adros" KT-01 IR jammer in 2014 |
| | "46" black | Mi-24P | Ukraine Army Avn | KRQ | 10feb15 | code not painted on, only on a sheet of paper in a cabin window; opb 11 obrAA at Kherson-Chornobayivka; in a camo c/s of two shades of olive drab with light blue underside and two white recognition stripes on the tailboom; damaged 10feb15 while parked at Kramatorsk when was hit by shrapnel from "Smerch" rockets launched by Novorossiya forces; l/n KRQ 28mar15; transported on a flat-bed trailer to Chuhuyiv apr15 |
| #3 18 24892 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | "40" black | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 488 ovp by may97; later opb 3 opAA at Brody; seen Vapnyarka 19aug97 with the UN code 'UN-134'; seen under overhaul with Aviakon at Konotop 07aug08, marked just '24892' |
| | not known | Mi-24P | United Nations | GOM | 14mar12 | opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo) feb12/dec12; in full white UN c/s with black exhaust areas, carried code 'UNO-881'; seen GOM 17nov12; returned from GOM to LWO on board of an An-124 23dec12; l/n LWO 25dec12 |
| | "07" yellow | Mi-24P | Ukraine Army Avn | | photo | opb 7 opAA (redesignated 12 obrAA 01apr16) at Novy Kalyniv; initially in white c/s with black exhaust areas and an unknown badge below the cockpit; received two black recognition squares on the tailboom in 2014 while the code was painted over (but still visible); left the Donbass front in mid-summer 2014; repainted in make-shift light grey/dark green camo c/s with light grey underside and two white recognition stripes on the tailboom; seen as such Novy Kalyniv 2017; received an "Adros" KT-01 station in 2017; stored at Novy Kalyniv, seen in 2020 |
| #3 18 24916 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | "6." white | Mi-24P | Uzbek Air Force | | photo | in greenish grey c/s; code outlined in red, only partially visible on photo |
| #3 18 24947 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | "41" red | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 488 ovp; seen Vapnyarka 19aug97; was reported may97 as c/n .24937 ! |
| | not known | Mi-24P | Ukraine Army Avn | | 2009 | opb 11 opAA (redesignated 11 obrAA in 2013) at Kherson-Chornobayivka |
| #3 18 24958 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | probably opb 2 brAA (redesignated 11 opAA 20aug03) at Kherson-Chornobayivka |
| | not known | Mi-24P | United Nations | | | operated by Ukrainian Army Aviation in Africa |
| | "29" red | Mi-24P | Ukraine Army Avn | KHE | 26sep12 | opb 11 obrAA at Kherson-Chornobayivka; initially in white c/s with black exhaust areas; l/n as such KHE 26sep12; detached to Dnipropetrovsk in spring 2014; repainted in a camo c/s of two shades of olive drab with light blue underside, code also painted in white on a cabin window; f/n as such 27sep12 (but unlikely repainted within one day, so one of the photo dates must be wrong); seen as such at Salkovo (Kherson region) 18mar14; received two white recognition stripes on the tailboom; f/n as such over Saur-Mogila early may14; severely damaged 05may14 while attacking positions of Novorossiya forces near the TV relay mast in the vicinity of Slavyansk when was hit by a heavy machine-gun and came down in swampy terrain near Raigorodok, both crew members escaped; the wreck was destroyed by a Su-25 of the Ukrainian Air Force some hours later |
| #3 18 24976 | "37" yellow | Mi-24PN | Russian Air Force | ZIA | 24aug07 | no c/n carried externally, but last five of c/n read off sensor cover on the nose; based at Klin; in olive drab/khaki camo c/s with light blue underside; l/n nov11 |
| #3 18 25138 | not known | Mi-24P | Soviet Army Avn | mfd | 05feb88 | |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2001 | via Rosoboronexport; last overhaul completed 23apr01; t/t 772 hours by 2008 |
| #3 18 25193 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | "08" | Mi-24P | Russian Air Force | | | was with 419 ARZ |
| #. .. 25193 ? | not known | Mi-24P | Ukraine Army Avn | | photo | c/n probably not correct, was difficult to read on photo of pitot probe; in medium green/ochre camo c/s with light blue underside |
| #3 18 25246 | not known | Mi-24P | Soviet Army Avn | mfd | 29feb88 | |
| | "10" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009 |
| #3 18 25278 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | RF-..... | Mi-24P | Russian Air Force | | | in grey c/s 'VVS Rossii' titles and Russian stars |
| #3 18 25296 | "04" yellow | Mi-24P | Russian Air Force | ph. | 2009 | at Alakkurti; opb 85 ove at Alakkurti; in khaki/green camo c/s with light blue underside |
| #3 18 25419 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | RA-25419 | Mi-24P | United Nations | FNA | 27feb04 | belongs to 344 TsBP at Torzhok; operated by the Russian Aviation Group for UNAMSIL (until 16sep05 ?); in full all-white c/s, carried code 'UN 118' |
| #3 28 25172 | not known | Mi-24P | Soviet Army Avn | mfd | 27jun88 | |
| | RF-90824 | Mi-24P | Russian MVD/VV | rgd | 27oct06 | handed over 08jun10; opb 14 oae at Mozdok |
| | RF-90824 | Mi-24P | Rosgvardiya | trf | 05apr16 | |
| #3 18 25267 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | RF-93082 | Mi-24P | Russian Air Force | ph. | 31may13 | in grey c/s with 'VVS Rossii' titles and Russian stars; initially also carried code "11" yellow; l/n as such 06jun13 and reported aug16; code changed to "11" red and titles to 'VKS Rossii'; seen as such Ryazan-Dyagilevo 03jul20 |
| | TZ-07H | Mi-24P | Mali Air Force | d/d | 30mar22 | in olive drab/khaki camo c/s with light grey underside; arrived at Bamako in a transport aircraft 30mar22, without any markings; received roundels and 'Armée de l'Air' titles; f/n as such BKO 07aug22 |
| #3 18 25328 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | RF-94976 | Mi-24P | Russian Air Force | OVB | 12jul17 | also carried code "26" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles, Russian stars; loaded into an An-124 at OVB oct19 |
| #3 18 25371 | not known | Mi-24P | Russian Air Force | mfd | 19mar88 | |
| | RF-13005 | Mi-24P | Russian MVD/VV | h/o | 07jun10 | rgd 11jan11; opb 14 oae at Mozdok |
| | RF-13005 | Mi-24P | Rosgvardiya | trf | 05apr16 | |
| #3 18 25397 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |

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| | RF-93574 | Mi-24P | Russian Air Force | ph. | 31aug11 | at Chebarkul; opb 562 AvB AA at OVB; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; seen with code "05" yellow Aramil-Uktus 15aug12; seen with code "24" yellow Uprun may14 and in Khakasia 09jun14, but registration not readable on photos |
| | "24" yellow | Mi-24P | Russian Air Force | LTK | 06oct15 | deployed to Latakia-Hmeimim sep15/nov15; Russian stars, RF- registration and titles painted out |
| | RF-93574 | Mi-24P | Russian Air Force | OVB | 12sep16 | also carried code "24" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars painted on again; l/n at the Kharb-Maidon training range (Tajikistan) 29oct22 |
| #3 18 25451 | not known | Mi-24P | Soviet Army Avn | | | possibly opb 166 ove at Hradcany in 1989/90 |
| | "65" red | Mi-24P | Russian Air Force | Uve | may14 | stored in very faded camo c/s with light grey underside |
| #3 18 25487 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | RF-93546 | Mi-24P | Russian Air Force | Tzk | 14apr12 | also carried code "20" yellow; in grey c/s with 'VVS Rossii' titles and Russian stars; c/n checked Torzhok 10jun17 |
| #3 18 25493 | not known | Mi-24PN | Russian Air Force | no | reports | opb military unit 62632-E at Klin; used for training of foreign pilots; equipped with new infra-red camera in 2011 |
| #3 28 25548 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | not known | Mi-24P | Russian Air Force | trf | 1992 | |
| | RF-95290 | Mi-24P | Russian Air Force | ph. | aug14 | also carried code "04" red (with the 0 faded to almost yellow and the 4 painted over another digit); opb 17 brigada AA at Kamensk-Uralski; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n as such aug14; titles changed to 'VKS Rossii'; f/n as such Kamensk-Uralski 03feb21; l/n Kamensk-Uralski 22feb21; w/o 24feb22 on its way to Gostomel when was shot down by Ukrainian forces and crashed into the Kiev reservoir, both crew members (pilot 1st Lieutenant R.G. Mankishev and WSO 2nd Lieutenant K.Yu. Nasedkin) were killed; the wreckage was recovered from the reservoir 04may22 |
| #3 27 25572 | no code | Mi-24P | Russian Air Force | mfd | 1988 | in olive drab/dark grey camo c/s with light grey underside; loaded onto a flat-bed rail-car at Chernigovka 16oct06 for shipment to 12 ARZ at Khabarovsk |
| #3 28 25594 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | RF-95282 | Mi-24P | Russian Air Force | Kam | 16jun20 | also carried code "35" red; opb 17 brigada AA at Kamensk-Uralski; in olive drab/khaki camo c/s with light grey underside, with 'VKS Rossii' titles (the K was painted over a V) and Russian stars; reported jan22 |
| #3 28 25635 | "02" | Mi-24P | Russian Air Force | mfd | 1988 | |
| | "01" red | Mi-24P | Russian Air Force | r/r | 2000 | based at Grozny-Severny, used in combat in Chechnya jul/oct00; named 'Pikur' (after a beer brand from Kursk); with transversal stripes on the right-hand side and a beer mug with 'Pikur' titles on the left-hand side (removed by the next crew in early nov00); damaged 14aug00 when lost parts of one blade of the main rotor; l/n Vyazma-Dvoyevka 11may10 |
| #3 28 25657 | not known | Mi-24P | Russian Air Force | mfd | 1988 | opb 440 ovp BU (redesignated 6996 AvB in 2009) at Vyazma-Dvoyevka; offered for sale as scrap metal 20aug08 |
| #3 28 25674 | not known | Mi-24P | Russian Air Force | mfd | 1988 | |
| | RF-92543 | Mi-24P | Russian Air Force | ph. | 09may18 | carried also code "25" red; in olive drab/khaki camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars; l/n Kubinka 07may19; the registration was used on a Mi-8PPA at the same time |
| #3 28 25681 | "06" white | Mi-24P | Russian Air Force | ph. | 27jan11 | opb 6974 AvB (redesignated 393 AvB 01dec10) at Korenovsk; in olive drab/khaki camo c/s with light blue underside |
| #3 28 25716 | not known | Mi-24P | Russian Air Force | mfd | 29apr88 | |
| | not known | Mi-24P | Russian Air Force | trf | 1992 | based at Nerchinsk; tenders for maintenance and repair published 15may08/28aug08 |
| | RF-95306 | Mi-24P | Russian Air Force | Dmn | sep14 | also carried code "14" red (painted over an old one); based at Chita-Cheryomushki; in greyish olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| #3 28 25747 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | RF-..... | Mi-24P | Russian Air Force | | | in a camo c/s of two shades of olive drab |
| #3 28 25761 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | RF-91861 | Mi-24P | Russian Air Force | OVB | oct14 | also carried code "03" yellow; opb 562 AvB AA at OVB; in camo c/s of two shades of olive drab with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n Vyatskiye Polyany 25aug15 |
| | "03" yellow | Mi-24P | Russian Air Force | LTK | 06oct15 | deployed to Latakia-Hmeimim sep15/nov15; Russian stars, RF- registration and titles painted out |
| | RF-91861 | Mi-24P | Russian Air Force | OVB | 30jun19 | also carried code "03" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars; l/n over Yekaterinburg 09may20 |
| #3 28 25782 | not known | Mi-24P | Soviet Army Avn | mfd | may88 | |
| | not known | Mi-24P | Russian Air Force | Kam | 16jun20 | opb 17 brigada AA at Kamensk-Uralski; registration and code not visible on the photo |
| #3 28 25798 | not known | Mi-24P | Soviet Army Avn | mfd | 23may88 | |
| | "09" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009 |
| #3 28 25845 | not known | Mi-24P | Soviet Army Avn | mfd | 26may88 | |
| | "11" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009 |
| | RF-91843 | Mi-24P | Russian Air Force | ph. | 04oct21 | also carried code "11" red; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars; took part in the exercise "Selenga-2021" oct21; f/n Nalekh 04oct21 |
| #3 28 25856 | not known | Mi-24P | Soviet Army Avn | mfd | 30may88 | |
| | "28" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009 |
| | RF-91840 | Mi-24P | Russian Air Force | ph. | 04oct21 | also carried code "28" red; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars; took part in the exercise "Selenga-2021" sep21/oct21 |
| #3 28 25864 | not known | Mi-24P | Soviet Army Avn | mfd | 25may88 | |
| | "29" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009 |
| | RF-91838 | Mi-24P | Russian Air Force | Htc | 06nov15 | c/n not confirmed; also carried code "29" red; opb AvGr 412 AvB AA at Chita-Cheryomushki; in a camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars |
| #3 28 25878 | not known | Mi-24P | Soviet Army Avn | mfd | 30may88 | |
| | "27" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009 |
| | RF-95298 | Mi-24P | Russian Air Force | PKC | 18aug14 | also carried code "27" red; opb 112 ovp BiU at Chita-Cheryomushki; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n mar15 |
| #3 28 25894 | "100" red | Mi-24P | Soviet Army Avn | Kho | aug89 | probably opb MVZ im. Milya; in 'trefoil' khaki/olive drab camo c/s with light grey underside; seen without code Kubinka 19aug89 |
| #3 28 25901 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | "18" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 3 opAA (redesignated 16 obrAA dec12) at Brody; repainted in khaki/dark green camo c/s with light blue underside for the parade aug08; mentioned in a tender 07nov11; probably detached to a UN mission in Africa in 2011 or 2012; stored at Brody by may18 |
| #3 28 25931 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | "40" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 3 brAA (redesignated 3 opAA dec03 and 16 obrAA dec12) at Brody; repainted in grey/dark green camo c/s with light blue underside probably for the parade aug08; l/n as such DNK 15mar14; received two white recognition stripes on the tailboom, f/n as such Slavyansk 02may14; w/o 02may14 while attacking road-blocks of Novorossiya forces at Slavyansk when was hit by a shoulder-fired SAM and crashed, 2 of the 3 crew members were killed and the sole survivor injured and taken prisoner by Novorossiya forces for 3 days |
| #3 28 25946 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | 25946 | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 2 brAA (redesignated 11 opAA 20aug03) at Kherson-Chornobayivka; seen under overhaul with "Aviakon" at Konotop 07aug08; overhauled by Aviakon in 2012, but see below - something seems to be wrong here |
| | not known | Mi-24P | United Nations | ph. | 09oct11 | opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo) from feb12; in full white UN c/s with black exhaust areas, carried code 'UNO-882'; arrived back from the DR Congo 21may13 |
| | "17" red | Mi-24P | Ukraine Army Avn | KHE | 14mar14 | opb 11 obrAA at Kherson-Chornobayivka; initially in white c/s with black exhaust areas and an unknown badge (superimposed on a Ukrainian roundel) below the cockpit; l/n as such Henichesk 15mar14; received two black recognition stripes on the tailboom, f/n as such 16apr14; repainted in non-standard olive drab/medium green camo c/s with light blue underside and two white recognition stripes on the tailboom in 2014; l/n in late 2015 |
| #3 28 25962 | "98" red | Mi-24P | Soviet Army Avn | mfd | 1988 | opb 442 ovp BiU at Zhovtnevoye by 01jan92 |
| | "09" red | Mi-24P | Ukraine Army Avn | trf | 06dec91 | |
| | "09" yellow | Mi-24P | Ukraine Army Avn | ph. | sep10 | opb 3 brAA (redesignated 3 opAA dec03) at Brody; repainted in non-standard dark green/light grey (or faded white ?) camo c/s with light blue underside; f/n as such sep10; mentioned in a tender 07nov11 |
| | UNO-884 | Mi-24P | United Nations | GOM | 17nov12 | opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo) feb12/dec12; in full white UN c/s with black exhaust areas, carried code 'UNO-884'; l/n GOM 03dec12; returned from GOM to LWO on board of an An-124 23dec12 |
| | "09" yellow | Mi-24P | Ukraine Army Avn | DNK | 15mar14 | opb 16 obrAA at Brody; in white c/s with black exhaust areas; received two blue recognition stripes on the tailboom; f/n as such near Slavyansk apr14; w/o 02may14 on a combat mission from Chuhuyiv, attacking road-blocks of Novorossiya forces at Karpovka near Slavyansk, when was hit by an anti-tank guided missile and exploded, all 3 crew members were killed |
| #3 18 25987 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | possibly opb 166 ove at Hradcany in 1989/90 |
| | "64" red | Mi-24P | Russian Air Force | Uve | may14 | stored in very faded camo c/s with light grey underside |
| #3 28 26114 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | "06" red | Mi-24P | Russian Air Force | no | reports | opb 332 ovp BiU at Pribylovo |
| | RF-93635 | Mi-24P | Russian Air Force | Pus | 02jun12 | initially also carried code "42" red; opb AvGr 549 AvB at Levashovo; initially in grey c/s with 'VVS Rossii' titles and Russian stars; l/n as such Kubinka 04aug14; repainted in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars and code changed to "03" red; f/n as such CKL apr17; seen CKL 01may17; deployed to Syria in 2017; seen Deir ez-Zor 16sep17 |
| #3 28 26137 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | "33" white | Mi-24P | Russian Air Force | Sab | 25aug07 | in olive drab/khaki camo c/s with light grey underside |
| | RF-92527 | Mi-24P | Russian Air Force | ph. | 2012 | also carried code "03" red; in non-standard olive drab/dark brown/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| #3 28 26156 | not known | Mi-24P | Soviet Army Avn | mfd | 19mar88 | |
| | RF-13006 | Mi-24P | Russian MVD/VV | h/o | 15jun10 | rgd 11jan11; also carried code "15" yellow; opb 14 oae at Mozdok; in olive drab/khaki camo c/s with light blue underside, Russian stars and a white ring around the tailboom; f/n Rostov-na-Donu-Tsentralny 28oct15; l/n Rostov-na-Donu-Tsentralny 04mar16 |
| | RF-13006 | Mi-24P | Rosgvardiya | trf | 05apr16 | |
| #3 28 26193 | not known | Mi-24P | Soviet Army Avn | mfd | 29jun88 | |

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| | "03" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 3 brAA (redesignated 3 opAA dec03 and 16 obrAA dec12) at Brody; repainted in non-standard medium green/olive drab camo c/s with light blue underside; stored at Brody, seen in 2009/14 |
| | "03" black | Mi-24P | Ukraine Army Avn | | photo | c/n not confirmed; opb 16 obrAA at Brody; code not painted on, only on a sheet of paper in a cabin window; in khaki/olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom; seen Brody 05jul14; stored at Brody by may18 |
| | "603" black | Mi-24P | Ukraine Army Avn | ph. | feb21 | code not painted on, only on a sheet of paper in a cabin window; opb 16 obrAA at Brody; f/n Brody feb21, operational; probably destroyed by Russian attacks 24feb22 or the following days and weeks |
| #. .. 26205 | UN-182 | Mi-24P | United Nations | ph. | 07jun06 | at Novy Kalyniv; opb 7 opAA at Novy Kalyniv |
| #3 28 26234 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | "07" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 3 brAA (redesignated 3 opAA dec03 and 16 obrAA dec12) at Brody; repainted in non-standard medium green/olive drab camo c/s with light blue underside; mentioned in a tender 07nov11; was stored before 2014; made airworthy again in 2014; seen Brody 05jul14; stored at Brody by may18 |
| #3 28 26249 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | "24" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 3 brAA (redesignated 3 opAA dec03 and 16 obrAA dec12) at Brody; repainted in olive drab/khaki camo c/s with light blue underside; f/n as such Konotop 08jun12; last overhaul completed 27aug12; received two white recognition stripes on the tailboom, f/n as such may14; seen Konotop 09aug14; tender for NVG published dec14 |
| | "24" black | Mi-24P | Ukraine Army Avn | ph. | 2016 | code not painted on, only on a sheet of paper in a cabin window; opb 16 obrAA at Brody; in olive drab/khaki camo c/s with light blue underside and two white recognition stripes on the tailboom; left the Donbass front in 2016; stored at Brody by may18 |
| #3 28 26258 | "98" red | Mi-24P | Soviet Army Avn | mfd | 30jun88 | opb 442 ovp BiU at Zhovtnevoye by 01jan92 |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | |
| | "801" black | Mi-24PU1 | Ukraine Army Avn | PLV | 23jan19 | last overhaul completed 29sep16 (probably also modernised during that overhaul); opb 18 obrAA at Poltava; code not painted on, only on a sheet of paper in a cabin window; in khaki/olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| #3 28 26263 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | probably opb 2 brAA (redesignated 11 opAA 20aug03) at Kherson-Chornobayivka |
| | not known | Mi-24P | United Nations | | | operated by Ukrainian Army Aviation in Africa |
| | "28" red | Mi-24P | Ukraine Army Avn | KHE | 2012 | opb 11 obrAA at Kherson-Chornobayivka; in white c/s with black exhaust areas; not seen after 2012 |
| #3 38 26271 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | "02" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 3 brAA (redesignated 3 opAA dec03 and 16 obrAA dec12) at Brody; repainted in dark green/grey camo c/s with light blue underside for the parade aug08; photo in 2013; received two white recognition stripes on the tailboom in spring 2014; f/n as such Slavyansk 02may14; l/n KRQ feb16 (code not visible on photo) |
| | "602" yellow | Mi-24P | Ukraine Army Avn | ph. | sep16 | opb 16 obrAA at Brody; in dark green/grey camo c/s with light blue underside and two white recognition stripes on the tailboom; stored without rotors at Brody, seen sep16/feb21 |
| #3 38 26283 | not known | Mi-24P | Soviet Army Avn | mfd | 08dec88 | |
| | "04" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 3 brAA (redesignated 3 opAA dec03) at Brody; contract for modernisation signed 25sep07; seen with Aviakon at Konotop apr11 |
| | "04" yellow | Mi-24PU1 | Ukraine Army Avn | ph. | 02dec11 | the prototype of this version with TV3-117VMA-SBM1V-02 engines and Western avionics; in green/grey camo c/s with light blue underside; underwent acceptance tests dec11; presented on the Crimea 09mar12; was ready for service may12; underwent service trials with 16 obrAA at Brody |
| | "04" black | Mi-24PU1 | Ukraine Army Avn | ph. | dec14 | without some of the modernised equipment now; opb 16 obrAA at Brody; code not painted on, only on a sheet of paper in a cabin window; in olive drab/khaki camo c/s with light blue underside and two white recognition stripes on the tailboom; detached to the Donbass front dec14; reportedly the Mi-24PU1 handed the over at Chuhuyiv 15oct16 (with this code ?); l/n flying in autumn 2017; stored at Brody by may18 |
| | "604" black | Mi-24PU1 | Ukraine Army Avn | | | opb 16 obrAA at Brody; code not painted on, only on a sheet of paper in a cabin window; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| #3 48 26295 | not known | Mi-24P | Soviet Army Avn | mfd | 13dec88 | |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 7 opAA (redesignated 12 obrAA 01apr16) at Novy Kalyniv; last overhaul completed 16sep15; possibly "03" black |
| | 042002AB | Mi-24P | United Nations | GOM | 20dec15 | flown in an An-124 to Goma 20dec15; opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo); in full all-white UN c/s with black exhaust areas, carried code 'UNO-883' |
| #3 48 26304 | not known | Mi-24P | Soviet Army Avn | mfd | 12dec88 | |
| | "27" red | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 2 brAA (redesignated 11 opAA 20aug03 and 11 obrAA in 2013) at Kherson-Chornobayivka; in khaki/olive drab camo c/s with light grey underside; received Red Stars for its appearance in the 2010 Russian mini-serial "Okhotniki za karavanami" (Caravan Hunters); seen in Ukrainian markings again 26sep12; l/n 08dec14 |
| | "27" red | Mi-24PU2 | Ukraine Army Avn | KHE | oct16 | overhauled and upgraded by Aviakon at Konotop; opb 11 obrAA at Kherson-Chornobayivka; in khaki/olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom; l/n KHE 27apr17 |
| | "108" red | Mi-24PU2 | Ukraine Army Avn | ph. | 2018 | opb 11 obrAA at Kherson-Chornobayivka; in khaki/olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom; stored at Kherson-Chornobayivka by 2018; trf to 18 obrAA at Poltava by early 2019, no code visible |
| | "108" black | Mi-24PU2 | Ukraine Army Avn | ph. | 24aug21 | code not painted on, only on a sheet of paper in a cabin window; opb 11 obrAA at Kherson-Chornobayivka; in khaki/olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom; took part in the 30 years of independence fly-past over Kiev 24aug21; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| #3 48 26357 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | RF-95285 | Mi-24P | Russian Air Force | Khb | 12aug12 | opb 575 AvB at Chernigovka; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "24" yellow; code changed to "25" yellow; f/n as such Chernigovka 12aug13; later opb 17 brigada AA at Kamensk-Uralski; seen Kamensk-Uralski 16jun20, code not visible on the photo |
| #3 48 26372 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | RF-95307 | Mi-24P | Russian Air Force | Cgv | 12aug13 | also carried code "11" yellow; opb 575 AvB at Chernigovka; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles; featured in a court case jul11; stored at Chernigovka, seen aug13/2016 |
| #3 48 26412 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | not known | Mi-24P | Russian Air Force | no | reports | opb 575 AvB at Chernigovka; w/o 23aug03 |
| #3 48 26433 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | RF-95339 | Mi-24P | Russian Air Force | ph. | jul14 | also carried code "18" red; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n OVB early 2019 |
| #3 48 26452 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | RF-95286 | Mi-24P | Russian Air Force | OVB | 08dec18 | also carried code "32" red; opb 17 brigada AA at Kamensk-Uralski; in olive drab/khaki camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars; w/o 05mar22 on a mission in the Kiev region of Ukraine when was shot down by Ukrainian forces reportedly with a "Grom" shoulder-fired SAM and crashed at Kozarovichi, both crew members (pilot Captain Vyacheslav S. Barayev and WSO 2nd Lieutenant Aleksandr D. Khripunov) were killed |
| #3 48 26485 | "26" yellow | Mi-24P | Russian Air Force | Kln | 07nov13 | also carried code "26" yellow; in grey c/s with 'VVS Rossii' titles and Russian stars |
| #3 48 26490 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | RF-95284 | Mi-24P | Russian Air Force | Khb | 09aug12 | initially also carried code "28" yellow; opb 575 AvB at Chernigovka; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; code changed to "20" yellow; seen as such Chernigovka 12aug13; code changed back to "20" red; f/n as such Chernigovka sep14; seen Chita-Cheryomushki 06nov15, so probably trf to AvGr 412 AvB AA at Chita-Cheryomushki |
| #3 48 26501 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | not known | Mi-24P | Russian Air Force | | | |
| | RF-91055 | Mi-24P | United Nations | ph. | 23mar17 | operated by the Russian Aviation Group for the UN; in full all-white UN c/s, carried code 'UN 48'; l/n feb18 |
| #3 48 26523 | not known | Mi-24P | Soviet Army Avn | mfd | 1988 | |
| | RF-95293 | Mi-24P | Russian Air Force | Khb | 12aug12 | initially also carried code "17" yellow; opb 575 AvB at Chernigovka; in olive drab/khaki camo c/s; code changed to "17" red; f/n as such l/n Kazan-Borisoglebskoye 26oct21 |
| #3 48 26534 | not known | Mi-24P | Soviet Army Avn | mfd | 30dec88 | |
| | RF-93139 | Mi-24P | Russian Air Force | Kln | 07nov13 | also carried code "01" yellow; based at Torzhok; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n OVB jul19 |
| #3 19 26548 | not known | Mi-24P | Soviet Army Avn | mfd | jan89 | |
| | RF-92575 | Mi-24P | Russian Air Force | ph. | jun13 | initially also carried code "15" yellow; in grey c/s with 'VVS Rossii' titles and modified Red Stars; l/n as such Chornoye jun17; repainted in olive drab/khaki camo c/s with 'VKS Rossii' titles and Russian stars and received the code "01" red; f/n as such 10aug20 (the code and the titles and probably also the registration were painted over old ones) - or is this a different helicopter ?; opb 378 AvB at Vyazma-Dvoyevka; l/n in 2021, flying |
| #3 19 26578 | not known | Mi-24P | Soviet Army Avn | mfd | jan89 | |
| | "53" yellow | Mi-24P | Russian Air Force | Kub | 13apr10 | opb the "Berkuty" aerobatics team; in olive drab/khaki camo c/s with light blue underside, with 'Russian flag' trim and 'Berkuty' titles; tenders for repair of the main landing gear published 28aug08/07oct08; l/n Torzhok 27apr12 |
| #3 19 26585 | not known | Mi-24P | Soviet Army Avn | mfd | jan89 | |
| | not known | Mi-24PN | Russian Air Force | no | reports | opb 6992 AvB at Pribylovo |
| #3 19 26593 | not known | Mi-24P | Soviet Army Avn | mfd | 1989 | |
| | not known | Mi-24PN | Russian Air Force | no | reports | based at Klin |
| #3 19 26611 | not known | Mi-24P | Soviet Army Avn | mfd | 1989 | |
| | not known | Mi-24PN | Russian Air Force | no | reports | opb 6992 AvB at Pribylovo |
| #3 19 26630 | not known | Mi-24P | Soviet Army Avn | mfd | 1989 | |
| | not known | Mi-24PN | Russian Air Force | no | reports | opb 6992 AvB at Pribylovo |
| #3 19 26642 | not known | Mi-24P | Soviet Army Avn | mfd | 1989 | |
| | RF-93568 | Mi-24P | Russian Air Force | OVB | jul11 | tender for overhaul published 17oct08; also carried code "25" yellow; based at OVB; in olive drab/dark green camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n OVB 05may16; seemingly repainted in olive drab/khaki camo c/s with light grey underside |
| #3 19 26656 | not known | Mi-24P | Russian Air Force | no | reports | opb Far Eastern Military District; c/n from tender |

| | | | | | | |
|---|---|---|---|---|---|---|
| #3 19 26659 | "12" yellow | Mi-24P | Russian Air Force | Cgv | 12aug13 | opb 575 AvB at Chernigovka; in olive drab/beige camo c/s with light grey underside, no titles; stored at Chernigovka, seen aug13/apr14 |
| #3 19 26683 | not known | Mi-24P | Soviet Army Avn | mfd | 1989 | |
| | not known | Mi-24PN | Russian Air Force | no | reports | based at Klin |
| #3 19 26701 | not known | Mi-24P | Soviet Army Avn | mfd | 1989 | |
| | "22" white | Mi-24P | Russian Air Force | | | opb SVVAUL at Syzran-Troyekurovka |
| | RF-91085 | Mi-24P | Russian Air Force | | | |
| | RF-91085 | Mi-24P | United Nations | ph. | 10sep16 | opb the Russian Air Force; in full all-white UN c/s, carried code 'UN 45'; l/n Gromovo 26sep19 |
| #3 19 26712 | not known | Mi-24P | Soviet Army Avn | mfd | 1989 | |
| | "15" yellow | Mi-24P | Russian Air Force | Kln | jun08 | |
| | RF-93539 | Mi-24P | United Nations | Pus | 11oct19 | opb the Russian Air Force; in full all-white UN c/s, carried code 'UN-47' |
| #3 19 26731 | "36" yellow | Mi-24PN | Russian Air Force | ZIA | 19aug05 | opb military unit 62632-E at Klin; in olive drab/khaki camo c/s with light blue underside; used for training of foreign pilots; equipped with new infra-red camera in 2011 |
| #3 19 26754 | not known | Mi-24P | Soviet Army Avn | mfd | 1989 | |
| | RF-93140 | Mi-24P | Russian Air Force | Roc | 27mar14 | also carried code "40" red; opb 393 AvB at Korenovsk; was possibly based at Erebuni (Armenia) for some time; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Rostov-na-Donu-Tsentralny 14may14 |
| #3 19 26780 | "05" yellow | Mi-24P | Russian Air Force | ph. | may15 | in grey c/s with Russian stars |
| #3 19 26797 | not known | Mi-24P | Soviet Army Avn | mfd | 1989 | |
| | "32" yellow | Mi-24P | Russian Air Force | Kub | 13apr10 | opb Berkuty aerobatics team; in olive drab/khaki camo c/s with light blue underside, with 'Russian flag' trim and 'Berkuty' titles |
| #3 19 26847 | not known | Mi-24P | Soviet Army Avn | mfd | 1989 | |
| | not known | Mi-24P | Uzbek Air Force | no | reports | |
| | not known | Mi-24P | Azerbaijani AF | | | overhauled in Ukraine in 2013 (arrived dec12 and left 07jun13) |
| #3 19 26937 | not known | Mi-24P | Soviet Army Avn | mfd | 1989 | |
| | not known | Mi-24P | Azerbaijani AF | | | overhauled in Ukraine in 2013 (left 21jun13) |
| #3 .. 26963 | not known | Mi-24P | not known | ph. | 2016 | in 558 ARZ at Baranovichi; seen under overhaul, partly in bare metal and partly in green/brown camo c/s, in 2016 |
| #3 29 27176 | not known | Mi-24P | Soviet Army Avn | mfd | 25apr89 | |
| | not known | Mi-24P | Russian Air Force | | | opb 337 ovp BiU at Berdsk; last overhaul completed 25apr00; w/o 01apr05 on return from a training flight at the Yurga range with an unauthorised passenger on board when the pilot (Lieutenant-Colonel Sergei V. Voronov) performed an unauthorised stall turn (outside of the envelope) over the apron but lost control so that the helicopter collided with the ground and with a fuel truck, all 3 crew members and the sole passenger were injured; t/t 910 hours |
| #3 29 27204 | not known | Mi-24P | Soviet Army Avn | mfd | 28apr89 | |
| | "12" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009; tender for overhaul published 17oct08 |
| #3 29 27342 | not known | Mi-24P | Soviet Army Avn | mfd | 1989 | |
| | RF-91855 | Mi-24P | Russian Air Force | Ovm | 27jul14 | also carried code "02" yellow; in a camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n as such Novosibirsk-Mochishche 27jul14; titles changed to 'VKS Rossii'; f/n as such OVB 2018; seen Novosibirsk-Mochishche 20sep19; based at Yerevan-Erebuni in autumn 2020; w/o 09nov20 while escorting a convoy of Russian military vehicles close to the Armenian border with Azerbaijani Nakhichevan when was shot down by Azerbaijani forces with a shoulder-fired SAM and crashed near Yeraskh, 2 of the 3 crew members (pilot Major Yuri Ishchuk and flight engineer 1st Lieutenant Roman Fedina) were killed and the 3rd one was injured |
| #3 29 27386 | not known | Mi-24P | Soviet Army Avn | mfd | 22jun89 | |
| | "121" | Mi-24P | Russian Air Force | no | reports | opb military unit 21212-2 |
| | RF-93091 | Mi-24P | Russian Air Force | Roc | sep14 | in khaki/olive drab camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "42" blue; l/n as such Rostov-Tsentralny sep14; trf to Yerevan-Erebuni and code changed to "42" red; f/n as such Yerevan-Erebuni 17mar18 |
| #3 29 27412 | not known | Mi-24P | Soviet Army Avn | mfd | 1989 | |
| | "01" red | Mi-24P | Russian Air Force | Vya | 20apr11 | opb 6996 AvB at Vyazma-Dvoyevka; in olive drab/khaki camo c/s with light blue underside, with Russian stars |
| #3 29 27452 | not known | Mi-24P | Soviet Army Avn | mfd | 1989 | |
| | not known | Mi-24PN | Russian Air Force | no | reports | opb 6992 AvB at Pribylovo |
| #3 29 27483 | not known | Mi-24P | Soviet Army Avn | mfd | 30jun89 | |
| | "02" red | Mi-24P | Russian Air Force | | | opb 112 ovp BiU at Nerchinsk (relocated to Chita-Cheryomushki in 2002) as of 2009 |
| | RF-91836 | Mi-24P | Russian Air Force | rgd | 2013 | also carried code "02" red; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; f/n PKC 09sep14 |
| #3 20 27517 | not known | Mi-24P | Soviet Army Avn | mfd | 1990 | |
| | not known | Mi-24PN | Russian Air Force | no | reports | opb 6992 AvB at Pribylovo |
| #3 20 27534 | "42" yellow | Mi-24P | Russian Air Force | mfd | 1990 | f/n Tushino aug94 |
| | "52" yellow | Mi-24P | Russian Air Force | Kub | 13apr10 | opb Berkuty aerobatics team; in olive drab/khaki camo c/s with light blue underside, with 'Russian flag' trim and 'Berkuty' titles |
| #3 20 27548 | not known | Mi-24P | Soviet Army Avn | mfd | 1990 | |
| | "27" | Mi-24P | Ukraine Army Avn | no | reports | |
| | UNO-882 | Mi-24P | United Nations | ph. | 15may13 | in the DR Congo; in full white UN c/s with black exhaust areas; l/n 27apr14; possibly 041867AB |
| #3 20 27566 | not known | Mi-24P | Soviet Army Avn | mfd | 1990 | |
| | "31" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 7 opAA at Novy Kalyniv; in Ukrainian 'trefoil' khaki/olive drab camo c/s; there is a photo before 2014 |
| | UNO-881 | Mi-24P | United Nations | GOM | 20dec15 | c/n from engine cover; flown in an An-124 to Goma 20dec15; opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo); in full white UN c/s with black exhaust areas, carried 'UNO-881'; seen GOM 06apr16; made a forced landing in the bush 25aug16, suffering damage to the nose; seen flying with damaged nose 30dec16; loaded into an An-124 12may17; arrived at Motor Sich at OZH sep17 for repair and seen being worked on nov17; left Motor Sich after completion of the repair 'on paper' 28mar19, but remained stored there, l/n aug20 |
| #3 20 27580 | not known | Mi-24P | Soviet Army Avn | mfd | 1990 | |
| | "29" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 7 opAA at Novy Kalyniv; in faded khaki camo c/s with light grey underside; made airworthy again in early spring 2014 and received two white recognition stripes on the tailboom; received an "Adros" KT-01 station in 2014, detached to the Donbass front dec14 |
| | "04" black | Mi-24P | Ukraine Army Avn | Plw | 26jul15 | code not painted on, only on a sheet of paper in a cabin window; in faded khaki camo c/s with light grey underside and two white recognition stripes on the tailboom; l/n aug15; probably trf to 18 obAA at Poltava nov15; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| #3 20 27608 | not known | Mi-24P | Soviet Army Avn | mfd | 1990 | |
| | "33" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 7 opAA at Novy Kalyniv; in (post-Soviet) 'trefoil' khaki/olive drab camo c/s; f/n Novy Kalyni sep04; seen Novy Kalyniv 14jun08; received two white recognition stripes on the tailboom; f/n as such dec14 |
| | "08" black | Mi-24P | Ukraine Army Avn | Plw | 26jul15 | opb 7 opAA at Novy Kalyniv; code not painted on, only on a sheet of paper in a cabin window; in faded (post-Soviet) 'trefoil' khaki/olive drab camo c/s with two white recognition stripes on the tailboom; received an "Adros" KT-01 IR jammer in 2014 and a KUV-26-50 chaff/flare dispenser in 2017 |
| | "211" yellow | Mi-24P | Ukraine Army Avn | ph. | 2019 | opb 12 obrAA at Novy Kalyniv; in make-shift olive drab/medium grey camo c/s with light blue underside and two white recognition stripes on the tailboom, still carried the code "33" black on a sheet of paper in a cabin window; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| #3 20 27619 | not known | Mi-24P | Soviet Army Avn | mfd | 1990 | |
| | "45" yellow | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 3 brAA (redesignated 3 opAA dec03 and 16 obrAA dec12) at Brody |
| | 041868AB | Mi-24P | United Nations | GOM | jun13 | opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Bunia (DR Congo) in 2013/14; in full white UN c/s with black exhaust areas, carried code 'UNO-881'; l/n GOM apr14; probably returned from the DR Congo dec15 |
| | "45" black | Mi-24P | Ukraine Army Avn | ph. | 2016 | code not painted on, only on a sheet of paper in a cabin window; opb 16 obrAA at Brody; in non-standard medium green/olive drab camo c/s with light blue underside; not seen after 2016; stored at Brody by may18 |
| #3 20 27653 | not known | Mi-24P | Soviet Army Avn | mfd | 1990 | |
| | not known | Mi-24P | Ukraine Army Avn | trf | 06dec91 | opb 7 opAA at Novy Kalyniv |
| | UNO-18. | Mi-24P | United Nations | ph. | 2012 | opb 56 ovz of Ukrainian Army Aviation for UNMIL at Monrovia-Robertsfield (Liberia); in full all-white UN c/s with black exhaust areas |
| | not known | Mi-24P | Ukraine Army Avn | | | opb 12 obrAA at Novy Kalyniv; received a KUV-26-50 chaff/flare dispenser in 2017; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| #3 20 27701 | not known | Mi-24P | Soviet Army Avn | mfd | 1990 | |
| | "22" red | Mi-24P | Russian Air Force | Vob | 18aug12 | in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n may15 |
| #3 20 27719 | not known | Mi-24P | Soviet Army Avn | mfd | 1990 | |
| | RF-91074 | Mi-24P | Russian Air Force | Vob | 31may15 | also carried code "03" red; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n Dubrovichi 06aug16 |
| #3 20 27733 | not known | Mi-24P | Soviet Army Avn | mfd | 1990 | |
| #3 30 27811 | not known | Mi-24P | Soviet Army Avn | mfd | 1990 | |
| | not known | Mi-24P | Russian Air Force | | | |
| | RF-91246 | Mi-24P | United Nations | ph. | mar17 | in full all-white UN c/s, carried code 'UN 46'; f/n in Russia 23mar17 |
| #3 20 27827 | not known | Mi-24P | Soviet Army Avn | mfd | 1990 | |
| | not known | Mi-24P | Ukraine Army Avn | | | |

## ***Mi-24K built by AMZ "Progress" (former Factory No. 116) at Arsenyev***

All construction numbers marked # are prefixed by 35320.

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|---|---|---|---|---|---|---|
| #1 45 11008 | not known | Mi-24K | Soviet Army Avn | mfd | 06dec85 | converted to, see next line |
| | not known | Mi-24P | Sudanese Air Force | d/d | unknown | last overhaul completed 16oct08; t/t 746 hours by 2008 |
| #1 45 11015 | not known | Mi-24K | Soviet Army Avn | mfd | 1985 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | not known | Mi-24K | Armenian AF | | | prepared for sale by Rostvertol in 2010; probably 1 of the 2 delivered by an Il-76 22dec11 |
| #1 45 11049 | "43" red | Mi-24K | Soviet Army Avn | mfd | 26oct85 ? | opb 9 ove probably from 1989 to jun93; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; sat wfu at Barnaul-Lesnoi, seen jul15, c/n checked |
| #1 45 11058 | "42" red | Mi-24K | Soviet Army Avn | | 1982 | opb 9 ove; l/n jun93 |
| #1 45 11134 | not known | Mi-24K | Soviet Army Avn | mfd | 1985 | |
| | not known | Mi-24K | Uzbek Air Force | trf | 1992 | was used as a ground instruction airframe by the academy at Jizzax |
| | no code | Mi-24K | Uzbek Air Force | ph. | 14aug21 | preserved in a park at Jizzax, seen aug21 |
| #1 46 11158 | not known | Mi-24K | Ukraine Army Avn | | | overhauled by "Aviakon" at Konotop (Ukraine) before sale; in green/khaki camo c/s with light blue underside |
| | 212 | Mi-24K | Macedonian AF | d/d | 28dec01 | converted to a combat helicopter; opb 201 POHE (redesignated BHS 06oct05); in Aviakon-applied khaki/olive drab camo c/s with light blue underside; f/n SKP 23jun03; l/n operational Petrovec 10may07; stored at SKP, seen apr13; donated to Ukraine in 2023 |
| #1 46 11286 | "24" yellow | Mi-24K | Soviet Army Avn | mfd | 23dec86 | opb 439 obvp at Parchim-Damm probably from 1989 to 1992; converted to, see next line |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2005 | via Rosoboronexport; last overhaul completed 24oct05; t/t 704 hours by 2008 |
| #1 46 11295 | "60" yellow | Mi-24K | Soviet Army Avn | mfd | 23dec86 | opb 439 obvp at Parchim-Damm probably from 1989 to 1992; converted to, see next line |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2005 | via Rosoboronexport; last overhaul completed 24oct05; t/t 686 hours by 2008 |
| #1 46 11301 | "22" yellow | Mi-24K | Soviet Army Avn | mfd | 26dec86 | opb 439 obvp at Parchim-Damm by 1992; l/n SZW aug92; converted to, see next line |
| | not known | Mi-24V | Sudanese Air Force | e/d | 2005 | via Rosoboronexport; last overhaul completed 22sep05; t/t 783 hours by 2008 |
| #1 46 11318 | "23" yellow | Mi-24K | Soviet Army Avn | mfd | 29dec86 | opb 439 obvp at Parchim-Damm probably from 1990 to nov92; converted to, see next line |
| | not known | Mi-24V | Sudanese Air Force | e/d | 2005 | via Rosoboronexport; last overhaul completed 26sep05; t/t 794 hours by 2008 |
| #1 37 11432 | not known | Mi-24K | Ukraine Army Avn | mfd | 1987 | overhauled by "Aviakon" at Konotop (Ukraine) before sale |
| | 211 | Mi-24K | Macedonian AF | d/d | 28dec01 | converted to a combat helicopter; opb 201 POHE (redesignated BHS 06oct05); in Aviakon-applied khaki/olive drab camo c/s with light blue underside; f/n SKP 23jun03; wfu by early 2006 and offered for sale; stored at SKP, seen may07/oct13; donated to Ukraine in 2023 |
| #1 37 11456 | "03" yellow | Mi-24K | Ukraine Army Avn | Lum | 06sep09 | preserved in the museum of the Lugansk repair plant at Lugansk-Ostraya Mogila (N48.527956 E39.381254), seen sep09/sep13; may have been damaged during the fighting in summer 2014 |
| #1 37 11503 | "47" yellow | Mi-24K | Soviet Army Avn | mfd | 18sep87 | opb 439 obvp at Parchim-Damm probably from 1990 to nov92; converted to, see next line |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2005 | via Rosoboronexport; last overhaul completed 01nov05; t/t 425 hours by 2008 |
| #1 37 11524 | "22" yellow | Mi-24K | Soviet Army Avn | | 1989 | opb 485 obvp; l/n may92 |
| #1 37 11537 | "42" red | Mi-24K | Soviet Army Avn | mfd | 26sep87 | opb 440 obvp at Stendal-Borstel probably from 1989 to jun92; converted to, see next line |
| | not known | Mi-24P | Sudanese Air Force | d/d | unknown | last overhaul completed 25dec08; t/t 323 hours by 2008 |
| #1 37 11549 | "19" red | Mi-24K | Soviet Army Avn | mfd | 30sep87 | opb 440 obvp at Stendal-Borstel probably from 1989 to 1992; converted to, see next line |
| | not known | Mi-24V | Sudanese Air Force | e/d | 2005 | via Rosoboronexport; last overhaul completed 01nov05; t/t 1,079 hours by 2008 |
| #1 37 11562 | not known | Mi-24K | Soviet Army Avn | mfd | 1987 | |
| | "54" | Mi-24K | Kazakh Air Force | | | opb 486 vp at Ucharal; auctioned by Kazarnaulyeksport 25jun14, but obviously not sold; stored in a compound at ALA, with "54" painted crudely on a detached missile sponson, seen jul16; probably stored with 405 ARZ at ALA by may22 |
| #1 37 11576 | "21" yellow | Mi-24K | Soviet Army Avn | | 1989 | opb 485 obvp; l/n may92 |
| #1 47 11823 | not known | Mi-24K | Soviet Army Avn | mfd | 1987 | |
| | "57" | Mi-24K | Kazakh Air Force | ALA | 02jul16 | auctioned by Kazarnaulyeksport 25jun14, but obviously not sold; stored with 405 ARZ at ALA, seen jul16 and probably still there may22 |
| #1 37 11589 | not known | Mi-24K | Soviet Army Avn | mfd | 1987 | |
| | "56" | Mi-24K | Kazakh Air Force | | | opb 486 vp at Ucharal; auctioned by Kazarnaulyeksport 25jun14, but obviously not sold; stored in a compound at ALA, with "56" painted crudely on a detached missile sponson, seen jul16; probably stored with 405 ARZ at ALA by may22 |
| #1 46 11611 | not known | Mi-24K | Russian Air Force | Cgv | 17apr14 | opb 575 AvB at Chernigovka; sat derelict at Chernigovka, in very faded colours, code no longer readable, l/n apr14 |
| #1 37 11612 | "14" red | Mi-24K | Russian Air Force | Vya | 16apr10 | opb 6996 AvB at Vyazma-Dvoyevka; stored in white-washed c/s |
| #1 46 11619 | not known | Mi-24K | Russian Air Force | Cgv | 17apr14 | opb 575 AvB at Chernigovka; sat derelict at Chernigovka, in very faded colours, code no longer readable, l/n apr14 |
| #1 37 11634 | "17" yellow | Mi-24K | Soviet Army Avn | mfd | 30sep87 | opb 6 ove at Dresden-Hellerau probably from 1989 to aug92; converted to, see next line |
| | not known | Mi-24V | Sudanese Air Force | e/d | 2005 | via Rosoboronexport; last overhaul completed 01nov05; t/t 733 hours by 2008 |
| #1 37 11647 | "18" yellow | Mi-24K | Soviet Army Avn | mfd | 30sep87 | opb 6 ove at Dresden-Hellerau probably from 1989 to aug92; converted to, see next line |
| | not known | Mi-24P | Sudanese Air Force | d/d | unknown | last overhaul completed 23jan08; t/t 296 hours by 2008 |
| #1 47 11659 | not known | Mi-24K | Soviet Army Avn | mfd | 12oct87 | converted to, see next line |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2005 | via Rosoboronexport; last overhaul completed 01nov05; t/t 602 hours by 2008 |
| #1 47 11754 | "35" white | Mi-24K | Soviet Army Avn | mfd | 1987 | opb 486 ovp BU at Jüterbog-Altes Lager probably from 1989 to 1991; left Jüterbog for Ayaguz (Kazakhstan) 01aug91 |
| | "51" | Mi-24K | Kazakh Air Force | | | opb 486 vp at Ucharal; auctioned by Kazarnaulyeksport 25jun14; stored with 405 ARZ at ALA, seen jul16 and probably still there may22 |
| #1 47 11781 | "37" white | Mi-24K | Soviet Army Avn | mfd | 1987 | opb 486 ovp BU at Jüterbog-Altes Lager probably from 1989 to 1991; left Jüterbog for Ayaguz (Kazakhstan) 01aug91 |
| | "52" | Mi-24K | Kazakh Air Force | | | opb 486 vp at Ucharal; auctioned by Kazarnaulyeksport 25jun14; stored with 405 ARZ at ALA, seen jul16 and probably still there may22 |
| #1 47 11797 | "57" yellow | Mi-24K | Soviet Army Avn | | may92 | opb 485 obvp |
| #1 47 11804 | "63" red | Mi-24K | Soviet Army Avn | mfd | 30oct87 | opb 440 obvp at Stendal-Borstel probably from 1989 to 1992; converted to, see next line |
| | not known | Mi-24V | Sudanese Air Force | e/d | 2005 | via Rosoboronexport; last overhaul completed 26sep05; t/t 673 hours by 2008 |
| #1 47 11842 | "12" red | Mi-24K | Soviet Army Avn | | 1989 | opb 298 ove; l/n 1991 |
| #1 47 11857 | "18" blue | Mi-24K | Soviet Army Avn | | | opb 487 obvp at Werneuchen probably from 1991 to aug93 |
| #1 47 11869 | "19" blue | Mi-24K | Soviet Army Avn | | | opb 487 obvp at Werneuchen probably from 1991 to aug93 |
| #1 47 11891 | "16" yellow | Mi-24K | Soviet Army Avn | | 1989 | opb 41 ove; l/n jul93 |
| #1 47 11906 | "14" red | Mi-24K | Soviet Army Avn | | 1989 | opb 298 ove; l/n 1991 |
| #1 47 11925 | "17" yellow | Mi-24K | Soviet Army Avn | | 1989 | opb 41 ove; l/n jul93 |
| #1 47 11942 | not known | Mi-24K | Soviet Army Avn | mfd | 1987 | |
| | "55" | Mi-24K | Kazakh Air Force | | | opb 486 vp at Ucharal; auctioned by Kazarnaulyeksport 25jun14; stored with 405 ARZ at ALA, seen jul16 and probably still there may22 |
| #1 47 12207 | "30" black | Mi-24K | Ukraine Army Avn | | may97 | opb 488 ovp; l/n Vapnyarka 19aug97, also carrying code 'UN-130' |
| #1 47 12231 | "31" black | Mi-24K | Ukraine Army Avn | | may97 | opb 488 ovp; l/n Vapnyarka 19aug97, also carrying code 'UN-131' |
| | "12" red | Mi-24K | Ukraine Army Avn | KHE | 26jul16 | opb 2 brAA (redesignated 11 opAA 20aug03); in white c/s with black exhaust areas; stored at KHE, seen jul16 |
| #1 47 12243 | not known | Mi-24K | Soviet Army Avn | mfd | 1987 | |
| | "22" yellow | Mi-24K | Ukraine Army Avn | trf | 06dec91 | opb 7 opAA at Novy Kalyniv; in 'trefoil' khaki/olive drab camo c/s with light grey underside; sat wfu at Novy Kalyniv, seen mar18 (with the code faded to white) |
| #1 47 12327 | "85" red | Mi-24K | Soviet Army Avn | mfd | 1987 | opb 442 ovp BiU at Zhovtnevoye by 01jan92 |
| | not known | Mi-24K | Ukraine Army Avn | trf | 06dec91 | |
| #1 47 12343 | "86" red | Mi-24K | Soviet Army Avn | mfd | 1987 | opb 442 ovp BiU at Zhovtnevoye by 01jan92 |
| | not known | Mi-24K | Ukraine Army Avn | trf | 06dec91 | |
| #1 47 12376 | not known | Mi-24K | Soviet Army Avn | mfd | 25dec87 | |
| | not known | Mi-24K | Ukrainian MVS | trf | 1992 | opb 31 ove at Bila Tserkva |
| | not known | Mi-24 | DR Congo Air Force | no | reports | may have been converted to a Mi-24V |
| #1 47 12392 | not known | Mi-24K | Soviet Army Avn | mfd | 30dec87 | |
| | not known | Mi-24K | Ukrainian MVS | trf | 1992 | opb 31 ove at Bila Tserkva |
| | not known | Mi-24 | DR Congo Air Force | no | reports | may have been converted to a Mi-24V |
| #1 47 12413 | not known | Mi-24K | Russian Air Force | no | reports | opb. military unit 22274 (? uap SVVAUL) at Kirov; offered for sale as scrap metal 30sep08 |
| #1 38 12481 | not known | Mi-24K | Soviet Army Avn | mfd | 26jul88 | converted to, see next line |
| | not known | Mi-24V | Sudanese Air Force | d/d | unknown | last overhaul completed 23jan08; t/t 528 hours by 2008 |
| #1 38 12495 | not known | Mi-24K | Soviet Army Avn | mfd | 26jul88 | converted to, see next line |
| | not known | Mi-24V | Sudanese Air Force | d/d | unknown | last overhaul completed 10jan08; t/t 521 hours by 2008 |
| #1 38 12524 | not known | Mi-24K | Soviet Army Avn | mfd | 28jul88 | converted to, see next line |
| | not known | Mi-24P | Sudanese Air Force | d/d | unknown | last overhaul completed 26dec08; t/t 160 hours by 2008 |
| #1 38 12542 | not known | Mi-24K | Soviet Army Avn | mfd | 02aug88 | converted to, see next line |
| | 6W-SHZ | Mi-35P | Senegal Air Force | DKR | 13mar07 | in olive drab/khaki camo c/s with light blue underside, carried code '07' black below the cockpit on the left side; t/t 436 hours by 2008; overhauled in Ukraine (arrived sep12 and left 19mar13); l/n DKR may13 |
| | 6W-SHZ | Mi-35P | United Nations | BGF | 14nov15 | opb Senegal Air Force for MINUSCA in the Central African Republic in 2018/19; in full all-white UN c/s, carried codes 'UNO-310P' and '07'; l/n BGF feb18; w/o 27sep19 on return to Bouar from a mission against 3R rebels at Koui when crashed on landing in poor weather, all 4 occupants were killed (1 of them died in hospital 09oct19) |
| #1 38 12611 | not known | Mi-24K | Soviet Army Avn | mfd | 1988 | a photo of the c/n exists, no further info |
| #1 38 12637 | "53" orange | Mi-24K | Soviet Army Avn | mfd | 1988 | opb 485 obvp at Brandis probably from 1989 until may92; see c/n 3534623812637 ! |
| #1 38 12648 | "51" orange | Mi-24K | Soviet Army Avn | | 1989 | opb 485 obvp; l/n may92 |
| #1 38 12653 | "42" blue | Mi-24K | Soviet Army Avn | mfd | 1988 | opb 487 obvp at Werneuchen probably from 1991 to aug93; in 'trefoil' khaki/olive drab camo c/s with light grey underside; l/n Werneuchen 09aug93 |
| #1 38 12671 | "82" orange | Mi-24K | Soviet Army Avn | | 1990 | opb 485 obvp; l/n may92 |
| #1 38 12682 | "43" blue | Mi-24K | Soviet Army Avn | | | opb 487 obvp at Werneuchen probably from 1991 to aug93 |
| #1 38 12696 | "72" yellow | Mi-24K | Soviet Army Avn | mfd | 30aug88 | opb 439 obvp at Rechlin-Lärz probably from 1990 to 1992 |
| | "72" yellow | Mi-24K | Russian Air Force | Ror | 29apr04 | in olive drab/khaki camo c/s with light blue underside; under overhaul with Rostvertol by apr04 |
| | not known | Mi-24P | Sudanese Air Force | d/d | 2005 | via Rosoboronexport; last overhaul completed 24oct05; t/t 582 hours by 2008 |
| #1 38 12705 | "62" red | Mi-24K | Soviet Army Avn | | | opb 440 obvp at Stendal-Borstel probably from 1989 to 1992 |
| #1 38 12719 | "43" red | Mi-24K | Soviet Army Avn | | | opb 440 obvp at Stendal-Borstel probably from 1989 to 1992 |
| #1 38 12730 | "81" orange | Mi-24K | Soviet Army Avn | mfd | 31jul89 | opb 485 obvp at Brandis until may92; converted to, see next line |
| | not known | Mi-24V | Burkina Faso AF | d/d | unknown | became either BF0503 or BF0504; last overhaul completed 15dec05; t/t 234 hours by 2008 |
| #1 38 12743 | "25" yellow | Mi-24K | Soviet Army Avn | mfd | 31aug88 | opb 439 obvp at Parchim-Damm probably from 1989 to nov92; converted to, see next line |
| | not known | Mi-24P | Sudanese Air Force | d/d | unknown | last overhaul completed 10jan08; t/t 503 hours by 2008 |
| #1 38 12751 | not known | Mi-24K | Soviet Army Avn | mfd | 1988 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | "53" | Mi-24K | Kazakh Air Force | | | opb 486 vp at Ucharal; auctioned by Kazarnaulyeksport 25jun14; stored with 405 ARZ at ALA, seen jul16 and probably still there may22 |
| #1 38 12764 | "40" white | Mi-24K | Soviet Army Avn | mfd | 1988 | opb 486 ovp BU at Jüterbog-Altes Lager probably from 1990 to 1991; left Jüterbog for Ayaguz (Kazakhstan) 01aug91 |
| | "50" | Mi-24K | Kazakh Air Force | | | opb 486 vp at Ucharal; auctioned by Kazarnaulyeksport 25jun14; stored with 405 ARZ at ALA, seen jul16 and probably still there may22 |
| #1 38 12924 | "81" red | Mi-24K | Soviet Army Avn | no | reports | |
| | no code | Mi-24K | Ukraine Army Avn | Bed | 16may98 | former Soviet code still visible; opb 1 BrAA |
| #1 29 13138 | not known | Mi-24K | Soviet Army Avn | mfd | 1989 | |
| | not known | Mi-24VP | Russian Air Force | | | probably a prototype of this version (or of the version Mi-24VM) |
| | "1108" yellow | Mi-35P | Vertolyoty Rossii | Kub | 18aug18 | the second use of this designation; c/n as '3532012913138' on a plate in the passenger cabin, but as '13158' on a plate in the navigator's cabin; equipped with new avionics; in 'digital' khaki/dark green/dark brown camo c/s with 'Vertolyoty Rossii'/'Russian Helicopters' and 'Rostvertol' titles |
| | "1108" yellow | Mi-35P+ | Vertolyoty Rossii | Kub | 28jun19 | Mi-35P+ "Feniks"; with long wings now; in the same c/s as above; l/n Kubinka Patriot Park (N55.564092 E36.817478) 13aug24 |
| #1 29 13164 | not known | Mi-24K | Soviet Army Avn | mfd | 1989 | |
| | "98" yellow | Mi-24K | Ukraine Army Avn | trf | 06dec91 | opb 3 brAA (redesignated 3 opAA dec03 and 16 obrAA dec12) at Brody; in very faded khaki camo c/s with light grey underside and blue air intakes; sat wfu at Brody, seen in 2016/may18 |
| #1 39 13204 | not known | Mi-24K | Soviet Army Avn | mfd | 1989 | |
| | "08" yellow | Mi-24K | Ukraine Army Avn | trf | 06dec91 | in very faded camo c/s; stored at KHE, seen jul16 |
| #1 39 13265 | "79" red | Mi-24K | Ukraine Army Avn | Bed | 16may98 | opb 1 BrAA |
| #1 39 13271 | not known | Mi-24K | Soviet Army Avn | | | |
| | no code | Mi-24 | Vertolyoty Rossii | Tml | 06feb14 | demodified version, used as a test-bed for the Future High-Speed Convertiplane (that programme was stopped sep14); in grey c/s with Russian stars, no other markings; l/n in MVZ im. Milya 10feb14 |
| | no code | Mi-24 | Vertolyoty Rossii | Tml | 02dec15 | now a PSV (Future High-Speed Helicopter) demonstrator with modified nose (izdeliye 3701), initially still with the stub wings; initially in grey c/s with Russian stars, no other markings; l/n as such in MVZ im. Milya 02dec15; stub wings removed and repainted in silver c/s with light blue and dark blue trim, carried 'Vertolyoty Rossii' and 'MVZ im. Milya' titles; f/n as such in MVZ im. Milya 21dec15; f/f 23dec15 from Tomilino; l/n in MVZ im. Milya 29dec15 |
| | "271" white | Mi-24 | Vertolyoty Rossii | Tml | 03feb16 | PSV (Future High-Speed Helicopter) demonstrator with modified nose (izdeliye 3701); initially in silver c/s with light blue and dark blue trim, with 'Vertolyoty Rossii' and 'MVZ im. Milya' titles; l/n without stub wings in MVZ im. Milya 04feb16; seen with Mi-24 stub wings in MVZ im. Milya 10apr16 and again without stub wings may16; l/n as such Kubinka 06sep16; repainted in 'splinter' dark green/khaki/black camo c/s with 'Vertolyoty Rossii' titles; f/n as such in MVZ im. Milya 09nov16; seen again with Mi-24 stub wings in MVZ im. Milya 07feb17; seen with larger straight wings in MVZ im. Milya 07apr17; seen without wings in MVZ im. Milya may17/oct17; seen with anhedral wings in MVZ im. Milya aug18; l/n Kubinka 17aug18 |
| #1 39 13292 | not known | Mi-24K | Soviet Army Avn | mfd | 31jul89 | converted to, see next line |
| | not known | Mi-24V | Burkina Faso AF | d/d | unknown | became either BF0503 or BF0504; last overhaul completed 14dec05; t/t 251 hours by 2008 |
| #1 39 13319 | not known | Mi-24K | Soviet Army Avn | mfd | 08aug89 | |
| | not known | Mi-24V | Sudanese Air Force | e/d | 2005 | via Rosoboronexport; last overhaul completed 22sep05; t/t 294 ? hours by 2008 |
| #1 39 13328 | not known | Mi-24K | Soviet Army Avn | mfd | 1989 | |
| | "41" white | Mi-24K | Belarus Air Force | trf | 15jun92 | in non-standard dark green/light olive drab camo c/s with light grey underside, with Red Stars plus Belarus flag on engine cowling; f/n Minsk-Machulishchi 03may15; l/n Barnoviche 19feb22 |
| #1 39 13363 | not known | Mi-24K | Soviet Army Avn | mfd | 1989 | |
| | "43" white | Mi-24K | Belarus Air Force | trf | 15jun92 | in olive drab/khaki camo c/s with light blue underside, with Red Stars plus a Belarus flag on the engine cowling; seen in Orshanski ARZ 11jul18; l/n Minsk-Machulishchi 26nov20 |

## ***Mi-24R built by AMZ Progress" (former Factory No. 116) at Arsenyev***

They may fit into the same construction number range as the Mi-24K, but this has to be researched.
All construction numbers marked # are prefixed by 35346.

| | | | | | | |
|---|---|---|---|---|---|---|
| #2 43 11084 | not known | Mi-24R | Soviet Army Avn | mfd | 1983 | |
| | not known | Mi-24R | Ukraine Army Avn | trf | 06dec91 | |
| | BAF-1250 | Mi-24R | Burundi Air Force | e/d | 29aug02 | c/n not confirmed; may have been converted to a Mi-24V; delivered via the Seychelles; in medium green/dark green camo c/s with dark green underside; f/n BJM 07nov07; seen BJM 09may14; l/n with Tbilaviamsheni at Tiblisi in 2020 |
| #2 43 11098 | not known | Mi-24R | Soviet Army Avn | mfd | 1983 | |
| | not known | Mi-24R | Ukraine Army Avn | trf | 06dec91 | exported to AVIAVip KO of Vilnius, Lithuania (certainly a front company) 13dec12; possibly ex "20" yellow which had been stored at Novy Kaliniv |
| #2 43 11109 | "28" | Mi-24R | Soviet Army Avn | mfd | 27dec83 | last overhaul completed 29oct94 |
| | no serial | Mi-24R | Papua New Guinea | | | in green/brown camo c/s; bought in Belarus by Sandline International via London-based Triton Sal (the end-user certificates were signed 27jan97) and was to be delivered to Papua New Guinea for operation by Executive Outcomes against insurgents on the Isle of Bougainville, but the An-124 which carried it (and c/n 3534624311120) was intercepted by F/A-18s of the RAAF in the airspace between Papua New Guinea and northern Australia 28mar97 and diverted to RAAF Tindal where all the arms which it carried were impounded, the 2 Mi-24Rs ended up in storage at RAAF Tindal (S14.51711 E13238058); a proposed sale to Nepal fell through in 2002 and the helicopters were last inspected oct04; offered for sale in 2008 with t/t 964 hours, but could not be sold; l/n on Google Earth sep15, scrapped in 2019 |
| #2 43 11120 | "29" | Mi-24R | Soviet Army Avn | mfd | 27dec83 | last overhaul completed 20oct94 |
| | no serial | Mi-24R | Papua New Guinea | | | in green/brown camo c/s; bought in Belarus by Sandline International via London-based Triton Sal (the end-user certificates were signed 27jan97) and was to be delivered to Papua New Guinea for operation by Executive Outcomes against insurgents on the Isle of Bougainville, but the An-124 which carried it (and c/n 3534624311109) was intercepted by F/A-18s of the RAAF in the airspace between Papua New Guinea and northern Australia 28mar97 and diverted to RAAF Tindal where all the arms which it carried were impounded, the 2 Mi-24Rs ended up in storage at RAAF Tindal (S14.51711 E13238058); a proposed sale to Nepal fell through in 2002 and the helicopters were last inspected oct04; offered for sale in 2008 with t/t 960 hours, but could not be sold, l/n on Google Earth sep15, scrapped in 2019 |
| #2 44 11184 | not known | Mi-24R | Soviet Army Avn | mfd | 1984 | |
| | "11" | Mi-24R | Kazakh Air Force | | | opb 486 vp at Ucharal; auctioned by Kazarnaulyeksport 25jun14 |
| #2 44 11236 | not known | Mi-24R | Soviet Air Force | mfd | 1984 | in fact not Air Force, but NBC protection forces (VRKhBZ) |
| | "29" red | Mi-24R | Russian Air Force | Bai | 06jun08 | opb 395 oiae at Bagai-Baranovka; in non-standard dark green/black camo c/s with light blue underside; l/n Bagai-Baranovka jul14 |
| #2 45 11272 | "40" red | Mi-24R | Soviet Army Avn | mfd | 1985 | opb 9 ove at Neuruppin probably from 1989 to 1991 and at Oranienburg from 1991 to jun93; in olive drab/khaki camo c/s with light grey underside and an unknown badge with a Soviet flag behind the cockpit |
| #2 45 11287 | "17" red | Mi-24R | Russian Air Force | Vya | 16apr10 | opb 6996 AvB at Vyazma-Dvoyevka; struck off charge 24jul09; sat wfu at Vyazma-Dvoyevka, seen apr10 |
| #2 45 11288 | "41" red | Mi-24R | Soviet Army Avn | | 1989 | opb 9 ove; l/n mar92 |
| #2 45 11298 | "10" red | Mi-24R | Soviet Army Avn | | 1991 | opb 296 ove; l/n 1992 |
| | "10" yellow | Mi-24R | Soviet Army Avn | | may92 | opb 485 obvp |
| #2 45 11304 | not known | Mi-24R | Soviet Army Avn | mfd | 23oct85 | |
| | not known | Mi-24R | Ukrainian MVS | trf | 1992 | initially opb 31 ove at Bila Tserkva; later opb 8 polk spetsnaza "Yaguar" (military unit 3028) at Kalinovka; struck off charge in 2012 and sold abroad via Ukrspetseksport 10jun13 |
| #2 45 11316 | "15" yellow | Mi-24R | Soviet Army Avn | mfd | 22oct85 | opb 6 ove at Dresden-Hellerau probably from 1989 to aug92; converted to, see next line |
| | not known | Mi-24P | Sudanese Air Force | d/d | unknown | last overhaul completed 24jun08; t/t 860 hours by 2008 |
| #2 45 11325 | "16" yellow | Mi-24R | Soviet Army Avn | mfd | 1986 | opb 6 ove at Dresden-Hellerau probably from 1989 to aug92; in 'trefoil' khaki/olive drab camo c/s with light blue underside; seen Dresden-Hellerau 24may91 |
| #2 45 11468 | "62" red | Mi-24R | Soviet Army Avn | | | possibly opb 166 ove at Hradcany in 1989/90; f/n Mladá 1989 |
| | "04" white | Mi-24R | Russian Air Force | | | code visible under faded paint when seen may14 |
| | "62" red | Mi-24R | Russian Air Force | Uve | may14 | stored in very faded camo c/s with light grey underside |
| #2 45 11514 | not known | Mi-24R | Russian Air Force | no | reports | sold as scrap metal 29nov12 |
| #2 45 11537 | not known | Mi-24R | Russian Air Force | no | reports | sold as scrap metal 29nov12; see c/n 3532013711537 |
| #2 46 11648 | "21" yellow | Mi-24R | Soviet Army Avn | mfd | 02oct86 | opb 439 obvp at Parchim-Damm probably from 1990 to nov92; converted to, see next line |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2005 | via Rosoboronexport; last overhaul completed 24oct05; t/t 1,188 hours by 2008 |
| #2 46 11671 | "19" yellow | Mi-24R | Soviet Army Avn | | | opb 439 obvp at Parchim-Damm probably from 1990 to nov92 |
| #2 46 11686 | "58" yellow | Mi-24R | Soviet Army Avn | | | opb 439 obvp at Parchim-Damm probably from 1989 to aug92 |
| #2 46 11703 | "18" yellow | Mi-24R | Soviet Army Avn | mfd | 23oct86 | opb 439 obvp at Parchim-Damm probably from 1989 to 1992; converted to, see next line |
| | not known | Mi-24P | Sudanese Air Force | e/d | 2004 | via Rosoboronexport; last overhaul completed 06may04; t/t 1,247 hours by 2008 |
| #2 46 11725 | "64" red | Mi-24R | Soviet Army Avn | | | opb 440 obvp at Stendal-Borstel probably from 1989 to 1992 |
| #2 46 11737 | "41" red | Mi-24R | Soviet Army Avn | mfd | 1986 | opb 440 obvp at Stendal-Borstel probably from 1989 until jun92; in olive drab/khaki camo c/s with light grey underside and an unknown badge with a Russian flag behind the cockpit |
| #2 46 11746 | "20" yellow | Mi-24R | Soviet Army Avn | | | opb 439 obvp at Parchim-Damm probably from 1989 to nov92 |
| #2 46 11762 | "14" yellow | Mi-24R | Soviet Army Avn | | 1991 | opb 41 ove; l/n jul93 |
| #2 46 11798 | "15" yellow | Mi-24R | Soviet Army Avn | | 1989 | opb 41 ove; l/n jul93 |
| #2 32 11807 | not known | Mi-24V | Soviet Army Avn | | | the year in the c/n is a problem |
| | "43" yellow | Mi-24V | Kazakh Air Force | e/d | 09dec08 | overhauled by Rostvertol; in ochre/green camo c/s with light blue underside; f/n Almaty-Pervomaiskaya 29mar11; l/n Almaty-Pervomaiskaya 28may14; no longer airworthy by 2016 |
| #2 46 11809 | "45" yellow | Mi-24R | Soviet Army Avn | | 1989 | opb 113 ove; l/n may94 |
| #2 46 11827 | not known | Mi-24R | Soviet Army Avn | mfd | 1986 | |
| | not known | Mi-24R | Ukraine Army Avn | trf | 06dec91 | exported from Ukraine 'to Panama' 18jan07 |
| | 016 | Mi-24R | Equat. Guinea AF | Kon | may11 | in olive drab/khaki camo c/s with white serial; seen in Aviakon at Konotop may11/jul11, converted to Mi-24V standard |
| #2 46 11845 | not known | Mi-24R | Soviet Army Avn | mfd | 06nov86 | c/n given as such on a Sri Lankan planboard in 2011, but as 11843 on a planboard oct23 |
| | not known | Mi-24R | Ukraine Army Avn | trf | 06dec91 | |
| | CH629 | Mi-24V | Sri Lanka AF | toc | 16aug00 | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda |

| | | | | | | |
|---|---|---|---|---|---|---|
| | SAH4408 | Mi-24V | Sri Lanka AF | no | reports | c/n confirmed; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; last flight 30may06, t/t 638.30 hours and 1,445 cycles |
| | SAH-629 | Mi-24V | Sri Lanka AF | CMB | 12mar12 | was on charge of 9 Helicopter Sqn at Minneriya-Hingurakgoda; in dark green/light grey camo c/s, serial with hyphen; stored at CMB, seen mar12/oct23 |
| #2 46 11858 | not known | Mi-24R | Soviet Army Avn | mfd | 19nov86 | |
| | not known | Mi-24R | Ukraine Army Avn | trf | 06dec91 | |
| | CH630 | Mi-24V | Sri Lanka AF | toc | 16aug00 | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; f/n dec02 |
| | SAH4409 | Mi-24V | Sri Lanka AF | CMB | 09feb11 | c/n confirmed; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; last flight 26apr06, t/t 1,001.42 hours and 2,276 cycles |
| | SAH630 | Mi-24V | Sri Lanka AF | CMB | 12mar12 | stored; c/n confirmed; was on charge of 9 Helicopter Sqn at Minneriya-Hingurakgoda |
| #2 46 11917 | not known | Mi-24R | Soviet Army Avn | mfd | 1986 | |
| | not known | Mi-24R | Ukraine Army Avn | trf | 06dec91 | exported from Ukraine 'to Panama' 18jan07 |
| | 018 | Mi-24V | Equat. Guinea AF | BSG | 28nov07 | in olive drab/khaki camo c/s with white serial; seen in Aviakon at Konotop may11/jul11 |
| #2 27 11991 | "65" red | Mi-24R | Soviet Army Avn | | | opb 440 obvp at Stendal-Borstel probably from 1990 to 1992 |
| #2 27 12001 | not known | Mi-24R | Soviet Army Avn | mfd | 1987 | |
| | "41" | Mi-24R | Kazakh Air Force | | | opb 486 vp at Ucharal; auctioned by Kazarnaulyeksport 25jun14; stored with 405 ARZ at ALA, seen jul16 and probably still there may22 |
| #2 27 12013 | not known | Mi-24R | Soviet Army Avn | mfd | 1987 | |
| | "39" | Mi-24R | Kazakh Air Force | | | opb 486 vp at Ucharal; auctioned by Kazarnaulyeksport 25jun14; stored with 405 ARZ at ALA, seen jul16 and probably still there may22 |
| #2 27 12014 | "10" blue | Mi-24R | Soviet Army Avn | | 1988 | |
| | "39" white | Mi-24R | Soviet Army Avn | | | opb 486 ovp BU at Jüterbog-Altes Lager by 1990 |
| #2 27 12026 | "25" blue | Mi-24R | Soviet Army Avn | | | opb 487 obvp at Werneuchen |
| | "21" blue | Mi-24R | Soviet Army Avn | r/r | 1991 | opb 487 obvp at Werneuchen probably until aug93 |
| #2 27 12045 | "24" blue | Mi-24R | Soviet Army Avn | | | opb 487 obvp at Werneuchen |
| | "20" blue | Mi-24R | Soviet Army Avn | r/r | 1991 | opb 487 obvp at Werneuchen probably until aug93 |
| #2 27 12056 | "42" white | Mi-24R | Soviet Army Avn | | | opb 486 ovp BU at Jüterbog-Altes Lager probably from 1990 to 1991 |
| #2 27 12063 | "10" red | Mi-24R | Soviet Army Avn | | 1989 | opb 298 ove; l/n 1991 |
| #2 27 12078 | "11" red | Mi-24R | Soviet Army Avn | | 1989 | opb 298 ove; l/n 1991 |
| #2 27 12096 | not known | Mi-24R | Soviet Army Avn | mfd | 1987 | |
| | "48" | Mi-24R | Kazakh Air Force | | | opb 486 vp at Ucharal; auctioned by Kazarnaulyeksport 25jun14 |
| #2 27 12104 | not known | Mi-24R | Soviet Army Avn | mfd | 1987 | |
| | "49" | Mi-24R | Kazakh Air Force | | | opb 486 vp at Ucharal; auctioned by Kazarnaulyeksport 25jun14 |
| #2 37 12127 | "24" orange | Mi-24R | Soviet Army Avn | mfd | 1987 | opb 485 obvp at Brandis probably from 1989; left for Russia in 1992 |
| | "09" | Mi-24R | Russian Air Force | Ror | feb11 | in olive drab/khaki camo c/s with light blue underside, Russian flag behind cockpit; to be converted to a Mi-35 by Rostvertol |
| #2 37 12148 | "23" yellow | Mi-24R | Soviet Army Avn | | 1990 | opb 485 obvp; l/n may92 |
| #2 37 12164 | "03" | Mi-24R | Soviet Army Avn | | 1988 | t/t 293 hours by 10nov88 |
| | "83" orange | Mi-24R | Soviet Army Avn | | 1991 | opb 485 obvp; l/n may92 |
| #2 37 12183 | "04" | Mi-24R | Soviet Army Avn | | 1988 | t/t 190 hours by 10nov88 |
| | "84" yellow | Mi-24R | Soviet Army Avn | | 1991 | opb 485 obvp; l/n may92 |
| #2 37 12197 | not known | Mi-24R | Soviet Army Avn | mfd | 1987 | |
| | not known | Mi-24R | Ukraine Army Avn | no | reports | |
| | "307" white | Mi-24G | Azerbaijani AF | e/d | 28oct09 | c/n not confirmed (from Scramble); version modernised with the help of ATE and Aviakon; opb 1 Sqn; in black c/s; l/n 24jun18 |
| #2 37 12234 | "83" red | Mi-24R | Soviet Army Avn | mfd | 1987 | opb 442 ovp BiU at Zhovtnevoye by 01jan92 |
| | not known | Mi-24R | Ukraine Army Avn | trf | 06dec91 | |
| | "305" white | Mi-24G | Azerbaijani AF | e/d | 31aug09 | c/n not confirmed (from Scramble); version modernised with the help of ATE and Aviakon; opb 1 Sqn; in black c/s; w/o 02apr16 while attacking Armenian positions in Artsakh/Nagorny Karabakh when was shot down by an Armenian soldier with an RPG-7 and crashed east of Mount Mrav (between Füzuli and Alxanli), all 3 crew members (Major Velizade Urfan, Major Tebriz Tariel oglu and 1st Lieutenant Ismayilov Bekir) killed |
| #2 37 12268 | "84" red | Mi-24R | Soviet Army Avn | mfd | 1987 | opb 442 ovp BiU at Zhovtnevoye by 01jan92 |
| | not known | Mi-24R | Ukraine Army Avn | trf | 06dec91 | |
| | "300" white | Mi-24G | Azerbaijani AF | e/d | 16jan09 | c/n not confirmed (from Scramble); version modernised with the help of ATE and Aviakon; opb 1 Sqn; in black c/s; f/n jul10; stored from early 2017 |
| #2 37 12279 | not known | Mi-24R | Soviet Army Avn | mfd | 1987 | |
| | not known | Mi-24R | Ukraine Army Avn | no | reports | |
| | "301" white | Mi-24G | Azerbaijani AF | e/d | 25feb09 | c/n not confirmed (from Scramble); version modernised with the help of ATE and Aviakon; opb 1 Sqn; in black c/s; f/n jul10; stored from early 2017 |
| #2 47 12293 | not known | Mi-24R | Soviet Army Avn | mfd | 1987 | |
| | not known | Mi-24R | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24R | United Nations | ph. | 2008 | opb 56 ovz of Ukrainian Army Aviation for UNMIL at Monrovia-Robertsfield (Liberia); in full all-white UN c/s with black exhaust areas; returned to Ukraine in an An-124 in 2008 |
| | "21" yellow | Mi-24R | Ukraine Army Avn | ph. | 04apr14 | opb 7 opAA at Novy Kalyniv; in white c/s with black exhaust areas and two black recognition squares (not stripes) on the tailboom, still with 'UN' titles; l/n as such near Kramatorsk 13may14; 'UN' titles painted out, f/n as such near Izyum 17may14; repainted in dark grey/white camo c/s with two black recognition stripes on the tailboom; f/n as such over Donetsk 26may14; took part in the attack on Donetsk airport 26may14; stored (with the code painted out) at Novy Kalyniv, seen in 2019 |
| #2 37 12346 | not known | Mi-24R | Soviet Army Avn | mfd | 1987 | in fact not Air Force, but NBC protection forces (VRKhBZ) |
| | "27" red | Mi-24R | Russian Air Force | Bai | 24sep10 | opb 395 oiae at Bagai-Baranovka; in non-standard dark green/black camo c/s with light blue underside |
| | RF-95693 | Mi-24R | Russian Air Force | Bai | jul14 | also carried code "27" red; opb 395 oiae at Bagai-Baranovka; in non-standard dark green/black camo c/s with light blue underside |
| #2 37 12498 | not known | Mi-24R | Soviet Army Avn | mfd | 29aug87 | |
| | not known | Mi-24R | Ukrainian MVS | trf | 1992 | opb 31 ove at Bila Tserkva; sold abroad via Ukrspetseksport 10jun13 |
| #2 37 12515 | not known | Mi-24RA | Russian Air Force | no | reports | based at Torzhok; overhauled by 419 ARZ at Gorelovo |
| #2 38 12562 | not known | Mi-24R | Soviet Army Avn | mfd | 1987 | |
| | not known | Mi-24R | Ukraine Army Avn | no | reports | |
| | "303" white | Mi-24G | Azerbaijani AF | e/d | 30jun09 | c/n not confirmed (from Scramble); version modernised with the help of ATE and Aviakon; opb 1 Sqn; in black c/s; stored from early 2017 |
| #2 38 12578 | not known | Mi-24R | Soviet Army Avn | mfd | 1988 | |
| | not known | Mi-24R | Ukraine Army Avn | trf | 06dec91 | |
| | not known | Mi-24R | United Nations | | | operated by Ukrainian Army Aviation for the UN in Africa; in full all-white UN c/s with black exhaust areas; returned to Ukraine around 2010 |
| | "24" yellow | Mi-24R | Ukraine Army Avn | ph. | 26may14 | opb 7 opAA at Novy Kalyniv; initially in white c/s with black exhaust areas; repainted in dark grey/white camo c/s with two black recognition squares on the tailboom; took part in the attack on Donetsk airport 26may14 |
| | "04" black | Mi-24R | Ukraine Army Avn | ph. | jun14 | code not painted on, only on a sheet of paper in a cabin window; opb 7 opAA at Novy Kalyniv; in dark grey/white camo c/s with two black recognition squares on the tailboom; l/n operational nov14; stored at Novy Kalyniv, seen in 2019 |
| #2 48 12591 | not known | Mi-24R | Soviet Army Avn | mfd | 1988 | |
| | not known | Mi-24R | Ukraine Army Avn | no | reports | |
| | "306" white | Mi-24R | Azerbaijani AF | e/d | 24sep09 | c/n not confirmed (from Scramble); opb 1 Sqn; in black c/s; l/n apr14 |
| #2 38 12612 | not known | Mi-24R | Soviet Army Avn | mfd | 1988 | |
| | not known | Mi-24R | Ukraine Army Avn | no | reports | |
| | "309" white | Mi-24G | Azerbaijani AF | e/d | 17feb10 | c/n not confirmed (from Scramble); version modernised with the help of ATE and Aviakon; opb 1 Sqn; in black c/s; l/n 24jun18 |
| #2 38 12637 | not known | Mi-24R | Soviet Army Avn | mfd | 1988 | see c/n 3532013812637 ! |
| | not known | Mi-24R | Ukraine Army Avn | no | reports | |
| | "308" white | Mi-24G | Azerbaijani AF | e/d | 11nov09 | c/n not confirmed (from Scramble); version modernised with the help of ATE and Aviakon; opb 1 Sqn; in black c/s; l/n 24jun18 |
| #2 48 12656 | not known | Mi-24R | Soviet Army Avn | mfd | 1988 | |
| | not known | Mi-24R | Russian Air Force | no | reports | sold as scrap metal 29nov12 |
| #2 48 12753 | not known | Mi-24R | Soviet Army Avn | mfd | 1988 | |
| | "121" yellow | Mi-24R | Ukraine Army Avn | trf | 06dec91 | opb 7 opAA at Novy Kalyniv; on a photo in very faded camo c/s, the code was painted over an old one |
| | "302" white | Mi-24G | Azerbaijani AF | e/d | 21may09 | c/n not confirmed (from Scramble); version modernised with the help of ATE and Aviakon; opb 1 Sqn; in black c/s; f/n jul10; stored from early 2017 |
| #2 48 12782 | not known | Mi-24R | Soviet Army Avn | mfd | 1988 | |
| | not known | Mi-24R | Ukraine Army Avn | no | reports | |
| | "304" white | Mi-24G | Azerbaijani AF | e/d | 29jul09 | c/n not confirmed (from Scramble); version modernised with the help of ATE and Aviakon; opb 1 Sqn; in black c/s; took part in the Azerbaijani offensive in Artsakh/Nagorny Karabakh sep20/nov20; l/n 14aug21 |
| #2 48 12795 | not known | Mi-24R | Soviet Army Avn | mfd | 1988 | |
| | "91" yellow | Mi-24R | Ukraine Army Avn | trf | 06dec91 | opb 3 brAA (redesignated 3 opAA dec03 and 16 obrAA dec12) at Brody; repainted in khaki/olive drab camo c/s with light blue underside; f/n as such in 2003; received two white recognition stripes on the tailboom and the code "91" blue on a sheet of paper in a cabin window in spring 2014; seen as such DOK 26mar14 |
| | "81" black | Mi-24R | Ukraine Army Avn | ph. | 17may14 | old code painted out, new code only on a sheet of paper in a cabin window; opb 16 obrAA at Brody; in khaki/olive drab camo c/s with light blue underside, two white recognition stripes on the tailboom and an unknown badge below the cockpit; the Ukrainian roundels were painted out as well by 04jun14; damaged 04jun14 while attacking positions of Novorossiya forces near Slavyansk when was hit and made a forced landing near a road-block of the Ukrainian forces; prepared for recovery to Dnipropetrovsk 05jun14; repaired in late jun14; l/n in spring 2016; stored at Brody by may18 |
| #2 48 12807 | not known | Mi-24R | Soviet Army Avn | mfd | 1988 | |
| | "38" | Mi-24R | Kazakh Air Force | trf | 1992 | offered for sale as surplus sep20 |
| #2 48 12838 | not known | Mi-24R | Soviet Army Avn | mfd | 1988 | |
| | "40" | Mi-24R | Kazakh Air Force | trf | 1992 | offered for sale as surplus sep20 |

| | | | | | | |
|---|---|---|---|---|---|---|
| #2 48 12854 | "41" blue | Mi-24R | Soviet Army Avn | | | opb 487 obvp at Werneuchen probably from 1991 to aug93 |
| #2 48 12862 | "52" yellow | Mi-24R | Soviet Army Avn | | 1990 | opb 485 obvp; l/n may92 |
| #2 48 12875 | "40" blue | Mi-24R | Soviet Army Avn | | | opb 487 obvp at Werneuchen probably from 1991 to aug93 |
| #2 48 12891 | "54" orange | Mi-24R | Soviet Army Avn | | 1990 | opb 485 obvp; l/n may92 |
| #2 39 12925 | not known | Mi-24R | Soviet Army Avn | mfd | 1989 | |
| | "45" white | Mi-24R | Belarus Air Force | Mma | jul14 | demodified version; in khaki/olive drab camo c/s with light blue underside, with Red Stars plus a Belarussian flag on the engine cowling; l/n Barnoviche 19feb22 |
| #2 39 12936 | not known | Mi-24K | Soviet Army Avn | mfd | 1989 | |
| | "46" white | Mi-24K | Belarus Air Force | Mma | 27jun17 | demodified version; in khaki/olive drab camo c/s with light blue underside, with Red Stars plus a Belarussian flag on the engine cowling; overhauled in 2019; seen over Belarus 08aug20; l/n Barnoviche 19feb22 |
| #2 39 12942 | not known | Mi-24R | Soviet Army Avn | mfd | 1989 | |
| | "47" white | Mi-24R | Belarus Air Force | Mma | 27jun17 | demodified version; in khaki/olive drab camo c/s with light blue underside, with Red Stars plus a Belarussian flag on the engine cowling; l/n Ryazan-Dyagilevo 03aug18 |
| | "47" blue | Mi-24R | Belarus Air Force | ph. | 17aug19 | at Bobruisk; l/n Minsk-Machulishchi 09may20 |
| | "47" white | Mi-24R | Belarus Air Force | Mma | aug22 | in khaki/olive drab camo c/s with light blue underside, with Red Stars plus a Belarussian flag on the engine cowling |
| #2 39 12966 | not known | Mi-24R | Soviet Army Avn | mfd | 1989 | |
| | "48" white | Mi-24R | Belarus Air Force | Mma | 27jun17 | demodified version; in khaki/olive drab camo c/s with light blue underside, with Red Stars plus a Belarussian flag on the engine cowling; l/n Minsk-Machulishchi 09may20 |
| #2 49 13296 | not known | Mi-24R | Russian Air Force | no | reports | opb 484 uvp; w/o 01aug97 on a training flight when the push rod of one rotor blade failed due to a manufacturing defect and the helicopter crashed, all 3 crew members were killed |
| #2 49 13327 | "44" yellow | Mi-24R | Soviet Army Avn | | 1989 | opb 113 ove; l/n may94 |

## ***25 Mi-24VP built by AMZ "Progress" (former Factory No. 116) at Arsenyev in 1989***

All construction numbers marked # are prefixed by 35325.

| | | | | | | |
|---|---|---|---|---|---|---|
| #8 49 10105 | not known | Mi-24VP | Soviet Army Avn | mfd | 1989 | |
| | not known | Mi-24VP | Russian Air Force | Tml | may94 | |
| #8 49 10117 | not known | Mi-24VP | Soviet Army Avn | mfd | 1989 | |
| | RF-34197 | Mi-24VP | Russian Navy | ph. | 25jun15 | also carried code "37" red; opb 72 AvB at Chernyakhovsk; in olive drab/khaki camo c/s with light grey underside, with 'MA VMF Rossii' titles and Russian stars; initially with a Russian Navy flag on the fin and a Guards badge behind the cockpit; l/n as such over St. Petersburg 23jul17; later with a Russian Navy flag behind the cockpit on both sides and a Guards badge below the cockpit on the right side; f/n as such 25sep19; l/n 29apr22 |
| #8 49 10128 | "30" red | Mi-24VP | Soviet Army Avn | mfd | 1989 | opb 288 obvp at Nivenskoye |
| | "30" red | Mi-24VP | Russian Army Avn | trf | 1992 | opb 288 obvp at Nivenskoye |
| | "30" red | Mi-24VP | Russian Navy | trf | dec97 | in olive drab/khaki camo c/s with light grey underside; stored at Kaliningrad-Chkalovsk, seen 2014/jul16; see c/n 3532421810128 |
| | RF-34198 | Mi-24VP | Russian Navy | ph. | 23jul17 | also carried code "30" red; opb 72 AvB at Chernyakhovsk; in olive drab/khaki camo c/s with light grey underside, with 'MA VMF Rossii' titles, Russian stars and a Russian Navy flag; l/n Kubinka 19aug22 |
| #8 49 10141 | not known | Mi-24VP | Soviet Army Avn | mfd | 1989 | |
| | RF-34199 | Mi-24VP | Russian Navy | ph. | 16jul16 | also carried code "32" red; opb 72 AvB at Chernyakhovsk; in olive drab/khaki camo c/s with light grey underside, with 'MA VMF Rossii' titles and Russian stars; f/n Chernyakhovsk 16jul16; l/n over St. Petersburg 30jul17 |
| #8 49 10156 | "32" red | Mi-24VP | Soviet Army Avn | mfd | 1989 | opb 288 obvp at Nivenskoye |
| | "32" red | Mi-24VP | Russian Army Avn | trf | 1992 | opb 288 obvp at Nivenskoye |
| | "32" red | Mi-24VP | Russian Navy | trf | dec97 | in olive drab/khaki camo c/s with light grey underside, Russian Navy flag on engine cowling; put into storage at Kaliningrad-Chkalovsk 04mar12, seen 2014/jul16 |
| #8 49 10214 | not known | Mi-24VP | Soviet Army Avn | mfd | 1989 | |
| | RF-34203 | Mi-24VP | Russian Air Force | Syt | 23may15 | also carried code "228" white; opb SVVAUL at Syzran-Troyekurovka; in olive drab/khaki camo with light grey underside, with 'VVS Rossii' titles and Russian stars |
| #8 49 10248 | not known | Mi-24VP | Soviet Army Avn | mfd | 1989 | |
| | "09" yellow | Mi-24VP | Ukraine Army Avn | trf | 06dec91 | opb 7 opAA at Novy Kalyniv; seen with Aviakon at Konotop 07aug08, marked just '10248' (no other markings), but there was another Mi-24VP "09" yellow there the same day; initially in white c/s with black exhaust areas; received two black recognition stripes on the tailboom in spring 2014; repainted in medium green/black/dark greyish green camo c/s with light blue underside and two white recognition stripes on the tailboom; f/n as such near Chuhuyiv 01jun14; left Chuhuyiv for its home base around nov14; received a KUV-26-50 "Adros" chaff/flare dispenser in 2017; stored (with the code painted out) at Novy Kalyniv, seen in 2019 |
| #8 49 10258 | not known | Mi-24VP | Soviet Army Avn | mfd | 1989 | |
| | "08" yellow | Mi-24VP | Ukraine Army Avn | trf | 06dec91 | opb 7 opAA at Novy Kalyniv; probably served with the UN in Africa; in make-shift very dark grey/faded white camo c/s at some time; reapinted in 'trefoil' khaki/dark olive drab camo c/s; w/o 24mar15 on a flight from Mirny (Poltava region) to Ozyornoye (Zhitomir region) when the transmission failed and the helicopter crashed near Vinnitskiye Stavy (Vasilkov district of the Kiev region), 2 of the 3 crew members were killed and the survivor injured |
| #8 49 10259 | not known | Mi-24VP | Soviet Army Avn | mfd | 1989 | |
| | "10" red | Mi-24VP | Ukraine Army Avn | trf | 06dec91 | opb 7 opAA at Novy Kalyniv; in 'trefoil' khaki/olive drab camo c/s with light grey underside |
| | not known | Mi-24VP | United Nations | | | in full white UN c/s with black exhaust areas; operated by Ukrainian Army Aviation for the UN in Africa |
| | "10" yellow | Mi-24VP | Ukraine Army Avn | ph. | 01oct13 | opb 7 opAA at Novy Kalyniv; initially in white c/s with black exhaust areas; l/n as such in the Lviv region 10oct13; repainted in dark green/grey camo with light blue underside and two white recognition stripes on the tailboom; took part in the attack on Donetsk airport 26may14; damaged 03jun14 while attacking positions of Novorossiya forces near Slavyansk when the tailboom was hit by a heavy machine-gun and the helicopter made a forced landing in swampy terrain near Semyonovka, the crew was evacuated by a Mi-8MT; the hulk was recovered by road in the direction of Izyum 07jun14; repaired by "Aviakon" at Konotop and repainted in khaki/olive drab camo c/s with light blue underside; f/n as such in 2016; stored (with the code painted out) at Novy Kalyniv, seen in 2019 |
| #8 49 10276 | not known | Mi-24VP | Soviet Army Avn | mfd | 1989 | |
| | "34" | Mi-24VP | Ukraine Army Avn | trf | 06dec91 | |
| | "12" yellow | Mi-24VP | Ukraine Army Avn | ph. | 2012 | opb 3 opAA (redesignated 16 obrAA dec12) at Brody; in olive drab/khaki camo with light blue underside and an unknown badge (a crow ?) below the cockpit; received two white recognition stripes on the tailboom, f/n as such 22may14; attacked a unit of the Ukrainian National Guard near Volnovakha 22may14 (friendly fire); w/o 04jun14 while attacking positions of Novorossiya forces near Slavyansk when was hit by a shoulder-fired SAM, made a forced landing near Mayaki, caught fire and burnt out, both crew members (Lieutenant Colonel Valentin Tsigulski and Major Sergei Titarenko) were seriously injured (they were evacuated by a Mi-8) |
| #8 49 10287 | not known | Mi-24VP | Soviet Army Avn | mfd | 1989 | |
| | "06" yellow | Mi-24VP | Ukraine Army Avn | trf | 06dec91 | opb 3 brAA (redesignated 3 opAA dec03 and 16 obrAA dec12) at Brody; overhauled around 2001 and repainted in khaki/olive drab camo c/s with light grey underside; repainted in medium green/khaki camo c/s with light blue underside for the parade aug08; received two white recognition stripes on the tailboom in spring 2014; f/n as such Slavyansk 02may14; l/n 24aug14; was probably damaged during the fighting in the Donbass (24aug14 ?); stored at Brody, seen may18/spring 2019 |
| #8 49 10318 | not known | Mi-24VP | Soviet Army Avn | mfd | 1989 | |
| | "51" yellow | Mi-35M | Russian Air Force | Tml | 18may13 | converted to a Mi-35M prototype; in olive drab/khaki camo c/s with light blue underside and Red Stars; l/n in MVZ im. Milya may14 |
| | "51" white | Mi-35M | Russian Air Force | Tml | 02jun18 | without wings now; in olive drab/khaki camo c/s with light blue underside and Red Stars |
| #8 49 10329 | not known | Mi-24VP | Soviet Army Avn | mfd | 1989 | converted to, see next line |
| | no code | Mi-35M | Rostvertol | LBG | jun95 | the Mi-35M demonstrator, with a Thomson-CSF "Chlio" FLIR; in very dark olive drab (almost black) c/s with white trim; l/n ZIA 24aug95; see c/n 19348 |
| #8 49 10342 | not known | Mi-24VP | Soviet Army Avn | mfd | 1989 | |
| | RF-34204 | Mi-24VP | Russian Navy | ph. | 26jul15 | also carried code "38" red; opb 72 AvB at Chernyakhovsk; in olive drab/khaki camo c/s with light blue underside, with 'MA VMF Rossii' titles and Russian stars; f/n Baltisk 26jul15; l/n Kaliningrad region active jun21 |
| #8 49 10470 | not known | Mi-24VP | Soviet Army Avn | mfd | 1989 | |
| | RF-34208 | Mi-24VP | Russian Navy | Don | 10jul14 | also carried code "35" red; opb 72 AvB at Chernyakhovsk; in grey c/s with 'VMF Rossii' titles and Russian stars; l/n in 2019 |

## ***Mi-24 built by "Rostvertol" (former Factory No. 168) at Rostov-na-Donu-Severny from 1973***

The c/n system consists of eight digits, but in most cases only the last five digits are given.

| | | | | | | |
|---|---|---|---|---|---|---|
| 04303294 | "18" | Mi-24D | Ukraine Army Avn | Kon | 27sep08 | preserved with Aviakon at Konotop, seen sep08 |
| 03295 | not known | Mi-24D | Soviet Army Avn | | | wfu with 419 ARZ at Gorelovo |
| 04102 | "39" white | Mi-24D | Soviet Army Avn | | | wfu with MVZ im. Milya at Tomilino |
| 04103 | not known | Mi-24D | Soviet Army Avn | | | |
| | 103 | Mi-24D | Libyan Air Force | | photo | c/n not confirmed; opb No. 1325 Sqn; in dark green/sand camo c/s with light grey underside; w/o 08dec80 or 09dec80 during the battle for N'Djamena when was shot down by Chadian "Forces Armées du Nord" (FAN) troops with an FIM-43A "Redeye" (or "Strela-2" ?) shoulder-fired SAM outside N'Djamena, all crew (including Colonel Abdul Khalifa Mohammed Amer) killed |
| 04115 | not known | Mi-24D | Soviet Army Avn | mfd | 1976 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | not known | Mi-24D | Nicaraguan AF | d/d | 1986 | probably '359' |
| | 645 | Mi-24D | Peruvian Air Force | d/d | 1992 | arrived 16nov92; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); stored at Base Aérea de Vítor, seen aug19; preserved at Lima-Las Palmas, seen nov23/mar24 (mar24 together with an unidentified Mi-8) |
| 04123 | "11" | Mi-24D | Soviet Army Avn | mfd | 1976 | opb . ove at Brandis probably from 1988; t/t 1,165 hours by 10nov88 |
| 04124 | "50" red | Mi-24D | Soviet Army Avn | mfd | 1976 | opb 440 obvp at Stendal-Borstel probably from 1989 to may92 |
| 04125 | "14" | Mi-24D | Soviet Army Avn | mfd | 1976 | opb . ove at Brandis probably from 1988; t/t 805 hours by 10nov88 |
| 04126 | "23" | Mi-24D | Soviet Army Avn | mfd | 1976 | opb . ove at Brandis probably from 1988; t/t 1,486 hours by 10nov88 |
| | "68" red | Mi-24D | Soviet Army Avn | Als | 1989 | opb 225 obvp at Allstedt probably from 1989 to 1991 |
| 04203 | not known | Mi-24D | Soviet Army Avn | mfd | 1976 | dbr, details unknown; scrapped at Rangsdorf in 1992 |
| 04204 | not known | Mi-24D | Soviet Army Avn | | | struck off charge; wfu with 419 ARZ at Gorelovo |
| 04205 | "22" | Mi-24D | Soviet Army Avn | mfd | 1976 | opb . ove at Brandis probably from 1988; t/t 752 hours by 10nov88 |
| 04206 | "10" | Mi-24D | Soviet Army Avn | mfd | 1976 | opb . ove at Brandis probably from 1988; t/t 1,537 hours by 10nov88 |
| 04207 | "52" red | Mi-24D | Soviet Army Avn | mfd | 1976 | opb 440 obvp at Stendal-Borstel probably from 1989 to 1992; f/n may91; l/n apr92 |
| 04209 | "48" red | Mi-24D | Soviet Army Avn | mfd | 1976 | opb 440 obvp at Stendal-Borstel probably from 1989 to 1991; l/n may91 |
| 04211 | "12" | Mi-24D | Soviet Army Avn | mfd | 1976 | opb . ove at Brandis probably from 1988; t/t 1,330 hours by 10nov88 |
| 04212 | "05" red | Mi-24D | Soviet Army Avn | mfd | 1976 | opb 440 obvp at Stendal-Borstel probably from 1989 to 1992; f/n may91; l/n apr92 |
| 04219 | "98" | Mi-24D | Soviet Army Avn | ph. | 15nov12 | probably ex Afghan Air Force and supplied to China by Pakistan; in fantasy olive drab/khaki camo c/s with faded code (colour difficult to establish); displayed in poor condition in these fake colours on the flight deck of the former Soviet aircraft carrier "Minsk" in the "CITIC Minsk World" in the Dapeng Bay of Shatoujiao (Shenzhen), c/n checked 15nov12, was still on board of the "Minsk" when it was towed out of Shatoujiao 02apr16 to Zhoushan for refit, but was later removed; fate unknown (the "Minsk" was seriously damaged by fire during refit work at Nantong 16aug24) |
| 04223 | "65" | Mi-24D | Soviet Army Avn | | | |
| | "02" red | Mi-24D | Kazakh Air Force | ph. | 05may12 | preserved in the Military Museum of the Armed Forces of Kazakhstan (6866 garrison museum) at Astana, f/n on Google Earth sep06 and seen may12/dec18 |
| | no code | Mi-24D | Kazakh Air Force | ph. | 07jul19 | preserved in the Military Museum of the Armed Forces of Kazakhstan (6866 garrison museum) at Astana (N51.155783 E71.566949), seen jul19/may22 |
| 04224 | "21" | Mi-24D | Soviet Army Avn | mfd | 1977 | opb . ove at Brandis probably by 1988; t/t 1,115 hours by 10nov88 |
| 04226 | "20" | Mi-24D | Soviet Army Avn | mfd | 1977 | opb . ove at Brandis probably by 1988; t/t 1,002 hours by 10nov88 |
| 04229 | "28" yellow | Mi-24D | Soviet Army Avn | mfd | 1977 | was also assumed having been '28' of the Nicaraguan Air Force, but the warning on the tail was in Russian |
| | 357 | Mi-24D | Nicaraguan AF | d/d | 1986 | in olive drab/khaki camo c/s with light grey underside, with 'Fuerza Aérea Sandinista' titles; was damaged while being unloaded in the port of Corinto and hence did not enter service; sat wfu at MGA (N12.14512 W86.17888), with the 'Sandinista' part of the titles painted out, seen dec03/nov19, former Soviet code still visible |
| 04231 | not known | Mi-24D | Soviet Army Avn | mfd | 1977 | dbr, details unknown; scrapped at Rangsdorf in 1992 |
| 04232 | "49" red | Mi-24D | Soviet Army Avn | mfd | 1977 | opb 440 obvp at Stendal-Borstel probably from 1989 to 1992; l/n Stendal apr92 |
| 04251 | not known | Mi-24D | Soviet Army Avn | mfd | 1977 | |
| | not known | Mi-24D | Nicaraguan AF | d/d | 1986 | probably '360' |
| | 646 | Mi-24D | Peruvian Air Force | d/d | 1992 | arrived 16nov92; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); deployed to Huallaga 27jan95 during the Cenepa War; w/o 07feb95 during an attack on Ecuadorian troops in the area of Base Sur when was shot down by Ecuadorian air defence forces with a shoulder-fired SAM |
| 04263 | not known | Mi-24D | Soviet Army Avn | | | line # 16-03; mentioned in a document |
| 04264 | not known | Mi-24D | Soviet Army Avn | | | line # 16-04; mentioned in a document |
| 04265 | not known | Mi-24D | Soviet Army Avn | | | line # 16-05; mentioned in a document |
| 04266 | not known | Mi-24D | Soviet Army Avn | | | line # 16-06; mentioned in a document |
| 04267 | not known | Mi-24D | Soviet Army Avn | | | line # 16-07; mentioned in a document |
| 04268 | not known | Mi-24D | Soviet Army Avn | | | line # 16-08; mentioned in a document |
| 04269 | not known | Mi-24D | Soviet Army Avn | | | line # 16-09; mentioned in a document |
| 04270 | not known | Mi-24D | Soviet Army Avn | | | line # 16-10; mentioned in a document |
| 04271 | not known | Mi-24D | Soviet Army Avn | | | line # 17-01; mentioned in a document |
| 04272 | not known | Mi-24D | Soviet Army Avn | | | line # 17-02; mentioned in a document |
| 04273 | not known | Mi-24D | Soviet Army Avn | | | line # 17-03; mentioned in a document |
| 04274 | "115" yellow | Mi-24D | Soviet Army Avn | ph. | 15jun94 | line # 17-04; preserved in the Victory Park at Poklonnaya Gora in Moscow |
| | "15" red | Mi-24D | Soviet Army Avn | ph. | aug02 | repainted; preserved in the Victory Park at Poklonnaya Gora in Moscow (N55.725828 E37.504018), seen aug02/jul16 |
| | no code | Mi-24D | Soviet Army Avn | | | repainted in a fantasy camo c/s by aug24 |

Line numbers 17-05 to 26-03 are within the export number range.

| | | | | | | |
|---|---|---|---|---|---|---|
| 04390 | 109 | Mi-24D | Bulgarian AF | mfd | 03oct79 | line # 26-04; opb 13 vap bv at Stara Zagora; l/n operational aug95; sat wfu at SZR, seen jul01/aug02; repainted in green/olive drab c/s with light grey underside; preserved in the "Artileriski" park (N42.417329 E25.611924) at Stara Zagora from 14oct16, l/n aug24 |
| 04391 | 110 | Mi-24D | Bulgarian AF | mfd | 08oct79 | line # 26-05; opb 13 vap bv at Stara Zagora; in olive drab/khaki camo c/s with light grey underside; involved in an accident 07aug88; l/n operational aug95; sat wfu at SZR, seen jul01/aug02; seen SOF may06/nov06, awaiting shipment |
| 04392 | 111 | Mi-24D | Bulgarian AF | mfd | 09oct79 | line # 26-06; opb 13 vap bv at Stara Zagora; in olive drab/khaki camo c/s with light grey underside; f/n SZR 30aug99; l/n operational SZR 31jul01; used as a ground instructional airframe at Dolna Mitropoliya (N43.46272 E24.53301) |
| 04393 | 112 | Mi-24D | Bulgarian AF | mfd | 15oct79 | line # 26-07; opb 13 vap bv at Stara Zagora; l/n operational aug95; hangared at Graf Ignatyevo without rotors, seen jul08/jun11; sold Burkina Faso mar19 |
| | BF1908 | Mi-24D | Burkina Faso AF | ph. | nov20 | in olive drab/medium green camo c/s with light grey underside, carried the code "08" black on the nose; seen on a flat-bed trailer probably in spring 2021; probably the one seen flying 28jun22 |
| 04394 | 113 | Mi-24D | Bulgarian AF | mfd | 12nov79 | line # 26-08; opb 13 vap bv at Stara Zagora; repainted in green/khaki c/s with light grey underside; was preserved in Natsionalen Istoricheski Muzei (National History Museum) at Sofia, seen aug02/sep11; preserved at Yambol (N42.489547 E26.504718), seen may18/aug24 |
| 04395 | 114 | Mi-24D | Bulgarian AF | mfd | 11nov79 | line # 26-09; opb 13 vap bv at Stara Zagora; l/n operational SZR 10aug95; stored at SZR, seen jul01/aug02; sold to D.C. Dunham of Virgina oct/nov02 |
| | N114VS | Mi-24D | Vertol Systems | rgd | 23jan03 | Vertol Systems Co. Inc. of Portland, OR (and later of Destin, FL) is a front company of the CIA; was offered to be contracted by United States Special Operations Command (USSOCOM), but rejected because of lack of a CofA; in olive drab/khaki camo c/s with light blue underside, no markings apart from the (tiny) registration; f/n DTS 18mar07; current on register 22feb22 with a CofR expiry date of 30apr25; l/n over Arizona 21apr22 |
| 04396 | 115 | Mi-24D | Bulgarian AF | mfd | 13nov79 | line # 26-10; opb 13 vap bv at Stara Zagora; in olive drab/khaki camo c/s with light grey underside; stored at SZR, seen jul01/aug02; seen SOF 17may06, awaiting shipment |
| 04401 | 116 | Mi-24D | Bulgarian AF | mfd | 20nov79 | line # 27-01; opb 13 vap bv at Stara Zagora; stored at SZR, aug02 |
| | TZ-415 | Mi-24D | Mali Air Force | d/d | 2012 ? | in sand/brown camo c/s with light grey underside, small '1234' on the tailboom below the prefix of the registration; photo at Bamako-Sénou in 2012; severely damaged 13mar13 when crashed somewhere in Mali; the fuselage without tailboom was stored in a shed at Bamako airport, seen dec14; seen under overhaul with TAM Georgia mar19 |
| 04402 | not known | Mi-24DU | Soviet Air Force | mfd | 10dec79 | line # 27-02; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04403 | not known | Mi-24DU | Soviet Air Force | mfd | 10dec79 | line # 27-03; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04404 | not known | Mi-24DU | Soviet Air Force | mfd | 10dec79 | line # 27-04; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04405 | not known | Mi-24DU | Soviet Air Force | mfd | 10dec79 | line # 27-05; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04406 | not known | Mi-24DU | Soviet Air Force | mfd | 10dec79 | line # 27-06; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04407 | not known | Mi-24DU | Soviet Air Force | mfd | 10dec79 | line # 27-07; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04410 | not known | Mi-24DU | Soviet Air Force | mfd | 12dec79 | line # 27-08; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04411 | not known | Mi-24DU | Soviet Air Force | mfd | 12dec79 | line # 27-09; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04412 | not known | Mi-24DU | Soviet Air Force | mfd | 12dec79 | line # 27-10; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04413 | not known | Mi-24DU | Soviet Air Force | mfd | 12dec79 | line # 28-01; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04414 | not known | Mi-24DU | Soviet Air Force | mfd | 12dec79 | line # 28-02; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04415 | not known | Mi-24DU | Soviet Air Force | mfd | 12dec79 | line # 28-03; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04416 | not known | Mi-24DU | Soviet Air Force | mfd | 12dec79 | line # 28-04; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04417 | not known | Mi-24DU | Soviet Air Force | mfd | 12dec79 | line # 28-05; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04418 | not known | Mi-24DU | Soviet Air Force | mfd | 15dec79 | line # 28-06; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04419 | not known | Mi-24DU | Soviet Air Force | mfd | 15dec79 | line # 28-07; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04420 | not known | Mi-24DU | Soviet Air Force | mfd | 15dec79 | line # 28-08; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04421 | not known | Mi-24DU | Soviet Air Force | mfd | 15dec79 | line # 28-09; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04422 | not known | Mi-24DU | Soviet Air Force | mfd | 15dec79 | line # 28-10; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04430 | not known | Mi-24DU | Soviet Air Force | mfd | 15dec79 | line # 29-01; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04431 | not known | Mi-24DU | Soviet Air Force | mfd | 15dec79 | line # 29-02; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04432 | not known | Mi-24DU | Soviet Air Force | mfd | 15dec79 | line # 29-03; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04433 | not known | Mi-24DU | Soviet Air Force | mfd | 22dec79 | line # 29-04; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04434 | not known | Mi-24DU | Soviet Air Force | mfd | 22dec79 | line # 29-05; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04435 | not known | Mi-24DU | Soviet Air Force | mfd | 22dec79 | line # 29-06; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04436 | not known | Mi-24DU | Soviet Air Force | mfd | 22dec79 | line # 29-07; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04437 | not known | Mi-24DU | Soviet Air Force | mfd | 22dec79 | line # 29-08; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 04440 | not known | Mi-24DU | Soviet Air Force | mfd | 22dec79 | line # 29-09; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |

Line numbers 29-10 to 40-01 are within the export number range.

| | | | | | | |
|---|---|---|---|---|---|---|
| 015 04442 | 2812 | Mi-25 | Syrian Air Force | mfd | 25jan82 | line # 40-02 |
| 015 04443 | 2813 | Mi-25 | Syrian Air Force | mfd | 25jan82 | line # 40-03 |

Line numbers 40-04 and 40-05 are within the export number range.

| | | | | | | |
|---|---|---|---|---|---|---|
| 015 04446 | not known | Mi-24DU | Soviet Air Force | mfd | 1982 | line # 40-06; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| | not known | Mi-24DU | Russian Air Force | | | sold as scrap metal 29nov12 |
| 015 04447 | not known | Mi-24DU | Soviet Air Force | mfd | 1982 | line # 40-07; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 015 04448 | not known | Mi-24DU | Soviet Air Force | mfd | 1982 | line # 40-08; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 015 04449 | not known | Mi-24DU | Soviet Air Force | mfd | 1982 | line # 40-09; opb 484 uvp Syzranskogo VVAUL at Syzran-Troyekurovka |
| 013 04450 | not known | Mi-24D | not known | mfd | 1982 | line # 40-10; probably delivered to Soviet Army Aviation |
| 013 04451 | not known | Mi-24D | Libyan Air Force | mfd | 1982 | line # 41-01; probably initially delivered to Soviet Air Force |
| | not known | Mi-24D | Namibian Air Force | d/d | jun02 | donated by Libya; overhauled in Ukraine (arrived dec12 and left 23dec13) |

An unidentified Namibian Mi-24D in olive drab/beige/green camo c/s with light blue underside was seen in 810 ARZ at Chita sep12

Line numbers 41-02 to 46-05 are within the export number range.

| | | | | | | |
|---|---|---|---|---|---|---|
| 015 04452 | not known | Mi-24DU | Libyan Air Force | mfd | 1982 | line # 46-06; probably initially delivered to Soviet Air Force |
| | not known | Mi-24DU | Namibian Air Force | d/d | jun02 | donated by Libya; overhauled in Ukraine (arrived dec12 and left 23dec13) |
| 015 04453 | not known | Mi-24DU | Soviet Air Force | mfd | 1982 | line # 46-07; opb Syzranskoye VVAUL |
| 015 04454 | not known | Mi-24DU | Soviet Air Force | mfd | 1982 | line # 46-08; opb Syzranskoye VVAUL |
| 015 04455 | not known | Mi-24DU | Soviet Air Force | mfd | 1982 | line # 46-09; opb Syzranskoye VVAUL |
| 015 04456 | not known | Mi-24DU | Soviet Air Force | mfd | 1982 | line # 46-10; opb Syzranskoye VVAUL |
| 015 04457 | not known | Mi-24DU | Soviet Air Force | mfd | 1982 | line # 47-01; opb Syzranskoye VVAUL |

Line numbers 47-02 to 52-09 are within the export number range.

| | | | | | | |
|---|---|---|---|---|---|---|
| 015 04460 | not known | Mi-24D | Soviet Air Force | mfd | 1983 | line # 52-10; opb Syzranskoye VVAUL |
| | not known | Mi-24D | Russian Air Force | | | sold as scrap metal 29nov12 |
| 015 04461 | not known | Mi-24D | Soviet Air Force | mfd | 1983 | line # 53-01; opb Syzranskoye VVAUL |
| | not known | Mi-24D | Russian Air Force | | | sold as scrap metal 29nov12 |
| 015 04462 | not known | Mi-24D | Soviet Air Force | mfd | 1983 | line # 53-02; opb Syzranskoye VVAUL |
| | not known | Mi-24D | Russian Air Force | | | sold as scrap metal 29nov12 |
| 015 04463 | not known | Mi-24D | Soviet Air Force | mfd | 1983 | line # 53-03; opb Syzranskoye VVAUL |
| | not known | Mi-24D | Russian Air Force | | | sold as scrap metal 29nov12 |
| 015 04464 | not known | Mi-24D | Soviet Air Force | mfd | 1983 | line # 53-04; opb Syzranskoye VVAUL |
| | not known | Mi-24D | Russian Air Force | | | sold as scrap metal 29nov12 |

Line numbers 53-05 to 62-04 are within the export number range.

| | | | | | | |
|---|---|---|---|---|---|---|
| 015 04470 | not known | Mi-24D | Soviet Air Force | mfd | 1985 | line # 62-05; opb Syzranskoye VVAUL |
| | not known | Mi-24D | Russian Air Force | | | sold as scrap metal 29nov12 |
| 015 04471 | not known | Mi-24D | Soviet Air Force | mfd | 1985 | line # 62-06; opb Syzranskoye VVAUL |
| | not known | Mi-24D | Russian Air Force | | | sold as scrap metal 29nov12 |
| 015 04472 | not known | Mi-24D | Soviet Air Force | mfd | 1985 | line # 62-07; opb Syzranskoye VVAUL |
| | not known | Mi-24D | Russian Air Force | | | sold as scrap metal 29nov12 |
| 015 04473 | not known | Mi-24D | Soviet Air Force | mfd | 1985 | line # 62-08; opb Syzranskoye VVAUL |
| | not known | Mi-24D | Russian Air Force | | | sold as scrap metal 29nov12 |
| 015 04474 | not known | Mi-24D | Soviet Air Force | mfd | 1985 | line # 62-09; opb Syzranskoye VVAUL |
| | not known | Mi-24D | Russian Air Force | | | sold as scrap metal 29nov12 |

The second construction number system was introduced between 1983 and 1985. It is explained as follows: The first three digits (340) are the factory code of "Rostvertol", followed by the product code (354 for the Mi-24V) and the five-digit difficult-to-explain number. This system was used initially for the Mi-24V and later on for the Mi-24P.

| | | | | | | |
|---|---|---|---|---|---|---|
| 34035403005 | not known | Mi-24V | Soviet Army Avn | | | mentioned in a document |
| 34035403007 | not known | Mi-24V | Soviet Army Avn | | | |
| | H-310 | Mi-24V | Croatian Air Force | mfd | 1986 | equipped with an SPO-15 "Beryoza" radar warner; probably bought from Kyrgyzstan; in olive drab/khaki camo c/s with light grey underside; f/n ZAG aug00; l/n operational ZAG 26jun03; wfu in 2005; offered for sale by the state-owned ALAN agency 11nov14 |
| 34035403008 | not known | Mi-24V | Soviet Army Avn | | | mentioned in a document |
| 34035403009 | not known | Mi-24V | Soviet Army Avn | | | mentioned in a document |
| 34035403010 | not known | Mi-24V | Soviet Army Avn | | | |
| | TT-OAL/03010 | Mi-24V | Chad Air Force | NDJ | jun01 | carried '03010' on the nose; initially in sand/ochre camo c/s with light blue underside, with titles; l/n as such NDJ 03sep18, ready to be shipped for overhaul; repainted during overhaul by Tbilaviamsheni at Tiblisi in khaki/sand/dark brown camo c/s with light blue underside; f/n as such NDJ aug20 |
| 34035403021 | not known | Mi-24V | Soviet Army Avn | | | |
| | not known | Mi-24V | Azerbaijani AF | | | probably bought from Kyrgyzstan in 1993; probably either '114' or '115'; arrived in Ukraine for overhaul 04apr13 |
| 34035103027 | not known | Mi-24V | Soviet Army Avn | | | used by a test centre on the Crimea |
| | "70" yellow | Mi-24V | Ukraine Army Avn | IEV | 23sep93 | used as a ground instructional airframe; received a blister from a Mi-24R; repainted in yellowish green/medium green camo c/s with light blue underside; preserved in the Oleg Antonov State Aviation Museum at Kiev with the fake c/n '353 243 26 22932' painted on, seen oct10/oct19 |
| 34035403028 | not known | Mi-24V | Soviet Army Avn | | | |
| | TT-OAM/03028 | Mi-24V | Chad Air Force | NDJ | jun01 | carried '03028' on the nose; in sand/ochre camo c/s with light blue underside, with titles; seen NDJ 05apr12; l/n NDJ 27oct22, operational |

The same system was used for the Mi-24P. It is explained as follows: For the second system the first three digits (340) are the factory code of Rostvertol, followed by the product code (izdeliye, in general 351 for the Mi-24V and 124 for the Mi-24P) and the five-digit number.

| | | | | | | |
|---|---|---|---|---|---|---|
| 34012403008 | "01" | Mi-24P | Soviet Army Avn | mfd | 14aug86 | line # given as 08-07, but 03-08 would fit much better (but see c/n 066346) |
| | not known | Mi-24P | Sudanese Air Force | no | reports | last overhaul completed 20nov03; t/t 2,137 hours by 2008 |
| 34012403010 | "59" yellow | Mi-24PN | Russian Air Force | Tzk | 18aug09 | line # 03-10; underwent trials with 344 TsBP i PLS at Torzhok in 2003; opb 6992 AvB (formerly 332 ovp BU) at Pribylovo; tender for maintenance published 21may10 |
| 34012403011 | "35" red | Mi-24PN | Russian Air Force | no | reports | line # 04-01; opb 332 ovp BU at Pribylovo |
| | RF-93162(1) | Mi-24PN | Russian Air Force | Pus | 04jul13 | also carried code "35" red; opb 6992 AvB at Pribylovo; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n Levashovo 16aug14; see Mi-35M RF-93162(2) with unknown c/n |
| 34012403012 | "36" red | Mi-24PN | Russian Air Force | no | reports | line # 04-02; opb 332 ovp BU at Pribylovo |
| | RF-93163(1) | Mi-24PN | Russian Air Force | ph. | may12 | also carried code "36" red; opb 6992 AvB at Pribylovo; in olive drab/khaki camo c/s with some medium green patches and light blue underside, with 'VVS Rossii' titles and Russian stars; the registration was also used on a Mi-8SMV at the same time, also see Mi-35M RF-93163 with unknown c/n |
| 34012403013 | not known | Mi-24PN | Russian Air Force | no | reports | line # 04-03; underwent trials with 344 TsBP i PLS at Torzhok in 2003; opb 332 ovp BU (redesignated 6992 AvB) at Pribylovo |
| 34012403014 | CH624 | Mi-35P | Sri Lanka AF | mfd | 20oct95 | line # 04-04; exported 21jun99; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; w/o 24may00; t/t 478 hours |
| 34012403015 | CH626 | Mi-35P | Sri Lanka AF | mfd | 15dec95 | line # 04-05; exported 21jun99; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; damaged beyond repair 15jun01 when an engine failed and the helicopter crash-landed; f/n 24aug01; t/t 501 hours by 2008 |
| | SAH4406 | Mi-35P | Sri Lanka AF | MNH | 08feb11 | c/n confirmed; preserved at Minneriya-Hingurakgoda, seen feb11 |
| | SAH626 | Mi-35P | Sri Lanka AF | MNH | 04oct23 | in medium green/light grey camo c/s, serial without hyphen; preserved at Minneriya-Hingurakgoda, seen oct23 |
| 34012403016 | not known | Mi-35P | not known | mfd | 1995 | line # 04-06 |
| 34012403017 | "17" red | Mi-24P | Russian Air Force | mfd | 1995 | line # 04-07; built as a Mi-35P for export, but requisitioned by the Russian MoD during the Chechen campaign; f/n PRN mar00 |
| | "05" | Mi-24P | Russian Air Force | no | reports | opb 45 ovp BU at Kaluga-Vorotynsk from the 1990s until its disbandment in 2003; overhauled by 419 ARZ around 2006/08; probably based in the Far East from 2009 |
| 34012403018 | CH622 | Mi-35P | Sri Lanka AF | mfd | 19jul98 | line # 04-08; exported 10jul98; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; f/n 24aug01; seen undergoing overhaul at Prague-Kbely 23jan06 and after overhaul 24feb06; in khaki/dark olive drab camo c/s, serial without hyphen; left PRG on board An-124 RA-82042 21may06; t/t 310 hours by 2008 |
| | SAH4403 | Mi-35P | Sri Lanka AF | MNH | 08feb11 | c/n confirmed; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda |
| | SAH622 | Mi-35P | Sri Lanka AF | MNH | 14mar12 | opb 9 Helicopter Sqn at Minneriya-Hingurakgoda |
| 34012403019 | CH623 | Mi-35P | Sri Lanka AF | mfd | 29mar98 ? | given on a Sri Lankan planboard oct23 as 29mar99, but that seems one year too late; line # 04-09; exported 10jul98; toc 17jul98; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; seen undergoing overhaul at Prague-Kbely 23jan06 and flying 14feb06; in khaki/olive drab camo c/s, serial without hyphen; left PRG on board An-124 RA-82042 21may06; t/t 370 hours by 2008 |
| | SAH4404 | Mi-35P | Sri Lanka AF | ADP | 08feb11 | c/n confirmed; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; in olive drab/khaki camo c/s, serial with dot; l/n RML mar11 |
| | SAH623 | Mi-35P | Sri Lanka AF | MNH | 14mar12 | c/n confirmed; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; last flight 23may14, t/t 1,481.14 hours and 3,416 cycles; stored at MNH, seen 04oct23 |
| 34012403020 | 03 ? | Mi-35P | Zimbabwe Air Force | mfd | 22mar99 | line # 04-10; opb No. 8 Sqn; t/t 170 hours by 2008 |
| 34012403021 | 04 ? | Mi-35P | Zimbabwe Air Force | mfd | 19mar99 | line # 05-01; opb No. 8 Sqn |
| 34012403022 | not known | Mi-35P | not known | mfd | mar99 | line # 05-02 |
| 34012403023 | 05 ? | Mi-35P | Zimbabwe Air Force | mfd | 18mar99 | line # 05-03; opb No. 8 Sqn; t/t 155 hours by 2008 |

# *Mi-35M built by "Rostvertol" at Rostov-na-Donu-Severny from 2011*

| | | | | | | |
|---|---|---|---|---|---|---|
| 34075817099 | ? | no code | Mi-35M | Russian Air Force | Ror | 08apr11 | on the assembly line; in all-grey c/s; f/f 12may11 |
| 34075817100 | ? | no code | Mi-35M | Russian Air Force | Ror | 08apr11 | on the assembly line; in all-grey c/s |
| 34075817101 | | "50" yellow | Mi-35M | Russian Air Force | h/o | 17dec11 | line # 01-01; opb filial 4 TsBP i PLS at Torzhok; in grey c/s with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom; f/n Rostvertol 22dec11; l/n Torzhok 27apr12 |
| 34075817102 | | "51" yellow | Mi-35M | Russian Air Force | h/o | 17dec11 | line # 01-02; opb 21 ove at Mozdok; in grey c/s with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom; f/n Rostvertol 22dec11; l/n Mozdok 08sep12 |
| | | RF-91272 | Mi-35M | Russian Air Force | Kub | 28apr14 | also carried code "51" yellow; probably opb filial 4 TsBP i PLS at Torzhok; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Kubinka 09may14; registration also used on a Mi-8MTV-5 at the same time |
| 34075817103 | | "54" yellow | Mi-35M | Russian Air Force | h/o | 17dec11 | line # 01-03; opb 21 ove at Mozdok; in grey c/s with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom; f/n Rostvertol 22dec11; l/n ZIA 12aug12; w/o 08sep12 on an escort flight for a convoy from Mozdok to Botlikh (Dagestan) with the navigator of another unit (who was on board as an unauthorised passenger) in the cabin of the WSO when entered clouds and crashed into the upper northern slope of the Kerket mountain range while overflying Kharami pass (11.2 km south of Kharachoi and 20 km north of Botlikh), all 3 crew and the sole passenger killed |
| 34075817104 | | "56" yellow | Mi-35M | Russian Air Force | h/o | 17dec11 | line # 01-04; opb filial 4 TsBP i PLS at Torzhok; in grey c/s with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom; f/n Rostvertol 22dec11; l/n ZIA 12aug12 |
| | | RF-91245(1) | Mi-35M | Russian Air Force | Kub | 28apr14 | also carried code "56" yellow; opb filial 4 TsBP i PLS at Torzhok; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Kubinka 05may16; see Mi-24P RF-91245(2) |
| 34075817105 | ? | "32" yellow | Mi-35M | Russian Air Force | f/f | 12may11 | line # 01-05 ? |
| | | RF-91274 | Mi-35M | Russian Air Force | Kub | 28apr14 | c/n not confirmed; also carried code "32" yellow; probably opb filial 4 TsBP i PLS at Torzhok; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Torzhok 10jun17; registration also used on a Mi-8MTV-5 at the same time |
| 34075817106 | ? | "33" yellow | Mi-35M | Russian Air Force | h/o | 29dec11 | c/n not confirmed; line # 01-06 ?; opb 344 TsBP i PLS at Torzhok |
| | | "33" blue | Mi-35M | Russian Air Force | trf | 2012 | opb 387 AvB AA at Budyonnovsk; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Budyonnovsk 16mar12; l/n Budyonnovsk 31mar12 |
| | | RF-91276 | Mi-35M | Russian Air Force | Kub | 27apr15 | c/n not confirmed; also carried code "33" blue; opb 387 AvB at Budyonnovsk; in grey c/s with 'VVS Rossii' titles and Russian stars; registration also used on a Mi-8AMTSh at the same time; l/n oct15 |
| 34075817107 | | "34" blue | Mi-35M | Russian Air Force | f/f | 21jan12 | line # 01-07; d/d 30mar12; opb 387 AvB at Budyonnovsk; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom |
| | | RF-97107 | Mi-35M | Russian Air Force | Prm | 22apr16 | also carried code "34" blue; opb 387 AvB at Budyonnovsk; in grey c/s with 'VVS Rossii' titles and Russian stars |
| 34075817108 | | "35" blue | Mi-35M | Russian Air Force | f/f | jan12 | line # 01-08; opb 387 AvB at Budyonnovsk |
| 34075817109 | | "36" blue | Mi-35M | Russian Air Force | f/f | feb12 | line # 01-09; d/d 30mar12; opb 387 AvB at Budyonnovsk; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Budyonnovsk 16apr12 |
| 34075817110 | | "37" blue | Mi-35M | Russian Air Force | f/f | mar12 | line # 01-10; d/d 30mar12; opb 387 AvB at Budyonnovsk; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n in MVZ im. Milya 06mar13; l/n CKL 23may14 |
| | | RF-94984 | Mi-35M | Russian Air Force | Tml | 29dec16 | also carried code "37" blue; in grey c/s with 'VVS Rossii' titles and Russian stars |
| 34075817111 | | "33" red | Mi-35M | Russian Air Force | d/d | 2012 | line # 02-01; opb 393 AvB at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Korenovsk 04aug12 |
| | | RF-94982 | Mi-35M | Russian Air Force | ph. | 19feb16 | also carried code "33" red; opb 55 ovp AA at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars; f/n may19 with 'VKS Rossii' titles; l/n active 22jun21 |
| 34075817112 | | "34" red | Mi-35M | Russian Air Force | d/d | 2012 | line # 02-02; opb 393 AvB AA (redesignated 55 ovp AA 01dec15) at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; l/n Korenovsk 04aug12 |
| | | RF-94983 | Mi-35M | Russian Air Force | ph. | 05jul17 | c/n not confirmed; also carried code "34" red; opb 55 ovp AA at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n as such Korenovsk 09apr19; titles changed to 'VKS Rossii'; f/n as such Adrianovo 09may20 |
| 34075817113 | | "35" red | Mi-35M | Russian Air Force | d/d | 2012 | line # 02-03; opb 393 AvB at Korenovsk |
| | | RF-94980 | Mi-35M | Russian Air Force | ph. | 19feb16 | also carried code "35" red; opb 55 ovp AA at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars; seen in Syria 12jul16; l/n Rostov-na-Donu-Tsentralny 03sep17 |
| 34075817114 | | "36" red | Mi-35M | Russian Air Force | d/d | 2012 | line # 02-04; opb 393 AvB at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars |
| | | RF-94981 | Mi-35M | Russian Air Force | EIK | 25jul15 | also carried code "36" red; opb 393 AvB AA (redesignated 55 ovp AA 01dec15) at Korenovsk; initially in grey c/s with 'VVS Rossii' titles and Russian stars; l/n as such Rostov-na-Donu-Tsentralny 24aug17; repainted in khaki/olive drab camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars; f/n as such apr21; registration used on an L-39C at the same time |
| 34075817115 | | "37" red | Mi-35M | Russian Air Force | d/d | 2012 | line # 02-05; opb 393 AvB at Korenovsk |
| | | RF-95315 | Mi-35M | Russian Air Force | ph. | may19 | c/n not confirmed; also carried code "37" red; registration used on a Mi-24P and a Mi-28N at the same time |
| 34075817116 | | "38" red | Mi-35M | Russian Air Force | d/d | 2012 | line # 02-06; opb 393 AvB at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom |
| | | RF-95314 | Mi-35M | Russian Air Force | ph. | 17aug14 | at Korenovsk; also carried code "38" red; opb 393 AvB (redesignated 55 ovp AA 01dec15) at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Korenovsk 09apr19 |
| 34075817117 | ? | "39" red | Mi-35M | Russian Air Force | d/d | 2012 | c/n reported by Andy Marden as 34075817119; line # 02-07 ?; opb 393 AvB at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n ZIA 27aug13 |
| | | RF-95313 | Mi-35M | Russian Air Force | Kts | 23may15 | also carried code "39" red; opb 393 AvB AA (redesignated 55 ovp AA 01dec15) at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars; titles changed to 'VKS Rossii'; f/n as such being towed on the road through Korenovsk 09may19; registration used on a Mi-28N at the same time |
| 34075817118 | | "40" red | Mi-35M | Russian Air Force | d/d | 2012 | line # 02-08; opb 393 AvB at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars |
| | | RF-94999 | Mi-35M | Russian Air Force | NAL | 10sep13 | also carried code "40" red; opb 393 AvB AA (redesignated 55 ovp AA 01dec15) at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars |
| 34075817119 | | "41" red | Mi-35M | Russian Air Force | d/d | 2012 | line # 02-09; opb 393 AvB at Korenovsk |
| 34075817120 | | "42" red | Mi-35M | Russian Air Force | d/d | 2012 | line # 02-10; opb 393 AvB at Korenovsk |
| 34075817121 | | not known | Mi-35M | Russian Air Force | | | line # 03-01; seen on the assembly line aug13 |
| | | "30" blue | Mi-35M | Russian Air Force | Ror | 23dec12 | c/n not confirmed; opb 387 AvB at Budyonnovsk; in grey c/s with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom |
| | | RF-91410 | Mi-35M | Russian Air Force | Roc | 08may14 | c/n not confirmed; also carried code "30" blue; opb 387 AvB at Budyonnovsk; in grey c/s with 'VVS Rossii' titles and Russian stars; registration also used on a Mi-8AMTSh at the same time |
| 34075817122 | ? | "31" blue | Mi-35M | Russian Air Force | Ror | 23dec12 | c/n not confirmed; line # 03-02 ?; opb 387 AvB at Budyonnovsk; in grey c/s with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom |
| | | RF-91277 | Mi-35M | Russian Air Force | Kub | 03apr15 | c/n not confirmed; also carried code "31" blue; opb 387 AvB at Budyonnovsk; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Kubinka 09may15; reported aug18; registration also used on a Mi-8MTV-5-1 at the same time |
| 34075817123 | | "35" blue | Mi-35M | Russian Air Force | d/d | 30mar12 | line # 03-02; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom |
| | | RF-13007 | Mi-35M | Russian Air Force | Roc | 08may14 | in grey c/s with 'VVS Rossii' titles and Russian stars; initially also carried code "35" blue; l/n as such Rostov-na-Donu-Severny 01jul14; code changed to "38" blue; f/n as such Kubinka apr15; l/n as such Astrakhan-Privolzhski 28mar18; seen with a new TA-14 APU (instead of the standard AI-9) in MVZ im. Milya 25nov19 |
| 34075817124 | | "39" blue | Mi-35M | Russian Air Force | | | line # 03-04; in grey c/s with 'VVS Rossii' titles and Russian stars |
| | | RF-13008 | Mi-35M | Russian Air Force | Azp | 29may15 | also carried code "39" blue; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Astrakhan-Privolzhski 27mar18 |
| 34075817125 | | "40" blue | Mi-35M | Russian Air Force | d/d | 2012 ? | line # 03-05; in grey c/s with 'VVS Rossii' titles and Russian stars |
| | | RF-13009 | Mi-35M | Russian Air Force | Kub | 27apr15 | also carried code "40" blue; in grey c/s with 'VVS Rossii' titles and Russian stars; modified by KOMZ at Kazan with special equipment; f/n as such Engels 27jan18; reported with code "05" blue may18 |
| 34075817126 | | "101" blue | Mi-35M | Russian Air Force | d/d | 22oct13 | line # 03-06; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostov-na-Donu-Tsentralny 08may14 |
| 34075817127 | | "102" blue | Mi-35M | Russian Air Force | d/d | 22oct13 | line # 03-07; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostov-na-Donu-Tsentralny 08may14 |
| | | RF-13665 | Mi-35M | Russian Air Force | ph. | 20sep19 | c/n not confirmed; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "102" blue; l/n as such over the Caspian Sea 20sep19; code changed to "28" blue; f/n as such may20 (but reported as "18" blue at Rostov-na-Donu-Tsentralny 03feb20) |
| 34075817128 | | "16" white | Mi-35M | Russian Air Force | h/o | 06nov13 ? | line # 03-08; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Ostrov-Veretye 25dec13; l/n Ostrov-Veretye sep14 |
| | | RF-13015 | Mi-35M | Russian Air Force | Kub | 17jun15 | also carried code "16" white; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n 2019 |
| 34075817129 | | "17" white | Mi-35M | Russian Air Force | d/d | nov13 | line # 03-09; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n sep14 |
| | | RF-13010 | Mi-35M | Russian Air Force | Rzd | 08aug15 | opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; initially also carried code "17" white; l/n as such Kubinka 09may16; the code was changed to "17" yellow and the titles to 'VKS Rossii'; f/n as such jun19; seen Batajnica (Serbia) 19oct19; received 'Z' invasion markings in 2022; w/o 09feb23 on a mission in the Kharkiv region when made a forced landing in a field near Tokarivka (at N49.77305 E37.88991) and was damaged beyond repair by artillery fire of 14 ombr of the Ukrainian Army soon after, coming to rest on its right side, both crew members were evacuated by a Mi-8 (while the Ukrainians claimed that they were killed); photos of the wreck were published 19mar23 |
| 34075817130 | | "18" white | Mi-35M | Russian Air Force | d/d | nov13 | line # 03-10; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Torzhok 18mar14 |
| | | RF-13012 | Mi-35M | Russian Air Force | Tzk | 28jun14 | initially opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; initially also carried code "18" white; l/n as such Kubinka 07sep16; code changed to "18" yellow and titles to 'VKS Rossii'; f/n as such over Nis (Serbia) 10may19; l/n Batajnica (Serbia) 19oct19 |
| 34075817140 | ? | "67" white | Mi-35M | Russian Air Force | d/d | dec13 | c/n not confirmed; line # 04-01 ?; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n in Rostvertol 27dec13 |
| | | RF-13011 | Mi-35M | Russian Air Force | ph. | jul15 | c/n not confirmed; also carried code "67" white; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Kubinka 27aug17 |

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|---|---|---|---|---|---|---|---|
| 34075817141 | | "68" white | Mi-35M | Russian Air Force | d/d | dec13 | line # 04-02; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Torzhok 18mar14; l/n Ostrov-Veretye aug14 |
| | | RF-13013 | Mi-35M | Russian Air Force | Kub | 16jun15 | also carried code "68" white; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Kubinka 26aug17 |
| 34075817142 | ? | "69" white | Mi-35M | Russian Air Force | d/d | dec13 | c/n not confirmed; line # 04-03 ?; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Ostrov-Veretye 11mar14 |
| | | RF-13014 | Mi-35M | Russian Air Force | Kub | 09jun15 | c/n not confirmed; also carried code "69" white; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Kubinka 05may16 |
| 34075817143 | ? | "103" blue | Mi-35M | Russian Air Force | d/d | 2Q 2014 | c/n not confirmed; line # 04-04 ?; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostov-na-Donu-Tsentralny 17jun14 |
| | | RF-13016 | Mi-35M | Russian Air Force | ph. | 30jul17 | c/n not confirmed; also carried code "21" blue; opb 39 ovp at Dzhankoi; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; f/n Sevastopol 30jul17 |
| 34075817144 | ? | "104" blue | Mi-35M | Russian Air Force | d/d | 2Q 2014 | c/n not confirmed; line # 04-05 ?; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, 'VVS Rossii' titles and Russian stars; f/n Rostov-na-Donu-Tsentralny 09oct15 (possible registration not visible on photo) |
| | | RF-13017 | Mi-35M | Russian Air Force | ph. | 05mar22 | c/n not confirmed (also reported as c/n 34075817147); also carried code "22" blue; opb 39 ovp at Dzhankoi; in olive drab/khaki camo c/s with light blue underside, 'VVS Rossii' titles and Russian stars; w/o 05mar22 on a mission in the Bashtanka district of the Mykolayiv region (Ukraine) when was shot down by the Ukrainian Navy and crashed in a field, at least one crew member was killed and buried near the crash site |
| 34075817145 | ? | "105" blue | Mi-35M | Russian Air Force | d/d | 2Q 2014 | c/n not confirmed; line # 04-06 ?; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | | RF-13018 | Mi-35M | Russian Air Force | ph. | 03apr16 | c/n not confirmed; also carried code "23" blue; opb 39 ovp at Dzhankoi; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; appeared in the Russian film "Krym" (Crimea) which was shot mar16; seen Stavropol 03apr16; seen Stavropol 30jul17; seen with 'Z' markings and white 'Yaga' nose-art and name apr23 |
| 34075817146 | ? | "106" blue | Mi-35M | Russian Air Force | d/d | 2Q 2014 | c/n not confirmed; line # 04-07 ?; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| 34075817147 | ? | "107" blue | Mi-35M | Russian Air Force | d/d | 2Q 2014 | c/n not confirmed; line # 04-08 ?; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | | RF-13021 | Mi-35M | Russian Air Force | ph. | apr16 | c/n not confirmed; also carried code "25" blue; opb 39 ovp at Dzhankoi; equipped with an L370E8 "Vitebsk" defence suite; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; deployed to Syria mar16, based at Shayrat |
| 34075817148 | ? | "108" blue | Mi-35M | Russian Air Force | d/d | 2Q 2014 | c/n not confirmed; line # 04-09 ?; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | | RF-13022 | Mi-35M | Russian Air Force | ph. | jul19 | c/n not confirmed; also carried code "26" blue; opb 39 ovp at Dzhankoi; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| 34075817149 | ? | "109" black | Mi-35M | MVZ im. Milya | Ror | 12aug12 | c/n not confirmed; line # 04-10 ?; in grey c/s, no markings apart from code and Russian flag on fin; l/n Rostvertol jun13 |
| | | "109" blue | Mi-35M | Russian Air Force | d/d | 3Q 2014 | c/n not confirmed; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostvertol 01jul14; l/n Rostvertol 11jul14 |
| | | RF-13023 | Mi-35M | Russian Air Force | ph. | 18apr17 | c/n not confirmed; also carried code "27" blue; opb 39 ovp at Dzhankoi; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; dbr 07may20 on a training flight from Dzhankoi with one engine shut down when the other engine failed at a height of some 100 metres, the crew attempted a forced landing, but the helicopter collided with a brick hut some 540 metres before the runway threshold and suffered severe damage, 1 of the 3 crew members (the pilot in the front cockpit) was killed and both survivors were seriously injured |
| 34075817150 | ? | "110" blue | Mi-35M | Russian Air Force | d/d | 3Q 2014 | c/n not confirmed; line # 05-01 ?; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| | | RF-13024 | Mi-35M | Russian Air Force | | | c/n not confirmed; also carried code "29" blue (and below that code "11" red was partially visible); opb 39 ovp at Dzhankoi; in olive drab/khaki camo c/s with light blue underside; w/o 24feb22 on its way to Gostomel when was shot down by Ukrainian forces and crashed into the Kiev reservoir, all 3 crew members (probably Major Roman Grovich, Major Nikolai Bugai and Captain Aleksei Belkov) were killed; the wreckage was recovered from the reservoir 03jun22 |
| 34075817151 | ? | "111" blue | Mi-35M | Russian Air Force | d/d | nov14 ? | c/n not confirmed; line # 05-02 ?; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostvertol 01jul14 |
| | | RF-13035 | Mi-35M | Russian Air Force | ph. | aug17 | c/n not confirmed; also carried code "111" blue; opb 16 brigada AA at Zernograd; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; f/n Kadamovski aug17 |
| 34075817152 | ? | "112" blue | Mi-35M | Russian Air Force | d/d | nov14 ? | c/n not confirmed; line # 05-03 ?; opb 16 brigada AA at Zernograd; in olive drab/khaki camo c/s with light blue underside; f/n Zernograd 10feb16 |
| 34075817153 | ? | "32" red | Mi-35M | Russian Air Force | d/d | dec14 | c/n not confirmed; line # 05-04 ?; opb 549 AvB AA at Pushkin; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostvertol oct14 |
| 34075817154 | ? | not known | Mi-35M | Russian Air Force | | | line # 05-05 ?; opb 549 AvB AA at Pushkin |
| 34075817155 | ? | "35" red | Mi-35M | Russian Air Force | h/o | dec14 | c/n not confirmed; line # 05-06 ? |
| | | RF-93162(2) | Mi-35M | Russian Air Force | ph. | sep15 | c/n not confirmed; also carried big code "55" red (the new one) and small code "35" red (the old one); opb 549 AvB AA at Pushkin; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; f/n sep15; see Mi-24PN c/n 34012403011 |
| | | RF-13374 | Mi-35M | Russian Air Force | Kub | 10sep16 | c/n not confirmed; also carried code "55" red; opb 549 AvB AA (redesignated 549 ovp AA 01dec16) at Pushkin; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n 26sep19 |
| 34075817156 | ? | "56" blue | Mi-35M | Russian Air Force | | | c/n not confirmed; line # 05-07 ? |
| | | RF-13026 | Mi-35M | Russian Air Force | Ror | nov16 | c/n not confirmed; also carried code "56" blue; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| 34075817157 | ? | "31" red | Mi-35M | Russian Air Force | | | c/n not confirmed; line # 05-08 ? |
| | | RF-13027 | Mi-35M | Russian Air Force | LTK | dec15 | c/n not confirmed; initially also carried code "31" red; initially opb 55 ovp at Korenovsk; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; deployed to Syria dec15/mar16, based at Shayrat; code changed to "57" blue; seen as such in the Novgorod region 02feb17; code changed to "51" red; f/n as such Kubinka 10apr17; l/n Andrianovo 09may20 |
| 34075817158 | | "52" red | Mi-35M | Russian Air Force | | | line # 05-09 ? |
| | | RF-13028 | Mi-35M | Russian Air Force | LTK | dec15 | initially also carried code "52" red; initially opb 55 ovp at Korenovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; deployed to Syria dec15/mar16, based at Shayrat; code changed to "58" blue; photo as such in the Novgorod region 02feb17 (hopefully not photoshopped); code changed back to "52" red; f/n as such Kubinka 19apr17; c/n checked Pushkin 04jun17; l/n as such Kubinka 26aug18 |
| 34075817159 | ? | RF-13345 | Mi-35MS | FSO | Tml | 28jul14 | c/n not confirmed, line # 05-10 ?; VIP version with weather radar and bigger windows; opb Federalnya sluzhba okhrany (Federal Protective Service); in olive drab (RAL 6003) c/s with Russian flag on fin, no titles; l/n in MVZ im. Milya 29may18 |
| 34075817160 | ? | RF-13346 | Mi-35MS | FSO | Tml | 01aug14 | c/n not confirmed, line # 06-01 ?; VIP version with weather radar and bigger windows; opb Federalnya sluzhba okhrany (Federal Protective Service); in olive drab (RAL 6003) c/s with Russian flag on fin, no titles; l/n GDZ 24sep16; used in trials of the L370E8 "Vitebsk" defence suite probably in 2017, the tailboom was slightly damaged by ricochets from the ground |
| 34075817161 | ? | RF-13347 | Mi-35MS | FSO | Tml | 01aug14 | c/n not confirmed, line # 06-02 ?; VIP version with weather radar and bigger windows; opb Federalnya sluzhba okhrany (Federal Protective Service); in olive drab (RAL 6003) c/s with Russian flag on fin, no titles; l/n GDZ 24sep16 |
| 34075817162 | ? | "01" red | Mi-35M | Kazakh Air Force | d/d | nov16 | line # 06-03 ?; assembled by ARZ No. 405 at Almaty dec16; opb 602 AvB at Shymkent; in dark grey c/s with light blue belly and titles in Kazakh; used call-sign '14808'; f/n ALA 14dec16; l/n 23may24; operated by military unit 54835 at Semei by 2024 |
| 34075817163 | ? | "02" red | Mi-35M | Kazakh Air Force | d/d | nov16 | line # 06-04 ?; assembled by ARZ No. 405 at Almaty dec16; opb 602 AvB at Shymkent; in dark grey c/s with light blue belly and titles in Kazakh; used call-sign '14809'; f/n ALA 12dec16; seen CIT 03may22; l/n Saryshagan sep23; operated by military unit 54835 at Semei by 2024 |
| 34075817164 | ? | "03" red | Mi-35M | Kazakh Air Force | d/d | nov16 | line # 06-05 ?; assembled by ARZ No. 405 at Almaty dec16; opb 602 AvB at Shymkent; in dark grey c/s with light blue belly and titles in Kazakh; used call-sign '14810'; f/n Almaty-Pervomaiskaya 19jan17; seen CIT 03may22; l/n apr23; operated by military unit 54835 at Semei by 2024 |
| 34075817165 | ? | "04" red | Mi-35M | Kazakh Air Force | d/d | nov16 | line # 06-06 ?; assembled by ARZ No. 405 at Almaty dec16; opb 602 AvB at Shymkent; in dark grey c/s with light blue belly and titles in Kazakh; used call-sign '14811'; f/n ALA 14dec16; seen CIT 03may22; l/n apr23; operated by military unit 54835 at Semei by 2024 |
| 34075817166 | | "83" white | Mi-35M | Russian Air Force | Ror | 23aug16 | line # 06-07 ?; opb 15 brigada AA at Ostrov-Veretye; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| | | RF-13383 | Mi-35M | Russian Air Force | Kub | 19apr17 | also carried code "83" white; opb 15 brigada AA at Ostrov-Veretye; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; c/n checked ZIA 22jul17; code changed to "83" yellow and titles to 'VKS Rossii'; f/n such Kubinka 24aug18; l/n ZIA 22jul21 |
| --- | | -- | Mi-35M | FSB | Ror | 23aug16 | line # 06-09; certainly one of the 5 c/ns 17200, 17201, 17204, 17205 or 17206; seen in light grey primer without markings on the assembly line 23aug16 |
| 34075817200 | | not known | Mi-35M | FSB | d/d | 2017 | delivered under a contract dated 14jul15 (additional agreement signed 08sep17); 1 of these 5 is RF-18324 |
| 34075817201 | | not known | Mi-35M | FSB | d/d | 2017 | delivered under a contract dated 14jul15 (additional agreement signed 08sep17) |
| 34075817202 | | RF-13664 | Mi-35M | Russian Air Force | Kub | 19jan18 | line # 07-03; also carried code "50" red; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n as such Kubinka 26aug18; titles changed to 'VKS Rossii'; f/n as such Klin 23apr20; l/n Kubinka 19aug22 |
| 34075817202 | ? | "05" red | Mi-35M | Kazakh Air Force | d/d | apr19 | line # 07-03 ?; opb 603 AvB at Pervomaiski; in dark grey c/s with light blue belly and titles in Kazakh; f/n ALA 13sep19; l/n 27apr23 |
| 34075817203 | ? | "06" red | Mi-35M | Kazakh Air Force | d/d | apr19 | line # 07-04 ?; opb 603 AvB at Pervomaiski; in dark grey c/s with light blue belly and titles in Kazakh; f/n Almaty-Pervomaiskaya 04may22; l/n 27apr23; operated by military unit 54835 at Semei by 2024 |
| 34075817204 | | not known | Mi-35M | FSB | d/d | 2017 | delivered under a contract dated 14jul15 (additional agreement signed 08sep17) |
| 34075817205 | | not known | Mi-35M | FSB | d/d | 2017 | delivered under a contract dated 14jul15 (additional agreement signed 08sep17) |
| 34075817206 | | not known | Mi-35M | FSB | d/d | 2017 | delivered under a contract dated 14jul15 (additional agreement signed 08sep17) |

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|---|---|---|---|---|---|---|---|
| 34075817207 | ? | "07" red | Mi-35M | Kazakh Air Force | d/d | apr19 | line # 07-08 ?; opb 603 AvB at Pervomaiski; in dark grey c/s with light blue belly and titles in Kazakh; f/n ALA 13sep19; l/n Almaty-Pervomaiskaya 04may22; operated by military unit 54835 at Semei by 2024 |
| 34075817208 | ? | "08" red | Mi-35M | Kazakh Air Force | d/d | apr19 | line # 07-09 ?; opb 603 AvB at Pervomaiski; in dark grey c/s with light blue belly and titles in Kazakh; f/n 01aug19; l/n NQZ 03may24; operated by military unit 54835 at Semei by 2024 |
| 34075817311 | | "311" white | Mi-35M | Uzbek Air Force | Ror | 26apr18 | c/n not confirmed; based at Khanabad; in very dark olive drab c/s; still without roundels when seen 26apr18; l/n at the Forish training range 11jan21 |
| 34075817312 | | "58" yellow | Mi-35M | Russian Air Force | mfd | 2018 | |
| | | RF-13460 | Mi-35M | Russian Air Force | Kub | 30jun19 | also carried code "58" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars; c/n checked Kubinka 30jun19; l/n Kubinka 28aug20 |

## ***Mi-24D (Mi-25) with export numbers built by "Rostvertol" at Rostov-na-Donu-Severny from 1978 to 1989***

Their export number system is explained as follows: The first three digits (or one letter and two digits) are an export code (which cannot yet be explained), followed by a two-digit and later three-digit sequential number. It is reported that the line number should be located near the nose section on the right-hand side.

| | | | | | | |
|---|---|---|---|---|---|---|
| B40 01 | 403 | Mi-24D | East German AF | mfd | 15feb78 | line # 17-05; toc 28jun78; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl; in olive drab/khaki camo c/s with light blue underside |
| | 403 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,198 hours by 30sep90 |
| | 96+20 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n aug05, still with its former German serial; sat wfu at Mezőfalva, seen jan10; sat wfu on the premises of Solar Kft. at Csepel, l/n apr13; the tail was cut off according to the stipulations of the CFE treaty; transported to the "A szovjet repülötér titkai" (Secrets of the Soviet airbase) museum of Károly Vándor at Berekfürdö (near Kunmadaras) 13jun13 |
| | "03" yellow | Mi-24D | Soviet Air Force | ph. | jun13 | preserved in these fake colours in the "A szovjet repülötér titkai" (Secrets of the Soviet airbase) museum at Berekfürdö from summer 2013, l/n jul21 |
| B40 02 | 406 | Mi-24D | East German AF | mfd | 21feb78 | line # 17-06; toc 28jun78; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl |
| | 406 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,958 hours by 30sep90 |
| | 96+21 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; flown under a CH-53G of German Army Aviation to the Imperial War Museum at Duxford (UK) 13mar96, l/n there oct10; transported to the US and seen at Davis-Monthan nov13 |
| | 406 | Mi-24D | East German Army | ph. | 03jun14 | preserved with its original serial in the Tucson Pima Air and Space Museum, seen jun14/feb24, repainted in fake grey c/s |
| B40 03 | 407 | Mi-24D | East German AF | mfd | 09mar78 | line # 17-07; toc 28jun78; opb HG-54 at Basepohl; w/o 26aug80 while performing aerobatics when the main rotor cut off the tailboom and the helicopter crashed near Karnitz (close to Neukalen), all 3 crew members were killed |
| B40 04 | 412 | Mi-24D | East German AF | mfd | 09mar78 | line # 17-08; toc 28jun78; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl |
| | 412 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,982 hours by 30sep90 |
| | 96+23 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92 |
| | 4004 | Mi-24D | Polish Army | sold | jan96 | never taken on charge, cannibalised for spares; later preserved at Radom-Sadków, seen sep02/aug11; repainted in medium green/olive drab camo c/s with light blue underside and preserved in Muzeum Sil Powietrznych at Deblin (N51.56026 E21.86413), seen aug12/aug23 |
| K20 05 | 005 | Mi-24D | Hungarian AF | mfd | 17mar78 | line # 17-09; d/d 26jul78; struck off charge 30jan96, t/t 2,025 hours; sat wfu at Szentkirályszabadja, seen sep01/aug08, and later at Tökö̈l, seen sep09/aug12; see c/n 340275 |
| K20 06 | 006 | Mi-24D | Hungarian AF | mfd | 17mar78 | line # 17-10; d/d 26jul78; sat wfu at Szentkirályszabadja, seen aug01/aug08, and later at Tökö̈l, seen sep09/aug12; the fuselage was sold (with at least 5 other ones) to Dejen Aviation Industry (DAVI) of Ethiopia and was seen with DAVI at Debre Zeyit oct13 |
| K20 07 | 007 | Mi-24D | Hungarian AF | mfd | 17mar78 | line # 18-01; d/d 26jul78; struck off charge 13jan94, t/t 1,971 hours; sat wfu at Szentkirályszabadja, seen sep01/aug08, and later at Tökö̈l, seen may09/aug12; the fuselage was sold (with at least 5 other ones) to Dejen Aviation Industry (DAVI) of Ethiopia and was seen with DAVI at Debre Zeyit oct13 |
| K20 08 | 008 | Mi-24D | Hungarian AF | mfd | 17mar78 | line # 18-02; d/d 26jul78; in dark green/ochre camo c/s with light blue underside; sat wfu at Szentkirályszabadja, seen sep01/aug08, and later at Tökö̈l, seen sep09/jan11; preserved in Magyar Néphadsereg Múzeális Eszköz és Gépparkja at Zamárdi (N46.88021 E17.92695), seen aug11/may13 |
| M340 09 | 4009 | Mi-24D | Czechoslovak AF | mfd | 19may78 | line # 18-03, c/n also given without the prefix M; opb 51. vrp; l/n Prostejov 08sep90 |
| | 4009 | Mi-24D | Slovak Air Force | trf | 01jan93 | sat wfu at POV, seen aug08/aug15 |
| M340 10 | 4010 | Mi-24D | Czechoslovak AF | mfd | 29may78 | line # 18-04, c/n also given without the prefix M; opb 51. vrp; l/n Prostejov 08sep90 |
| | 4010 | Mi-24D | Czech Air Force | trf | 01jan93 | in green/ochre camo c/s with light grey underside; stored in the Israeli Air Force Museum at Hatzerim, seen 06sep11/may16 |
| M340 11 | 4011 | Mi-24D | Czechoslovak AF | mfd | 31may78 | line # 18-05, c/n also given without the prefix M; opb 51. vrp; l/n OSR 01sep89 |
| | 4011 | Mi-24D | Czech Air Force | trf | 01jan93 | sat wfu at PRV, seen may07; sat derelict at the gate of the Army Point Company at Hlavenec near Stará Boleslav, seen aug12/mar14 and gone by sep14 |
| | '2811' | Mi-24D | no titles | ph. | 30aug15 | in light grey c/s with broad blue cheatline; preserved in these fake colours at Nitra-Janikovce, seen aug15/mar16 |
| | 4011 | Mi-24D | Czechoslovak AF | ph. | 27jul18 | serial changed back to the original one and roundel applied again; in light grey c/s with broad blue cheatline; preserved at Nitra-Janikovce (N48.2809 E8.1351), seen jul17/apr24 |
| M340 12 | 4012 | Mi-24D | Czechoslovak AF | mfd | 08jun78 | line # 18-06, c/n also given without the prefix M; opb 51. vrp; dbr 12sep85 on a patrol flight along the border with West Germany when manoeuvred against a US Army Aviation AH-1S in mountainous terrain near Prásily and crashed due to an air eddy behind a mountain, 2 of the 3 crew injured |
| A10 13 | 13 | Mi-24D | Polish Army | mfd | 22sep78 | line # 18-07; d/d reported as 08jul78 |
| | 013 | Mi-24D | Polish Army | r/r | unknown | damaged 13sep88, repaired; l/n operational Pruszcz Gdanski 01sep99; in olive drab/light blue camo c/s with light grey underside; preserved in Muzeum Wojska Polskiego at al. Jerozolimskie 3 in Warsaw (N52.18164 E21.06703), seen aug04/aug23 |
| A10 14 | 14 | Mi-24D | Polish Army | mfd | 22sep78 | line # 18-08; d/d reported as 08jul78 |
| | 014 | Mi-24D | Polish Army | r/r | unknown | damaged 09dec88, repaired; l/n operational Pruszcz Gdanski 15sep94; sat on the dump at Leczyca-Wielka, seen jul13 |
| A10 15 | 15 | Mi-24D | Polish Army | mfd | 22sep78 | line # 18-09; d/d reported as 08jul78 |
| | 015 | Mi-24D | Polish Army | r/r | unknown | used as a ground instructional airframe by the technical school at Lesznica, seen apr96; and later by Lotnicza Akademia Wojskowa at Deblin-Irena, seen jun03/aug18 |
| A10 16 | 16 | Mi-24D | Polish Army | mfd | 22sep78 | line # 18-10; d/d reported as 08jul78 |
| | 016 | Mi-24D | Polish Army | r/r | unknown | l/n operational LCJ 26aug99; was preserved at Deblin-Irena, seen jun01/jun10; sat at Lask (with the markings painted out), seen may12 |
| 095 17 | 3100 ? | Mi-25 | Iraqi Army Avn | mfd | 26jul78 | line # 19-01 |
| 095 18 | 3101 ? | Mi-25 | Iraqi Army Avn | mfd | 25jul78 | line # 19-02 |
| 095 19 | 3102 ? | Mi-25 | Iraqi Army Avn | mfd | 27jul78 | line # 19-03 |
| 095 20 | 3103 ? | Mi-25 | Iraqi Army Avn | mfd | 03aug78 | line # 19-04 |
| 095 21 | 3104 ? | Mi-25 | Iraqi Army Avn | mfd | 03aug78 | line # 19-05 |
| 095 22 | 3105 ? | Mi-25 | Iraqi Army Avn | mfd | 03aug78 | line # 19-06 |
| 095 23 | 3106 ? | Mi-25 | Iraqi Army Avn | mfd | 03aug78 | line # 19-07 |
| 095 24 | 3107 ? | Mi-25 | Iraqi Army Avn | mfd | 03aug78 | line # 19-08 |
| 095 25 | 3108 ? | Mi-25 | Iraqi Army Avn | mfd | 03aug78 | line # 19-09 |
| 095 26 | 3109 ? | Mi-25 | Iraqi Army Avn | mfd | 22sep78 | line # 19-10 |
| 095 27 | 3110 ? | Mi-25 | Iraqi Army Avn | mfd | 25sep78 | line # 20-01 |
| 095 28 | 3111 ? | Mi-25 | Iraqi Army Avn | mfd | 25sep78 | line # 20-02 |
| 095 29 | 3112 ? | Mi-25 | Iraqi Army Avn | mfd | 25sep78 | line # 20-03 |
| 095 30 | 3113 ? | Mi-25 | Iraqi Army Avn | mfd | 03oct78 | line # 20-04 |
| 095 31 | 3114 ? | Mi-25 | Iraqi Army Avn | mfd | 03oct78 | line # 20-05 |
| 095 32 | 3115 ? | Mi-25 | Iraqi Army Avn | mfd | 03oct78 | line # 20-06 |
| 095 33 | 3116 ? | Mi-25 | Iraqi Army Avn | mfd | 24oct78 | line # 20-07 |
| 095 34 | 3117 ? | Mi-25 | Iraqi Army Avn | mfd | 24oct78 | line # 20-08 |
| 095 35 | 3118 ? | Mi-25 | Iraqi Army Avn | mfd | 24oct78 | line # 20-09 |
| 095 36 | 3119 ? | Mi-25 | Iraqi Army Avn | mfd | 24oct78 | line # 20-10 |
| 095 37 | 3120 ? | Mi-25 | Iraqi Army Avn | mfd | 24oct78 | line # 21-01 |
| 095 38 | 3121 ? | Mi-25 | Iraqi Army Avn | mfd | 11nov78 | line # 21-02 |
| 095 39 | 3122 ? | Mi-25 | Iraqi Army Avn | mfd | 11nov78 | line # 21-03 |
| 095 40 | 3123 ? | Mi-25 | Iraqi Army Avn | mfd | 23nov78 | line # 21-04 |
| 095 41 | 3124 ? | Mi-25 | Iraqi Army Avn | mfd | 23nov78 | line # 21-05 |
| 095 42 | 3125 ? | Mi-25 | Iraqi Army Avn | mfd | 29nov78 | line # 21-06 |
| 095 43 | 3126 ? | Mi-25 | Iraqi Army Avn | mfd | 01dec78 | line # 21-07 |
| 095 44 | 3127 ? | Mi-25 | Iraqi Army Avn | mfd | 02dec78 | line # 21-08 |
| 095 45 | 3128 ? | Mi-25 | Iraqi Army Avn | mfd | 02dec78 | line # 21-09 |
| 095 46 | 3129 ? | Mi-25 | Iraqi Army Avn | mfd | 26dec78 | line # 21-10 |
| 095 47 | 3130 ? | Mi-25 | Iraqi Army Avn | mfd | 27dec78 | line # 22-01 |
| 095 48 | 3131 ? | Mi-25 | Iraqi Army Avn | mfd | 03jan79 | line # 22-02 |
| 095 49 | 3132 ? | Mi-25 | Iraqi Army Avn | mfd | 13jan79 | line # 22-03 |
| 095 50 | 3133 ? | Mi-25 | Iraqi Army Avn | mfd | 13jan79 | line # 22-04 |
| 095 51 | 3134 ? | Mi-25 | Iraqi Army Avn | mfd | 26jan79 | line # 22-05 |
| 095 52 | 3135 ? | Mi-25 | Iraqi Army Avn | mfd | 22feb79 | line # 22-06 |
| 095 53 | 3136 ? | Mi-25 | Iraqi Army Avn | mfd | 07feb79 | line # 22-07 |
| 095 54 | not known | Mi-25 | Afghan Air Force | mfd | 22feb79 | line # 22-08 |
| 095 55 | not known | Mi-25 | Afghan Air Force | mfd | 21feb79 | line # 22-09 |
| 095 56 | not known | Mi-25 | Afghan Air Force | mfd | 27feb79 | line # 22-10 |
| 095 57 | 318 | Mi-25 | Afghan Air Force | mfd | 22feb79 | line # 23-01; opb 377 helicopter regiment at Kabul; dbr 28mar81 on a patrol flight when was hit by fire from the ground, made a forced landing and rolled over onto its side, all crew escaped unhurt |
| 095 58 | 3137 ? | Mi-25 | Iraqi Army Avn | mfd | 06mar79 | line # 23-02; 1137 was shipped to the UK and placed on the ranges at Spadeadam |

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|---|---|---|---|---|---|---|
| 095 59 | not known | Mi-25 | Afghan Air Force | mfd | 15mar79 | line # 23-03 |
| 095 60 | 3138 | Mi-25 | Iraqi Army Avn | mfd | 21mar79 | line # 23-04; in green/yellow camo c/s with light grey underside; made an emergency landing in the Raml 3 region between the Iraqi and Iranian lines during Iranian Operation "Beit-al-Moghaddas" 30apr82/26may82, was abandoned by its crew and captured by Iranian forces; evacuated from the area by technicians of the 3rd CSG and transported on a flat-bed trailer to 4th TFB at Vahdati by IRIAA's Deputy of Logistics; preserved in the Saad Abad Military museum at Tehran (N35.81536 E51.42362), seen apr06/may17; photo-proof of serial (was also reported as 3128, 2128 and 2127) |
| 095 61 | 3139 ? | Mi-25 | Iraqi Army Avn | mfd | 21mar79 | line # 23-05 |
| 095 62 | 3140 ? | Mi-25 | Iraqi Army Avn | mfd | 10apr79 | line # 23-06 |
| | ..-09562 | Mi-25 | US Army Aviation | LSV | 15feb08 | in basic Iraqi c/s; l/n LSV 15oct09 |
| 095 63 | 3141 ? | Mi-25 | Iraqi Army Avn | mfd | 11apr79 | line # 23-07 |
| 095 64 | 3142 ? | Mi-25 | Iraqi Army Avn | mfd | 16apr79 | line # 23-08 |
| U50 65 | 101 | Mi-24D | Bulgarian AF | mfd | 31may79 | line # 23-09; opb 13 vap bv at Stara Zagora; l/n operational SZR 10aug95; repainted in greenish grey/olive drab/ochre camo c/s with light grey underside; preserved in the Bulgarian Air Force Museum at Plovdiv-Krumovo (N42.06727 E24.84150), seen sep99/aug24 |
| U50 66 | 102 | Mi-24D | Bulgarian AF | mfd | 31may79 | line # 23-10; opb 13 vap bv at Stara Zagora; seen aug95; stored at SZR, l/n 20aug0; sold to the US probably in late 2002 |
| | N202VS | Mi-24D | Vertol Systems | rgd | 01apr04 | Vertol Systems Co. Inc. of Hillsboro, OR (and later of Destin, FL) is a front company of the CIA; was offered to be contracted by United States Special Operations Command (USSOCOM), but rejected because of lack of a CofA; reportedly ex N102VS, but that was a "LearJet" by the same time; current on register 22feb22 with a CofR expiry date of 31mar23 |
| U50 67 | 103 | Mi-24D | Bulgarian AF | mfd | 15jun79 | line # 24-01; opb 13 vap bv at Stara Zagora; stored at SZR, l/n 20aug02; sold to D.C. Dunham of VA oct/nov02 |
| | N103VS | Mi-24D | Vertol Systems | rgd | 22jan03 | Vertol Systems Co. Inc. of Hillsboro, OR (and later of Destin, FL) is a front company of the CIA; was offered to be contracted by United States Special Operations Command (USSOCOM), but rejected because of lack of a CofA; current on register 22feb22 with a CofR expiry date of 30apr25 |
| U50 68 | 104 | Mi-24D | Bulgarian AF | mfd | 15jun79 | line # 24-02; opb 13 vap bv at Stara Zagora; f/n SOF jul80; stored at SZR, l/n 20aug02; sold to the US probably in late 2002 |
| | N204VS | Mi-24D | Vertol Systems | rgd | 01apr04 | Vertol Systems Co. Inc. of Hillsboro, OR (and later of Destin, FL) is a front company of the CIA; was offered to be contracted by United States Special Operations Command (USSOCOM), but rejected because of lack of a CofA; current on register 22feb22 with a CofR expiry date of 31mar23 |
| B40 69 | 414 | Mi-24D | East German AF | mfd | 26jun79 | line # 24-03; toc 31jul79; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl; trf to KHG-67 at Cottbus 03jun83 |
| | 414 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; t/t 2,154 hours by 30sep90 |
| | 96+03 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used |
| | 4069 | Mi-24D | Polish Army | sold | jan96 | used for spares only; sat wfu (without markings) at Pruszcz Gdanski, seen oct09/jun13; the cut-off cockpit section is used by the "Real Simulator" company at Tanvaldská 345 at Liberec (Czechia) as a basic flight simulator, seen jan24 |
| B40 70 | 415 (1) | Mi-24D | East German AF | mfd | 28jun79 | line # 24-04; toc 31jul79; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl; trf to 1./KHG-67 at Cottbus in 1983; w/o 26oct84 when collided in thick fog with the mast of a Soviet radar station near Steinheid am Rennweg (Neuhaus district) and crashed, 2 of the 4 crew killed and 1 injured; see c/n 340334 |
| B40 71 | 417 | Mi-24D | East German AF | mfd | 30jun79 | line # 24-05; toc 13aug79; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl |
| | 417 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,849 hours by 30sep90 |
| | 96+24 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n aug05, still with its former German serial; sat wfu at Mezöfalva, seen jan10/apr13, and later in a compound at Kövesgyürüpuszta (N47.029914 E17.795290), seen sep18/jul20 (in East German markings) |
| B40 72 | 418 | Mi-24D | East German AF | mfd | 13jul79 | line # 24-06; toc 13aug79; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl |
| | 418 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,758 hours by 30sep90 |
| | 96+25 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n aug05, still with its former German serial; sat wfu at Mezöfalva, seen jan10, and later on the premises of Solar Kft. at Csepel, seen apr13; the tailboom was fitted to 96+05; preserved (without tailboom) in the Komo-Sky 51-es BÁZIS museum at Dunavarsány (N47.292330 E19.029504), seen jul21 |
| 095 73 | 3143 ? | Mi-24D | Iraqi Army Avn | mfd | 16apr79 | line # 24-07 |
| 095 74 | 3144 ? | Mi-24D | Iraqi Army Avn | mfd | 30jul79 | line # 24-08 |
| 095 75 | 3145 ? | Mi-24D | Iraqi Army Avn | mfd | 31jul79 | line # 24-09 |
| 095 76 | 3146 ? | Mi-24D | Iraqi Army Avn | mfd | 30jul79 | line # 24-10 |
| 095 77 | 3147 ? | Mi-24D | Iraqi Army Avn | mfd | 30jul79 | line # 25-01 |
| U50 78 | not known | Mi-24D | not known | mfd | 30aug79 | line # 25-02; in a factory listing as delivered to Bulgaria, but there is no serial available - probably delivered to Afghanistan (as U5082 and U5085) |
| U50 79 | not known | Mi-24D | not known | mfd | 30aug79 | line # 25-03; in a factory listing as delivered to Bulgaria, but there is no serial available - probably delivered to Afghanistan (as U5082 and U5085) |
| U50 80 | not known | Mi-24D | not known | mfd | 30aug79 | line # 25-04; in a factory listing as delivered to Bulgaria, but there is no serial available - probably delivered to Afghanistan (as U5082 and U5085) |
| U50 81 | not known | Mi-24D | not known | mfd | 30aug79 | line # 25-05; in a factory listing as delivered to Bulgaria, but there is no serial available - probably delivered to Afghanistan (as U5082 and U5085) |
| U50 82 | 327 | Mi-25 | Afghan Air Force | mfd | 15aug79 | line # 25-06; in a factory listing as delivered to Bulgaria !; opb 377 helicopter regiment at Kabul; w/o 23apr81 while attacking mujahideen with other Mi-25s when was hit by small-arms fire, caught fire and exploded in mid-air, all crew killed |
| U50 83 | not known | Mi-24D | not known | mfd | 22aug79 | line # 25-07; in a factory listing as delivered to Bulgaria, but there is no serial available - probably delivered to Afghanistan (as U5082 and U5085) |
| U50 84 | not known | Mi-24D | not known | mfd | 08sep79 | line # 25-08; in a factory listing as delivered to Bulgaria, but there is no serial available - probably delivered to Afghanistan (as U5082 and U5085) |
| U50 85 | 326 | Mi-25 | Afghan Air Force | mfd | 10sep79 | line # 25-09; in a factory listing as delivered to Bulgaria !; opb 377 helicopter regiment at Kabul; damaged 08apr81 when the hydraulics system of the landing gear was hit by a bullet; repaired |
| U50 86 | 105 | Mi-24D | Bulgarian AF | mfd | 14sep79 | line # 25-10; opb 13 vap bv at Stara Zagora; in olive drab/khaki camo c/s with light grey underside; l/n operational SZR 10aug95; stored at SZR, l/n 20aug02; l/n SOF nov06, awaiting shipment |
| | TZ-406 | Mi-24D | Mali Air Force | Grf | 17nov09 | probably opb BA101 at Bamako-Sénou; in ochre/sand camo c/s with light grey underside; transported to Plovdiv-Krumovo with markings covered and loaded into an An-124 20nov09 for transportation to Bamako; l/n 16aug10; severely damaged 12apr13 when crashed near the town of Ouro Modi, all 5 crew killed; obviously repaired, made a test flight in early 2015; f/n operational again BKO 03mar15 |
| U50 87 | 106 | Mi-24D | Bulgarian AF | mfd | 20sep79 | line # 26-01; opb 13 vap bv at Stara Zagora; stored at SZR, l/n 20aug02; sold to D.C. Dunham of VA oct02/nov02 |
| | N106VS | Mi-24D | Vertol Systems | rgd | 23jan03 | Vertol Systems Co. Inc. of Hillsboro, OR (and later of Destin, FL) is a front company of the CIA; was offered to be contracted by United States Special Operations Command (USSOCOM), but rejected because of lack of a CofA; current on register 22feb22 with a CofR expiry date of 30apr25 |
| U50 88 | 107 | Mi-24D | Bulgarian AF | mfd | 21sep79 | line # 26-02; opb 13 vap bv at Stara Zagora; in olive drab/khaki camo c/s with light grey underside; involved in an accident mar84; l/n operational SZR 30aug99; stored at SZR, l/n 20aug02; l/n SOF nov06, awaiting shipment |
| | TZ-407 | Mi-24D | Mali Air Force | Grf | 17nov09 | in ochre/sand camo c/s with light grey underside; transported to Plovdiv-Krumovo with markings covered and loaded into an An-124 20nov09 for transportation to Bamako; damaged by heavy calibre fire from the ground during a mission against rebel positions in the town of Menaka (SSE of Gao), was able to return to GAQ but had to be wfu; stored at GAQ, looted and damaged by Tuareg rebels which overran the airfield 28jun12 and further damaged by a near miss from a French bomb when GAQ was recaptured by French forces 26jan13, the hulk was l/n nov14 |
| U50 89 | 108 | Mi-24D | Bulgarian AF | mfd | 01oct79 | line # 26-03; opb 13 vap bv at Stara Zagora; f/n SZR 10aug95; l/n operational SZR 31jul01; repainted in ochre/dark green/medium green camo c/s with light grey underside; was preserved in the Military Academy Museum in Sofia, seen aug02/may06, c/n checked; transferred to Natsionalen Voenno-Istoricheski Muzei (National Military History Museum) in Sofia (N42.68833 E23.35036), seen jul06/aug24 |

Line numbers 26-04 to 29-09 are within the standard c/n range.

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| M340 100 | 0100 | Mi-24D | Czechoslovak AF | mfd | 16may80 | line # 29-10, c/n also given without the prefix M; opb 51. vrp; f/n Prostejov 08aug90 |
| | 0100 | Mi-24D | Slovak Air Force | trf | 01jan93 | repainted in olive drab/brown/green camo c/s; l/n operational POV 23jun05; preserved in Vojenské historické múzeum at Piestany (N48.608261 E17.829269), seen sep07/aug22 |
| M340 101 | 0101 | Mi-24D | Czechoslovak AF | mfd | 20may80 | line # 30-01, c/n also given without the prefix M; f/n Prostejov 02sep89 |
| | 0101 | Mi-24D | Slovak Air Force | trf | 01jan93 | l/n operational POV 05jun09; seen at the barracks 10jun10; wfu by sep11; sat wfu at Presov, seen aug15; preserved at Presov (N49.024822 E21.290032), seen jun23 |
| M340 102 | 0102 | Mi-24D | Czechoslovak AF | mfd | 23may80 | line # 30-02, c/n also given without the prefix M; f/n OSR 01sep89 |
| | 0102 | Mi-24D | Czech Air Force | trf | 01jan93 | l/n BRQ 27aug98 |
| | "33" yellow | Mi-24D | Soviet Air Force | | | c/n checked; was preserved in these fake markings in "Vojenské muzeum na demarkacní linii" (military museum on the demarcation line) at Rokycany (N49727487 E13.585211) from sep04, l/n apr08; reportedly relocated to Mladá in late 2009; preserved at Orechová Potôn, seen sep18/sep24 |
| M340 103 | 0103 | Mi-24D | Czechoslovak AF | mfd | 29may80 | line # 30-03, c/n also given without the prefix M; f/n Prostejov 08sep90 |
| | 0103 | Mi-24D | Czech Air Force | trf | 01jan93 | stored at PRV, seen jul07; sat wfu at Hradec Králové, seen jun08/sep11; preserved in Letecké Muzeum Olomouc at Neredín from spring 2012, l/n sep16; the museum moved to Konésin (N49.189672 E16.054046) near Namest nad Oslavou, and seen there sep13/aug24 |
| K20 104 | 104 | Mi-24D | Hungarian AF | mfd | 05jun80 | line # 30-04; d/d 27oct80; in olive drab/ochre camo c/s with light grey underside; struck off charge 18sep00; preserved in the Pintér Múvek Haditechnikai Park at Kecel (N46.538885 E19.243353), seen jul99/oct23 |
| K20 105 | 105 | Mi-24D | Hungarian AF | mfd | 09jun80 | line # 30-05; d/d 27oct80; struck off charge 06aug00, with t/t 2,000 hours; sat wfu at Szentkirályszabadja, seen sep01/aug08, and later at Tököl, seen sep09/jan12 |

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| K20 106 | 106 | Mi-24D | Hungarian AF | mfd | 17jun80 | line # 30-06; d/d 27oct80; struck off charge 10feb98, with t/t 2,266 hours; sat wfu at Szentkirályszabadja, seen sep01/aug08, and later at Tököl, seen may09/aug12 |
| K20 107 | 107 | Mi-24D | Hungarian AF | mfd | 23jun80 | line # 30-07; d/d 27oct80; struck off charge 06feb97, with t/t 2,013 hours; sat wfu at Szentkirályszabadja, seen sep01/aug08, and later at Tököl, seen sep09/aug12 |
| K20 108 | 108 | Mi-24D | Hungarian AF | mfd | 27jun80 | line # 30-08; d/d 27oct80; in dark green/ochre camo c/s with light blue underside; struck off charge 25mar93; t/t 1,360 hours; sat wfu at Szentkirályszabadja, seen aug01/aug08, and later at Tököl, l/n jan10; preserved in Magyar Néphadsereg Múzeális Eszköz és Gépparkja at Zamárdi (N46.88021 E17.92695), seen aug10/apr14; seen displayed Budaörs apr15/aug17 |
| K20 109 | 109 | Mi-24D | Hungarian AF | mfd | 27jun80 | line # 30-09; d/d 27oct80; in olive drab/khaki camo c/s with light grey underside; wfu in 1997; struck off charge 18sep00; sat wfu at Szentkirályszabadja, seen jul99/aug01, and later at Pápa, seen sep15; preserved with the socialist era markings in the museum at Pápa, seen jul17/jul19 |
| K20 110 | 110 | Mi-24D | Hungarian AF | mfd | 11jul80 | line # 30-10; d/d 11dec80; struck off charge 10feb98, t/t 2,329 hours; sat wfu at Szentkirályszabadja, seen sep01/aug08, and later at Tököl, seen sep09/aug12 |
| K20 111 | 111 | Mi-24D | Hungarian AF | mfd | 21jul80 | line # 31-01; struck off charge 29jun98, t/t 1,992 hours; sat wfu at Szentkirályszabadja, seen sep01/aug08, and later at Tököl, seen jan10/jan12 |
| K20 112 | 112 | Mi-24D | Hungarian AF | mfd | 27jul80 | line # 31-02; d/d 27oct80; struck off charge 14sep99, t/t 1,995 hours; sat wfu at Szentkirályszabadja, seen aug01/aug08, and later at Tököl, seen sep09/jan12 |
| K20 113 | 113 | Mi-24D | Hungarian AF | mfd | 27jul80 | line # 31-03; dbr 22jun82 when the rotors hit trees and the helicopter crashed; used for spares |
| K20 114 | 114 | Mi-24D | Hungarian AF | mfd | 30jul80 | line # 31-04; d/d 27oct80; struck off charge 18sep00; preserved in Repüléstörténeti Múzeum (Aircraft Museum) at Szolnok seen aug00/aug13; preserved in RepTár - Szolnoki Repülömúzeum (officially opened 01sep16), seen dec17/sep24 |
| K20 115 | 115 | Mi-24D | Hungarian AF | mfd | 05aug80 | line # 31-05; d/d 27oct80; struck off charge 05aug97, t/t 1,964 hours; sat wfu at Szentkirályszabadja, seen sep01/aug08, and later at Tököl, seen jan10 |
| | no serial | Mi-24D | no titles | ph. | 28feb17 | in red c/s with green cicles, no markings whatsoever; preserved in the Jurmala Airport Air Zoo of KS Avia, seen feb17/sep22 |
| K20 116 | 116 | Mi-24D | Hungarian AF | mfd | 12aug80 | line # 31-06; d/d 11dec80; struck off charge 10jun97, t/t 2,000 hours; sat wfu at Szentkirályszabadja, seen sep01/aug08, and later at Tököl, seen sep09/aug12 |
| K20 117 | 117 | Mi-24D | Hungarian AF | mfd | 20aug80 | line # 31-07; d/d 10dec80; l/n operational Szentkirályszabadja 08sep01; sat wfu at Szentkirályszabadja, seen aug05; preserved in Repüléstörténeti Múzeum (Aircraft Museum) at Szolnok, seen mar06/sep14; preserved in special c/s in RepTár - Szolnoki Repülömúzeum (officially opened 01sep16), l/n feb22 |
| K20 118 | 118 | Mi-24D | Hungarian AF | mfd | 21aug80 | line # 31-08; d/d 11dec80; struck off charge 25jun98, t/t 1,988 hours; sat wfu at Szentkirályszabadja, seen sep01/aug05; preserved at the base at Szolnok (N47.12917 E20.22580), seen aug07/may19 |
| K20 119 | 119 | Mi-24D | Hungarian AF | mfd | 27aug80 | line # 31-09; d/d 11dec80; in dark olive drab/khaki camo c/s with light blue underside; l/n Szentkirályszabadja jul95; struck off charge 09aug00, t/t 2,062hours; stored at Szentkirályszabadja, seen aug01; used as a ground instructional airframe by the technical school at Szolnok, seen aug05/jan10 |
| 070 120 | not known | Mi-25 | Algerian Air Force | mfd | 30oct80 | line # 31-10 |
| 070 121 | not known | Mi-25 | Algerian Air Force | mfd | 30oct80 | line # 32-01 |
| 070 122 | not known | Mi-25 | Algerian Air Force | mfd | 10oct80 | line # 32-02 |
| 070 123 | not known | Mi-25 | Algerian Air Force | mfd | 15oct80 | line # 32-03 |
| 070 124 | not known | Mi-25 | Algerian Air Force | mfd | 22oct80 | line # 32-04 |
| 070 125 | not known | Mi-25 | Algerian Air Force | mfd | 23oct80 | line # 32-05 |
| 070 126 | not known | Mi-25 | Algerian Air Force | mfd | 20nov80 | line # 32-06 |
| 070 127 | not known | Mi-25 | Algerian Air Force | mfd | 20nov80 | line # 32-07 |
| 070 128 | not known | Mi-25 | Algerian Air Force | mfd | 20nov80 | line # 32-08 |
| 070 129 | SB-21 | Mi-25 | Algerian Air Force | mfd | 25nov80 | line # 32-09; l/n jan02; converted to, see next line |
| | ZU-GAL | Mi-25 | ATE | rgd | 30may02 | "Agile Super Hind", modernised by Advanced Technologies and Engineering (ATE); no longer owned by ATE by 22mar13 (the date of the Business Rescue Plan) |
| 070 130 | not known | Mi-25 | Algerian Air Force | mfd | 20nov80 | line # 32-10 |
| 070 131 | not known | Mi-25 | Algerian Air Force | mfd | 20nov80 | line # 33-01 |
| 070 132 | not known | Mi-25 | Algerian Air Force | mfd | 25nov80 | line # 33-02 |
| 070 133 | not known | Mi-25 | Algerian Air Force | mfd | 15dec80 | line # 33-03 |
| 070 134 | not known | Mi-25 | Algerian Air Force | mfd | 15dec80 | line # 33-04 |
| 070 135 | not known | Mi-25 | Algerian Air Force | mfd | 15dec80 | line # 33-05 |
| 070 136 | not known | Mi-25 | Algerian Air Force | mfd | 15dec80 | line # 33-06 |
| 070 137 | not known | Mi-25 | Algerian Air Force | mfd | 15dec80 | line # 33-07 |
| 070 138 | not known | Mi-25 | Algerian Air Force | mfd | 15dec80 | line # 33-08 |
| 070 139 | not known | Mi-25 | Algerian Air Force | mfd | 15dec80 | line # 33-09 |
| M340 150 | 0150 | Mi-24D | Czechoslovak AF | mfd | 15feb81 | line # 33-10, c/n also given without the prefix M; opb 51. vrp; f/n Prostejov 02sep89 |
| | 0150 | Mi-24D | Slovak Air Force | trf | 01jan93 | l/n 04sep01; w/o 10may05 on a training flight when the crew manoeuvred so energetically that the main rotor blades cut off the tailboom and the helicopter crashed from a height of some 1,000 metres, impacting near RaPnany airfield (south of Sabinov), all 3 crew killed |
| M340 140 | 0140 | Mi-24D | Czechoslovak AF | mfd | 20feb81 | line # 34-01, c/n also given without the prefix M; opb 51. vrp; f/n Prostejov 08sep90 |
| | 0140 | Mi-24D | Czech Air Force | trf | 01jan93 | seen POV 14sep02; was preserved at the model aircraft flying field at Hluboké Masuvky, seen sep06/may18; arrived for restoration at Konesín 29oct21; preserved in Technické muzeum Studenec (N49.223650 E16.068536), seen aug24 |
| M340 141 | 0141 | Mi-24D | Czechoslovak AF | mfd | 20feb81 | line # 34-02, c/n also given without the prefix M; opb 51. vrp; dbr 11nov87 on a training flight at night when landed hard at Prostejov, all 3 crew escaped |
| M340 142 | 0142 | Mi-24D | Czechoslovak AF | mfd | 29jan81 | line # 34-03, c/n also given without the prefix M; opb 51. vrp; f/n Prostejov 08sep90 |
| | 0142 | Mi-24D | Czech Air Force | trf | 01jan93 | l/n operational BRQ 27aug98; preserved at Grossenhain (N51.30374 N13.55405) from apr11, l/n oct23 |
| M340 143 | 0143 | Mi-24D | Czechoslovak AF | mfd | 28jan81 | line # 34-04, c/n also given without the prefix M; opb 51. vrp; dbr 25oct85; wreck sat at Prague-Kbely, seen sep90/oct93 and scrapped in the 1990s |
| M340 144 | not known | Mi-24D | Nicaraguan AF | mfd | 28jan81 | line # 34-05; d/d 1986; probably '362' |
| | 652 | Mi-24D | Peruvian Air Force | d/d | 1992 | arrived 16nov92; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); preserved at Base Aérea de Vítor, seen aug19 |
| M340 145 | not known | Mi-24D | not known | mfd | feb81 | line # 34-06; could also be 04441 in the standard c/n range |
| M340 146 | 0146 | Mi-24D | Czechoslovak AF | mfd | 20feb81 | line # 34-07, c/n also given without the prefix M; opb 51. vrp; f/n POV 03sep89 |
| | 0146 | Mi-24D | Czech Air Force | trf | 01jan93 | preserved in Luftfahrtsammlung Sanner (Sanner-Forum) at Bensheim-Auerbach (N49.706259 E8.613272), seen jan10/jul22 |
| M340 147 | 0147 | Mi-24D | Czechoslovak AF | mfd | 20feb81 | line # 34-08, c/n also given without the prefix M; opb 51. vrp; f/n POV 03sep89 |
| | 0147 | Mi-24D | Czech Air Force | trf | 01jan93 | repainted in dark green/ochre camo c/s with light grey underside; l/n operational BRQ 27aug98; preserved at Freyung (N48.825745 E13.546785), seen feb22 |
| M340 148 | 0148 | Mi-24D | Czechoslovak AF | mfd | 20feb81 | line # 34-09, c/n also given without the prefix M; opb 51. vrp; w/o 17may83 on a training flight at low level when came close to a high-voltage power line near BezdruPice (near Plzen) and the crew manoeuvred so energetically that the main rotor blades cut off the tailboom and the helicopter crashed, all 4 crew killed |
| M340 149 | 0149 | Mi-24D | Czechoslovak AF | mfd | 20feb81 | line # 34-10, c/n also given without the prefix M; opb 51. vrp; f/n POV 03sep89 |
| | 0149 | Mi-24D | Slovak Air Force | trf | 01jan93 | repainted in dark brown/medium brown/green camo c/s with light grey underside; l/n operational POV 10jun10; wfu by sep11; preserved in Múzeum Letectva at Kosice, seen jul16/jun24 |
| 150 151 | 0151 | Mi-24D | Czechoslovak AF | mfd | 03mar81 | line # 35-01; opb 51. vrp; f/n POV 03sep89 |
| | 0151 | Mi-24D | Czech Air Force | trf | 01jan93 | opb 51. vrlp; used as a ground instructional airframe by Univerzita obrany at Brno, seen sep14 |
| 150 152 | 117 | Mi-24D | Bulgarian AF | mfd | 23mar81 | line # 35-02; opb 13 vap bv at Stara Zagora; f/n SZR 31jul01; l/n SZR 20aug02, stored |
| | TZ-404 | Mi-24D | Mali Air Force | Grf | 01jun07 | awaiting delivery after overhaul; l/n BKO 28sep08; active by mar14 |
| | TZ-01H | Mi-24D | Mali Air Force | ph. | jun19 | in sand/brown camo c/s with light grey underside and 'Armée de l'Air' titles; seen BKO 20jan22; w/o 22apr23 when crashed into a residential building in the Missabougou district of Bamako |
| 150 153 | 118 | Mi-24D | Bulgarian AF | mfd | 16apr81 | line # 35-03; opb 13 vap bv at Stara Zagora; in olive drab/khaki camo c/s with light grey underside; f/n PDV 22aug02; l/n SOF nov06, awaiting shipment |
| | N118NX | Mi-24D | Mi-24 # 118 LLC | rgd | 02oct06 | Mi-24 # 118 LLC of Irving, TX; still in its Bulgarian Air Force colours including serial and military roundels; f/n in the Cold War museum at Lancaster, TX 31oct09; seen in the Cold War Museum 04feb17; l/n Yuma 29oct22, active; current on register 22feb22 with a CofR expiry date of 31jul24 |
| 150 154 | 119 | Mi-24D | Bulgarian AF | mfd | 23mar81 | line # 35-04; opb 13 vap bv at Stara Zagora; stored at SZR, l/n sep02 |
| | TZ-405 | Mi-24D | Mali Air Force | Grf | 29jun07 | repainted in olive drab/ochre camo c/s with light blue underside; photo at Bamako-Sénou in 2012; reportedly still active by mar14 and stored at BKO by 03mar15 |
| | TZ-02H | Mi-24D | Mali Air Force | ph. | jun17 | in olive drab/sand camo c/s with light blue underside; f/n BKO jun17; l/n BKO 22sep18; seen under overhaul with TAM Georgia 07dec19, marked just '154' |
| 110 155 | 120 | Mi-24D | Bulgarian AF | mfd | 14apr81 | line # 35-05; opb 13 vap bv at Stara Zagora; in olive drab/khaki camo c/s with light blue underside; seen PDV 22aug02; reported by official sources as sold jul04 |
| | N120NX | Mi-24D | Mi-24 # 120 LLC | rgd | 02oct06 | Mi-24 # 120 LLC of Irving, TX; still in its Bulgarian Air Force colours including serial; f/n in the Cold War Museum at Lancaster, TX 15may10, being restored to airworthiness; seen in the, now closed, Cold War Museum 04feb17; l/n active Yuma 07apr22; current on register 22feb22 with a CofR expiry date of 31jul24 |
| 110 156 | 390 | Mi-24D | East German AF | mfd | 16apr81 | line # 35-06; toc 25may81; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl; trf to KHG-67 at Cottbus 06jun83 |
| | 390 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; t/t 1,727 hours by 30sep90 |
| | 96+01 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used |
| | 156 | Mi-24D | Polish Army | trf | jan96 | opb 49. PSB; l/n operational Pruszcz Gdanski 05apr01; sat wfu at the barracks of military unit 4101 at ulica Sobieskiego 35 at 42-700 Lubliniec |
| | '007' | Mi-24D | Polish Army | ph. | mar12 | carried the inscription 'Szkolny' (Training); was preserved with this fake serial at Inowroclaw, seen mar12; sold to a scrap dealer and sold on to the owner of the collection at Zehdenick; preserved in a private collection at Gewerbegebiet West at Zehdenick (Germany), seen oct13/sep20, the tailboom was not attached but found behind a tent, with the old serials 390 and 96+01 becoming visible again; see c/n 110167 |
| 110 157 | 396 | Mi-24D | East German AF | mfd | 16apr81 | line # 35-07; toc 25may81; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl; trf to KHG-67 at Cottbus 02jun83 |
| | 396 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; t/t 1,549 hours by 30sep90 |
| | 96+02 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n aug05, still with its former German serial; |

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| | | | | | | sat wfu at Mezöfalva, seen jan10, and later on the premises of Solar Kft. at Csepel, seen apr13 but gone by aug17; |
| | no serial | Mi-24D | no titles | ph. | aug17 | in faded camo c/s, with the old code 396 shining through; preserved in the Komo-Sky 51-es BÁZIS museum at Dunavarsány (N47.292330 E19.029504), seen aug17/sep23 |
| 110 158 | 408 | Mi-24D | East German AF | mfd | 24apr81 | line # 35-08; toc 25may81; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl |
| | 408 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; damaged 09dec86 near Gross Molzahn; repaired; t/t 1,061 hours by 30sep90 |
| | 96+22 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92 |
| | 98+31 | Mi-24D | Bundeswehr/BWB | trf | 16jul92 | opb WTD 61/Wehrtechnische Dienststelle für Luftfahrzeuge - Musterprüfwesen für Luftfahrtgerät der Bundeswehr (Bundeswehr Technical and Airworthiness Centre for Aircraft) at Manching which was subordinated to the Bundesamt für Wehrtechnik und Beschaffung (Federal Office of Defence Technology and Procurement) of the German Armed Forces; last flight reportedly 02apr96; stored at Holzdorf again as '96+22' from jun97, l/n jan98 |
| | 408 | Mi-24D | East German Army | Hoz | sep99 | used in its original markings as a gate guard at Holzdorf (N51.78282 E13.17278), seen sep99/jun24 |
| 110 159 | 421 | Mi-24D | East German AF | mfd | 28apr81 | line # 35-09; toc 25may81; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl |
| | 421 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,784 hours by 30sep90 |
| | 96+26 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; preserved in the Helicopter Museum at Weston-super-Mare (UK) from 20feb95, l/n oct20 |
| 110 160 | 424 | Mi-24D | East German AF | mfd | 20may81 | line # 35-10; toc 15jun81; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl; trf to KHG-67 at Cottbus 24jun83 |
| | 424 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; t/t 1,594 hours by 30sep90 |
| | 96+04 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n sep01, still with its former German serial; sat wfu at Mezöfalva, seen jan10; sat wfu (with the tailboom of 96+05) on the premises of Solar Kft. at Csepel (N47.440651 E19.073454), seen apr13/2022 |
| 110 161 | 433 | Mi-24D | East German AF | mfd | 22may81 | line # 36-01; toc 15jun81; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl; trf to KHG-67 at Cottbus 15feb83 |
| | 433 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; t/t 1,630 hours by 30sep90 |
| | 96+05 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n aug05, still with its former German serial; sat wfu at Mezöfalva, seen jan10; the tailboom was fitted to the composite airframe which is preserved at Csepel (f/n nov13); preserved in East German markings (with the tailboom of 96+25) in a small museum at Veszprém (N47.113191 E17.916791), seen jul20/oct24 |
| 110 162 | 434 | Mi-24D | East German AF | mfd | 22may81 | line # 36-02; toc 15jun81; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl |
| | 434 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; the first Mi-24 which was overhauled by Flugzeugwerft Dresden; t/t 1,652 hours by 30sep90 |
| | 96+27 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n aug05, still with its former German serial; sat wfu at Mezöfalva, seen jan10; the tailboom was fitted to an unidentified Mi-24D at Kövesgyürüpuszta; preserved (with the tailboom of 96+10) in Hadipark at Szeged (N46.266196 E20.107578), seen jul20/sep24 |
| 110 163 | 446 | Mi-24D | East German AF | mfd | 20may81 | line # 36-03; toc 15jun81; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl; trf to KHG-67 at Cottbus 06jun83 |
| | 446 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; t/t 1,955 hours by 30sep90 |
| | 96+06 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used |
| | 163 | Mi-24D | Polish Army | trf | jan96 | opb 49. BLot (redesignated 49. PSB); l/n operational Pruszcz Gdanski 26jun01; the unmarked hulk sat at Pruszcz Gdanski, seen nov13/jun16 |
| 110 164 | 447 | Mi-24D | East German AF | mfd | 22may81 | line # 36-04; toc 15jun81; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl |
| | 447 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,493 hours by 30sep90 |
| | 96+28 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n aug05, still with its former German serial; sat wfu at Mezöfalva, seen jan10, later on the premises of Solar Kft. at Csepel, seen apr13, and finally at a scrapyard at Kövesgyürüpuszta, seen sep18; bought by Ukrspetsexport from the Polish company Fortop and imported into Ukraine jul19 |
| 110 165 | 487 | Mi-24D | East German AF | mfd | 19jun81 | line # 36-05; toc 15jul81; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl; trf to KHG-67 at Cottbus 24jun83; in green/light grey camo c/s with light grey underside; |
| | 487 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; l/n CBU sep90; t/t 1,402 hours by 30sep90 |
| | 96+07 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n sep01, still with its former German serial; sat wfu at Mezöfalva, seen jan10/apr13, and later (without serial) at Szeged, seen aug18; bought by Ukrspetsexport from the Polish company Fortop and imported into Ukraine jul19; the tailboom sat in a compound at Kövesgyürüpuszta (N47.029914 E17.795290), seen jul20 |
| 110 166 | 494 | Mi-24D | East German AF | mfd | 19jun81 | line # 36-06; toc 15jul81; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl |
| | 494 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,496 hours by 30sep90 |
| | 96+30 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; handed over to the United States at Ramstein 12apr91 |
| | 91-08606 | Mi-24D | US Army Aviation | | | opb US Army Operational Test and Evaluation Command's Threat Support Activity (OTSA) by may96; serial painted on as '18606' |
| 110 167 | 495 | Mi-24D | East German AF | mfd | 19jun81 | line # 36-07; toc 15jul81; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl |
| | 495 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,396 hours by 30sep90 |
| | 96+31 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92 |
| | 167 | Mi-24D | Polish Army | trf | jan96 | opb 49. BLot (redesignated 49. PSB); l/n Pruszcz Gdanski 26jun01 |
| | '007' | Mi-24D | Polish Army | ph. | 2006 | in olive drab/light grey camo c/s with light blue underside; preserved with this fake serial in front of the barracks of the 56th Air Base at Inowroclaw, seen 2006/jul13; see c/n 110156 |
| | '056' | Mi-24D | Polish Army | ph. | 23may14 | in olive drab/light grey camo c/s with light blue underside; preserved with this fake serial in front of the barracks of the 56th Air Base at Inowroclaw, seen may14/may24 |
| 110 168 | 496 | Mi-24D | East German AF | mfd | 19jun81 | line # 36-08; toc 15jul81; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl |
| | 496 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,350 hours by 30sep90 |
| | 96+32 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n aug07, still with its former German serial (but was reported in the courtyard of the Bolyai Military Institute in 2005); was preserved in a vehicle museum at Budapest, seen jan08/aug08; moved to Szolnok oct08, l/n there jan10; moved to Zánka jun10, l/n there sep10 |
| | '168' | Mi-24D | Hungarian AF | ph. | 03aug11 | in olive drab/ochre camo c/s with light blue underside; preserved in these fake colours in the Haditechnikai Park at the Zánkai Erzsébet-tábor (N46.881342 E17.710226), seen aug11/feb23 |
| 110 169 | 520 | Mi-24D | East German AF | mfd | 17jul81 | line # 36-09; toc 22aug81; opb HG-54 at Basepohl; trf to HS-64 at Brandenburg-Briest 11nov81 (redesignated KHG-67 01dec81 and relocated to Cottbus 01dec82) |
| | 520 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; t/t 1,815 hours by 30sep90 |
| | 96+09 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used |
| | 169 | Mi-24D | Polish Army | trf | jan96 | opb 49. BLot (redesignated 49. PSB); l/n Pruszcz Gdanski 21may16 |
| 110 170 | 498 | Mi-24D | East German AF | mfd | 23jun81 | line # 36-10; toc 15jul81; opb HG-54 (redesignated KHG-57 01dec81) at Basepohl; trf to KHG-67 at Cottbus 25jun83 |
| | 498 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; t/t 1,687 hours by 30sep90 |
| | 96+08 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used |
| | 170 | Mi-24D | Polish Army | trf | jan96 | opb 49. PSB; l/n operational Pruszcz Gdanski 26jun01; preserved inside the army barracks at Kielce (N50.82985 E20.66316), seen jun10/nov13 |
| 110 171 | 521 | Mi-24D | East German AF | mfd | 17jul81 | line # 37-01; toc 22aug81; opb HG-54 at Basepohl; in camo c/s with light grey underside; trf to HS-64 at Brandenburg-Briest 11nov81 (redesignated KHG-67 01dec81); dbr 03jun82 when crashed into the river Havel near Wust, 1 crew member killed; repaired by Flugzeugreparaturwerft 24 at Kamenz from 24jun82 |
| | '5211' | Mi-24D | East German AF | trf | 23sep83 | used with this fake serial as a ground instructional airframe by US-VIII (redesignated MTS LSK/LV 03sep84) at Bad Düben |
| | '52+11' | Mi-24D | German Army | GWW | sep96 | c/n often reported in error as it has been fitted with the pylon of c/n 3532423319917, a Mi-24V of Soviet Army Aviation based in East Germany; preserved in these fake colours in the German Air Force museum at Berlin-Gatow from 1995, seen sep96/jan00 |
| | '5211' | Mi-24D | German Army | GWW | dec06 | preserved in these fake colours in the German Air Force museum at Berlin-Gatow (N52.47506 E1314528), seen dec06/sep18 |
| 110 172 | 522 | Mi-24D | East German AF | mfd | 22jul81 | line # 37-02; toc 22aug81; opb HG-54 at Basepohl; trf to HS-64 at Brandenburg-Briest 11nov81 (redesignated KHG-67 01dec81 and relocated to Cottbus 01dec82) |
| | 522 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; t/t 1,763 hours by 30sep90 |
| | 96+10 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n aug05, still with its former German serial; sat wfu at Mezöfalva, seen jan10/apr13; the tailboom was fitted to 96+27 |
| 110 173 | 523 | Mi-24D | East German AF | mfd | 23jul81 | line # 37-03; toc 22aug81; opb HG-54 at Basepohl; trf to HS-64 at Brandenburg-Briest 11nov81 (redesignated KHG-67 01dec81 and relocated to Cottbus 01dec82) |
| | 523 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; t/t 1,742 hours by 30sep90 |
| | 96+11 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n aug05, still with its former German serial; sat wfu at Mezöfalva, seen jan10; sat wfu on the premises of Solar Kft. at Csepel (N47.422 E19.054), seen apr13; stored in the now closed aviation museum at Dunavarsány (N47.29253 E19.02910), seen feb14/oct21 |
| 103 174 | 74 | Mi-24D | Polish Army | mfd | 22jul81 | line # 37-04 |
| | 174 | Mi-24D | Polish Army | Pru | 23aug90 | opb 49 BLot; l/n Pruszcz Gdanski 21may16 |
| 103 175 | 75 | Mi-24D | Polish Army | mfd | 18aug81 | line # 37-05 |
| | 175 | Mi-24D | Polish Army | r/r | unknown | opb 56. BLot; in olive drab c/s; l/n Inowroclaw-Latkowo 20may17 |
| 103 176 | 76 | Mi-24D | Polish Army | mfd | 18aug81 | line # 37-06 |

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| | 176 | Mi-24D | Polish Army | r/r | unknown | f/n 1989; opb 49. BLot (redesignated 49. PSB); l/n operational Radom 24aug13; stored at Pruszcz Gdanski, seen may16 |
| 103 177 | 77 | Mi-24D | Polish Army | mfd | 18aug81 | line # 37-07 |
| | 177 | Mi-24D | Polish Army | r/r | unknown | l/n operational Pruszcz Gdanski 28jun05; preserved with the Army at Leczyca-Wielka, seen apr09/jun20 |
| 013 178 | 2800 | Mi-25 | Syrian Air Force | mfd | 24aug81 | line # 37-08; tie-up from customs document; shipped for overhaul from Damascus to 150 ARZ at Lyublino-Novoye 17jun09; in green/sand camo c/s with light blue underside; l/n jun16 |
| 013 179 | 2801 | Mi-25 | Syrian Air Force | mfd | 27aug81 | line # 37-09; last overhaul completed 27apr07; t/t 1,773 hours by 2008 |
| 013 180 | 2802 | Mi-25 | Syrian Air Force | mfd | 24aug81 | line # 37-10; opb 63rd Brigade; last overhaul completed 11feb08; t/t 2,000 hours by 2008; in green/sand camo c/s with light blue underside; f/n jul12; deployed to Taftanaz in late 2012; captured by insurgents at Taftanaz 10jan13 and damaged by an attack of the Syrian Air Force 11jan13 |
| 013 181 | 2803 | Mi-25 | Syrian Air Force | mfd | 22sep81 | line # 38-01 |
| 013 182 | 2804 | Mi-25 | Syrian Air Force | mfd | 20aug81 | line # 38-02; in green/sand camo c/s with light grey underside; last overhaul completed 28nov07; t/t 1,809 hours by 2008 |
| 013 183 | 2805 | Mi-25 | Syrian Air Force | mfd | 14sep81 | line # 38-03 |
| 013 184 | 2806 | Mi-25 | Syrian Air Force | mfd | 22sep81 | line # 38-04 |
| 013 185 | 2807 | Mi-25 | Syrian Air Force | mfd | 18sep81 | line # 38-05 |
| 013 186 | 2808 | Mi-25 | Syrian Air Force | mfd | 15oct81 | line # 38-06; initially in olive drab/khaki camo c/s with light blue underside; opb 63rd Brigade; repainted in olive drab/light blue camo c/s with light grey underside; f/n as such at Tiyas around 14dec16, in faded colours but operational |
| 013 187 | 2809 | Mi-25 | Syrian Air Force | mfd | 15oct81 | line # 38-07 |
| 013 188 | 2810 | Mi-25 | Syrian Air Force | mfd | 19oct81 | line # 38-08; last overhaul completed 10sep07; t/t 1,798 hours by 2008 |
| 013 189 | 2811 | Mi-25 | Syrian Air Force | mfd | 20oct81 | line # 38-09; repainted in olive drab/ochre/green camo c/s with light grey underside |
| 303 190 | 01 ? | Mi-25 | Cuban Air Force | mfd | 30oct81 | line # 38-10 |
| 303 191 | 02 ? | Mi-25 | Cuban Air Force | mfd | 30oct81 | line # 39-01 |
| 303 192 | 03 ? | Mi-25 | Cuban Air Force | mfd | 23nov81 | line # 39-02 |
| 303 193 | 04 ? | Mi-25 | Cuban Air Force | mfd | 29nov81 | line # 39-03 |
| 303 194 | 05 ? | Mi-25 | Cuban Air Force | mfd | 24nov81 | line # 39-04 |
| 303 195 | 06 ? | Mi-25 | Cuban Air Force | mfd | 25nov81 | line # 39-05 |
| 303 196 | 07 ? | Mi-25 | Cuban Air Force | mfd | 23nov81 | line # 39-06 |
| 303 197 | 08 ? | Mi-25 | Cuban Air Force | mfd | 23nov81 | line # 39-07 |
| 303 198 | 09 ? | Mi-25 | Cuban Air Force | mfd | 26nov81 | line # 39-08 |
| 303 199 | 10 ? | Mi-25 | Cuban Air Force | mfd | 20nov81 | line # 39-09 |
| 303 200 | 11 ? | Mi-25 | Cuban Air Force | mfd | 22nov81 | line # 39-10 |
| 303 201 | 12 | Mi-25 | Cuban Air Force | mfd | 01dec81 | line # 40-01; in light green/blue camo c/s with black code, no titles; was preserved in the Museo del Aire at Havana, l/n 16nov08 (the museum closed in late 2008 or early 2009 and all aircraft have gone); no longer visible on Google Earth after dec10; may have been transported to San Antonio de los Baños |

Line numbers 40-02 and 40-03 are within the standard c/n range.

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| 045 204 | 2814 | Mi-25 | Syrian Air Force | mfd | 28jan82 | line # 40-04 |
| 045 205 | 2815 | Mi-25 | Syrian Air Force | mfd | 28jan82 | line # 40-05 |

Line numbers 40-06 to 41-01 are within the standard c/n range.

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| 730 202 | 121 | Mi-24D | Bulgarian AF | mfd | 18mar82 | line # 41-02; opb 13 vap bv at Stara Zagora; l/n operational PDV 27sep97; repainted in green/ochre camo c/s with light grey underside; stored at SZR, seen aug02, and later at SOF, seen may06/sep10 |
| | no reg | Mi-24D | Metallika | SOF | 12may15 | in olive drab/medium green camo c/s with light blue underside, no markings whatsoever; f/f after overhaul 12may15 |
| | TU-VHO (2) | Mi-24D | Ivory Coast AF | d/d | may17 | 23may17 or 25may17; opb Mamba Sqn; used HEX code 038FF1; in olive drab/medium green camo c/s with light grey underside and a 'shark mouth'; f/n ABJ mar18; severely damaged 18mar20 on take-off from Abidjan when rolled over onto its right side, both pilots were slightly injured; the hulk sat on the premises of the Southern Industrial Zone at Plovdiv (N42.125404 E24.767717, seen on Google Earth aug24; see TU-VHO (1) with unknown c/n and TU-VHV |
| 730 203 | 122 | Mi-24D | Bulgarian AF | mfd | 26mar82 | line # 41-03; opb 13 vap bv at Stara Zagora; f/n PDV 20sep01; repainted in green/ochre camo c/s with light grey underside; reported by official sources as sold jul04; l/n PDV 06sep05, stored |
| | 122 | Mi-24D | Commemorative AF | Lnc | 23feb10 | still in its original camo c/s and with the white serial, roundel painted out; preserved in the Cold War museum at Lancaster, TX (N32.58382 W96.72717), seen feb10/feb17 (cannibalised for spares for N118NX and N120NX) |
| 730 206 | 123 | Mi-24D | Bulgarian AF | mfd | 22mar82 | line # 41-04; opb 13 vap bv at Stara Zagora; f/n SZR 10aug95; l/n PDV 22aug02 |
| | ZU-SOV | Mi-24D | ATE | rgd | 04feb05 | the test-bed for the Mi-24 modernisation programme of Advanced Technologies and Engineering (ATE), received a modified nose; in black/dark grey/light grey camo c/s with a stylised Bulgarian flag on the rear fuselage, no titles; already f/n SOF 18jan05, flying; no longer owned by ATE by 22mar13 (the date of the Business Rescue Plan) |
| | 123 | Mi-24D | Bulgarian AF | PDV | 30jul06 | l/n SOF 22may10; reported stored at SOF by aug17 |
| 730 207 | 124 | Mi-24D | Bulgarian AF | mfd | 22mar82 | line # 41-05; opb 13 vap bv at Stara Zagora; f/n PDV 20sep01; l/n PDV 22aug02; sold to the Ivory Coast Air Force in 2003, became either TU-VHQ or TU-VHR |
| 730 208 | 538 | Mi-24D | East German AF | mfd | 26mar82 | line # 41-06; toc 19jun82; opb KHG-67 at Brandenburg-Briest (relocated to Cottbus 01dec82); in green/light grey camo c/s with light grey underside |
| | 538 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; l/n CBU sep90; t/t 1,634 hours by 30sep90 |
| | 96+16 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used |
| | 208 | Mi-24D | Polish Army | sold | jan96 | opb 49. BLot (redesignated 49. PSB); l/n Pruszcz Gdanski 20aug06; the tailboom was used by WZL Lódz to repair Mi-24V '736' may14 and the remaining hulk sat at WZL Lódz, l/n nov19 |
| 730 209 | 534 | Mi-24D | East German AF | mfd | 26mar82 | line # 41-07; toc 19jun82; opb KHG-67 at Brandenburg-Briest (relocated to Cottbus 01dec82) |
| | 534 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; t/t 1,501 hours by 30sep90 |
| | 96+14 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used |
| | 209 | Mi-24D | Polish Army | sold | jan96 | opb 49. PSB at later by 56. BLot; in olive drab c/s; f/n Pruszcz Gdanski 05apr01; l/n Minsk Mazowiecki 03jun17 |
| 730 210 | 536 | Mi-24D | East German AF | mfd | 09apr82 | line # 41-08; toc 19jun82; opb KHG-67 at Brandenburg-Briest (relocated to Cottbus 01dec82) |
| | 536 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; t/t 1,384 hours by 30sep90 |
| | 96+15 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used |
| | 210 | Mi-24D | Polish Army | sold | jan96 | opb 49. BLot (redesignated 49. PSB); f/n LCJ 28jun01; sat wfu with a dealer at Buk, seen aug14, and later with a surplus dealer at Dobiezyn (N52.344081 E16.528663), seen aug18 |
| 730 211 | 539 | Mi-24D | East German AF | mfd | 09apr82 | line # 41-09; toc 19jun82; opb KHG-67 at Brandenburg-Briest (relocated to Cottbus 01dec82) |
| | 539 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; t/t 1,402 hours by 30sep90 |
| | 96+17 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used |
| | 211 | Mi-24D | Polish Army | sold | jan96 | opb 49. PSB and later by 3. ESS 56. BLot at Inowroclaw-Latkowo; repainted in olive drab c/s; f/n as such Minsk Mazowiecki 08apr16; l/n operational Inowroclaw-Latkowo 21may16; stored at Inowroclaw-Latkowo, seen may17 |
| 730 212 | 540 | Mi-24D | East German AF | mfd | 17apr82 | line # 41-10; toc 19jun82; opb KHG-67 at Brandenburg-Briest (relocated to Cottbus 01dec82); in green/light grey camo c/s with light grey underside |
| | 540 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; l/n CBU sep90; t/t 1,523 hours by 30sep90 |
| | 96+18 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n aug05, still with its former German serial; sat wfu at Mezöfalva, seen jan10; sat wfu on the premises of Solar Kft. at Csepel (N47.422 E19.054), seen apr13, and later at Kolárovo (Slovakia), seen sep18 - reported at Kovesgyurpuszta (Hungary), seen jul20/aug20, in poor condition, but this airframe seemd to have a 3 in the serial on the tailboom |
| | 540 | Mi-24D | no titles | ph. | 30jul17 | c/n not confirmed; in olive drab/grey c/s with light blue underside, no markings apart from the serial; preserved in these fake colours at Sládcovicova ulica at Kolárovo (N47.926723 E17.979660), seen jul17/sep24 |
| 730 213 | 543 | Mi-24D | East German AF | mfd | 17apr82 | line # 42-01; toc 19jun82; opb KHG-67 at Brandenburg-Briest (relocated to Cottbus 01dec82) |
| | 543 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; t/t 1,374 hours by 30sep90 |
| | 96+19 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used |
| | 213 | Mi-24D | Polish Army | sold | jan96 | opb 49. BLot (redesignated 49 PSB); f/n Pruszcz Gdanski 26jun01; l/n Pruszcz Gdanski aug02; was deployed to Iraq; scrapped may06 |
| 340 214 | 0214 | Mi-24D | Czechoslovak AF | mfd | 18may82 | line # 42-02; l/n POV 03sep89; last overhaul completed 24may90 |
| | 0214 | Mi-24D | Czech Air Force | trf | 01jan93 | t/t 1,902 hours; sat wfu at POV, l/n sep05, later with the "Excalibur" company at Pardubice and later at Prelouc, seen sep07; preserved in fake colours at Prelouc (N50.03563 E15.59091), seen aug08; stored at Schloss Herdringen (Herdringen Castle) at Arnsberg (E51.424241 E7.973896), seen jul18 |
| 340 215 | 0215 | Mi-24D | Czechoslovak AF | mfd | 18may82 | line # 42-03; l/n POV 03sep89 |
| | 0215 | Mi-24D | Slovak Air Force | trf | 01jan93 | sat wfu at POV, seen jun10/aug15 |
| 340 216 | 0216 | Mi-24D | Czechoslovak AF | mfd | 26may82 | line # 42-04; l/n Prostejov 08sep90 |
| | 0216 | Mi-24D | Czech Air Force | trf | 01jan93 | last overhaul completed 14feb97; t/t 2,231 hours; preserved in the Air Park at Zruc seen sep05/jun24 |
| 340 217 | 0217 | Mi-24D | Czechoslovak AF | mfd | 26may82 | line # 42-05; l/n Prostejov 02sep89 |
| | 0217 | Mi-24D | Czech Air Force | trf | 01jan93 | last overhaul completed 28feb01; t/t 2,494 hours; sat wfu at PRV, seen may07; preserved on the premises of the "Red Star Company" at Röcknitz, seen may19/aug20 |
| 340 218 | 0218 | Mi-24D | Czechoslovak AF | mfd | 26may82 | line # 42-06; l/n Prostejov 02sep89 |
| | 0218 | Mi-24D | Czech Air Force | trf | 01jan93 | last overhaul completed 26may03; t/t 2,344 hours; sat wfu at PRV, l/n dec07; preserved on a private plot at Kousek od Lodenice (N49.99256 E14.15858), seen sep11/aug21 |
| 340 219 | 0219 | Mi-24D | Czechoslovak AF | mfd | 18may82 | line # 42-07; l/n Prostejov 02sep89 |
| | 0219 | Mi-24D | Czech Air Force | trf | 01jan93 | in dark green/ochre camo c/s with light grey underside; last overhaul completed 18nov99; t/t 2,126 hours; sat wfu at PRV, seen sep05; seen at March (Cambridgeshire, UK) 10oct07; offered for sale on eBay sep09 for ú 60,000 and sold to the Netherlands; seen at Wierden (Netherlands) 18apr10; preserved in the Piet Smedts Collection at Baarlo (Netherlands), seen apr13/mar14; reported in 2015 as preserved at or in the area of Wadgassen (Germany) |

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| 340 220 | 0220 | Mi-24D | Czechoslovak AF | mfd | 11jun82 | line # 42-08; f/n Prostejov 08sep90 |
| | 0220 | Mi-24D | Czech Air Force | trf | 01jan93 | in green/light grey/medium grey c/s; last overhaul completed 02oct01; l/n active POV 14sep02; t/t 2,370 hours; preserved in the aviation museum at Prague-Kbely (N50.125684 E14.537052) from apr05; l/n sep21 |
| 340 221 | 0221 | Mi-24D | Czechoslovak AF | mfd | 11jun82 | line # 42-09; f/n Kbely 10sep88 |
| | 0221 | Mi-24D | Czech Air Force | trf | 01jan93 | in olive drab/medium grey/light grey camo c/s with light grey underside; last overhaul completed 10apr03; t/t 2,080 hours; sat wfu at PRV, l/n apr08; preserved in the Air Park at Zruc from 2010, l/n sep24 |
| 340 222 | 0222 | Mi-24D | Czechoslovak AF | mfd | 19jun82 | line # 42-10; f/n Prague-Kbely 10sep88 |
| | 0222 | Mi-24D | Slovak Air Force | trf | 01jan93 | repainted in dark brown/medium brown/green camo c/s with light grey underside; l/n operational POV 10jun10; wfu by sep11; sat wfu at POV, seen aug15 |
| 340 223 | 0223 | Mi-24D | Czechoslovak AF | mfd | 19jun82 | line # 43-01 |
| | 0223 | Mi-24D | Slovak Air Force | trf | 01jan93 | l/n operational PZY 29may10; wfu by sep11; sat wfu at POV, seen aug15 |
| 340 224 | 2816 | Mi-25 | Syrian Air Force | mfd | 27jul82 | line # 43-02 |
| 340 225 | 2817 | Mi-25 | Syrian Air Force | mfd | 28jun82 | line # 43-03 |
| 340 226 | 2818 | Mi-25 | Syrian Air Force | mfd | 29jun82 | line # 43-04 |
| 340 227 | 2823 | Mi-25 | Syrian Air Force | mfd | 28jul82 | line # 43-05; tie-up not confirmed; repainted in dark green/olive drab camo c/s with light blue underside; f/n as such Kweiras 02jun17 |
| 340 228 | 2820 | Mi-25 | Syrian Air Force | mfd | 28jul82 | line # 43-06 |
| 340 229 | 2821 ? | Mi-25 | Syrian Air Force | mfd | 28jul82 | line # 43-07; in a factory listing as delivered to Syria, but also reported as having been delivered to Iraq by an An-22 sep82, with the Iraqi serial being possibly 2110 (but should be in the 449. range for those delivered in autumn 1982); last overhaul completed 13nov07; t/t 1,830 hours by 2008 |
| 340 230 | 2822 ? | Mi-25 | Syrian Air Force | mfd | 28jul82 | line # 43-08; in a factory listing as delivered to Syria, but also reported as having been delivered to Iraq by an An-22 sep82, with the Iraqi serial being possibly 2111 (but should be in the 449. range for those delivered in autumn 1982) |
| 340 231 | 2819 | Mi-25 | Syrian Air Force | mfd | 28jul82 | line # 43-09; tie-up from Diana Mihailova; in olive drab/sand camo c/s with light grey underside; seen ah-Marj apr20 |
| 340 232 | 2824 | Mi-25 | Syrian Air Force | mfd | 30jul82 | line # 43-10; tie-up not confirmed; in medium green/khaki camo c/s with light blue underside; f/n jun18 |
| 340 233 | 2825 | Mi-25 | Syrian Air Force | mfd | 30jul82 | line # 44-01; tie-up not confirmed; repainted in olive drab/green drab camo c/s with light grey underside |
| 013 234 | 234 ? | Mi-25 | Libyan Air Force | mfd | 30jul82 | line # 44-02 |
| 013 235 | 235 ? | Mi-25 | Libyan Air Force | mfd | 24aug82 | line # 44-03 |
| 013 236 | 236 ? | Mi-25 | Libyan Air Force | mfd | 24aug82 | line # 44-04 |
| 013 237 | 237 ? | Mi-25 | Libyan Air Force | mfd | 24aug82 | line # 44-05 |
| 013 238 | 238 | Mi-25 | Libyan Air Force | mfd | 27aug82 | line # 44-06; tie-up not confirmed; in sand/olive drab camo c/s with light grey underside; seen Misurata 1989 |
| 013 239 | 239 ? | Mi-25 | Libyan Air Force | mfd | 27aug82 | line # 44-07 |
| 013 240 | 240 ? | Mi-25 | Libyan Air Force | mfd | 27aug82 | line # 44-08 |
| 013 241 | 241 ? | Mi-25 | Libyan Air Force | mfd | 30aug82 | line # 44-09 |
| 013 242 | 242 ? | Mi-25 | Libyan Air Force | mfd | 30aug82 | line # 44-10 |
| 013 243 | 243 ? | Mi-25 | Libyan Air Force | mfd | 30aug82 | line # 45-01 |
| 013 244 | 244 ? | Mi-25 | Libyan Air Force | mfd | 20sep82 | line # 45-02 |
| 013 245 | 2826 ? | Mi-25 | Syrian Air Force | mfd | 28oct82 | line # 45-03 |
| 013 246 | 2827 ? | Mi-25 | Syrian Air Force | mfd | 28oct82 | line # 45-04 |
| 013 247 | 2828 ? | Mi-25 | Syrian Air Force | mfd | 28oct82 | line # 45-05 |
| 013 248 | 2829 ? | Mi-25 | Syrian Air Force | mfd | 28oct82 | line # 45-06 |
| 013 249 | 2831 ? | Mi-25 | Syrian Air Force | mfd | 28oct82 | line # 45-07; 2831 was in green/sand camo c/s with light grey underside; f/n jul12 |
| 013 250 | 2830 | Mi-25 | Syrian Air Force | mfd | 26nov82 | line # 45-08; tie-up from Diana Mihailova; last overhaul completed 06mar08; t/t 1,058 hours by 2008; in green/sand camo c/s with light grey underside; f/n jul12; l/n jun17, active |
| 013 251 | 2832 ? | Mi-25 | Syrian Air Force | mfd | 26nov82 | line # 45-09 |
| 013 252 | 2833 ? | Mi-25 | Syrian Air Force | mfd | 26nov82 | line # 45-10; photo of '2833' jul06 |
| 013 253 | 2836 ? | Mi-25 | Syrian Air Force | mfd | 26nov82 | line # 46-01 |
| 013 254 | 2834 | Mi-25 | Syrian Air Force | mfd | 26nov82 | line # 46-02; tie-up from customs document; in green/sand camo c/s with light grey underside; shipped for overhaul from Damascus to 150 ARZ at Lyublino-Novoye 17jun09 |
| 013 255 | 2835 | Mi-25 | Syrian Air Force | mfd | 26nov82 | line # 46-03; tie-up from Diana Mihailova; in green/sand camo c/s with light grey underside; seen ah-Marj apr20 |
| 013 256 | 2837 | Mi-25 | Syrian Air Force | mfd | 26nov82 | line # 46-04; tie-up not confirmed; in green/sand camo c/s with light grey underside |
| 013 257 | 2838 ? | Mi-25 | Syrian Air Force | mfd | 26nov82 | line # 46-05; last overhaul completed 07nov07; t/t 1,045 hours by 2008 |

Line numbers 46-06 to 47-01 are within the standard c/n range.

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| 477 258 | 698 | Mi-25U | Peruvian Air Force | mfd | 24feb83 | line # 47-02; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); in medium grey/dark grey/olive drab camo c/s with a 'shark mouth'; f/n jul03; flown aboard an An-124 to Chita-Kadala 05feb12, overhauled by 810 ARZ at Chita-Cheryomushki, towed on the road from the ARZ to Chita-Kadala 20sep12 and flown back to Peru on board of An-124-100 RA-82078 the same day; l/n Las Palmas 23jul17; active by 2019 |
| 477 259 | 699 | Mi-25U | Peruvian Air Force | mfd | 24feb83 | line # 47-03; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); stored at Base Aérea de Vítor, seen aug19 |
| 477 260 | 651 | Mi-25 | Peruvian Air Force | mfd | 19feb83 | line # 47-04; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); stored at Base Aérea de Vítor, seen aug19 |
| 477 261 | 653 | Mi-25 | Peruvian Air Force | mfd | 19feb83 | line # 47-05; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); deployed to Huallaga 27jan95 during the Cenepa War; took part in an attack on Ecuadorian troops in the area of Base Sur 07feb95; seen AQP 11aug13; active by 2019 |
| 477 262 | 655 | Mi-25 | Peruvian Air Force | mfd | 18feb83 | line # 47-06; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); w/o 27jul89 when suffered a mechanical failure while flying accoss the Porculla passage (the lowest part of the Andean range in the north of Peru where low altitude flying aircraft cross from west to east and vice versa) and crashed, all 3 crew members (pilot: Capitán Juan Rivas Oviedo) were killed |
| 477 263 | 656 | Mi-25 | Peruvian Air Force | mfd | 04mar83 | line # 47-07; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); f/n Base Aérea de Vítor 17oct10; l/n operational Lima-Las Palmas Palmas 23jun11; stored at Base Aérea de Vítor, seen aug19 |
| 477 264 | 657 | Mi-25 | Peruvian Air Force | mfd | 10mar83 | line # 47-08; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); stored at Base Aérea de Vítor, seen aug19 |
| 477 265 | 658 | Mi-25 | Peruvian Air Force | mfd | 04mar83 | line # 47-09; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); stored at Base Aérea de Vítor, seen aug19 |
| 477 266 | 659 | Mi-25 | Peruvian Air Force | mfd | 10mar83 | line # 47-10; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); stored at Base Aérea de Vítor, seen aug19 |
| 477 267 | 693 | Mi-25 | Peruvian Air Force | mfd | 10mar83 | line # 48-01; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); took part in an attack on Ecuadorian troops in the area of Base Sur 07feb95; stored at Base Aérea de Vítor, seen aug19 |
| 477 268 | 694 | Mi-25 | Peruvian Air Force | mfd | 10mar83 | line # 48-02; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); initially in brown/sand camo c/s with light grey underside, with 'Fuerza Aérea del Perú' titles; flown in an An-124-100 from Peru to Chita for overhaul 23may11; repainted in olive drab/grey camo c/s; f/n as such 07dec12; l/n Vítor - Cor. FAP Marco Schenone Oliva 31jul19, active |
| 340 269 | 524 | Mi-24D | East German AF | mfd | 15apr83 | line # 48-03; toc 19may83; opb KHG-57 at Basepohl; trf to KHG-67 at Cottbus 03jun83; in green/light grey camo c/s with light grey underside |
| | 524 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; l/n CBU sep90; t/t 1,450 hours by 30sep90 |
| | 96+12 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used |
| | 269 | Mi-24D | Polish Army | trf | jan96 | opb 49. BLot (redesignated 49. PSB); l/n Deblin-Irena 08sep00; w/o 04apr03, details unknown |
| 340 270 | 525 | Mi-24D | East German AF | mfd | 15apr83 | line # 48-04; toc 19may83; opb KHG-57 at Basepohl; trf to KHG-67 at Cottbus 03jun83 |
| | 525 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-67 (redesignated KHG-3 01dec86) at Cottbus; t/t 1,365 hours by 30sep90 |
| | 96+13 | Mi-24D | German Army | trf | 03oct90 | opb KHG 3 at Cottbus (disbanded 26mar91); on charge of HFlgStff Ost from 01apr91, but not used |
| | 270 | Mi-24D | Polish Army | trf | jan96 | opb 49. PSB and later by 56. BLot; repainted in olive drab c/s; l/n Inowroclaw-Latkowo 20may17 |
| 340 271 | 529 | Mi-24D | East German AF | mfd | 15apr83 | line # 48-05; toc 19may83; opb KHG-57 at Basepohl |
| | 529 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,701 hours by 30sep90 |
| | 96+34 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92 |
| | 271 | Mi-24D | Polish Army | trf | jan96 | opb 49. BLot (redesignated 49. PSB); l/n Pruszcz Gdanski 21may16 |
| 340 272 | 485 | Mi-24D | East German AF | mfd | 19apr83 | line # 48-06; toc 19mar83; opb KHG-57 at Basepohl |
| | 485 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,459 hours by 30sep90 |
| | 96+29 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92 |
| | 272 | Mi-24D | Polish Army | trf | jan96 | opb 49. BLot (redesignated 49. PSB); l/n Pruszcz Gdanski 21may16 |
| 340 273 | 528 | Mi-24D | East German AF | mfd | 19apr83 | line # 48-07; toc 19may83; opb KHG-57 at Basepohl |
| | 528 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,264 hours by 30sep90 |
| | 96+33 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; preserved in the Air and Space Section of the Royal Museum of the Armed Forces and of Military History at Brussels from sep95, l/n apr24 |
| 340 274 | 530 | Mi-24D | East German AF | mfd | 05may83 | line # 48-08; toc 15jun83; opb KHG-57 at Basepohl |
| | 530 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,680 hours by 30sep90 |
| | 96+35 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; handed over to the Royal Museum of the Armed Forces and of Military History sep95; was preserved at Weelde (Belgium) in its former East German Air Force markings and later at Liège-Bierset, seen jun99/may02; preserved at the Royal Museum of the Armed Forces and of Military History store at Vissenaken (Belgium), seen jul11 (reported as 96+35) |
| 340 275 | 532 | Mi-24D | East German AF | mfd | 19may83 | line # 48-09; toc 15jun83; opb KHG-57 at Basepohl |
| | 532 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,551 hours by 30sep90 |
| | 96+36 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n sep01, still with its former German serial; dumped in the "Jurassic Park" at Szolnok, seen may11/jun11 |

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| | '005' | Mi-24D | Hungarian AF | Szo | 28aug21 | in dark greyish green/ochre camo c/s with light grey underside; preserved in these fake colours on a pole at Szentkirályszabadja, seen 11may24; see c/n K2005 |
| 340 276 | 533 | Mi-24D | East German AF | mfd | 19may83 | line # 48-10; toc 15jun83; opb KHG-57 at Basepohl |
| | 533 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,298 hours by 30sep90 |
| | 96+37 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92 |
| | 276 | Mi-24D | Polish Army | trf | jan96 | opb 49. BLot (redesignated 49. PSB); l/n Pruszcz Gdanski 26jun01 |
| 340 277 | 544 | Mi-24D | East German AF | mfd | 20may83 | line # 49-01; toc 15jun83; opb KHG-57 at Basepohl |
| | 544 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,318 hours by 30sep90 |
| | 96+38 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92 |
| | 277 | Mi-24D | Polish Army | trf | jan96 | opb 49. BLot (redesignated 49. PSB); f/n Deblin-Irena sep00; l/n Pruszcz Gdanski 23aug03; dbr 18jul06 when crashed on take-off from a Polish forward location in Iraq |
| 340 278 | 547 | Mi-24D | East German AF | mfd | 20may83 | line # 49-02; toc 15jun83; opb KHG-57 at Basepohl |
| | 547 | Mi-24D | East German Army | trf | 14nov84 | opb KHG-57 (redesignated KHG-5 01dec86) at Basepohl; t/t 1,397 hours by 30sep90 |
| | 96+39 | Mi-24D | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92 |
| | 98+32 | Mi-24D | Bundeswehr/BWB | trf | 16jul92 | opb WTD 61/Wehrtechnische Dienststelle für Luftfahrzeuge - Musterprüfwesen für Luftfahrtgerät der Bundeswehr (Bundeswehr Technical and Airworthiness Centre for Aircraft) at Manching which was subordinated to the Bundesamt für Wehrtechnik und Beschaffung (Federal Office of Defence Technology and Procurement) of the German Armed Forces; rgd 17jul92; last flight mar94; trf to HFlgRegiment 36 at Fritzlar in 1994; later owned by Militärhistorisches Museum der Bundeswehr; was preserved in Flugplatzmuseum Cottbus (on loan from Militärhistorisches Museum) from 2000, seen may02/jun22; preserved in Militärhistorisches Museum der Bundeswehr at Dresden, seen oct23/mar24 |
| 510 279 | not known | Mi-25 | Angolan Air Force | mfd | 12may83 | line # 49-03 |
| 510 280 | not known | Mi-25 | Angolan Air Force | mfd | 15may83 | line # 49-04 |
| 510 281 | not known | Mi-25 | Angolan Air Force | mfd | 26may83 | line # 49-05 |
| 510 282 | not known | Mi-25 | Angolan Air Force | mfd | 30may83 | line # 49-06 |
| 510 283 | not known | Mi-25 | Angolan Air Force | mfd | 14jun83 | line # 49-07 |
| 510 284 | not known | Mi-25 | Angolan Air Force | mfd | 06jun83 | line # 49-08 |
| 510 285 | not known | Mi-25 | Angolan Air Force | mfd | 22jul83 | line # 49-09 |
| 510 286 | not known | Mi-25 | Angolan Air Force | mfd | 16nov83 | line # 49-10 |
| 510 287 | not known | Mi-25 | Angolan Air Force | mfd | 29nov83 | line # 50-01 |
| 510 288 | not known | Mi-25 | Angolan Air Force | mfd | 14nov83 | line # 50-02 |
| 510 289 | not known | Mi-25 | Angolan Air Force | mfd | 19oct83 | line # 50-03 |
| 510 290 | not known | Mi-25 | Angolan Air Force | mfd | 05oct83 | line # 50-04 |
| 150 291 | 125 | Mi-24D | Bulgarian AF | mfd | 26aug83 | line # 50-05; opb 13 vap bv at Stara Zagora; l/n operational PDV 27sep97; sat wfu at PDV, seen sep10/sep11; could not be sold during an auction 16dec11; sat wfu at Katunitsa, seen oct12 |
| 150 292 | 126 | Mi-24D | Bulgarian AF | mfd | 26aug83 | line # 50-06; opb 13 vap bv at Stara Zagora; f/n SZR 10aug95; l/n PDV 06sep05; sold to the Ivory Coast Air Force in 2003, became either TU-VHQ or TU-VHR |
| 150 293 | 127 | Mi-24D | Bulgarian AF | mfd | 26aug83 | line # 50-07; opb 13 vap bv at Stara Zagora; l/n operational PDV 20sep01; sat wfu at PDV, seen sep10/sep11; sold to Metalika 16dec11; sat wfu at Katunitsa, seen oct12 |
| 150 294 | 128 | Mi-24D | Bulgarian AF | mfd | 26aug83 | line # 50-08; opb 13 vap bv at Stara Zagora; l/n operational SZR 30aug99; sat wfu at PDV, seen sep10/sep11; sold to Metalika 16dec11; sat wfu at Katunitsa, seen oct12 |
| 013 295 | 295 ? | Mi-25 | Libyan Air Force | mfd | 14sep83 | line # 50-09 |
| 013 296 | 296 ? | Mi-25 | Libyan Air Force | mfd | 14sep83 | line # 50-10 |
| 013 297 ? | 297 | Mi-25 | Libyan Air Force | mfd | 14sep83 | line # 51-01; damaged 02jan87 during the battle of Fada (northern Chad) when was hit by Chadian "Forces Armées Nationales du Tchad" (FANT) troops, made a forced landing and came to rest on its left side; donated by Chad to France sep87, disassembled on-site 01/09jan88, brought to N'Djamena and flown from there to France in a C-5A of the US Air Force; underwent trials with the French military, fate unknown |
| 013 298 | 298 ? | Mi-25 | Libyan Air Force | mfd | 14sep83 | line # 51-02 |
| 013 299 | 299 ? | Mi-25 | Libyan Air Force | mfd | 15sep83 | line # 51-03 |
| 013 300 | 300 ? | Mi-25 | Libyan Air Force | mfd | 18oct83 | line # 51-04 |
| 013 301 | 301 ? | Mi-25 | Libyan Air Force | mfd | 18oct83 | line # 51-05 |
| 013 302 | 302 | Mi-25 | Libyan Air Force | mfd | 18oct83 | line # 51-06; probably opb 1325 Sqn; in sand/green camo c/s with light blue underside; abandoned by the Libyans at Wadi Doum (northern Chad) when the airfield was orerrun by Chadian "Forces Armées Nationales du Tchad" (FANT) troops 21mar87; flown to N'Djamena by an MH-47 of the 160th Special Operations Aviation Group (Airborne) of US Army Aviation 11jun88 and on to the USA by a C-5A of the USAF (Operation "Mount Hope III") 21jun88 |
| | 88-0616 | Mi-25 | US Army Aviation | ph. | mar04 | equipped with the ATGM tubes (or mock-ups) of the Mi-24V; repainted in olive drab/khaki camo c/s with light grey underside and Red Stars similar as in the Soviet Guards badge, serial painted on as '0616'; opb the Threat Systems Management Office at Fort Bliss; t/t 1,857 hours by 12dec05; l/n operational Yuma 26oct06; arrived from Fort Rucker in the Southern Museum of Flight at Birmingham (Alabama) 10apr12 and is preserved there since, l/n mar17 |
| 013 303 | 303 ? | Mi-25 | Libyan Air Force | mfd | 20oct83 | line # 51-07 |
| 013 304 | 304 ? | Mi-25 | Libyan Air Force | mfd | 20oct83 | line # 51-08 |
| 013 305 | 305 ? | Mi-25 | Libyan Air Force | mfd | 24oct83 | line # 51-09 |
| 013 306 | 306 ? | Mi-25 | Libyan Air Force | mfd | 24oct83 | line # 51-10 |
| 013 307 | 307 ? | Mi-25 | Libyan Air Force | mfd | 24oct83 | line # 52-01 |
| 110 308 | Z2552 ? | Mi-25 | Indian Air Force | mfd | 30nov83 | line # 52-02 |
| 110 309 | Z2553 | Mi-25 | Indian Air Force | mfd | 30nov83 | line # 52-03; opb 125 HU; last overhaul completed 02mar01; t/t 2,752 hours by 2008 |
| 110 310 | Z2554 | Mi-25 | Indian Air Force | mfd | 30nov83 | line # 52-04; opb 104 HU; last overhaul completed 13mar01; t/t 976 hours by 2008 |
| | Z2554 | Mi-35E | United Nations | GOM | dec09 | opb MONUC Indian Aviation Contingent II at Goma; in full all-white UN c/s, carried code 'UN 856' |
| | Z2554 | Mi-35E | Indian Air Force | DEL | 26jan11 | opb 104 HU |
| 110 311 | Z2555 | Mi-25 | Indian Air Force | mfd | 30nov83 | line # 52-05; opb 104 HU |
| | Z2555 | Mi-35E | United Nations | KND | 27aug03 | opb MONUC Indian Aviation Contingent at Kindu; in full all-white UN c/s; last overhaul completed 05jan05; t/t 1,491 hours by 2008 |
| | Z2555 | Mi-35E | Indian Air Force | ph. | 22feb13 | at Pokhran; not upgraded with IAI avionics; in grey c/s; took part in Exercise "Iron Fist 2013" in 'aggressor' c/s (with a multitude of yellow and white squares) |
| 110 312 | Z2556 | Mi-25 | Indian Air Force | mfd | 08aug84 | line # 52-06; last overhaul completed 30mar01; t/t 2,150 hours by 2008 |
| | Z2556 | Mi-35E | Indian Air Force | DEL | 26jan11 | opb 104 HU |
| 110 313 | Z2557 | Mi-25 | Indian Air Force | mfd | 30nov83 | line # 52-07 |
| | Z2557 | Mi-35E | United Nations | no | reports | carried code 'UN-857' |
| | Z2557 | Mi-35E | Indian Air Force | Hin | 08oct07 | opb 104 HU |
| 110 314 | Z2559 | Mi-25 | Indian Air Force | mfd | 02dec83 | line # 52-08; c/n confirmed |
| | Z2559 | Mi-35E | Indian Air Force | Gos | 23dec08 | with a hyphen in the serial; opb 104 HU; seen without serial at Konotop 07aug08; t/t 2,629 hours by 2008 |
| 110 315 | Z2560 ? | Mi-25 | Indian Air Force | mfd | 02dec83 | line # 52-09; opb 104 HU; last overhaul completed 04jan05; t/t 1,783 hours by 2008 |

Line numbers 52-10 to 53-04 are within the standard c/n range.

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|---|---|---|---|---|---|---|
| 760 316 | not known | Mi-25 | Mozambique AF | mfd | 22feb84 | line # 53-05 |
| 760 317 | 200 | Mi-25U | Mozambique AF | mfd | 22feb84 | line # 53-06; in camo c/s; wfu 1993; t/t 378 hours; sat derelict at MPM (S25.923975, E32.565339), seen aug16 |
| 760 318 | not known | Mi-25 | Mozambique AF | mfd | 22feb84 | line # 53-07 |
| 760 319 | 110 | Mi-25 | Mozambique AF | mfd | 22feb84 | line # 53-08; in camo c/s; wfu around 1993; sat derelict at MPM (S25.918450, E32.567731), seen aug16 |
| 760 320 | 4493 ? | Mi-25 | Iraqi Army Avn | mfd | 19mar84 | line # 53-09 |
| 760 321 | 4494 ? | Mi-25 | Iraqi Army Avn | mfd | 23mar84 | line # 53-10 |
| 760 322 | 4495 ? | Mi-25 | Iraqi Army Avn | mfd | 19mar84 | line # 54-01 |
| 760 323 | 4496 ? | Mi-25 | Iraqi Army Avn | mfd | 19mar84 | line # 54-02; reportedly ended up in the United States |
| 360 424 | 4497 ? | Mi-25 | Iraqi Army Avn | mfd | 19mar84 | line # 54-03 |
| 360 425 | 4498 ? | Mi-25 | Iraqi Army Avn | mfd | 19mar84 | line # 54-04 |
| 360 426 | 4499 ? | Mi-25 | Iraqi Army Avn | mfd | 19mar84 | line # 54-05 |
| 360 427 | not known | Mi-25 | Iraqi Army Avn | mfd | 19mar84 | line # 54-06 |
| 360 428 | 2839 | Mi-25 | Syrian Air Force | mfd | 27apr84 | line # 54-07; tie-up from customs document; shipped for overhaul from Damascus to 150 ARZ at Lyublino-Novoye 17jun09 |
| 360 429 | 2840 | Mi-25 | Syrian Air Force | mfd | 27apr84 | line # 54-08; last overhaul completed 07dec07; t/t 1,064 hours by 2008 |
| 360 430 | 2841 | Mi-25 | Syrian Air Force | mfd | 29apr84 | line # 54-09; tie-up from customs document; in green/sand camo c/s with light grey underside; shipped for overhaul from Damascus to 150 ARZ at Lyublino-Novoye 17jun09 |
| 360 431 | 2842 | Mi-25 | Syrian Air Force | mfd | 27apr84 | line # 54-10; opb 64 AB; last overhaul completed 14may08; t/t 1,051 hours by 2008; w/o 05may13 during a combat mission against insurgents in Deir ez-Zor province when was shot down by the insurgents, all 8 occupants (among them Brigadier Asif Dergam Salmaa) killed |
| 360 432 | 2843 | Mi-25 | Syrian Air Force | mfd | 21may84 | line # 55-01; in green/sand camo c/s with light grey underside |
| 360 433 | 2844 | Mi-25 | Syrian Air Force | mfd | 21may84 | line # 55-02 |
| 360 434 | 2845 | Mi-25 | Syrian Air Force | mfd | 22may84 | line # 55-03 |
| 360 435 | 2846 | Mi-25 | Syrian Air Force | mfd | 24may84 | line # 55-04; last overhaul completed 09feb08; t/t 1,047 hours by 2008; in green/sand camo c/s with light grey underside; f/n jul12 |
| 360 436 | 2847 | Mi-25 | Syrian Air Force | mfd | 25may84 | line # 55-05; tie-up from customs document; in green/sand camo c/s with light grey underside; shipped for overhaul from Damascus to 150 ARZ at Lyublino-Novoye 17jun09 |
| 360 437 | 2848 | Mi-25 | Syrian Air Force | mfd | 25may84 | line # 55-06; tie-up from customs document; in green/sand camo c/s with light grey underside; shipped for overhaul from Damascus to 150 ARZ at Lyublino-Novoye 17jun09 |
| 410 438 | 338 | Mi-25 | Nicaraguan AF | mfd | 19jun84 | line # 55-07; opb Escuadrón de Ala Rotatoria; w/o 25sep87 when was shot down by the Contra rebels |
| 410 439 | 339 | Mi-25 | Nicaraguan AF | mfd | 19jun84 | line # 55-08; opb Escuadrón de Ala Rotatoria; dbr at an unknown date when broke off its tailboom near Mulukukú |
| 410 440 | 340 | Mi-25 | Nicaraguan AF | mfd | 19jun84 | line # 55-09; opb Escuadrón de Ala Rotatoria |
| | 647 | Mi-25 | Peruvian Air Force | d/d | 1992 | arrived 16nov92; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); w/o 10aug95 on a training flight from Vítor when collided with Mi-25 '695' and crashed in Las pampas de San José 35 km south-east of Arequipa, all 4 crew members (pilot: Capitán Luis Enrique Salinas Rondón) were killed |

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|---|---|---|---|---|---|---|
| 410 441 | 341 | Mi-25 | Nicaraguan AF | mfd | 19jun84 | line # 55-10; opb Escuadrón de Ala Rotatoria; w/o 19jun87 when was shot down by the Contra rebels |
| 410 442 | not known | Mi-25 | Angolan Air Force | mfd | 24jul84 | line # 56-01 |
| 410 443 | not known | Mi-25 | Angolan Air Force | mfd | 18jul84 | line # 56-02 |
| 410 444 | not known | Mi-25 | Angolan Air Force | mfd | 18jul84 | line # 56-03 |
| 410 445 | not known | Mi-25 | Angolan Air Force | mfd | 18jul84 | line # 56-04 |
| 410 446 | not known | Mi-25 | Angolan Air Force | mfd | 16aug84 | line # 56-05 |
| 150 447 | not known | Mi-25 | Angolan Air Force | mfd | 27jul84 | line # 56-06 |
| 150 448 | not known | Mi-25 | Angolan Air Force | mfd | 13aug84 | line # 56-07 |
| 150 449 | not known | Mi-25 | Angolan Air Force | mfd | 13aug84 | line # 56-08 |
| 410 450 | 129 | Mi-24D | Bulgarian AF | mfd | 24sep84 | line # 56-09; opb 13 vap bv at Stara Zagora; l/n operational PDV 05aug02; stored at PDV, seen sep10/sep11; sold to Metalika 16dec11 |
| | BF1807 | Mi-24D | Burkina Faso AF | | | flown on board of an An-124 to Burkina Faso 08dec18; in olive drab/medium green camo c/s with light grey underside, carried the code "07" black on the nose; f/n near the border between Burkina Faso and Mali 19jun20 |
| 410 451 | 130 | Mi-24D | Bulgarian AF | mfd | 24aug84 | line # 56-10; opb 13 vap bv and later by 23 aviobaza at Stara Zagora; dbr 30jan96 on a flight over the "Elena" training range when crashed due to a strong gust of wind and caught fire, no casualties |
| 410 452 | 131 | Mi-24D | Bulgarian AF | mfd | 30aug84 | line # 57-01; opb 13 vap bv at Stara Zagora; photo oct95; stored at PDV, seen sep10/sep11; sold to Metalika 16dec11 |
| | TU-VHR (2) | Mi-24D | Ivory Coast AF | d/d | may17 | 23may17 or 25may17; opb Mamba Sqn; in olive drab/medium green camo c/s with light grey underside and a 'shark mouth'; f/n ABJ 29may17, flying; w/o 27nov19 on landing at Katiola when created a dust vortex so that the pilot lost visual contact with the ground, the main rotor hit parked Mi-17 TU-VHM and the Mi-24V came to rest on its right side (almost upside-down), the cockpit and the tailboom broke off, 4 of the 5 occupants were seriously injured; the hulk sat in a hangar at ABJ; see TU-VHR (1) with unknown c/n |
| 410 453 | 132 | Mi-24D | Bulgarian AF | mfd | 27aug84 | line # 57-02; opb 13 vap bv at Stara Zagora; l/n operational PDV 20sep01; stored at PDV, seen sep10/sep11; sold to Metalika 16dec11 |
| | TU-VHS (2) | Mi-24D | Ivory Coast AF | d/d | may17 | 23may17 or 25may17; opb Mamba Sqn; in olive drab/medium green camo c/s with light grey underside, a 'shark mouth' and a large Ivorian flag on the left side; f/n ABJ 26may17; l/n HGO mar24; see TU-VHS (1) with unknown c/n |
| 410 454 | 354 | Mi-25 | Nicaraguan AF | mfd | 20sep84 | line # 57-03; opb Escuadrón de Ala Rotatoria; sold to Peru in 1992 |
| | 648 | Mi-25 | Peruvian Air Force | d/d | 1992 | arrived 16nov92; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); f/n Base Aérea de Vítor aug08; flown aboard an An-124 to Chita-Kadala 05feb12, overhauled by 810 ARZ at Chita-Cheryomushki and repainted in a camo c/s of two shades of olive drab, with a 'shark mouth'; towed on the road from the ARZ to Chita-Kadala 20sep12 and flown back to Peru on board of An-124-100 RA-82078 the same day; active by 2019 |
| 410 455 | 355 | Mi-25 | Nicaraguan AF | mfd | 20sep84 | line # 57-04; opb Escuadrón de Ala Rotatoria; in olive drab/khaki camo c/s with light grey underside; defected to Honduras 07dec88 (date confirmed), landing at Toncontín (pilot: Captain Edwin Estrada Leiva); reportedly shipped to the US, but returned to Nicaragua in 1989; sold to Peru in 1992 |
| | 650 | Mi-25 | Peruvian Air Force | d/d | 1992 | arrived 16nov92; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); in a camo c/s of two tones of olive drab, with a 'shark mouth'; took part in an attack on Ecuadorian troops in the area of Base Sur 07feb95; flown aboard an An-124 to Chita-Kadala 05feb12, overhauled by 810 ARZ at Chita-Cheryomushki, towed on the road from the ARZ to Chita-Kadala 20sep12 and flown back to Peru on board of An-124-100 RA-82078 the same day; active by 2019 |
| 410 456 | 56 | Mi-24D | Polish Army | mfd | 22sep84 | line # 57-05; d/d 31oct84 |
| | 456 | Mi-24D | Polish Army | r/r | unknown | opb 56. BLot (redesignated 56. KPSB); l/n Inowroclaw-Latkowo 05dec19 |
| 410 457 | 57 | Mi-24D | Polish Army | mfd | 22sep84 | line # 57-06; d/d 31oct84 |
| | 457 | Mi-24D | Polish Army | Pru | 15sep94 | opb 56. BLot (redesignated 56. KPSB); initially in olive drab/khaki camo c/s with light blue underside; l/n as such Pruszcz Gdanski 09sep06; repainted in olive drab c/s; f/n as such Bielsko-Biala-Aleksandrowice 02feb12; l/n 01jun20, flying |
| 410 458 | 58 | Mi-24D | Polish Army | mfd | 24oct84 | line # 57-07; d/d 15nov84 |
| | 458 | Mi-24D | Polish Army | r/r | unknown | dbr at Pruszcz Gdanski 11jul90; hulk sat at Pruszcz Gdanski, seen 03mar96 |
| 410 459 | 59 | Mi-24D | Polish Army | mfd | 24oct84 | line # 57-08; d/d 15nov84 |
| | 459 | Mi-24D | Polish Army | r/r | unknown | opb 56. BLot (redesignated 56. PSB); l/n Inowroclaw-Latkowo 05dec19 |
| 410 460 | 60 | Mi-24D | Polish Army | mfd | 24oct84 | line # 57-09; d/d 15nov84 |
| | 460 | Mi-24D | Polish Army | r/r | unknown | opb 56. BLot (redesignated 56. PSB); l/n Inowroclaw-Latkowo 05dec19 |
| 410 461 | 61 | Mi-24D | Polish Army | mfd | 24oct84 | line # 57-10; d/d 15nov84 |
| | 461 | Mi-24D | Polish Army | r/r | unknown | opb 49. BLot (redesignated 49. PSB); l/n SQQ 27jul19 |
| 510 462 | not known | Mi-25 | Angolan Air Force | mfd | 10nov84 | line # 58-01 |
| 510 463 | not known | Mi-25 | Angolan Air Force | mfd | 10nov84 | line # 58-02 |
| 510 464 | not known | Mi-25 | Angolan Air Force | mfd | 10nov84 | line # 58-03 |
| 510 465 | not known | Mi-25 | Angolan Air Force | mfd | 10nov84 | line # 58-04 |
| 760 466 | 111 | Mi-25 | Mozambique AF | mfd | 23nov84 | line # 58-05 |
| 760 467 | 112 | Mi-25 | Mozambique AF | mfd | 23nov84 | line # 58-06; in camo c/s; wfu around 1993; sat derelict at MPM (S-25.918203, E32.566786), seen aug16 |
| 760 468 | not known | Mi-25 | Mozambique AF | mfd | 19jan85 | line # 58-07 |
| 760 469 | 115 | Mi-25 | Mozambique AF | mfd | 18jan85 | line # 58-08; in camo c/s; wfu around 1993; sat derelict at MPM (25°55'9.88"S E32°34'0.20"), seen aug16 |
| 477 470 | 695 (1) | Mi-25 | Peruvian Air Force | mfd | 24jan85 | line # 58-09; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); took part in an attack on Ecuadorian troops in the area of Base Sur 07feb95; w/o 10aug95 on a training flight from Vítor when collided with Mi-25 '647' and crashed in las pampas de San José 35 km south-east of Arequipa, all 4 crew members (pilot: Capitán César Arturo Carbajal Valdivia) were killed; see c/n 070390 |
| 477 471 | 696 (1) | Mi-25 | Peruvian Air Force | mfd | 1985 | line # 58-10; mfd given in factory listing as 26jun89, but that is not correct; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); dbr 03sep93 when an engine failed and the helicopter made a forced landing and rolled over onto its left side, the crew escaped basically unhurt; the wreck was partially dismantled and transported to Vítor (some remains were reported to be extent in 2019); the cockpit section preserved at Las Palmas may have come from this helicopter; see c/n 0703901 |
| 477 472 | 697 | Mi-25 | Peruvian Air Force | mfd | 1985 | line # 59-01; mfd given in factory listing as 26jun89, but that is not correct; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); in camo c/s of two shades of olive drab, with a 'shark mouth'; flown aboard an An-124 to Chita-Kadala 05feb12, overhauled by 810 ARZ at Chita-Cheryomushki, towed on road from the ARZ to Chita-Kadala 20sep12 and flown back to Peru on board of An-124-100 RA-82078 the same day; l/n Lima-Las Palmas 14dec14; in an insurance tender 22oct15; active by 2019 |
| 013 473 | 473 ? | Mi-25 | Libyan Air Force | mfd | 01feb85 | line # 59-02 |
| 220 574 | 574 | Mi-24D+ | Hungarian AF | mfd | 22feb85 | line # 59-03; d/d 18apr85; opb 86 HE; repainted in dark green/ochre camo c/s with light grey underside; sat wfu at Szolnok, seen jun11; preserved on a plint on a roundabout near the Auchan supermarket at Szolnok (N47.164092 E20.202624) from 16mar18, l/n 09sep22 |
| 220 575 | 575 | Mi-24D+ | Hungarian AF | mfd | 22feb85 | line # 59-04; d/d 18apr85; opb 86 HE; sat wfu at Szentkirályszabadja, seen sep01/aug08, later at Tököl, seen jan10/aug12, and later at Kiskoros, seen sep24 |
| 220 576 | 576 | Mi-24D+ | Hungarian AF | mfd | 22feb85 | line # 59-05; d/d 18apr85; opb 86 Helikopter Ezred; l/n operational Szolnok 12aug07; sat wfu at Szolnok, seen jan10; preserved on the premises of Unisil Hungary Kft. on the E60 south-west of Szolnok (N47.145820 E20.147036), seen aug13/jul20 |
| 220 577 | 577 | Mi-24D+ | Hungarian AF | mfd | 22feb85 | line # 59-06; d/d 24may85; opb 86 HE; l/n active Szentkirályszabadja 08sep01; was stored with Repüléstörténeti Múzeum (Aircraft Museum) at Szolnok, seen apr07/aug08; preserved near the tower at the base at Szolnok (N47.12703 E20.22961), seen jan10; seen off airport at Szajol sep16/aug18 |
| 220 578 | 578 | Mi-24D+ | Hungarian AF | mfd | 26mar85 | line # 59-07; d/d 18apr85; opb 86 HE; sat wfu at Kecskemét (N46.91135 E19.74838), seen aug08/aug13; |
| 220 579 | 579 | Mi-24D+ | Hungarian AF | mfd | 26mar85 | line # 59-08; d/d may85; opb 87. Helikopter Ezred at Szentkirályszabadja; written off 12apr01 on a flight from Szentkirályszabadja when performed a low-level formation flight with Mi-24V '715' over the Hajmáskér firing range near Gyulafirátót, was hit by the Mi-24V from behind and below, suffered extensive damage, caught fire, crashed nose first into the ground and burnt out, both crew members were killed; the wreckage was reportedly seen at Szentkirályszabadja sep01 |
| 220 580 | 580 | Mi-24D+ | Hungarian AF | mfd | 26mar85 | line # 59-09; d/d 24may85; opb 86. Helikopter Ezred; l/n flying over Budapest 20aug09; l/n Szolnok 25jan10, condition not reported; preserved on the premises of Unisil Hungary Kft. on the E60 south-west of Szolnok (N47.145820 E20.147036), seen aug13/jul20 |
| 220 581 | 581 | Mi-24D+ | Hungarian AF | mfd | 26mar85 | line # 59-10; d/d 24may85; opb 86 HE; reportedly converted to a Mi-24DU; l/n operational BTS 12jun04; sat wfu at Szolnok, seen aug05/jan10; preserved at Pusztaottlaka (N46.536167 E21.021075), seen 2013/jul20 |
| 220 582 | 582 | Mi-24D+ | Hungarian AF | mfd | 27mar85 | line # 60-01; d/d 24may85; opb 86 HE; sat wfu at Szentkirályszabadja, seen sep01, later at Kecskemet, seen aug10, and later at Budapest (N47.420650 E19.0525601), seen aug17/feb20 |
| 220 583 | 583 | Mi-24D+ | Hungarian AF | mfd | 27mar85 | line # 60-02; d/d 24may85; sat wfu at Szentkirályszabadja, seen aug01/aug08, and later at Tököl, seen sep09/jan12 |
| 220 584 | 584 | Mi-24D+ | Polish Army | mfd | 27apr85 | line # 60-03; d/d 01jun85; opb 49. BLot (redesignated 49. PSB) at Pruszcz Gdanski; in green/grey camo c/s with light blue underside; l/n Radom 01sep07; w/o 27feb09 on a training flight in the Torun-Inowroclaw region at night when crash-landed near Szadlowice (Inowroclaw district), 1 of the 3 crew killed and the other 2 injured |
| 410 585 | 585 | Mi-24D+ | Polish Army | mfd | 27apr85 | line # 60-04; d/d 01jun85; opb 49. BLot (redesignated 49. PSB); l/n Bailystok 21apr21 |
| 360 586 | 2849 | Mi-25 | Syrian Air Force | mfd | 07may85 | line # 60-05 |
| 360 587 | 2850 | Mi-25 | Syrian Air Force | mfd | 04may85 | line # 60-06 |
| 360 588 | 2851 | Mi-25 | Syrian Air Force | mfd | 21may85 | line # 60-07; tie-up from customs document; in green/sand camo c/s with light grey underside; shipped for overhaul from Damascus to 150 ARZ at Lyublino-Novoye 17jun09 |
| 360 589 | 2852 | Mi-25 | Syrian Air Force | mfd | 21may85 | line # 60-08; tie-up from customs document; shipped for overhaul from Damascus to 150 ARZ at Lyublino-Novoye 17jun09 |
| 360 590 | 2853 | Mi-25 | Syrian Air Force | mfd | 21may85 | line # 60-09; last overhaul completed 29mar08; t/t 1,016 hours by 2008 |
| 360 591 | 2854 | Mi-25 | Syrian Air Force | mfd | 21may85 | line # 60-10 |
| 360 592 | 2855 | Mi-25 | Syrian Air Force | mfd | 21jun85 | line # 61-01 |
| 360 593 | 2856 | Mi-25 | Syrian Air Force | mfd | 21jun85 | line # 61-02; tie-up from customs document; in green/sand camo c/s with light grey underside; shipped for overhaul from Damascus to 150 ARZ at Lyublino-Novoye 17jun09 |
| 360 594 | 2857 | Mi-25 | Syrian Air Force | mfd | 21jun85 | line # 61-03 |
| 360 595 | 2858 | Mi-25 | Syrian Air Force | mfd | 21jun85 | line # 61-04; last overhaul completed 25apr08; t/t 1,083 hours by 2008; in green/khaki camo c/s with light grey underside; f/n in Western Ghouta 02mar14, flying |

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| 360 596 | 2859 | Mi-25 | Syrian Air Force | mfd | 21jun85 | line # 61-05 |
| 360 597 | 2860 | Mi-25 | Syrian Air Force | mfd | 21jun85 | line # 61-06 |
| 150 598 | 133 | Mi-24D | Bulgarian AF | mfd | 20aug85 | line # 61-07; opb 13 vap bv at Stara Zagora; l/n operational PDV 22aug02; sat wfu at PDV, seen sep10/nov18 |
| 150 599 | 134 | Mi-24D | Bulgarian AF | mfd | 22aug85 | line # 61-08; opb 13 vap bv at Stara Zagora; l/n operational PDV 20sep01; sat wfu at PDV, seen sep10/sep24 |
| 150 600 | 135 | Mi-24D | Bulgarian AF | mfd | 22aug85 | line # 61-09; opb 13 vap bv at Stara Zagora; l/n operational PDV 20sep01; sat wfu at PDV, seen sep10/nov18 |
| 150 601 | 136 | Mi-24D | Bulgarian AF | mfd | 22aug85 | line # 61-10; opb 13 vap bv at Stara Zagora; l/n operational aug95; sat wfu at PDV, seen sep10/sep24 |
| 150 602 | 137 | Mi-24D | Bulgarian AF | mfd | 09oct85 | line # 62-01; opb 13 vap bv at Stara Zagora; l/n operational SZR 30aug99; sat wfu at PDV, seen sep10/sep11 |
| 150 603 | 138 | Mi-24D | Bulgarian AF | mfd | 09oct85 | line # 62-02; probably the last Mi-24D built; opb 13 vap bv at Stara Zagora; in dark green/khaki camo c/s with light grey underside; l/n operational SZR 30aug99; l/n Graf Ignatyevo sep03; reportedly became '145' |
| 730 6033 | not known | Mi-24DU | not known | mfd | 27sep85 | line # 62-03; in a factory listing as delivered to Czechoslovakia, but there is no serial available - probably delivered to a different country, in fact |
| 730 6034 | not known | Mi-24DU | not known | mfd | 27sep85 | line # 62-04; in a factory listing as delivered to Czechoslovakia, but there is no serial available - probably delivered to a different country, in fact |

Line numbers 62-05 to 62-09 are within the standard c/n range.

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| 730 6040 | 6040 | Mi-24DU | Czechoslovak AF | mfd | 27sep85 | line # 62-10; opb 11. vrp; in olive drab/khaki camo c/s with light grey underside; f/n Plzen-Líne 04aug91 |
| | 6040 | Mi-24DU | Slovak Air Force | trf | 01jan93 | opb 34. LZ; in olive drab/khaki camo c/s with light grey underside; slightly damaged 04oct01 on a training flight near the RuPín reservoir when collided with a high-voltage power-line and had to make a forced landing, all 3 crew escaped unhurt; stored at POV, l/n jun05; preserved in Vojenské historické múzeum at Piestany, seen sep07/may22 |
| 730 6050 | 6050 | Mi-24DU | Czechoslovak AF | mfd | 27sep85 | line # 63-01; opb 11. vrp at Plzen-Líne and later by 31. (?) vrp; f/n Plzen-Líne 04aug91 |
| | 6050 | Mi-24DU | Czech Air Force | trf | 01jan93 | opb 231. LBVR at Prerov and later by 221. LBVR at Námest nad Oslavou; last overhaul completed 29apr03; repainted in olive drab/medium grey/light grey camo c/s with light grey underside; t/t 2,256 hours by 2008; last flight 17jan10; t/t 2,827 hours and 7,485 cycles; transported by road from Námest nad Oslavou to Prague-Kbely aug11; stored with the aviation museum (Letecké muzeum) at Prague-Kbely, seen nov11/aug24 |
| 110 606 | Z3127 | Mi-25U | Indian Air Force | mfd | 28aug89 | line # 63-02; c/n confirmed; last overhaul completed 03apr01 |
| | Z3127 | Mi-35E | United Nations | GOM | 20jan08 | opb MONUC Indian Aviation Contingent II at Goma; in full all-white UN c/s, also carried code 'UN-859'; t/t 1,582 hours by 2008 |
| 110 607 | Z3128 | Mi-25U | Indian Air Force | mfd | 19oct89 | line # 63-03; last overhaul completed 19feb03 |
| | Z3128 | Mi-35E | Indian Air Force | Gos | 23dec08 | with a hyphen in the serial; opb 104 HU; seen without serial at Konotop 07aug08; t/t 1,039 hours by 2008 |
| | Z3128 | Mi-35E | United Nations | GOM | 18sep10 | now with standard serial; opb MONUC Indian Aviation Contingent II at Goma; in full all-white UN c/s, carried code 'UN 859' |
| 110 608 | Z3129 | Mi-25U | Indian Air Force | mfd | 19oct89 | line # 63-04; last overhaul completed 17feb03 |
| | Z3129 | Mi-35E | Indian Air Force | GOM | 30jun05 | opb MONUC Indian Aviation Contingent II at Goma; in full all-white UN c/s, carried code 'UN-859'; l/n GOM 17jul07; t/t 952 hours by 2008 |
| 110 609 | Z3130 | Mi-25U | Indian Air Force | mfd | 19oct89 | line # 63-05; c/n confirmed; opb 104 HU; in dark green/yellow camo c/s with light grey underside; photo Rostov-on-Don-Krestovka apr99 |
| | Z3130 | Mi-35E | United Nations | GOM | 17may06 | opb MONUC Indian Aviation Contingent II at Goma; in full all-white UN c/s, carried code 'UN 858'; last overhaul completed 05jun06; seen GOM 05mar08; t/t 1,221 hours by 2008; l/n GOM 18sep10 |

## ***Mi-24V (Mi-35) with export numbers built by "Rostvertol" at Rostov-na-Donu-Severny from 1985 to 2006***

Their export number system is explained as follows: The first three digits are an export code, they are followed by a three-digit sequential number.
One Mi-24V was ordered by East Germany for training purposes, but the order was cancelled in early 1990.

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| 730 701 | 0701 | Mi-24V | Czechoslovak AF | mfd | 31oct85 | line # 02-01; f/n Plzen-Líne 15sep90 |
| | 0701 | Mi-24V | Czech Air Force | trf | 01jan93 | last overhaul completed 28jun00; l/n operational PRV 14sep02; wfu and for sale by 2005; t/t 1,616 hours; sat wfu at PRV, seen nov08/aug09, and later at Prelouc, seen may12; preserved on the premises of Dirk Schlöpping's joinery at Gewerbegebiet West (Karlshof) at Zehdenick (N52.98693 E13.30488), seen oct13/sep20 |
| 730 702 | 0702 | Mi-24V | Czechoslovak AF | mfd | 31oct85 | line # 02-02; f/n Plzen-Líne 15sep90 |
| | 0702 | Mi-24V | Czech Air Force | trf | 01jan93 | opb 33. zVrL 331. lbvr at Prerov; repainted in olive drab/dark grey/light grey camo c/s with light grey underside; last overhaul completed 01sep03; t/t 2,374 hours by 2008; sat wfu at PRV, l/n aug08, and later without serial at Námest nad Oslavou, seen may12 |
| 730 703 | 0703 | Mi-24V | Czechoslovak AF | mfd | 31oct85 | line # 02-03; f/n Plzen-Líne 15sep90 |
| | 0703 | Mi-24V | Czech Air Force | trf | 01jan93 | last overhaul completed 11feb02; stored at PRV, l/n 03nov05; overhauled by LOM Praha and donated to Afghanistan in 2007; seen undergoing maintenance at Kbely 27jun07; t/t 2,597 hours by 2008 |
| | 114 | Mi-24V | Afghan Air Force | d/d | 30nov08 | by An-124-100 RA-82009; l/n KBL 05aug15; struck off charge jan16 |
| 830 704 | 0704 | Mi-24V | Czechoslovak AF | mfd | 31oct85 | line # 02-04; c/n given in a listing of Rostvertol export Mi-24s as 830704, but in the Czech book "Bitevní Vrtulník Mi-24" as 730704; f/n Plzen-Líne 15sep90 |
| | 0704 | Mi-24V | Slovak Air Force | trf | 01jan93 | l/n operational POV 15aug08; damaged 01oct08 while accompanying a police convoy carrying Euros when the rotor lost speed due to pilot error and the helicopter made a forced landing near PovaPská Bystrica, all crew members escaped unhurt, but a a repair of the helicopter was deemed economically not viable; the hulk sat at POV, seen jun10; preserved at the Lest' military training area (N48.406352 E19.261481), seen jul20 |
| 730 705 | 0705 | Mi-24V | Czechoslovak AF | mfd | 26sep85 | line # 03-01; f/n Plzen-Líne 15sep90 |
| | 0705 | Mi-24V | Czech Air Force | trf | 01jan93 | last overhaul completed 26jul02; repainted in 'tiger' c/s, l/n as such PRV 05sep06, flying; t/t 2,533 hours by 2008; seen preserved Námest´ nad Oslavou (N49.173305 E16.119864) 06oct12; l/n sep23 |
| 830 706 | 0706 | Mi-24V | Czechoslovak AF | mfd | 31oct85 | line # 03-02; opb 2. BLott 11. vrp; w/o 31aug88 on a single engine training landing at Plzen-Bory when the other engine was switched off as well by mistake and the helicopter came down so hard that it was completely destroyed, 2 of the 3 crew killed |
| 830 707 | 0707 | Mi-24V | Czechoslovak AF | mfd | 18nov85 | line # 03-03; f/n Plzen-Líne 15sep90 |
| | 0707 | Mi-24V | Slovak Air Force | trf | 01jan93 | l/n POV 10jun10; wfu by sep11; sat wfu at POV, seen aug15 |
| 830 708 | 0708 | Mi-24V | Czechoslovak AF | mfd | 21nov85 | line # 03-04 |
| | 0708 | Mi-24V | Slovak Air Force | trf | 01jan93 | opb 34. lz at Presov; repainted in a camo c/s of two shades of olive drab and brown with light grey underside; f/n as such in may01; stored without rotors at POV, seen aug08/jun10 |
| | 6W-HCA | Mi-24V | Senegal Air Force | LCJ | 12jan17 | overhauled by WZL-1 at Lódz; in olive drab/ochre camo c/s with light blue underside; accepted after overhaul by WZL-1 12jan17; seen LCJ 08feb17 and DKR 17feb17 |
| | 6W-HCA | Mi-24V | United Nations | BGF | feb18 | opb Senegal Air Force for MINUSCA in the CAR in 2018/19; in full white UN c/s with black exhaust areas, carried code 'UNO-308P' |
| | 6W-HCA | Mi-24V | Senegal Air Force | DKR | 06jan24 | overhauled by "Aviakon" at Konotop in spring 2021; carried the black code '07' on the nose |
| 830 709 | 0709 | Mi-24V | Czechoslovak AF | mfd | 18nov85 | line # 03-05; f/n Plzen-Líne 15sep90 |
| | 0709 | Mi-24V | Czech Air Force | trf | 01jan93 | last overhaul completed 14jul03; t/t 2,172 hours by 2008; l/n active PRV 02jan09; stored at Prague-Kbely (N50.124976 E14.536745) (belongs to the aviation museum), seen dec09/aug24 |
| 730 710 | 0710 | Mi-24V | Czechoslovak AF | mfd | 18nov85 | line # 04-01; in dark olive drab/khaki camo c/s with light grey underside; f/n Plzen-Líne 15sep90 |
| | 0710 | Mi-24V | Czech Air Force | trf | 01jan93 | last overhaul completed 23jun05; t/t 1,947 hours by 2008; l/n operational Námest nad Oslavou 02aug09; sat wfu (without serial) at Námest nad Oslavou, seen may12 |
| 220 711 | 711 | Mi-24V | Hungarian AF | mfd | 30nov85 | line # 04-02; d/d 23dec85; opb 86 HE; initially in olive drab/khaki camo c/s with light grey underside; f/n Budaörs 24jun90; repainted in greyish green/ochre camo c/s with light grey underside; seen as such Szolnok may15; flown on board of An-124-100 RA-82047 from Kecskemét to LED 22nov17; overhauled by 419 ARZ at Gorelovo and repainted in dark grey c/s; f/n as such Szolnok 13dec18; l/n Szolnok 19aug21 |
| 220 712 | 712 | Mi-24V | Hungarian AF | mfd | 30nov85 | line # 04-03; opb 86 HE; f/n Szentkirályszabadja aug90; l/n Szolnok 25jan10; stored at Szolnok, seen jun11; preserved near the tower at Szolnok, l/n dec18 |
| 220 713 | 713 | Mi-24V | Hungarian AF | mfd | 30nov85 | line # 04-04; d/d 23dec85; opb 86 HE; f/n Szentkirályszabadja aug90; last flight 20nov08; stored at Szolnok, seen jan10/aug21 |
| 220 714 | 714 | Mi-24V | Hungarian AF | mfd | 03dec85 | line # 04-05; opb 86. Helikopter Ezred; f/n Szentkirályszabadja aug90; repainted in special c/s; f/n as such Szolnok 25jan10; offered for sale in 2016; preserved in special c/s in RepTár - Szolnoki Repülömúzeum, seen jul20/sep24 |
| 220 715 | 715 | Mi-24V | Hungarian AF | mfd | 09dec85 | line # 04-06; opb 86. Helikopter Ezred at Szentkirályszabadja; in dark green/ochre camo c/s with light blue underside; f/n Szentkirályszabadja aug90; seen Szentkirályszabadja 21jul99; damaged beyond repair 12apr01 on a flight from Szentkirályszabadja when performed a low-level formation flight with Mi-24D+ '579' over the Hajmáskér firing range near Gyulafirátót, hit the Mi-24D+ from behind and below due to pilot error, made a rapid emergency landing near Gyulafirátót and rolled over onto its right side (the right stub wing and the rear part of the tailboom broke off on impact), 1 of the 2 crew members was injured; the hulk sat at Tökül, seen dec09/jan10; superficially repaired and preserved in Magyar Néphadsereg Múzeális Eszköz és Gépparkja at Zamárdi (N46.88021 E17.92695), seen aug10/aug11 |
| 220 716 | 716 | Mi-24V | Hungarian AF | mfd | 19dec85 | line # 04-07; d/d 15jan86; opb 86. Helikopter Ezred; f/n Szentkirályszabadja aug90; l/n as such Breitscheid 21aug10; repainted in special c/s; f/n as such Szolnok 30jun11; l/n Szolnok 30aug11; offered for sale in 2016; preserved in special c/s in RepTár - Szolnoki Repülömúzeum, seen feb22/sep24 |
| 220 717 | 717 | Mi-24V | Hungarian AF | mfd | 22dec85 | line # 04-08; d/d 21dec85; opb 86 HE; f/n Budaörs 24jun90; last flight 13nov01; sat wfu at Szolnok, seen aug08/jan10; preserved in Muzeum Lotnictwa Polskiego at Kraków, seen feb22/aug24 |
| 220 718 | 718 | Mi-24V | Hungarian AF | mfd | 23dec85 | line # 04-09; d/d 29dec85; opb 86 HE; f/n Szentkirályszabadja aug90; last flight 29oct08; l/n Szolnok 18dec18/aug21 |
| 220 719 | 719 | Mi-24V | Hungarian AF | mfd | 23dec85 | line # 04-10; d/d 20dec85; opb 86 HE; f/n Szentkirályszabadja aug90; last flight 17mar10; seen tored Szolnok 29aug21 |
| 220 720 | 720 | Mi-24V | Hungarian AF | mfd | 22dec85 | line # 05-01; opb 86 HE; initially in olive drab/khaki camo c/s with light grey underside; f/n Kecskemét 19aug90; repainted in greyish green/ochre camo c/s with light grey underside; f/n as such Kecskemét |

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| | | | | | | aug08 and l/n as such Szolnok may15; flown on board of An-124-100 RA-82047 from Kecskemét to LED 22nov17; overhauled by 419 ARZ at Gorelovo and repainted in dark grey c/s; f/n as such Kecskemét 04oct18; l/n Szolnok jun21 |
| 150 721 | 139 | Mi-24V | Bulgarian AF | mfd | 28jan86 | line # 05-02; opb 13 vap bv at Stara Zagora; f/n PDV 06aug02; l/n PDV 22aug02; repainted in camo c/s of two shades of olive drab |
| | 146 | Mi-24V | Bulgarian AF | r/r | unknown | f/n PDV 19feb07; stored at PDV, seen sep10/nov18; tender for overhaul published jan13, t/t 1,736 hours by then; was to be overhauled in 2019 |
| 150 722 | 140 | Mi-24V | Bulgarian AF | mfd | 28jan86 | line # 05-03; opb 13 vap bv at Stara Zagora; f/n SZR 30aug99; was the last flying Bulgarian Mi-24, wfu may11; stored at PDV, seen sep11/nov18; tender for overhaul published jan13, t/t 1,592 hours by then; was to be overhauled in 2019 |
| 150 723 | 141 | Mi-24V | Bulgarian AF | mfd | 28jan86 | line # 05-04; opb 13 vap bv at Stara Zagora; photo oct95; stored at PDV, seen sep10/nov18; tender for overhaul published jan13, t/t 738 hours by then; was to be overhauled in 2019, but this did not happen; sat wfu (with the national markings painted out) at PDV, sep24 |
| 150 724 | 142 | Mi-24V | Bulgarian AF | mfd | 14feb86 | line # 05-05; opb 13 vap bv at Stara Zagora; f/n PDV 20sep01; tender for overhaul published jan13, t/t 508 hours by then; last overhaul completed (by TEREM) 18nov15; in dark green/medium green camo c/s with light grey underside; l/n over Sofia 06may21 |
| 150 725 | 143 | Mi-24V | Bulgarian AF | mfd | 28jan86 | line # 05-06; opb 13 vap bv at Stara Zagora; f/n SZR 30aug99; l/n PDV 06sep05; tender for overhaul published jan13, t/t 664 hours by then; repainted in olive drab/light green camo c/s with light grey underside; l/n may19, active; sat wfu at PDV, seen sep24 |
| 150 726 | 144 | Mi-24V | Bulgarian AF | mfd | 14feb86 | line # 05-07; opb 13 vap bv at Stara Zagora; f/n sep99; stored at PDV, seen jul11/nov18; tender for overhaul published jan13, t/t 1,435 hours by then; was to be overhauled in 2019 |
| 410 727 | 727 | Mi-24V | Polish Army | mfd | 01mar86 | line # 05-08; d/d 04apr86; opb 56. BLot (redesignated 56. KPSB); damaged jan11 when the main gearbox failed; l/n BPM 21feb11 |
| 410 728 | 728 | Mi-24V | Polish Army | mfd | 25feb86 | line # 05-09; d/d 04apr86; opb 56 BLot (redesignated 56. KPSB); initially in green/beige camo c/s with light grey underside; l/n as such Darlowo 26jun01; repainted in olive drab c/s; f/n as such Pruszcz Gdanski 24aug03; deployed to Ghazni (Afghanistan) in the early 2010s; l/n Inowroclaw-Latkowo 18may19 |
| 410 729 | 729 | Mi-24V | Polish Army | mfd | 01mar86 | line # 05-10; d/d 14apr86; opb 56. BLot (redesignated 56. KPSB); deployed to Ghazni (Afghanistan) in the early 2010s; repainted in olive drab c/s; f/n as such Inowroclaw-Latkowo 20may17; l/n Zielona Góra 15jun24, active |
| 410 730 | 730 | Mi-24V | Polish Army | mfd | 27feb86 | line # 06-01; d/d 24apr86; opb 49. BLot; l/n Swidwin 29jun19 |
| 410 731 | 731 | Mi-24V | Polish Army | mfd | 25mar86 | line # 06-02; d/d 02may86; opb 49. BLot; damaged 10jul97; repaired; deployed to Ghazni (Afghanistan) in the early 2010s (replaced by Mi-24V '735'); later opb 56. Blot; repainted in olive drab c/s; l/n Ketrzyn 02aug19 |
| 410 732 | 732 | Mi-24V | Polish Army | mfd | 25mar86 | line # 06-03; d/d 03may86; opb 56. BLot (redesignated 56. KPSB); l/n Bydgoszcz 07apr20 |
| 410 733 | 733 | Mi-24V | Polish Army | mfd | 04apr86 | line # 06-04; d/d 03may86; opb 56. BLot; dbr in 1987, details unknown; used as a ground instructional airframe at Leznica-Wielka (N52.00 E19.14), seen nov17 |
| 410 734 | 734 | Mi-24V | Polish Army | mfd | 09apr86 | line # 06-05; d/d 05may86; opb 49. BLot and later by 56. BLot; originally in olive drab/khaki camo c/s with light grey underside; l/n as such Pruszcz Gdanski aug02; repainted in olive drab c/s, f/n as such Nowy Targ 24jun14; seen Inowroclaw-Latkowo 20may17 with a red scorpion; l/n Miroslawic 04sep21 |
| 410 735 | 735 | Mi-24V | Polish Army | mfd | 08apr86 | line # 06-06; c/n also given as 18695 (the real c/n ?); d/d 28may86; opb 49. BLot; repainted in olive drab c/s; f/n as such Pruszcz Gdanski 21may16; l/n Depultycze Krolewskie 22sep24 |
| 410 736 | 736 | Mi-24V | Polish Army | mfd | 08apr86 | line # 06-07; d/d 04jun86; opb 56. BLot (redesignated 56. KPSB); repainted in olive drab c/s; damaged 03dec09 during an auto-rotation landing at Ghazni (Afghanistan); repaired by WZL Lódz may14 with the tailboom of Mi-24D '208' and painted in olive drab c/s again; f/n active again Lódz-Lublinek 03sep14; seen at Inowroclaw-Latkowo 16may15 in addition to its old tailboom with the same serial; l/n WAW 15aug18 |
| 410 737 | 737 | Mi-24V | Polish Army | mfd | 19apr86 | line # 06-08; d/d 28may86; opb 56. BLot (redesignated 56. KPSB); l/n BZG 21may10; deployed to Afghanistan in the early 2010s and damaged there |
| 410 738 | 738 | Mi-24V | Polish Army | mfd | 21apr86 | line # 06-09; d/d 28may86; opb 56. BLot; repainted in olive drab c/s; f/n as such LCJ 18aug04; l/n Depultycze Krolewskie 22sep24 |
| 410 739 | 739 | Mi-24V | Polish Army | mfd | 27may86 | line # 06-10; d/d 27jun86; opb 3. ESS 56. BLot at Inowroclaw-Latkowo; deployed to Afghanistan in the early 2010s and damaged there; repainted in olive drab c/s; f/n as such Minsk Mazowiecki 08apr16; l/n Inowroclaw-Laktkowo 19may18 |
| 410 740 | 740 | Mi-24V | Polish Army | mfd | 27may86 | line # 07-01; d/d 27jun86; opb 56. BLot (redesignated 56. KPSB); repainted in olive drab c/s; f/n as such Inowroclaw-Latkowo 20may17; l/n 01jun20, flying |
| 410 741 | 741 | Mi-24V | Polish Army | mfd | 27may86 | line # 07-02; d/d 28jun86; opb 56. BLot (redesignated 56. KPSB); l/n Katowice 15aug19 |
| 410 742 | 742 | Mi-24V | Polish Army | mfd | 27may86 | line # 07-03; d/d 28jun86; opb 56. BLot (redesignated 56. KPSB); deployed to Afghanistan in the late 2000s and damaged there 31jul09; l/n Inowroclaw-Latkowo 18may13 |
| 527 743 | "01" yellow | Mi-24V | Mongolian Army Avn | mfd | 31may86 | line # 07-04 |
| 527 744 | "02" yellow | Mi-24V | Mongolian Army Avn | mfd | 31may86 | line # 07-05 |
| 527 745 | "03" yellow | Mi-24V | Mongolian Army Avn | mfd | 20jun86 | line # 07-06; t/t 335 hours by aug14; was under overhaul by "Aviakon" at Konotop by aug14; possibly sold to Ukraine |
| | 30.. | Mi-24V | Egyptian Air Force | | | equipped with a kind of FLIR on an outrigger on the left side of the nose and non-standard exhaust deflectors; in khaki/greenish grey camo c/s with light grey underside |
| 527 746 | "04" yellow | Mi-24V | Mongolian Army Avn | mfd | 19jun86 | line # 07-07; t/t 343 hours by aug14; under overhaul by "Aviakon" at Konotop by aug14; possibly sold to Ukraine |
| 527 747 | "05" yellow | Mi-24V | Mongolian Army Avn | mfd | 25jun86 | line # 07-08; left Russia after overhaul 10jun97; t/t 515 hours by aug14; under overhaul by "Aviakon" at Konotop by aug14; possibly sold to Ukraine |
| 527 748 | "06" yellow | Mi-24V | Mongolian Army Avn | mfd | 25jun86 | line # 07-09; mfd also given as 04jul86; t/t 228 hours by aug14; was under overhaul by "Aviakon" at Konotop by aug14; possibly sold to Ukraine |
| | 3081 | Mi-24V | Egyptian Air Force | ph. | 13feb22 | equipped with a kind of FLIR on an outrigger on the left side of the nose and non-standard exhaust deflectors; in khaki/greenish grey camo c/s with light grey underside |
| 527 749 | "07" yellow | Mi-24V | Mongolian Army Avn | mfd | 14jul86 | line # 07-10 |
| 527 750 | "08" yellow | Mi-24V | Mongolian Army Avn | mfd | 18jul86 | line # 08-01; mfd also given as 07jul86; t/t 350 hours by aug14; under overhaul by "Aviakon" at Konotop by aug14; possibly sold to Ukraine |
| 527 751 | "09" yellow | Mi-24V | Mongolian Army Avn | mfd | 19jul86 | line # 08-02; mfd also given as 23may86; in olive drab/khaki camo c/s with light blue underside; left Russia after overhaul 10jun97; l/n 17mar11; t/t 365 hours by aug14; under overhaul by "Aviakon" at Konotop by aug14; possibly sold to Ukraine |
| | 3071 | Mi-24V | Egyptian Air Force | ph. | 20jun20 | c/n not confirmed (starts with '20 /' and ends in a '1'); equipped with a kind of FLIR on an outrigger on the left side of the nose and non-standard exhaust deflectors; in khaki/greenish grey camo c/s with light grey underside; f/n Sidi Barani 20jun20 |
| 527 752 | "10" yellow | Mi-24V | Mongolian Army Avn | mfd | 28jul86 | line # 08-03; t/t 229 hours by aug14; under overhaul by "Aviakon" at Konotop by aug14; possibly sold to Ukraine |
| 527 753 | "11" yellow | Mi-24V | Mongolian Army Avn | mfd | 23jul86 | line # 08-04; t/t 413 hours by aug14; under overhaul by "Aviakon" at Konotop by aug14; possibly sold to Ukraine |
| 527 754 | "12" yellow | Mi-24V | Mongolian Army Avn | mfd | 01aug86 | line # 08-05; in olive drab/khaki camo c/s with light blue underside; t/t 335 hours by aug14; under overhaul by "Aviakon" at Konotop by aug14; possibly sold to Ukraine |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1986 | line # 08-06 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1986 | line # 08-07 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1986 | line # 08-08 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1986 | line # 08-09 |
| 808 756 | 56 ? | Mi-35 | Afghan Air Force | mfd | 24sep86 | line # 08-10 |
| 808 757 | 57 ? | Mi-35 | Afghan Air Force | mfd | 24sep86 | line # 09-01 |
| 808 758 | 58 ? | Mi-35 | Afghan Air Force | mfd | 24sep86 | line # 09-02 |
| 808 759 | 59 ? | Mi-35 | Afghan Air Force | mfd | 24sep86 | line # 09-03 |
| 808 760 | 60 ? | Mi-35 | Afghan Air Force | mfd | 24sep86 | line # 09-04; '60' was in green/sand camo c/s with light grey underside, nationality marking black/red/green/white roundel with Red Star; photo at Gardez in autumn 1987 |
| 808 761 | 61 ? | Mi-35 | Afghan Air Force | mfd | 30sep86 | line # 09-05 |
| 808 762 | 62 ? | Mi-35 | Afghan Air Force | mfd | 16oct86 | line # 09-06 |
| 808 763 | 63 ? | Mi-35 | Afghan Air Force | mfd | 17oct86 | line # 09-07 |
| 808 764 | 64 | Mi-35 | Afghan Air Force | mfd | 20oct86 | line # 09-08; in green/yellow camo c/s with light grey underside; sat wfu at KBL, seen jul03; later sat at the Pol-e-Charki scrapyard at Kabul (N34.55168 E69.31542), seen feb06; a door with this c/n on can be found on the Mi-24A which is preserved in the OMAR Mine Museum at Kabul (N34.51851 E69.19656) |
| 808 765 | 65 ? | Mi-35 | Afghan Air Force | mfd | 22oct86 | line # 09-09 |
| 808 766 | 66 ? | Mi-35 | Afghan Air Force | mfd | 30oct86 | line # 09-10; sat at the scrapyard at KBL, seen feb06 |
| 808 767 | 67 | Mi-35 | Afghan Air Force | mfd | 30oct86 | line # 10-01; opb 377 helicopter regiment at Kabul; in green/sand camo c/s with light grey underside, nationality marking black/red/green/white roundel with Red Star; was flown by its crew to Sharana (Paktika province) when the mujahideen toppled the Afghan government in 1992, seen there with broken nose gear and main rotor blades; sat derelict at KBL, seen jul03 |
| 808 768 | 68 | Mi-35 | Afghan Air Force | mfd | 26nov86 | line # 10-02; opb 377 helicopter regiment at Kabul; later opb General Dostum's private army; repainted in green/black camo c/s with light blue underside, black code outlined in white; seen as such KBL 08dec05; overhauled by Aviakon at Konotop in 2011 (seen almost complete 09sep11) and repainted in olive drab/khaki camo c/s with light blue underside; seen KBL 05aug15; captured by the Taliban aug21 and impressed into the Islamic Emirate Air Force; received a new roundel; f/n as such KBL 15dec23 |
| 808 769 | 69 ? | Mi-35 | Afghan Air Force | mfd | 26nov86 | line # 10-03 |
| 808 770 | 70 | Mi-35 | Afghan Air Force | mfd | 26nov86 | line # 10-04; nationality marking black/red/green/white roundel with Red Star; photo exists |
| 808 771 | 71 ? | Mi-35 | Afghan Air Force | mfd | 27nov86 | line # 10-05; '71' was in green/sand camo c/s with light grey underside, nationality marking black/red/green/white roundel with Red Star; photo in 1989, flying; the cannibalised hulk sat together with that of '84' somewhere in Badakhshan province |
| 808 772 | 72 ? | Mi-35 | Afghan Air Force | mfd | 27nov86 | line # 10-06 |
| 808 773 | 73 ? | Mi-35 | Afghan Air Force | mfd | 27nov86 | line # 10-07 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1986 | line # 10-08 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1986 | line # 10-09 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1986 | line # 10-10 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1987 | line # 11-01 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1987 | line # 11-02 |

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1987 | line # 11-03 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1987 | line # 11-04 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1987 | line # 11-05 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1987 | line # 11-06 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1987 | line # 11-07 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1987 | line # 11-08 |
| 730 774 | not known | Mi-35 | Angolan Air Force | mfd | 11mar87 | line # 11-09 |
| 730 775 | not known | Mi-35 | Angolan Air Force | mfd | 11mar87 | line # 11-10 |
| 730 776 | not known | Mi-35 | Angolan Air Force | mfd | 11mar87 | line # 12-01 |
| 730 777 | not known | Mi-35 | Angolan Air Force | mfd | 11mar87 | line # 12-02 |
| 730 778 | not known | Mi-35 | Angolan Air Force | mfd | 11mar87 | line # 12-03 |
| 730 779 | not known | Mi-35 | Angolan Air Force | mfd | 11mar87 | line # 12-04; has this one become H-307 of the Croatian Air Force (with the first three digits changed to '808' ?, see c/n 3532424808779 |
| 730 780 | not known | Mi-35 | Angolan Air Force | mfd | 11mar87 | line # 12-05 |
| 730 781 | not known | Mi-35 | Angolan Air Force | mfd | 11mar87 | line # 12-06 |
| 730 782 | not known | Mi-35 | Angolan Air Force | mfd | 11mar87 | line # 12-07 |
| 730 783 | not known | Mi-35 | Angolan Air Force | mfd | 11mar87 | line # 12-08 |
| 730 784 | not known | Mi-35 | Angolan Air Force | mfd | 11mar87 | line # 12-09 |
| 730 785 | not known | Mi-35 | Angolan Air Force | mfd | 11mar87 | line # 12-10 |
| 730 786 | 0786 | Mi-24V | Czechoslovak AF | mfd | 15may87 | line # 13-01; in olive drab/khaki camo c/s with light grey underside; f/n Plzen-Líne 15sep90; slightly damaged 07jun91 when the rotor touched tree tops near Holoubkov, all 3 crew escaped unhurt; l/n BTS 15sep92 |
| | 0786 | Mi-24V | Slovak Air Force | trf | 01jan93 | was stored at POV, seen aug08/jun10; preserved in Vojenské historické múzeum at Piestany, seen sep12/may22 |
| 730 787 | 0787 | Mi-24V | Czechoslovak AF | mfd | 27may87 | line # 13-02; f/n Plzen-Líne 15sep90 |
| | 0787 | Mi-24V | Slovak Air Force | trf | 01jan93 | was stored at POV, seen aug08/jun10; was preserved in Vojenské historické múzeum at Piestany, seen jul14/may22; preserved in Vojenská Expozícia at Stará Lubovna (N49.316282 E20.697128), seen jun24/sep23 |
| 730 788 | 0788 | Mi-24V | Czechoslovak AF | mfd | 30may87 | line # 13-03; f/n Plzen-Líne 15sep90 |
| | 0788 | Mi-24V | Czech Air Force | trf | 01jan93 | last overhaul completed 02dec04; t/t 1,011 hours by 2008; l/n operational Námest nad Oslavou 02aug09; sat wfu (without serial) at Námest nad Oslavou, seen may12 |
| 730 789 | 0789 | Mi-24V | Czechoslovak AF | mfd | 27may87 | line # 13-04; f/n Plzen-Líne 15sep90 |
| | 0789 | Mi-24V | Czech Air Force | trf | 01jan93 | |
| | "1908" black | Mi-24V | Soviet Air Force | ph. | 06oct10 | in sand/cream camo c/s with light grey underside; used in these fake colours as a decoration for the stunt show in the Filmpark at Potsdam-Babelsberg (N52.385321 E13.118798), seen oct06/may23 |
| 730 790 | 0790 | Mi-24V | Czechoslovak AF | mfd | 10jun87 | line # 13-05; f/n Plzen-Líne 15sep90 |
| | 0790 | Mi-24V | Czech Air Force | trf | 01jan93 | last overhaul completed 13jun05; f/n PRV 10dec05; t/t 1,575 hours by 2008; l/n operational Námest nad Oslavou 02aug09; sat wfu (without serial) at Námest nad Oslavou, seen may12 |
| 223 791 | not known | Mi-35 | Mozambique AF | mfd | 17jul87 | line # 13-06 |
| 223 792 | not known | Mi-35 | Mozambique AF | mfd | 21jul87 | line # 13-07 |
| 223 793 | not known | Mi-35 | Mozambique AF | mfd | 24jul87 | line # 13-08 |
| 223 794 | not known | Mi-35 | Mozambique AF | mfd | 24jul87 | line # 13-09 |
| 223 795 | not known | Mi-35 | Mozambique AF | mfd | 21jul87 | line # 13-10 |
| 223 796 | not known | Mi-35 | Mozambique AF | mfd | 27jul87 | line # 14-01 |
| 223 797 | not known | Mi-35 | Mozambique AF | mfd | 26aug87 | line # 14-02 |
| 223 798 | not known | Mi-35 | Mozambique AF | mfd | 26aug87 | line # 14-03 |
| 223 799 | not known | Mi-35 | Mozambique AF | mfd | 26aug87 | line # 14-04 |
| 223 800 | not known | Mi-35 | Mozambique AF | mfd | 26aug87 | line # 14-05 |
| 223 801 | not known | Mi-35 | Mozambique AF | mfd | 26aug87 | line # 14-06 |
| 223 802 | not known | Mi-35 | Mozambique AF | mfd | 26aug87 | line # 14-07 |
| 520 803 | 74 ? | Mi-35 | Afghan Air Force | mfd | 20sep87 | line # 14-08 |
| 520 804 | 75 ? | Mi-35 | Afghan Air Force | mfd | 20sep87 | line # 14-09; '75' was in green/sand camo c/s with light grey underside, nationality marking black/red/green/white roundel with Red Star; photo in 1987 or 1988 |
| 520 805 | 76 ? | Mi-35 | Afghan Air Force | mfd | 20sep87 | line # 14-10 |
| 520 806 | 77 ? | Mi-35 | Afghan Air Force | mfd | 20sep87 | line # 15-01 |
| 520 807 | 78 ? | Mi-35 | Afghan Air Force | mfd | 20sep87 | line # 15-02 |
| 520 808 | 79 ? | Mi-35 | Afghan Air Force | mfd | 20sep87 | line # 15-03 |
| 520 809 | 80 ? | Mi-35 | Afghan Air Force | mfd | 29oct87 | line # 15-04 |
| 520 810 | 81 ? | Mi-35 | Afghan Air Force | mfd | 29oct87 | line # 15-05 |
| 520 811 | 82 ? | Mi-35 | Afghan Air Force | mfd | 29oct87 | line # 15-06 |
| 730 812 | 0812 | Mi-24V | Czechoslovak AF | mfd | 29oct87 | line # 15-07; f/n Plzen-Líne 15sep90 |
| | 0812 | Mi-24V | Czech Air Force | trf | 01jan93 | last overhaul completed 25apr00; wfu and offered for sale by 2005; l/n PZY 17jun07; overhauled by LOM Praha and donated to Afghanistan in 2007; t/t 1,497 hours by 2008 |
| | 118 | Mi-24V | Afghan Air Force | d/d | 06feb09 | by An-124-100 RA-82068 from PED; in olive drab/khaki camo c/s (both with a brownish shade) with light grey underside; l/n KBL jun11; struck off charge jan16 |
| 730 813 | 0813 | Mi-24V | Czechoslovak AF | mfd | 30oct87 | line # 15-08; f/n Kbely 15sep90; l/n POV 05sep01 |
| | 0813 | Mi-24V | Slovak Air Force | trf | 01jan93 | repainted in olive drab/green/brown camo c/s with light grey underside, f/n as such Malacky-Kuchyna 02jun07; stored without rotors at POV, seen aug08/jun10; seen under overhaul with WZL-1 at Lódz jan17 |
| | 6W-HCB | Mi-24V | Senegal Air Force | LCJ | 13jun17 | overhauled by WZL-1 at Lódz; in olive drab/ochre camo c/s with light blue underside; delivered in an An-124 to DKR 30nov17; l/n DKR 18jun18 |
| 730 814 | 0814 | Mi-24V | Czechoslovak AF | mfd | 31oct87 | line # 15-09; left the factory 01dec87; ferried to Czechoslovakia 12dec87; opb 1. vrl. 11. vrtulníkový pluk at Plzen-Bory from 08jan88 (relocated to Plzen-Líne 08sep91); f/n Plzen-Líne 15sep90; taken over by Slovakia 23oct92, with t/t 613.38 hours and 1,546 cycles; ferried to Sliac 27oct92 |
| | 0814 | Mi-24V | Slovak Air Force | trf | 01jan93 | ferried to Presov 15jan93; initially opb 4. vrtulníkový pluk (redesignated 4. letecká základna 01dec93); trf to 34. letecká základna 01oct95; overhauled by LOTN 26jun98/29nov00; repainted in olive drab/brown/green camo c/s with light grey underside; trf to 3. letecká základna 01oct01 (redesignated Letecká základna Presov 01oct04); last flight 28nov07; t/t 1,245.31 hours and 3,087 cycles; life-time expired 29nov07; stored without rotors at POV, seen aug08/mar14; sold to Poland in 2015 |
| | TJ-XRP | Mi-24V | Cameroon Air Force | d/d | apr16 | bought from Poland; in olive drab c/s; already f/n mar16, with all markings taped over; assembled at BA201 at Douala; operated in support of Groupement d'Intervention Rapide Aéromobile (GIRAM); call-sign 'Mamba 01'; l/n NSI 19may22 |
| 730 815 | 0815 | Mi-24V | Czechoslovak AF | mfd | 28nov87 | line # 15-10; opb 11. vrtulníkový pluk at Plzen-Bory from 08jan88 (relocated to Plzen-Líne 08sep91); f/n Plzen-Líne 15sep90 |
| | 0815 | Mi-24V | Czech Air Force | trf | 01jan93 | last overhaul completed 11may04; t/t 1,767 hours by 2008; l/n operational OSR 19sep09; sat wfu (without serial) at Námest nad Oslavou, seen may12 |
| 730 816 | 0816 | Mi-24V | Czechoslovak AF | mfd | 28nov87 | line # 16-01; opb 11. vrtulníkový pluk at Plzen-Bory from 08jan88 (relocated to Plzen-Líne 08sep91); f/n Plzen-Líne 15sep90; slightly damaged 14sep91 during a formation flight with Mi-24V '0929' when collided with '0929' and both helicopters had to make forced landings, all 3 crew members escaped unhurt |
| | 0816 | Mi-24V | Czech Air Force | trf | 01jan93 | repainted in olive drab/medium grey/light grey camo c/s with light grey underside; f/n as such 24sep97; last overhaul completed 30aug01; stored at PRV without rotors, l/n 05sep06; overhauled by LOM Praha and donated to Afghanistan in 2007; t/t 1,907 hours by 2008 |
| | 115 (2) | Mi-24V | Afghan Air Force | d/d | 30nov08 | by An-124-100 RA-82009; in olive drab/khaki camo c/s with light blue underside; l/n KBL 01jul10; struck off charge jan16; see 115 (1) with unknown c/n |
| 504 817 | 2101 | Mi-35 | Ethiopian AF | mfd | 09dec87 | line # 16-02; c/n not confirmed for this serial; opb 21 Squadron; '2101' was seen may91 and still operational in the 1998-2001 period |
| 504 818 | not known | Mi-35 | Ethiopian AF | mfd | 09nov87 | line # 16-03; opb 21 Squadron |
| 504 819 | not known | Mi-35 | Ethiopian AF | mfd | 09nov87 | line # 16-04; opb 21 Squadron |
| 504 820 | not known | Mi-35 | Ethiopian AF | mfd | 09nov87 | line # 16-05; opb 21 Squadron |
| 504 821 | not known | Mi-35 | Ethiopian AF | mfd | 30nov87 | line # 16-06; opb 21 Squadron |
| 504 822 | not known | Mi-35 | Ethiopian AF | mfd | 09dec87 | line # 16-07; opb 21 Squadron |
| 504 823 | not known | Mi-35 | Ethiopian AF | mfd | 09dec87 | line # 16-08; opb 21 Squadron |
| 504 824 | not known | Mi-35 | Ethiopian AF | mfd | 09dec87 | line # 16-09; opb 21 Squadron |
| 504 825 | not known | Mi-35 | Ethiopian AF | mfd | 09dec87 | line # 16-10; opb 21 Squadron |
| 504 826 | not known | Mi-35 | Ethiopian AF | mfd | 09dec87 | line # 17-01; opb 21 Squadron |
| 520 827 | 83 ? | Mi-35 | Afghan Air Force | mfd | 28jan88 | line # 17-02; '83' was in green/sand camo c/s with light grey underside, nationality marking black/red/green/white roundel with Red Star; photo 14jan89, flying |
| 520 828 | 84 ? | Mi-35 | Afghan Air Force | mfd | 28jan88 | line # 17-03; '84' was in green/sand camo c/s with light grey underside, nationality marking black/red/green/white roundel with Red Star; the cannibalised hulk sat together with that of '71' somewhere in Badakhshan province |
| 520 829 | 85 ? | Mi-35 | Afghan Air Force | mfd | 28jan88 | line # 17-04 |
| 520 830 | 86 ? | Mi-35 | Afghan Air Force | mfd | 28jan88 | line # 17-05 |
| 520 831 | 87 ? | Mi-35 | Afghan Air Force | mfd | 26jan88 | line # 17-06 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1988 | line # 17-07 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1988 | line # 17-08 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1988 | line # 17-09 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1988 | line # 17-10 |
| --- | not known | Mi-24V | Soviet Army Avn | mfd | 1988 | line # 18-01 |
| 730 832 | 0832 | Mi-24V | Czechoslovak AF | mfd | 21mar88 | line # 18-02; left the factory 26mar88; opb 1. vrl. 11. vrtulníkový pluk at Plzen-Bory from 05apr88 (relocated to Plzen-Líne 08sep91); f/n Plzen-Líne 15sep90; taken over by Slovakia 23oct92, with t/t 541.46 hours and 1,180 cycles; ferried to Sliac 27oct92 |
| | 0832 | Mi-24V | Slovak Air Force | trf | 01jan93 | ferried to Presov 15jan93; initially opb 4. vrtulníkový pluk (redesignated 4. letecká základna 01dec93); trf to 34. letecká základna 01oct95; overhauled by LOTN 18aug99/21jul01; repainted in olive drab/brown/green camo c/s with light grey underside; trf to 3. letecká základna 01oct01 (redesignated Letecká základna Presov 01oct04); last flight 22dec07; t/t 1,290.30 hours and 4,890 cycles; stored without rotors at POV, seen aug08/mar14; sold to Poland in 2015 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | TJ-XRT | | Mi-24V | Cameroon Air Force | d/d | feb16 | bought from Poland; assembled at BA201 at Douala; operated in support of Groupement d'Intervention Rapide Aéromobile (GIRAM); in olive drab c/s; call-sign 'Mamba 02'; f/n NSI 20may16; l/n NSI 19may22 |
| 730 833 | 0833 | | Mi-24V | Czechoslovak AF | mfd | 21mar88 | line # 18-03; in olive drab/khaki camo c/s with light grey underside; left the factory apr88; opb 1. vrl. 11. vrtulníkový pluk at Plzen-Bory from 05apr88 (relocated to Plzen-Líne 08sep91); f/n Plzen-Líne 15sep90; taken over by Slovakia 23oct92, with t/t 506.01 hours and 1,540 cycles; ferried to Sliac 27oct92 |
| | 0833 | | Mi-24V | Slovak Air Force | trf | 01jan93 | ferried to Presov 15jan93; initially opb 4. vrtulníkový pluk (redesignated 4. letecká základna 01dec93); trf to 34. letecká základna 01oct95; trf to 3. letecká základna 01oct01 (redesignated Letecká základna Presov 01oct04); overhauled by LOTN 04nov02/16mar06; repainted in dark olive drab/green/brown camo c/s with light grey underside; f/n as such BRQ sep06; trf to Vrtulníkové krídlo 01jul09; last flight 20sep11; t/t 1,590.50 hours and 4,066 cycles; life-time expired 31dec11; stored at Presov, seen dec12; seen under overhaul with WZL-1 at Lódz jan17 |
| | 6W-HCD | | Mi-24V | Senegal Air Force | LCJ | 24jul17 | overhauled by WZL-1 at Lódz; in olive drab/khaki camo c/s with light blue underside; delivered in An-124-100 UR-82073 to DKR 30nov17 |
| 730 834 | 0834 | | Mi-24V | Czechoslovak AF | mfd | 21mar88 | line # 18-04; in olive drab/khaki camo c/s with light grey underside; f/n Kbely 15sep90; l/n BTS 15sep92 |
| | 0834 | | Mi-24V | Czech Air Force | trf | 01jan93 | last overhaul completed 12dec00; l/n active PRV 25nov04; stored at PRV by 2005, l/n sep06; overhauled by LOM Praha and donated to Afghanistan in 2007; t/t 1,939 hours by 2008 |
| | 116 | | Mi-24V | Afghan Air Force | Kbe | 27nov08 | f/f 28nov08 from Kbely; d/d 06feb09 by An-124-100 RA-82068 from PED; l/n KBL 05aug15; struck off charge jan16; obviously captured by the Taliban aug21 and impressed into the Islamic Emirate Air Force |
| 730 835 | 0835 | | Mi-24V | Czechoslovak AF | mfd | 28apr88 | line # 18-05; f/n Plzen-Líne 15sep90 |
| | 0835 | | Mi-24V | Czech Air Force | trf | 01jan93 | last overhaul completed 11aug04; t/t 1,820 hours by 2008; l/n operational Námest nad Oslavou 13may10; sat wfu (without serial) at Námest nad Oslavou, seen may12 |
| 730 836 | 0836 | | Mi-24V | Czechoslovak AF | mfd | 28apr88 | line # 18-06; f/n Plzen-Líne 15sep90 |
| | 0836 | | Mi-24V | Czech Air Force | trf | 01jan93 | last overhaul completed 20mar01; l/n operational PRV 30jun01; stored at PRV by 2005; overhauled by LOM Praha and donated to Afghanistan in 2007; t/t 1,677 hours by 2008 |
| | 113 | (2) | Mi-24V | Afghan Air Force | Kbe | 08sep08 | f/f 08sep08 from Kbely; d/d 30nov08 by An-124-100 RA-82009; l/n KBL 16jun09; struck off charge jan16; see c/n 520970 |
| 730 837 | 0837 | | Mi-24V | Czechoslovak AF | mfd | 28apr88 | line # 18-07; f/n Kbely 15sep90 |
| | 0837 | | Mi-24V | Czech Air Force | trf | 01jan93 | last overhaul completed 24apr02; l/n SJJ 15nov05; t/t 1,690 hours by 2008 |
| 730 838 | 0838 | | Mi-24V | Czechoslovak AF | mfd | 19may88 | line # 18-08 |
| | 0838 | | Mi-24V | Czech Air Force | trf | 01jan93 | last overhaul completed 16jan01; l/n operational PRV 14sep02; stored at PRV by 2005, l/n sep06; overhauled by LOM Praha and donated to Afghanistan in 2007; t/t 1,974 hours by 2008 |
| | 117 | (2) | Mi-24V | Afghan Air Force | d/d | 06feb09 | by An-124-100 RA-82068 from PED; l/n KBL 31may10; struck off charge jan16; captured by the Taliban aug21; see 117 (1) with unknown c/n |
| 730 839 | 0839 | | Mi-24V | Czechoslovak AF | mfd | 28apr88 | line # 18-09; f/n Plzen-Líne 15sep90 |
| | 0839 | | Mi-24V | Czech Air Force | trf | 01jan93 | overhaul completed 16jun01; l/n PRV operational 08jan05; t/t 1,946 hours by 2008; stored at PRV, seen may05/apr10, and later at Námest nad Oslavou, seen may12; sold to Egypt |
| | 30.. | | Mi-24V | Egyptian Air Force | | | equipped with a kind of FLIR on an outrigger on the left side of the nose and non-standard exhaust deflectors; in khaki/greenish grey camo c/s with light grey underside |
| 510 840 | not known | | Mi-35 | Angolan Air Force | mfd | 21may88 | line # 18-10 |
| 510 841 | not known | | Mi-35 | Angolan Air Force | mfd | 21may88 | line # 19-01 |
| 510 842 | not known | | Mi-35 | Angolan Air Force | mfd | 21may88 | line # 19-02 |
| 510 843 | not known | | Mi-35 | Angolan Air Force | mfd | 21jun88 | line # 19-03 |
| 510 844 | not known | | Mi-35 | Angolan Air Force | mfd | 21jun88 | line # 19-04 |
| 510 845 | not known | | Mi-35 | Angolan Air Force | mfd | 21jun88 | line # 19-05 |
| 510 846 | not known | | Mi-35 | Angolan Air Force | mfd | 21jun88 | line # 19-06 |
| 510 847 | not known | | Mi-35 | Angolan Air Force | mfd | 25jul88 | line # 19-07 |
| 510 848 | not known | | Mi-35 | Angolan Air Force | mfd | 25jul88 | line # 19-08 |
| 510 849 | not known | | Mi-35 | Angolan Air Force | mfd | 25jul88 | line # 19-09 |
| 510 850 | not known | | Mi-35 | Angolan Air Force | mfd | 27jul88 | line # 19-10 |
| 510 851 | not known | | Mi-35 | Angolan Air Force | mfd | 27jul88 | line # 20-01 |
| 280 852 | 852 | | Mi-35 | Libyan Air Force | mfd | 19aug88 | line # 20-02; opb 1335 Sqn; repainted in sand/ochre camo c/s with light blue underside and new roundels; f/n as such 11jan17, active; later used by the Libyan National Army; abandoned at al-Watiya when the airbase was captured by GNA forces 18may20 |
| 280 853 | 853 | | Mi-35 | Libyan Air Force | mfd | 19aug88 | line # 20-03; opb 1335 Sqn; in sand/brown camo c/s with light blue underside; destroyed on the ground at BEN 23feb11 when anti-Gadaffi insurgents set it on fire |
| 280 854 | 854 | | Mi-35 | Libyan Air Force | mfd | 19aug88 | line # 20-04; opb 1335 Sqn; in sand/brown camo c/s with light blue underside; f/n Kiev-Gostomel dec04; l/n in its old markings MJI 07oct09; fell into the hands of anti-Gadaffi insurgents (National Transitional Council) mar11; adorned with pre-1969 Libyan roundels and flag; f/n as such BEN 09apr11; w/o 09apr11 on a mission against pro-Gaddafi forces near Ajdabiya when was shot down by them |
| 280 855 | 855 | | Mi-35 | Libyan Air Force | mfd | 19aug88 | line # 20-05; opb 1335 Sqn; in olive drab/khaki camo c/s with light blue underside; l/n with old roundels Khufra 2008; f/n with new roundels BEN 20sep17 |
| 280 856 | 856 | | Mi-35 | Libyan Air Force | mfd | 19sep88 | line # 20-06; opb 1335 Sqn; f/n Kiev-Gostomel 08jun06; repainted in sand/brown camo c/s with light blue underside and new roundels; f/n as such BEN 20sep17; opb the Libyan National Army; abandoned by the LNA at an airfield west of Fam Molga (aka Fom Melgha) 04jun20 when the airfield was captured by the GNA, towed by GNA forces to a road crossing, severely damaged by them (e.g. the right pylon was torn off) and adorned with grafiti and finally damaged beyond repair when collided with a bridge while being transported on a flat-bed loader |
| 280 857 | 857 | | Mi-35 | Libyan Air Force | mfd | 17sep88 | line # 20-07; opb 1335 Sqn |
| 280 858 | 858 | | Mi-35 | Libyan Air Force | mfd | 18sep88 | line # 20-08; opb 1335 Sqn; initially in olive drab/khaki camo c/s with light blue underside; l/n as such Khufra 2008; repainted in sand/brown camo c/s with light blue underside, new roundels and the Arab inscription 'Allahu Akbar' (Allah is Great) on the nose, photo (around 2013) exists |
| | 858 | | Mi-35 | Libyan Air Force | ph. | 18may15 | seen 27mar16 and 21apr16; based at Ras Lanuf in late 2016/early 2017; in olive drab/khaki camo c/s with light blue underside; captured by the Islamist militia Saraya Defend Benghazi (SDB) at Ras Lanuf when they overran the airfield 03mar17 and was destroyed by an air raid of the Libyan Air Force 04mar17 |
| 280 859 | 859 | (1) | Mi-35 | Libyan Air Force | mfd | 25oct88 | line # 20-09; opb 1335 Sqn; probably fell into the hands of the National Transitional Council; see Mi-24P 859 (2) with unknown c/n |
| 280 860 | 860 | | Mi-35 | Libyan Air Force | mfd | 25oct88 | line # 20-10; opb 1335 Sqn; repainted in sand/brown camo c/s with light blue underside; f/n as such Kiev-Gostomel 08jun06 |
| 280 861 | 861 | | Mi-35 | Libyan Air Force | mfd | 26oct88 | line # 21-01; opb 1335 Sqn; repainted in sand/brown camo c/s with light blue underside; f/n as such Kiev-Gostomel 08jun06; l/n MJI 05dec06 |
| 280 862 | 862 | | Mi-35 | Libyan Air Force | mfd | 27oct88 | line # 21-02; opb 1335 Sqn |
| 280 863 | 863 | | Mi-35 | Libyan Air Force | mfd | 25oct88 | line # 21-03; opb 1335 Sqn; repainted in sand/brown camo c/s with light blue underside; c/n checked MJI 29oct07; l/n MJI 31oct07 |
| 520 864 | 88 ? | | Mi-35 | Afghan Air Force | mfd | 28nov88 | line # 21-04 |
| 520 865 | 89 | | Mi-35 | Afghan Air Force | mfd | 28nov88 | line # 21-05; opb 377 helicopter regiment at Kabul; the crew defected to Jamiat-e-Islami in 1988; later opb the Northern Alliance; initially in green/sand c/s with light blue underside and black code; nationality marking white circle with triangle in black, green and white; overhauled in Russia in 2005 and repainted in olive drab/black camo c/s with light blue underside; delivered by An-22A RA-09342 to KBL 25nov05, without serial; c/n checked KBL 30nov05, still without serial then; f/n with serial (black outlined in white) KBL 08dec05; l/n in its old c/s KBL 13feb06; repainted in olive drab/brown camo c/s with light blue underside; f/n as such KBL 16jun09; opb Kandahar Air Wing by 2010; l/n KDH jun11 |
| 520 866 | 90 ? | | Mi-35 | Afghan Air Force | mfd | 28nov88 | line # 21-06 |
| 520 867 | 91 ? | | Mi-35 | Afghan Air Force | mfd | 30nov88 | line # 21-07 |
| 520 868 | 92 ? | | Mi-35 | Afghan Air Force | mfd | 28nov88 | line # 21-08 |
| 520 869 | 93 ? | | Mi-35 | Afghan Air Force | mfd | 28nov88 | line # 21-09; this c/n was possibly seen KBL 29may08 in green/sand camo c/s with light grey underside (the c/n may possibly have been also 520963 or 520969) |
| 520 870 | 94 ? | | Mi-35 | Afghan Air Force | mfd | 30nov88 | line # 21-10 |
| | 0724 | | Mi-35 | Pakistan Army | | photo | c/n from airliners net; defected to Pakistan between 1985 and 1989; in dark green/sand camo c/s with light blue underside, with titles plus the inscription 'Gallants' on the door, small serial on the tailfin only; on a photo reported to have been taken at UET (or possibly at PEW) in 1991; was used by Pakistan Army Aviation for a short time only; was displayed outside Quetta airbase |
| | no serial | | Mi-35 | no markings | ph. | nov18 | in dark green/sand camo c/s with light blue underside, no markings whatsoever; preserved in the Army Museum at Lahore from 2018, l/n aug21 |
| 520 871 | 95 ? | | Mi-35 | Afghan Air Force | mfd | 25dec88 | line # 22-01 |
| 520 872 | 96 ? | | Mi-35 | Afghan Air Force | mfd | 25dec88 | line # 22-02 |
| 520 873 | 97 ? | | Mi-35 | Afghan Air Force | mfd | 25dec88 | line # 22-03 |
| 520 874 | 98 ? | | Mi-35 | Afghan Air Force | mfd | 25dec88 | line # 22-04; dumped parts seen KBL nov05 |
| 520 875 | 99 ? | | Mi-35 | Afghan Air Force | mfd | 25dec88 | line # 22-05 |
| 520 876 | 100 ? | | Mi-35 | Afghan Air Force | mfd | 25dec88 | line # 22-06 |
| 730 927 | 0927 | | Mi-24V | Czechoslovak AF | mfd | 28jan89 | line # 22-07; f/n Plzen-Líne 15sep90 |
| | 0927 | | Mi-24V | Slovak Air Force | trf | 01jan93 | l/n Sliac 27aug11; last flight 20sep11 (from Presov), the last flight of a Slovakian Mi-24; preserved in Vojenské historické múzeum at Piestany, seen sep12/jun22 |
| 730 928 | 0928 | | Mi-24V | Czechoslovak AF | mfd | 28jan89 | line # 22-08; f/n Plzen-Líne 15sep90 |
| | 0928 | | Mi-24V | Czech Air Force | trf | 01jan93 | opb 33. zVrL 331. lbvr at Prerov; last overhaul completed 16sep97; w/o 10nov98 on the leg from Prague-Kbely to Prerov at night of a positioning flight from Aldergrove (Ireland) to Prerov when the artificial horizon failed, the helicopter entered a steep spiral and crashed in a forest near Slatinice (west of Olomouc), all 4 crew killed; t/t 1,262 hours |
| 730 929 | 0929 | | Mi-24V | Czechoslovak AF | mfd | 30jan89 | line # 22-09; opb 11. vrp; in olive drab/khaki camo c/s with light grey underside; f/n Plzen-Líne 15sep90; slightly damaged 14sep91 during a formation flight with Mi-24V '0816' when collided with '0816' and both helicopters had to make forced landings; l/n BTS 15sep92; w/o 18nov92 on a training flight at the Jince training range in poor visibility when the crew lost spatial orientation and manoeuvred with high g-loads so that the main rotor cut off the tailboom and the helicopter crashed near Strasice (at N49°43'15" E13°51'), all 3 crew killed |
| 252 930 | 271 ? | | Mi-35 | Yemen Air Force | mfd | 01apr89 | line # 22-10 |
| 252 931 | 272 ? | | Mi-35 | Yemen Air Force | mfd | 01apr89 | line # 23-01 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 252 932 | 273 ? | Mi-35 | Yemen Air Force | mfd | 01apr89 | line # 23-02 |
| 252 933 | 274 ? | Mi-35 | Yemen Air Force | mfd | 01apr89 | line # 23-03 |
| 252 934 | 275 ? | Mi-35 | Yemen Air Force | mfd | 01apr89 | line # 23-04 |
| 252 935 | 276 ? | Mi-35 | Yemen Air Force | mfd | 01apr89 | line # 23-05 |
| 110 936 | Z3098 | Mi-35 | Indian Air Force | mfd | 07mar89 | line # 23-06; opb 104 HU; in grey c/s; t/t 990 hours by 2008; f/n Pokhran 22feb13; l/n at the Pokhran range (Rajastan) mar16 |
| | ZT3098 | Mi-35E | Indian Air Force | Hin | 06oct17 | in grey c/s |
| 110 937 | Z3099 | Mi-35 | Indian Air Force | mfd | 12may89 | line # 23-07; opb 104 HU; in dark green/yellow camo c/s with light grey underside; photo in 1990; possibly donated to Afghanistan in late 2015 |
| 110 938 | Z3100 | Mi-35 | Indian Air Force | mfd | 12may89 | line # 23-08; c/n confirmed; opb 104 HU; f/n Konotop 07aug08; t/t 993 hours by 2008; l/n Hindon 06oct14; possibly donated to Afghanistan in late 2015 |
| 110 939 | Z3101 | Mi-35 | Indian Air Force | mfd | 15may89 | line # 23-09; opb 104 HU; last overhaul completed 11feb03; upgraded with IAI avionics; in grey c/s; t/t 1,100 hours by 2008; f/n Pokhran 22feb13; l/n Hindon 06oct15 |
| | ZT3101 | Mi-35E | Indian Air Force | Ban | 14feb17 | in grey c/s |
| 110 940 | Z3102 ? | Mi-35 | Indian Air Force | mfd | 01apr89 | line # 23-10; opb 104 HU; possibly donated to Afghanistan in late 2015 |
| 110 941 | Z3103 ? | Mi-35 | Indian Air Force | mfd | 22apr89 | line # 24-01; tie-up not confirmed |
| | Z3103 | Mi-35E | Indian Air Force | Hin | 07oct13 | c/n not confirmed; opb 104 HU |
| 110 942 | Z3104 ? | Mi-35 | Indian Air Force | mfd | 22apr89 | line # 24-02; tie-up not confirmed |
| | Z3104 | Mi-35E | Indian Air Force | Hin | 05oct12 | c/n not confirmed; opb 104 HU; upgraded with IAI avionics; serial with hyphen; in grey c/s; l/n Hindon 08oct12 |
| | ZT3104 | Mi-35E | Indian Air Force | Hin | 06oct17 | in grey c/s |
| 110 943 | Z3131 | Mi-35 | Indian Air Force | mfd | 31may89 | line # 24-03; c/n confirmed; opb 104 HU; in dark green/yellow camo c/s with light grey underside; photo in 1990s; last overhaul completed 28feb01 |
| | Z3131 | Mi-35E | United Nations | GOM | 19jul07 | opb MONUC Indian Aviation Contingent II at Goma until 04jul11; in full all-white UN c/s; seen GOM 19jul07 with code 'UN-886'; seen GOM 26dec08 without rotors and without UN markings; t/t 1,198 hours by 2008; seen GOM 11sep10 and EBB 19aug11 with code 'UN 889'; awaited shipment back to India EBB 19aug11, disassembled by 23aug11; l/n at the Pokhran range in Rajastan mar16 |
| 110 944 | Z3132 | Mi-35 | Indian Air Force | mfd | 22apr89 | line # 24-04; opb 104 HU; upgraded in 2002/03 |
| | Z3132 | Mi-35E | Indian Air Force | Blt | feb03 | opb 104 HU; l/n Bangalore-Yelahanka 08feb08 |
| | Z3132 | Mi-35E | United Nations | GOM | 19jul07 | opb MONUC Indian Aviation Contingent II at Goma; in full all-white UN c/s, carried code 'UN887'; l/n as such BKY 13apr10 |
| | ZT3132 | Mi-35E | Indian Air Force | Hin | 06oct20 | opb 104 HU; in grey c/s; l/n Sukhna Lake 09oct22 |
| 110 945 | Z3133 | Mi-35 | Indian Air Force | mfd | 28jun89 | line # 24-05; opb 104 HU |
| | Z3133 | Mi-35E | Indian Air Force | Hin | 08oct07 | opb 104 HU; in grey c/s, no titles; serial with hyphen; t/t 997 hours by 2008; l/n Bangalore-Yelahanka 28feb15 |
| | ZT3133 | Mi-35E | Indian Air Force | Hin | 06oct17 | |
| 110 946 | Z3134 | Mi-35 | Indian Air Force | mfd | 09jun89 | line # 24-06; opb 104 HU; last overhaul completed 05nov05 |
| | Z3134 | Mi-35E | United Nations | GOM | 19jul07 | opb MONUC Indian Aviation Contingent II at Goma; in full all-white UN c/s, carried code 'UN 888'; t/t 1,1618 hours by 2008; l/n as such GOM 15oct09 |
| | Z3134 | Mi-35E | Indian Air Force | | mar16 | at the Pokhran range in Rajastan |
| 110 947 | Z3135 | Mi-35 | Indian Air Force | mfd | 17jul89 | line # 24-07; c/n confirmed; opb 104 HU; last overhaul completed 04jan01; t/t 1,549 hours by 2008 |
| | Z3135 | Mi-35E | United Nations | GOM | 21jun10 | opb MONUC Indian Aviation Contingent II at Goma until 04jul11; in full all-white UN c/s, carried code 'UN886'; awaited shipment back to India EBB 19aug11, disassembled by 23aug11 |
| 110 948 | Z3136 ? | Mi-35 | Indian Air Force | mfd | 17jul89 | line # 24-08; opb 104 HU; last overhaul completed 19feb01; t/t 1,975 hours by 2008 |
| 110 949 | Z3137 | Mi-35 | Indian Air Force | mfd | 26jul89 | line # 24-09; opb 104 HU; last overhaul completed 05feb03 |
| | Z3137 | Mi-35E | United Nations | GOM | 19jul07 | opb MONUC Indian Aviation Contingent II at Goma; in full all-white UN c/s, carried code 'UN-889'; t/t 1,320 hours by 2008 |
| | Z3137 | Mi-35E | Indian Air Force | Hin | 06oct20 | in light grey c/s; l/n Hindon 08oct21 |
| 110 950 | Z3138 ? | Mi-35 | Indian Air Force | mfd | 09jun89 | line # 24-10; opb 104 HU |
| 110 951 | Z3139 ? | Mi-35 | Indian Air Force | mfd | 19jun89 | line # 25-01; opb 104 HU; last overhaul completed 04nov96; t/t 1,611 hours by 2008 |
| 110 952 | Z3140 | Mi-35 | Indian Air Force | mfd | 31aug89 | line # 25-02; c/n confirmed; opb 104 HU |
| | Z3140 | Mi-35E | Indian Air Force | Hin | 08oct07 | opb 104 HU; last overhaul completed 08jul06; t/t 1,973 hours by 2008; l/n Bangalore-Yelahanka 11feb09 |
| | Z3140 | Mi-35E | United Nations | EBB | 19aug11 | opb MONUC Indian Aviation Contingent II at Goma until 04jul11; in full all-white UN c/s, carried code 'UN 888'; awaited shipment back to India at EBB 19aug11, disassembled by 23aug11 |
| 110 953 | Z3141 | Mi-35 | Indian Air Force | mfd | 30aug89 | line # 25-03; opb 104 HU; last overhaul completed 15feb01 |
| | Z3141 | Mi-35E | Indian Air Force | Kon | 07aug08 | serial with hyphen; in light grey c/s; t/t 1,980 hours by 2008; l/n active Hindon 06oct14 |
| 110 954 | Z3142 | Mi-35 | Indian Air Force | mfd | 31aug89 | line # 25-04; c/n confirmed; opb 104 HU; last overhaul completed 01aug99; t/t 1,100 hours by 2008 |
| 110 955 | Z3143 | Mi-35 | Indian Air Force | mfd | 31aug89 | line # 25-05; opb 104 HU; t/t 958 hours by 2008 |
| | Z3143 | Mi-35E | United Nations | EBB | 19aug11 | opb MONUC Indian Aviation Contingent II at Goma until 04jul11; in full all-white UN c/s, carried code 'UN887'; awaited shipment back to India at EBB 19aug11, disassembled by 23aug11 |
| 340 956 | 956 | Mi-24V | Polish Army | mfd | 22sep89 | line # 25-06; from the prefix 340, this could have been the Mi-24V which had been ordered by East Germany, but was cancelled; d/d may91; opb 56. BLot (redesignated 56. KPSB); l/n Radom 01sep07; deployed to Ghazni (Afghanistan) in the early 2010s and damaged there, repaired; l/n Katowice 15aug19 |
| 520 957 | not known | Mi-35 | Afghan Air Force | mfd | 27mar90 | line # 25-07 |
| 520 958 | not known | Mi-35 | Afghan Air Force | mfd | 27mar90 | line # 25-08 |
| 520 959 | not known | Mi-35 | Afghan Air Force | mfd | 27mar90 | line # 25-09 |
| 520 960 | not known | Mi-35 | Afghan Air Force | mfd | 27mar90 | line # 25-10 |
| 520 961 | 101 | Mi-35 | Afghan Air Force | mfd | 27mar90 | line # 26-01; opb 377 helicopter regiment at Kabul; f/n KBL 08dec05; l/n KBL 24aug06 |
| 520 962 | not known | Mi-35 | Afghan Air Force | mfd | 27mar90 | line # 26-02 |
| 520 963 | not known | Mi-35 | Afghan Air Force | mfd | 11jun90 | line # 26-03 |
| 520 964 | 110 | Mi-35 | Afghan Air Force | mfd | 11jun90 | line # 26-04; opb 377 helicopter regiment at Kabul; in a camo c/s of two shades of olive drab with light grey underside; f/n KBL 08dec05; l/n KBL 28mar07; severely damaged in a crash-landing in spring 2010 (or perhaps before 2008); flown by an An-124-100 from KBL to Russia 26dec10, but was eventually scrapped in Russia as a repair was deemed not viable |
| 520 965 | not known | Mi-35 | Afghan Air Force | mfd | 11jun90 | line # 26-05 |
| 520 966 | 107 | Mi-35 | Afghan Air Force | mfd | 11jun90 | line # 26-06; in green/yellow camo c/s with light blue underside; the hulk (without tail) was dumped at the Pol-e-Charki scrapyard at Kabul (N34.55168 E69.31542), seen nov05/feb06 |
| 520 967 | not known | Mi-35 | Afghan Air Force | mfd | 11jun90 | line # 26-07 |
| 520 968 | not known | Mi-35 | Afghan Air Force | mfd | 11jun90 | line # 26-08 |
| 520 969 | not known | Mi-35 | Afghan Air Force | mfd | 31dec90 | line # 26-09 |
| 520 970 | 113 (1) | Mi-35 | Afghan Air Force | mfd | 31dec90 | line # 26-10; opb General Dostum's private army; in green/sand camo c/s with light grey underside; damaged feb96 when made a forced landing in territory held by the Taliban; sat at the scrapyard at KBL, seen 24feb06, c/n checked on a plate; the same c/n was also checked 30nov05 on a plate on a tail with serial '93' which was dumped at the Pol-e-Charki scrapyard at Kabul (N34.55168 E69.31542); see c/n 520970 |
| 520 971 | not known | Mi-35 | Afghan Air Force | mfd | 31dec90 | line # 27-01 |
| 520 972 | not known | Mi-35 | Afghan Air Force | mfd | 31dec90 | line # 27-02 |
| 520 973 | not known | Mi-35 | Afghan Air Force | mfd | 31dec90 | line # 27-03 |
| 520 974 | not known | Mi-35 | Afghan Air Force | mfd | 31dec90 | line # 27-04; obviously somehow ended up in Uzbekistan (probably evacuated there by General Dostum's forces when the Taliban seized their territory in northern Afghanistan in 1996) |
| | "01" white | Mi-35 | Georgian AF | TBS | jul07 | sold by Uzbekistan to Georgia in 2005; based at Alekseyevka; in khaki/olive drab/brown camo c/s with light blue underside |
| 066 975 | not known | Mi-24V | not known | | | line # 27-05; probably opb SVVAUL at Syzran-Troyekurovka |
| 066 976 | not known | Mi-24V | not known | | | line # 27-06; probably opb SVVAUL at Syzran-Troyekurovka |
| 066 977 | "201" white | Mi-24V | Russian Air Force | mfd | 19jan95 | line # 27-07; built as a Mi-35 for export, but requisitioned by the Russian MoD during the Chechen campaign; opb SVVAUL at Syzran-Troyekurovka; in trefoil camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; f/n Syzran-Troyekurovka 23may15 |
| 066 978 | not known | Mi-24V | not known | | | line # 27-08; probably opb SVVAUL at Syzran-Troyekurovka |
| 066 979 | not known | Mi-24V | not known | | | line # 27-09; probably opb SVVAUL at Syzran-Troyekurovka |
| 066 980 | "218" white | Mi-24V | Russian Air Force | mfd | 19jan95 | line # 27-10; built as a Mi-35 for export, but requisitioned by the Russian MoD during the Chechen campaign; opb SVVAUL at Syzran-Troyekurovka |
| 220 981 | 0981 | Mi-24V | Czech Air Force | mfd | 03jul03 | construction started as line # 28-01, but completed as line # 29-09 (while the c/n was not changed to 087359); opb 221. vrl; f/n PRV 02feb05; t/t 498 hours by 2008; l/n Ostrava 18sep21 |
| 220 982 | "22" white | Mi-24V | Russian Air Force | mfd | 1995 | line # 28-02; built as a Mi-35 for export, but requisitioned by the Russian MoD during the Chechen campaign; opb 237 ove (redesignated 6975 AvB in 2009) at Samara-Bobrovka; in olive drab/khaki camo c/s with light blue underside; f/n Samara-Bobrovka 16aug08 |
| | "14" red | Mi-24V | Russian Air Force | Vya | 23may11 | opb 6996 AvB at Vyazma-Dvoyevka; in olive drab/khaki camo c/s with light blue underside; initially with Red Stars, l/n as such Vyazma-Dvoyevka 23may11; seen with Russian stars Vyazma-Dvoyevka 06jun11 |
| | RF-34335 | Mi-24V | Russian Air Force | Kub | 08oct14 | also carried code "14" red; based at Vyazma-Dvoyevka; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| 220 983 | not known | Mi-24V | Russian Air Force | mfd | 1995 | line # 28-03; c/n also given as 220083; built as a Mi-35 for export, but requisitioned by the Russian MoD during the Chechen campaign; opb 45 ovp BU at Kaluga-Vorotynsk from the 1990s until its disbandment in 2003; overhauled by 419 ARZ around 2006/08; probably based in the Far East from 2009 |
| 220 984 ? | not known | Mi-24V | Russian Air Force | mfd | 1995/96 | line # 28-04; built as a Mi-35 for export, but requisitioned by the Russian MoD during the Chechen campaign |
| 220 985 | "58" | Mi-24V | Russian Air Force | mfd | 25feb96 | line # 28-05; built as a Mi-35 for export, but requisitioned by the Russian MoD during the Chechen campaign; opb 242 ove at Grozny-Severny, used in combat in Chechnya jul/oct00; nicknamed 'Okun' (perch) because of its c/s (light diagonal stripes on the tailboom) |
| 220 986 ? | not known | Mi-24V | Russian Air Force | mfd | 1996 | line # 28-06; built as a Mi-35 for export, but requisitioned by the Russian MoD during the Chechen campaign |
| 220 987 ? | not known | Mi-24V | Russian Air Force | mfd | 1996 | line # 28-07; built as a Mi-35 for export, but requisitioned by the Russian MoD during the Chechen campaign |
| 220 988 | 01 ? | Mi-35 | Zimbabwe Air Force | mfd | 25mar99 | line # 28-08; opb No 8 Sqn; 183 hours by 2008 |
| 220 989 | 02 ? | Mi-35 | Zimbabwe Air Force | mfd | 28mar99 | line # 28-09; opb No. 8 Sqn; 207 hours by 2008 |
| 220 990 | not known | Mi-35 | Sri Lanka AF | mfd | 01oct99 | line # 28-10; 151 hours by 2008 |

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| 220 991 | CH628 | Mi-35 | Sri Lanka AF | mfd | 20mar99 | line # 29-01; toc 01nov99; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; underwent overhaul at Prague-Kbely, seen 27jun06/14feb07; t/t 161 hours by 2008 |
| | SAH4407 | Mi-35 | Sri Lanka AF | ph. | 04oct10 | c/n confirmed; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; in dark olive drab/khaki camo c/s, serial with dot; l/n RML 07mar11 |
| | SAH628 | Mi-35 | Sri Lanka AF | MNH | 14mar12 | c/n confirmed; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; in greyish green/light grey camo c/s, serial without hyphen; last flight 19jun14, t/t 1,321.55 hours and 3,419 cycles; stored at MNH, seen 04oct23 |
| 087 352 | CH621 | Mi-35 | Sri Lanka AF | mfd | 24jun98 | line # 29-02; toc 16jul98; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; in olive drab/dark greyish green camo c/s with light blue underside, serial without hypen; f/n ADP 07dec00; l/n apr03 |
| | SAH4402 | Mi-35 | Sri Lanka AF | MNH | 08feb11 | c/n confirmed; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; in olive drab/khaki camo c/s |
| | SAH621 | Mi-35 | Sri Lanka AF | MNH | 14mar12 | c/n confirmed; opb 9 Helicopter Sqn at Minneriya-Hingurakgoda; last flight 30jan14, t/t 1,190.15 hours and 2.702 cycles; stored at MNH, seen 04oct23 |
| 087 353 | 7353 | Mi-35 | Czech Air Force | mfd | 17jan03 | line # 29-03; delivered by an Il-76 to PED 27jan03; accepted 29may03; opb 231. vrl 23. zVrL and later by 221. lbvr 22. zVrL; t/t 488 hours by 2008; repainted in a special dark blue/black c/s with a 'tiger's head', type painted on as 'Mi-24V'; f/n as such Hradec Králové 05sep10; l/n as such Slic 02sep18; l/n Caslav 25may19; struck off charge in 2023 |
| 087 354 | 7354 | Mi-35 | Czech Air Force | mfd | 17jan03 | line # 29-04; delivered by an Il-76 to PED 27jan03; accepted 29may03; in olive drab/light grey/medium grey camo c/s with light grey underside; t/t 288 hours by 2008; l/n Beauvechain 20may15; l/n Námest nad Oslavou jun22, in use as a ground trainer ? |
| 087 355 | 7355 | Mi-35 | Czech Air Force | mfd | 17jan03 | line # 29-05; delivered by an Il-76 to PED 27jan03; accepted 29may03; opb 221. vrlt; in olive drab/light grey/medium grey camo c/s with light grey underside; t/t 428 hours by 2008; l/n Inowroclaw-Latkowo 20may17; struck off charge in 2023 and donated to Ukraine |
| 087 356 | 7356 | Mi-35 | Czech Air Force | mfd | 18jun03 | line # 29-06; opb 221. lbvr 22. zVrL; in olive drab/light grey/medium grey camo c/s with light grey underside; f/n PRV 15feb05; t/t 507 hours by 2008; l/n Namest nad Oslavou 20sep15; struck off charge in 2023 and donated to Ukraine |
| 087 357 | 7357 | Mi-35 | Czech Air Force | mfd | 18jun03 | line # 29-07; opb 221. lbvr 22. zVrL; f/n BRQ 07sep04; t/t 326 hours by 2008; l/n Breitscheid 30aug15; struck off charge in 2023 and donated to Ukraine |
| 087 358 | 7358 | Mi-35 | Czech Air Force | mfd | 23jun03 | line # 29-08; in olive drab/light grey/medium grey camo c/s with light grey underside; f/n PRV 09feb05; t/t 509 hours by 2008; l/n OSR 19sep15; struck off charge in 2023 and donated to Ukraine |
| 087 360 | 7360 | Mi-35 | Czech Air Force | mfd | 06apr05 | line # 29-10; delivered by An-124-100 RA-82075 to PED 13apr05; t/t 151 hours by 2008; l/n Mollis 16aug19; struck off charge in 2023 and donated to Ukraine |
| 203 361 | 3361 | Mi-35 | Czech Air Force | mfd | 06apr05 | line # 30-01; delivered by An-124-100 RA-82075 to PED 13apr05; in olive drab/light grey/medium grey camo c/s with light grey underside; t/t 107 hours by 2008; l/n Inowroclaw-Latkowo 19may18; dbr 28nov18 when suffered engine problems and crashed at Námest nad Oslavou |
| 203 362 | 3362 | Mi-35 | Czech Air Force | mfd | 06apr05 | line # 30-02; delivered by An-124-100 RA-82075 to PED 13apr05; in olive drab/light grey/medium grey camo c/s with light grey underside; t/t 164 hours by 2008; l/n Radom 26aug18; donated to Ukraine may22 |
| ... 363 | not known | Mi-35 | not known | | | line # 30-03 |
| ... 364 | not known | Mi-35 | not known | | | line # 30-04 |
| 203 365 | 3365 | Mi-35 | Czech Air Force | mfd | 24aug05 | line # 30-05; delivered by An-124-100 RA-82081 to PED 05sep05; opb 221. lbvr; in olive drab/light grey/medium grey camo c/s with light grey underside; t/t 80 hours by 2008; l/n OSR 16sep23; wfu nov23; the Czech roundels were probably removed mar24; left Námest nad Oslavou for Poland 21mar24 on delivery to Ukraine |
| 203 366 | 3366 | Mi-35 | Czech Air Force | mfd | 24aug05 | line # 30-06; delivered by An-124-100 RA-82081 to PED 05sep05; opb 221. lbvr; t/t 53 hours by 2008; repainted in 'alien tiger' c/s for the NATO Tiger Meet 2016; f/n as such ZAZ 20may16; l/n as such Malacký 02sep23; wfu nov23; repainted in olive drab/light grey/medium grey camo c/s with light grey underside, with serial but without Czech roundels; f/n as such OSR 20mar24, flying; left Námest nad Oslavou for Poland 21mar24 on delivery to Ukraine |
| 203 367 | 3367 | Mi-35 | Czech Air Force | mfd | 24aug05 | line # 30-07; delivered by An-124-100 RA-82081 to PED 05sep05; ^t/t 53 hours by 2008; l/n OSR 22sep19; struck off charge in 2023 and donated to Ukraine |
| 203 368 | 3368 | Mi-35 | Czech Air Force | mfd | 24aug05 | line # 30-08; delivered by An-124-100 RA-82081 to PED 05sep05; in olive drab/light grey/medium grey camo c/s with light grey underside; t/t 28 hours by 2008; l/n Ostrava 18sep21; struck off charge in 2023 and donated to Ukraine |
| 203 369 | 3369 | Mi-35 | Czech Air Force | mfd | 28dec05 | line # 30-09; delivered by An-124-100 RA-82043 to PED 17jan06; opb 22. zVrL; in olive drab/light grey/medium grey camo c/s with light grey underside; t/t 48 hours by 2008; l/n as such Namest 01oct16; sent to LOM Praha for overhaul aug18; repainted in '80 years 311th Czechoslovak Bomber Squadron' c/s during overhaul and reflown 21jan21; f/n as such Kleine Brogel 13sep21; l/n as such OST 17sep23, flying; struck off charge in 2023; transported from Námest nad Oslavou to Prague-Kbely 22mar24 at night, for display in the aviation museum (Letecké muzeum) |
| 203 370 | 3370 | Mi-35 | Czech Air Force | mfd | 21dec05 | line # 30-10; delivered by An-124-100 RA-82043 to PED 17jan06; in olive drab/light grey/medium grey camo c/s with light grey underside; t/t 49 hours by 2008; l/n in its standard c/s Sliac (Slovakia) 31aug13; repainted in a fake extra dark sea grey/white RAF Coastal Command c/s with the serial EV953, the code PP-K and RAF roundels to commemorate B-24J-10-CF "Liberator" GR Mk.VI which was transferred to the Czechoslovakian Air Force jul45; f/n as such Roudnice nad Labem 28jun15; l/n as such Caslav 20may17; donated to Ukraine may22 |
| 203 371 | 3371 | Mi-35 | Czech Air Force | mfd | 08jan06 | line # 31-01; delivered by An-124-100 RA-82043 to PED 17jan06; t/t 81 hours by 2008; l/n OSR 25sep22, flying; struck off charge in 2023 and donated to Ukraine |

## ***Mi-24P (Mi-35P) with export numbers built by "Rostvertol" at Rostov-na-Donu-Severny from 1989***

Their export number system is explained as follows: The first three digits are an export code, they are followed by a three-digit sequential number.

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| 340 330 | 357 | Mi-24P | East German Army | mfd | 30nov89 | line # probably 01-01; ferried to Basepohl 30dec89 (in temporary Soviet markings); toc 12jan90; opb 2./KHG-5 at Basepohl; t/t 138 hours by 30sep90 |
| | 96+40 | Mi-24P | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92 |
| | 98+33 | Mi-24P | Bundeswehr/BWB | trf | 16jul92 | opb WTD 61/Wehrtechnische Dienststelle für Luftfahrzeuge - Musterprüfwesen für Luftfahrtgerät der Bundeswehr (Bundeswehr Technical and Airworthiness Centre for Aircraft) at Manching which was subordinated to the Bundesamt für Wehrtechnik und Beschaffung (Federal Office of Defence Technology and Procurement) of the German Armed Forces; preserved in Wehrtechnische Studiensammlung Koblenz from 06feb97, seen mar00/apr14 |
| 340 331 | 358 | Mi-24P | East German Army | mfd | 09dec89 | line # probably 01-02; ferried to Basepohl 30dec89 (in temporary Soviet markings); toc 18jan90; opb 2./KHG-5 at Basepohl; t/t 222 hours by 30sep90 |
| | 96+41 | Mi-24P | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n sep01, still with its former German serial; later stored at Szolnok, seen jan10; flown on board of An-124-100 RA-82047 from Kecskemét to LED 02dec17; overhauled by 419 ARZ at Gorelovo |
| | 331 | Mi-24P | Hungarian AF | Kes | 04jan19 | in dark grey c/s; flown on board of Il-76TD RA-76842 from LED to Kecskemét 04jan19; opb MH.86 HE; l/n over Budapest 20aug23 |
| 340 332 | 361 | Mi-24P | East German Army | mfd | 09dec89 | line # probably 01-03; ferried to Basepohl 30dec89 (in temporary Soviet markings); toc 18jan90; opb 2./KHG-5 at Basepohl; t/t 116 hours by 30sep90 |
| | 96+42 | Mi-24P | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n sep01, still with its former German serial; later stored at Szolnok, seen jan10; flown on board of An-124-100 RA-82047 from Kecskemét to LED 02dec17; overhauled by 419 ARZ at Gorelovo |
| | 332 | Mi-24P | Hungarian AF | Kes | 05jan19 | in dark grey c/s; flown on board of Il-76TD RA-76842 from LED to Kecskemét 05jan19; l/n over Budapest 20aug24 |
| 340 333 | 387 | Mi-24P | East German Army | mfd | 07dec89 | line # probably 01-04; ferried to Basepohl 30dec89 (in temporary Soviet markings); toc 12jan90; opb 2./KHG-5 at Basepohl; in camo c/s with light grey underside; t/t 187 hours by 30sep90 |
| | 96+43 | Mi-24P | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; was preserved in Luftwaffenmuseum Gatow from 10nov95, with the colours ever more fading; transported on a flat-bed truck from Berlin-Gatow to Rechlin 28feb19; l/n in Luftfahrttechnisches Museum Rechlin 29jul19 |
| | 387 | Mi-24P | East German Army | ph. | 22mar19 | preserved in its faded original colours in Luftfahrttechnisches Museum Rechlin from 01mar19, l/n oct21 |
| 340 334 | 415 (2) | Mi-24P | East German Army | mfd | 04dec89 | line # probably 02-01; ferried to Basepohl 30dec89 (in temporary Soviet markings); toc 12jan90; opb 2./KHG-5 at Basepohl; t/t 186 hours by 30sep90; see c/n B4070 |
| | 96+44 | Mi-24P | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n sep01, still with its former German serial; later stored at Szolnok, seen jan10; flown on board of An-124-100 RA-82047 from Kecskemét to LED 02dec17; overhauled by 419 ARZ at Gorelovo |
| | 334 | Mi-24P | Hungarian AF | Kes | 06jan19 | in dark grey c/s; flown on board of Il-76TD RA-76842 from LED to Kecskemét 07jan19; l/n Szolnok 19aug21 |
| 340 335 | 422 | Mi-24P | East German Army | mfd | 10dec89 | line # probably 02-02; ferried to Basepohl 30dec89 (in temporary Soviet markings); toc 31jan90; opb 2./KHG-5 at Basepohl; t/t 147 hours by 30sep90 |
| | 96+45 | Mi-24P | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; painted in special colours for the fly-out; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n sep01, still with its former German serial |
| | 335 | Mi-24P | Hungarian AF | toc | jun04 | initially in greyish green/ochre camo c/s with light grey underside; delivered two weeks after '336'; f/n Szolnok 08aug05; flown on board of An-124-100 RA-82047 from Kecskemét to LED 22nov17; overhauled by 419 ARZ at Gorelovo and repainted in dark grey c/s; f/n as such Gorelovo 09sep18; flown on board of An-124-100 RA-82010 from LED to Kecskemét 10sep18; l/n Szolnok 26may23, active; also see c/n 3532461715415 |
| 340 336 | 439 | Mi-24P | East German Army | mfd | 07dec89 | line # probably 02-03; ferried to Basepohl 30dec89 (in temporary Soviet markings); toc 18jan90; opb 2./KHG-5 at Basepohl; t/t 85 hours by 30sep90 |
| | 96+46 | Mi-24P | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n sep01, still with its former German serial |

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| | 336 | Mi-24P | Hungarian AF | toc | 17jun04 | the first refurbished Mi-24P which was delivered to the Hungarian Air Force; f/n Szolnok 08aug05; flown on board of An-124-100 RA-82047 from Kecskemét to LED 22nov17; overhauled by 419 ARZ at Gorelovo and repainted in dark grey c/s; flown on board of An-124-100 RA-82010 from LED to Kecskemét 10sep18; l/n Szolnok 20aug19 |
| 340 337 | 442 | Mi-24P | East German Army | mfd | 18dec89 | line # probably 02-04; ferried to Basepohl 30dec89 (in temporary Soviet markings); toc 31jan90; opb 2./KHG-5 at Basepohl; t/t 278 hours by 30sep90 |
| | 96+47 | Mi-24P | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92 |
| | 98+34 | Mi-24P | Bundeswehr/BWB | trf | 16jul92 | opb WTD 61/Wehrtechnische Dienststelle für Luftfahrzeuge - Musterprüfwesen für Luftfahrtgerät der Bundeswehr (Bundeswehr Technical and Airworthiness Centre for Aircraft) at Manching which was subordinated to the Bundesamt für Wehrtechnik und Beschaffung (Federal Office of Defence Technology and Procurement) of the German Armed Forces; l/n jul97; preserved in Technik Museum Speyer (N49.31202 E08.44608) from aug98; repainted with the fake code '13' and seen as such jul99/aug24 |
| 340 338 | 444 | Mi-24P | East German Army | mfd | 17dec89 | line # probably 02-05; ferried to Basepohl 30dec89 (in temporary Soviet markings); toc 31jan90; opb 2./KHG-5 at Basepohl; t/t 86 hours by 30sep90 |
| | 96+48 | Mi-24P | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; trf to Hungary may95 and was stored at Szentkirályszabadja since, l/n sep01, still with its former German serial; later stored at Szolnok, seen jan10; flown on board of An-124-100 RA-82047 from Kecskemét to LED 02dec17; overhauled by 419 ARZ at Gorelovo |
| | 338 | Mi-24P | Hungarian AF | Kes | 07jan19 | in dark grey c/s; flown on board of Il-76TD RA-76842 from LED to Kecskemét 07jan19; l/n Ostrava 21sep19 |
| 340 339 | 464 | Mi-24P | East German Army | mfd | 17dec89 | line # probably 03-01; ferried to Basepohl 30dec89 (in temporary Soviet markings); toc 31jan90; opb 2./KHG-5 at Basepohl; t/t 198 hours by 30sep90 |
| | 96+49 | Mi-24P | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; was preserved in the Lehrsammlung of the Heeresfliegerwaffenschule at Bückeburg from 02aug95, seen jul96/jun16; auctioned by VEBEG 24oct17; moved to the Piet Smedts Collection at Baarlo (Netherlands), seen may19; arrived on a flat-bed trailer in the "PanzerMuseum East" at Slagelse (Denmark) 24jun19 |
| 340 340 | 480 | Mi-24P | East German Army | mfd | 18dec89 | line # probably 03-02; ferried to Basepohl 30dec89 (in temporary Soviet markings); toc 31jan90; opb 2./KHG-5 at Basepohl; t/t 183 hours by 30sep90 |
| | 96+50 | Mi-24P | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; struck off charge 03jul92; preserved in Flugausstellung L.+P. Junior at Hermeskeil (N49.68616 E06.96209) from 07dec94, seen apr96/oct20 |
| 340 341 | 512 | Mi-24P | East German Army | mfd | 18dec89 | line # probably 03-03; ferried to Basepohl 30dec89 (in temporary Soviet markings); toc 31jan90; opb 2./KHG-5 at Basepohl; t/t 83 hours by 30sep90 |
| | 96+51 | Mi-24P | German Army | trf | 03oct90 | opb KHG 5 at Basepohl (disbanded 26mar91); trf to HFlgStff 80 01apr91; handed over to the United States at Ramstein 12apr91 |
| | 91-22270 | Mi-24P | US Army Aviation | trf | apr91 | serial painted on as '22270'; opb US Army Operational Test and Evaluation Command's Threat Support Activity (OTSA) which was renamed Threat Systems Management Office later; in dark green c/s with light blue underside; named 'Patience', f/n as such oct02; was at Fort Bliss as of 2004; t/t 1,539 hours by 12dec05; l/n YUM 17feb14, active |
| 066 342 | not known | Mi-24PN | Russian Air Force | mfd | 1995 | line # probably 03-04; opb 6992 AvB at Pribylovo; last overhaul completed in 2013 |
| 066 343 ? | not known | Mi-24P | not known | | | line # probably 03-05 |
| 066 344 | RF-34327 | Mi-24P | Russian MVD/VV | mfd | 1995 | line # probably 03-06; built for export, but requisitioned by the Russian MVD during the Chechen campaign; opb 14 oae at Mozdok; in a Rosimushchestvo (State Property Agency) listing 2010 |
| | RF-34327 | Mi-24P | Rosgvardiya | trf | 05apr16 | |
| 066 345 | RF-34328 | Mi-24P | Russian MVD/VV | mfd | 1995 | line # probably 03-07; built for export, but requisitioned by the Russian MVD during the Chechen campaign; opb 14 oae at Mozdok; in a Rosimushchestvo (State Property Agency) listing 2010 |
| | RF-34328 | Mi-24P | Rosgvardiya | trf | 05apr16 | |
| 066 346 | RF-34329 | Mi-24P | Russian MVD/VV | mfd | 1995 | line # probably 03-08; built for export, but requisitioned by the Russian MVD during the Chechen campaign; opb 14 oae at Mozdok |
| | RF-34329 | Mi-24P | Rosgvardiya | trf | 05apr16 | also carried code "01" white; opb 14 oae at Mozdok; in olive drab/khaki camo c/s with light blue underside, with Russian stars and white ring around tailboom; f/n Mozdok 11aug17 |
| 066 347 | RF-34330 | Mi-24P | Russian MVD/VV | mfd | 1995 | line # probably 03-09; built for export, but requisitioned by the Russian MVD during the Chechen campaign; also carried code "02" yellow; opb 14 oae at Mozdok;in olive drab/khaki camo c/s with light blue underside, white ring around tailboom, with Russian stars; f/n Voronezh-Baltimor dec12; l/n Rostov-na-Donu-Tsentralny 04mar16 |
| | RF-34330 | Mi-24P | Rosgvardiya | trf | 05apr16 | |

Line numbers 03-10 to 05-03 are within the standard c/n range (later system).

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| 087 349 | 06 ? | Mi-35P | Zimbabwe Air Force | mfd | 30mar99 | line # 05-04; may have initially been c/n 34012403024; opb No. 8 Sqn |
| 087 350 | not known | Mi-35P | Nigerian Air Force | mfd | 28jul00 | line # 05-05; probably 1 of the 6 which were taken on charge 03apr01; the serial should be in the range NAF530 to NAF535; opb 97 Special Operations Group; t/t 235 hours by 2008 |
| 087 351 | not known | Mi-35P | Nigerian Air Force | mfd | 28jul00 | line # 05-06; probably 1 of the 6 which were taken on charge 03apr01; the serial should be in the range NAF530 to NAF535; opb 97 Special Operations Group; t/t 227 hours by 2008 |
| 067 356 | not known | Mi-35P | Angolan Air Force | mfd | 15may01 | line # 05-07; t/t 157 hours by 2008 |
| 067 357 | not known | Mi-35P | Angolan Air Force | mfd | 15may01 | line # 05-08; t/t 89 hours by 2008 |
| 067 358 | not known | Mi-35P | Nigerian Air Force | mfd | 30oct00 | line # 05-09; probably 1 of the 6 which were taken on charge 03apr01; the serial should be in the range NAF530 to NAF535; opb 97 Special Operations Group; t/t 367 hours by 2008 |
| 023 359 | not known | Mi-35P | Nigerian Air Force | mfd | 30oct00 | line # 05-10; probably 1 of the 6 which were taken on charge 03apr01; the serial should be in the range NAF530 to NAF535; opb 97 Special Operations Group; t/t 299 hours by 2008 |
| 023 360 | not known | Mi-35P | Nigerian Air Force | mfd | 30oct00 | line # 06-01; probably 1 of the 6 which were taken on charge 03apr01; the serial should be in the range NAF530 to NAF535; opb 97 Special Operations Group; t/t 341 hours by 2008 |
| 023 361 | not known | Mi-35P | Nigerian Air Force | mfd | 30oct00 | line # 06-02; probably 1 of the 6 which were taken on charge 03apr01; the serial should be in the range NAF530 to NAF535; opb 97 Special Operations Group; no t/t given for 2008 |
| 023 362 | 811 | Mi-35P | Cyprus Air Force | mfd | 30jun01 | line # 06-03; d/d aug01; opb 450 ME/P at Paphos; initially in black c/s; overhaul completed 31jul08; t/t 235 hours by 2008; repainted in light grey/olive drab/dark olive drab camo c/s by 2016; l/n PFO 08nov19; flown on board of an An-124 from Paphos to Batajnica between 19nov23 and 23nov23 |
| 023 363 | 812 | Mi-35P | Cyprus Air Force | mfd | 30jun01 | line # 06-04; d/d aug01; opb 450 ME/P at Paphos; initially in black c/s; t/t 235 hours by 2008; repainted in light grey/olive drab/dark olive drab camo c/s; f/n as such PFO 08nov21; flown on board of an An-124 from Paphos to Batajnica between 19nov23 and 23nov23 |
| 023 364 | 813 | Mi-35P | Cyprus Air Force | mfd | 30jun01 | line # 06-05; d/d aug01; opb 450 ME/P at Paphos; initially in black c/s; f/n PFO 22oct02; t/t 326 hours by 2008; repainted in light grey/olive drab/dark olive drab camo c/s by 2016; l/n PFO 08nov19; flown on board of an An-124 from Paphos to Batajnica between 19nov23 and 23nov23 |
| 023 365 | 814 | Mi-35P | Cyprus Air Force | mfd | 30jun01 | line # 06-06; d/d aug01; opb 450 ME/P at Paphos; initially in black c/s; overhaul completed 02sep08; t/t 278 hours by 2008; repainted in light grey/olive drab/dark olive drab camo c/s by 2016; l/n PFO 08nov21; flown on board of an An-124 from Paphos to Batajnica between 19nov23 and 23nov23 |
| 023 366 | 815 | Mi-35P | Cyprus Air Force | mfd | 30jun01 | line # 06-07; opb 450 ME/P at Paphos; initially in black c/s; f/n FPO 11may04; last overhaul completed 02sep08; t/t 274 hours by 2008; repainted in light grey/olive drab/dark olive drab camo c/s by 2016; l/n PHO 30jun16; flown on board of an An-124 from Paphos to Batajnica between 19nov23 and 23nov23 |
| 023 367 | 816 | Mi-35P | Cyprus Air Force | mfd | 30jun01 | line # 06-08; opb 450 ME/P at Paphos; initially in black c/s; f/n FPO 05may04; overhaul completed 25jul08; t/t 345 hours by 2008; repainted in light grey/olive drab/dark olive drab camo c/s; f/n as PFO 03nov16; flown on board of an An-124 from Paphos to Batajnica between 19nov23 and 23nov23 |
| 023 368 | 817 | Mi-35P | Cyprus Air Force | mfd | 30jun01 | line # 06-09; opb 450 ME/P at Paphos; initially in black c/s; f/n PFO 25jul05; t/t 358 hours by 2008; returned from Russia after overhaul 27jul09; repainted in light grey/khaki/olive drab camo c/s; f/n as PFO 08nov17; l/n PFO 08jul21; flown on board of an An-124 from Paphos to Batajnica between 19nov23 and 23nov23 |
| 023 369 | 818 | Mi-35P | Cyprus Air Force | mfd | 30jun01 | line # 06-10; opb 450 ME/P at Paphos; initially in black c/s; f/n PFO 05may04; l/n PFO sep06; t/t 312 hours by 2008; repainted in light grey/olive drab/dark olive drab camo c/s by 2016; l/n PFO 08nov19; flown on board of an An-124 from Paphos to Batajnica between 19nov23 and 23nov23 |
| 054 370 | 819 | Mi-35P | Cyprus Air Force | mfd | 23sep01 | line # 07-01; opb 450 ME/P at Paphos; initially in black c/s; f/n PFO sep06; t/t 297 hours by 2008; returned from Russia after overhaul 27jul09; repainted in light grey/olive drab/dark olive drab camo c/s; f/n as PFO 29sep16; l/n PFO 08nov21; flown on board of an An-124 from Paphos to Batajnica between 19nov23 and 23nov23 |
| 054 371 | 820 | Mi-35P | Cyprus Air Force | mfd | 23sep01 | line # 07-02; opb 450 ME/P at Paphos; initially in black c/s; f/n PFO sep06; t/t 372 hours by 2008; returned from Russia after overhaul 27jul09; repainted in light grey/olive drab/dark olive drab camo c/s; f/n as PFO 03nov16; l/n PFO 07oct19; flown on board of an An-124 from Paphos to Batajnica between 19nov23 and 23nov23 |
| 054 372 | 821 | Mi-35P | Cyprus Air Force | mfd | 23sep01 | line # 07-03; opb 450 ME/P at Paphos; initially in black c/s; f/n PFO sep06; t/t 273 hours by 2008; returned from Russia after overhaul 27jul09; l/n over Nicosia 01oct13; probably repainted in light grey/olive drab/dark olive drab camo c/s by 2016; l/n PFO 30mar23; flown on board of an An-124 from Paphos to Batajnica between 19nov23 and 23nov23 |
| 054 373 | 822 | Mi-35P | Cyprus Air Force | mfd | 23sep01 | line # 07-04; opb 450 ME/P at Paphos; in black c/s; w/o 05jul06 on a training flight from Paphos when crashed 6 minutes after take-off, came down in Agia Marinouda in a field near the Paphos-Limassol motorway and caught fire, both crew members were killed; t/t 193 hours |
| 054 374 | not known | Mi-35P | not known | no | reports | line # 07-05 |
| 054 375 | 6W-SHY | Mi-35P | Senegal Air Force | mfd | 22dec06 | line # 07-06; exported 05feb07; in olive drab/ochre camo c/s with light blue underside; t/t 102 hours by 2008; f/n DKR 22oct09; overhauled in Ukraine (arrived 22mar13 and left 21nov13) |
| | 6W-SHY | Mi-35P | United Nations | BGF | 18nov15 | opb Senegal Air Force for MINUSCA in the Central African Republic in 2018/19; in full all-white UN c/s, carried codes 'UNO-309P' and '04'; l/n operational BGF feb18; stored at DKR, seen feb20 |
| | 6W-SHY | Mi-35P | Senegal Air Force | ph. | 28jul22 | carried the code '04' black below the cockpit; in khaki/olive drab camo c/s with light blue underside; f/n Ouacam 28jul22; took part in the Independence Day fly-past over Dakar 04apr23 |
| 054 376 | 5U-MHC | Mi-35P | Niger Air Force | mfd | 25mar08 | line # 07-07; c/n not confirmed (i.e. tie-up of c/n and serial not confirmed, may also be c/n 54377); only carried 'HC' as serial; in brown/sand camo c/s with light blue underside, with 'Armée de l'Air du Niger' titles; t/t 170 hours by 2008; overhauled by 419 ARZ at Gorelovo around 2018 |

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|---|---|---|---|---|---|---|
| 054 377 | 5U-MHD | Mi-35P | Niger Air Force | mfd | 25mar08 | line # 07-08; c/n not confirmed (i.e. tie-up of c/n and serial not confirmed, may also be c/n 54376); only carried 'HD' as serial; in brown/sand camo c/s with light blue underside, with 'Armée de l'Air du Niger' titles; t/t 86 hours by 2008; f/n NIM jul13; l/n Diffa apr15; overhauled by 419 ARZ at Gorelovo around 2018 |
| ... 378 | not known | Mi-35P | not known | no | reports | line # 07-09 |
| ... 379 | not known | Mi-35P | not known | no | reports | line # 07-10 |
| ... 380 | not known | Mi-35P | not known | no | reports | line # 08-01 |
| ... 381 | not known | Mi-35P | not known | no | reports | line # 08-02 |
| ... 382 | not known | Mi-35P | not known | no | reports | line # 08-03 |
| ... 383 | not known | Mi-35P | not known | no | reports | line # 08-04 |
| ... 384 | not known | Mi-35P | not known | no | reports | line # 08-05 |
| 070 385 | HS-7129 | Mi-35P | Indonesian Army | mfd | 20sep03 | line # 08-06; c/n not confirmed (i.e. tie-up of c/n and serial not confirmed), may also be c/n 70386); d/d 15sep03; opb Skuadron 1 (redesignated Skuadron 31 in mid-2006) at Ahmad Yani (Semarang); in black/olive drab camo c/s; t/t 185 hours by 2008; was in Ukraine for overhaul by Aviakon at Konotop 03aug12/26dec12; l/n SRG 09nov19 |
| 070 386 | HS-7130 | Mi-35P | Indonesian Army | mfd | 20sep03 | line # 08-07; c/n not confirmed (i.e. tie-up of c/n and serial not confirmed), may also be c/n 70385); d/d 15sep03; opb Skuadron 1 (redesignated Skuadron 31 in mid-2006) at Ahmad Yani (Semarang); in black/olive drab camo c/s; t/t 220 hours by 2008; was in Ukraine for overhaul by Aviakon at Konotop 03aug12/26dec12; l/n jan18 |
| 070 387 | HS-715. | Mi-35P | Indonesian Army | d/d | 23sep10 | line # 08-08; either HS-7152, HS-7153 or HS-7154; opb Skuadron 31 at Ahmad Yani (Semarang) |
| 070 388 | HS-715. | Mi-35P | Indonesian Army | d/d | 23sep10 | line # 08-09; either HS-7152, HS-7153 or HS-7154; opb Skuadron 31 at Ahmad Yani (Semarang) |
| 070 389 | HS-715. | Mi-35P | Indonesian Army | d/d | 23sep10 | line # 08-10; either HS-7152, HS-7153 or HS-7154; opb Skuadron 31 at Ahmad Yani (Semarang) |
| 070 390 | 695 (2) | Mi-35P | Peruvian Air Force | mfd | 2011 | line # 09-01; f/n ROV 28mar11; delivered by An-124 RA-82042 late mar11; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); in medium green/sand/dark green camo c/s; l/n operational Lima-Las Palmas 23jul11; in an insurance tender 22oct15; stored at Base Aérea de Vítor, seen aug19; see c/n 477470 |
| 070 391 | 696 (2) | Mi-35P | Peruvian Air Force | mfd | 2011 | line # 09-02; f/n ROV 28mar11; delivered by An-124 RA-82042 late mar11; opb Grupo Aéreo Nº 2 at Base Aérea de Vítor (Arequipa); in medium green/sand/dark green camoc/s; l/n over Lima 27may24; see c/n 477471 |

## ***Mi-35M with export numbers built by "Rostvertol" at Rostov-na-Donu-Severny from 2006***

The later export number system is explained as follows: The first three digits are the ISO 3166 country code, followed by the product code (izeliye 658 is the export version of the Mi-35M while izdeliye 542 is the version for the Russian Armed Forces) and a three-digit sequential number.
On the Brazilian Mi-35Ms the construction number is also painted on the armour-plating that can swivel upwards. So when parked, the actual number is just visible - albeit upside down - above the edge of the aft cockpit It is also inside the aft airframe, possibly only accessible when the radio hatch is open.

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| 862 658 821 | not known | Mi-35M | Venezuelan Army | mfd | 08jun06 | line # 01-01; t/t 159 hours by 2008 |
| 862 658 822 | not known | Mi-35M | Venezuelan Army | mfd | 08jun06 | line # 01-02; t/t 121 hours by 2008 |
| 862 658 823 | not known | Mi-35M | Venezuelan Army | mfd | 08jun06 | line # 01-03; t/t 140 hours by 2008 |
| 862 658 824 | not known | Mi-35M | Venezuelan Army | mfd | 07jun06 | line # 01-04; t/t 144 hours by 2008 |
| 862 658 842 | not known | Mi-35M | Venezuelan Army | mfd | 02feb07 | line # 01-05; t/t 151 hours by 2008 |
| 862 658 843 | not known | Mi-35M | Venezuelan Army | mfd | 02feb07 | line # 01-06; t/t 128 hours by 2008 |
| 862 658 844 | not known | Mi-35M | Venezuelan Army | mfd | 02feb07 | line # 01-07; t/t 182 hours by 2008 |
| 862 658 845 | not known | Mi-35M | Venezuelan Army | mfd | 02feb07 | line # 01-08; t/t 197 hours by 2008 |
| 862 658 866 | not known | Mi-35M | Venezuelan Army | mfd | 03mar08 | line # 01-09; t/t 106 hours by 2008 |
| 862 658 867 | not known | Mi-35M | Venezuelan Army | mfd | 03mar08 | line # 01-10; t/t 105 hours by 2008 |
| 031 558 01 ? | no serial | Mi-35M | Azerb. Bd. Guards | Ror | 11dec11 | line # 01-01 ?; in light grey c/s without any markings; delivered to GYD 12dec11 by An-124-100 RA-82043; l/n GYD 22dec11 |
| | 20101 | Mi-35M | Azerb. Bd. Guards | ph. | 12jun17 | c/n speculated to be possibly 031658100; also reported as having been delivered 15dec11; also carried the code "101" yellow; based at Nakhichevan; in olive drab/khaki camo c/s; took part in an exercise in Turkey 12jun17 |
| 031 558 02 ? | no serial | Mi-35M | Azerb. Bd. Guards | Ror | 11dec11 | line # 01-02 ?; in light grey c/s without any markings; delivered to GYD 12dec11 by An-124-100 RA-82043; l/n GYD 22dec11 |
| | 20102 | Mi-35M | Azerb. Bd. Guards | ph. | jun19 | also reported as having been delivered 15dec11; also carried the code "102" yellow; based at Nakhichevan; in olive drab/khaki camo c/s |
| 031 558 03 ? | no serial | Mi-35M | Azerb. Bd. Guards | Ror | 11dec11 | line # 01-03 ?; in light grey c/s without any markings; delivered to GYD 12dec11 by An-124-100 RA-82043; l/n GYD 22dec11 |
| | 20103 | Mi-35M | Azerb. Bd. Guards | ph. | jun19 | also reported as having been delivered 15dec11; also carried the code "103" yellow; based at Nakhichevan; in olive drab/khaki camo c/s |
| 031 558 04 ? | no serial | Mi-35M | Azerb. Bd. Guards | Ror | 11dec11 | line # 01-04 ?; in light grey c/s without any markings; delivered to GYD 12dec11 by An-124-100 RA-82043; l/n GYD 22dec11 |
| | 20104 | Mi-35M | Azerb. Bd. Guards | ph. | 12jun17 | also reported as having been delivered 15dec11; also carried the code "104" yellow; based at Nakhichevan; in olive drab/khaki camo c/s; took part in an exercise in Turkey 12jun17 and in the Azerbaijani offensive in Artsakh/Nagorny Karabakh sep20/nov20 |
| 031 558 05 ? | 20105 | Mi-35M | Azerb. Bd. Guards | f/f | apr12 | line # 01-05 ?; in glossy very dark green c/s, no markings apart from the serial; d/d jun12; f/n Yevlakh 07oct12; probably became "501" yellow |
| 031 558 06 ? | 20106 | Mi-35M | Azerb. Bd. Guards | f/f | apr12 | line # 01-06 ?; d/d jun12; probably became "502" yellow |
| 031 558 07 ? | 20107 | Mi-35M | Azerb. Bd. Guards | Roc | 07jun12 | line # 01-07 ?; in glossy very dark green c/s, no markings apart from the serial; d/d jun12; later received the code "207" white; probably became "503" yellow |
| 031 558 08 ? | 20108 | Mi-35M | Azerb. Bd. Guards | Roc | 07jun12 | line # 01-08 ?; in glossy dark green c/s, no markings apart from the serial; d/d jun12; later received the code "208" white; probably became "504" yellow |
| 031 558 09 ? | 20109 | Mi-35M | Azerb. Bd. Guards | d/d | 22nov12 | line # 01-09 ?; delivered by An-124-100 RA-82047; in glossy very dark green c/s, no markings apart from the serial; f/n ROV 21nov12; took part in the Day of the Armed Forces parade 26jun18 |
| 031 558 10 ? | 20110 | Mi-35M | Azerb. Bd. Guards | d/d | 22nov12 | line # 01-10 ?; delivered by An-124-100 RA-82047; in glossy very dark green c/s, no markings apart from the serial; took part in the Day of the Armed Forces parade 26jun18 |
| 031 558 11 ? | 20111 | Mi-35M | Azerb. Bd. Guards | d/d | 22nov12 | line # 02-01 ?; delivered by An-124-100 RA-82047; took part in the Day of the Armed Forces parade 26jun18 |
| 031 558 12 ? | 20112 | Mi-35M | Azerb. Bd. Guards | d/d | 22nov12 | line # 02-02 ?; in glossy very dark green c/s, no markings apart from the serial; delivered by An-124-100 RA-82047; opb 3rd Squadron Command took part in the Day of the Armed Forces parade 26jun18; l/n Konya (Turkey) 15may19 |
| 031 558 13 ? | 20113 | Mi-35M | Azerb. Bd. Guards | d/d | apr13 ? | line # 02-03 ? |
| 031 558 14 ? | 20114 | Mi-35M | Azerb. Bd. Guards | d/d | apr13 ? | line # 02-04 ?; took part in the Day of the Armed Forces parade 26jun18 |
| 031 558 15 ? | 20115 | Mi-35M | Azerb. Bd. Guards | d/d | apr13 ? | line # 02-05 ?; in glossy very dark green c/s without markings apart from the serial; took part in the Day of the Armed Forces parade 26jun18 and in the Qarabag Victory Parade at Baku 10dec20 |
| 031 558 16 ? | 20116 | Mi-35M | Azerb. Bd. Guards | d/d | apr13 ? | line # 02-06; in glossy very dark green c/s without markings apart from the serial; took part in the Day of the Armed Forces parade 26jun18 and in the Qarabag Victory Parade at Baku 10dec20 |
| 031 558 17 ? | 20117 | Mi-35M | Azerb. Bd. Guards | ROV | 26may13 | line # 02-07 ?; in glossy very dark green c/s, no markings apart from the serial; d/d jun13; took part in the Day of the Armed Forces parade 26jun18 |
| 031 558 18 ? | 20118 | Mi-35M | Azerb. Bd. Guards | d/d | jun13 | line # 02-08 ?; took part in the Day of the Armed Forces parade 26jun18 |
| 031 558 19 ? | 20119 | Mi-35M | Azerb. Bd. Guards | d/d | jun13 | line # 02-09 ?; took part in the Day of the Armed Forces parade 26jun18 |
| 031 558 20 ? | 20120 | Mi-35M | Azerb. Bd. Guards | ROV | 28jun13 | line # 02-10 ?; in glossy very dark green c/s, no markings apart from the serial; d/d jun13; took part in the Day of the Armed Forces parade 26jun18; l/n 09mar20 |
| 031 558 21 ? | 20121 | Mi-35M | Azerb. Bd. Guards | ROV | 04dec13 | line # 03-05 ?; in glossy very dark green c/s, no markings apart from the serial; d/d 20jan14; took part in the Day of the Armed Forces parade 26jun18 |
| 031 558 22 ? | 20122 | Mi-35M | Azerb. Bd. Guards | d/d | 20jan14 | line # 03-06 ?; in glossy very dark green c/s, no markings apart from the serial; took part in the Day of the Armed Forces parade 26jun18 |
| 031 558 23 ? | 20123 | Mi-35M | Azerb. Bd. Guards | d/d | 20jan14 | line # 03-07 ?; initially in glossy very dark green c/s, no markings apart from the serial; repainted in olive drab/khaki camo c/s and received the code "123" yellow; f/n as such Baku-Kala sep15; took part in the Day of the Armed Forces parade 26jun18 and in the Azerbaijani offensive in Artsakh/Nagorny Karabakh sep20/nov20 |
| 031 558 24 ? | 20124 | Mi-35M | Azerb. Bd. Guards | Ror | 22nov13 | line # 03-08 ?; in glossy very dark green c/s without markings apart from the serial; d/d 20jan14; took part in the Day of the Armed Forces parade 26jun18 and in the Qarabag Victory Parade at Baku 10dec20 |
| 586 558 01 ? | 786-801 | Mi-35M | Pakistan Army | d/d | aug17 | line # 06-06 ?; h/o 04dec18 at Quetta; opb 4 Army Aviation Sqn at Quetta; in sand/brown camo c/s with light blue underside and 'Army' titles; f/n over Islamabad 20mar19; l/n over Islamabad 24mar21 |
| 586 558 02 ? | 786-802 | Mi-35M | Pakistan Army | d/d | aug17 | line # 06-07 ?; h/o 04dec18 at Quetta; opb 4 Army Aviation Sqn at Quetta; in sand/brown camo c/s with light blue underside and 'Army' titles; already f/n Quetta 10apr18; l/n over Islamabad 24mar21 |
| 586 558 03 ? | 786-803 | Mi-35M | Pakistan Army | d/d | aug17 | line # 06-08 ?; h/o 04dec18 at Quetta; opb 4 Army Aviation Sqn at Quetta; in sand/brown camo c/s with light blue underside and 'Army' titles; l/n Islamabad-Chaklala 31mar19 |
| 586 558 04 ? | 786-804 | Mi-35M | Pakistan Army | d/d | aug17 | line # 06-09 ?; h/o 04dec18 at Quetta; opb 4 Army Aviation Sqn at Quetta; in sand/brown camo c/s with light blue underside and 'Army' titles; f/n over Islamabad 17mar19; l/n over Islamabad 24mar21 |
| 566 558 47 ? | NAF559 | Mi-35M | Nigerian Air Force | h/o | dec16 | line # 06-01 ?; opb 115 Special Operations Group at Port Harcourt; in a camo c/s of two shades of sand with light blue underside; delivered jan17; toc 22apr17 at Makurdi; f/n Makurdi 22apr17 |
| 566 558 48 ? | NAF560 | Mi-35M | Nigerian Air Force | h/o | dec16 | line # 06-02 ?; opb 115 Special Operations Group at Port Harcourt; in a camo c/s of two shades of sand with light blue underside; delivered jan17; toc 22apr17 at Makurdi; f/n Makurdi 22apr17; l/n feb18 |
| 466 558 63 ? | "463" black | Mi-35M | Rostvertol | Tzk | 10jun17 | line # 06-03 ?; in camo c/s of two shades of sand with light blue underside, Mali markings taped over; already f/n without code Rostvertol 23mar17 |
| | TZ-13H | Mi-35M | Mali Air Force | h/o | 21sep17 | opb BA101 at Bamako-Sénou; in camo c/s of two shades of sand with light blue underside and 'Armée de l'Air' titles; f/n BKO 03oct17; l/n BKO 22sep18 |
| 466 558 64 ? | "464" black | Mi-35M | Rostvertol | Tzk | 10jun17 | line # 06-04 ?; in camo c/s of two shades of sand with light blue underside, Mali markings taped over; l/n Torzhok sep17 |
| 076 658 080 | 8951 | Mi-35M | Brazilian AF | mfd | 08aug09 | line # 02-01; the type is designated AH-2 by Brazil; f/f reported as 22aug09; in grey primer c/s by 22aug09; delivered by An-124-100 RA-82078 to PVH 16dec09; handed over 19mar10; opb 2°/8° GAv at PVH; in green/grey camo c/s; l/n PVH 15nov11; wfu 01mar22, stored at Porto Velho |

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|---|---|---|---|---|---|---|
| 076 658 081 | 8952 | Mi-35M | Brazilian AF | mfd | 29sep09 | line # 02-02; the type is designated AH-2 by Brazil; delivered by An-124-100 RA-82078 to PVH 16dec09; handed over 19mar10; opb 2°/8° GAv at PVH; in green/grey camo c/s; f/n Campo Grande 28jun11; l/n FLN mar13; wfu 01mar22, stored at Porto Velho |
| 076 658 082 | 8953 | Mi-35M | Brazilian AF | mfd | 26nov09 | line # 02-03; the type is designated AH-2 by Brazil; delivered by An-124-100 RA-82078 to PVH 16dec09; handed over 19mar10; opb 2°/8° GAv at PVH; in green/grey c/s; f/n PVH 17apr10; l/n PVH 15nov11; wfu 01mar22, stored at Porto Velho |
| 076 658 088 | 8954 | Mi-35M | Brazilian AF | mfd | 05jun10 | line # 02-04; the type is designated AH-2 by Brazil; f/n Rostvertol 09jun10, flying; delivered by an An-124-100 probably oct10; handed over 17dec10; opb 2°/8° GAv at PVH; in green/grey camo c/s; l/n Lagoa Santa 30sep18; wfu 01mar22, stored at Lagoa Santa, not airworthy |
| 076 658 089 | 8955 | Mi-35M | Brazilian AF | mfd | 05jun10 | line # 02-05; the type is designated AH-2 by Brazil; delivered by an An-124-100 oct10; handed over 17dec10; opb 2°/8° GAv at PVH; in green/grey camo c/s; f/n NAT 06nov13; wfu 01mar22, stored at Lagoa Santa |
| 076 658 090 | 8956 | Mi-35M | Brazilian AF | mfd | 05jun10 | line # 02-06; the type is designated AH-2 by Brazil; f/n Rostvertol 22jul10, flying; delivered by an An-124-100 probably oct10; handed over 17dec10; opb 2°/8° GAv at PVH; in green/grey camo c/s; seen NAT 06dec13; l/n BSB jul14; wfu 01mar22, stored at Lagoa Santa |
| ... 658 091 ? | not known | Mi-35M | Kenyan Air Force | d/d | dec11 | line # 02-07; toc 03jan12; opb 50th Air Calvary Division at Embakasi; as no Mi-35M has ever been seen in Kenya it may be possible that the 3 Mi-35Ms were in fact not delivered to Kenya, but went to another country |
| ... 658 092 ? | not known | Mi-35M | Kenyan Air Force | d/d | dec11 ? | line # 02-08; toc 03jan12; opb 50th Air Calvary Division at Embakasi; as no Mi-35M has ever been seen in Kenya it may be possible that the 3 Mi-35Ms were in fact not delivered to Kenya, but went to another country |
| ... 658 093 ? | not known | Mi-35M | Kenyan Air Force | d/d | jan12 | line # 02-09; toc 03jan12; opb 50th Air Calvary Division at Embakasi; as no Mi-35M has ever been seen in Kenya it may be possible that the 3 Mi-35Ms were in fact not delivered to Kenya, but went to another country |
| 368 558 094 ? | "341" white | Mi-35M | Vertolyoty Rossii | TSE | 02jun16 | the c/n cannot be correct, see YI-364; in olive drab c/s with 'Russian Helicopters' titles and a Russian flag on the fin; l/n in NTsV im. Milya i Kamova 31aug20 |
| 076 658 096 | 8957 | Mi-35M | Brazilian AF | mfd | 31jan11 | line # 02-10 ?; the type is designated AH-2 by Brazil; f/n Rostvertol 08apr11; delivered by an An-124-100 to PVH 29aug12; opb 2°/8° GAv at PVH; in green/grey camo c/s; seen NAT 06nov13; l/n Humaiti 21oct20; wfu 01aug22, stored at Lagoa Santa |
| 076 658 097 | 8958 | Mi-35M | Brazilian AF | mfd | 25feb11 | line # 03-01 ?; the type is designated AH-2 by Brazil; f/n Rostvertol 08apr11; delivered by an An-124-100 to PVH 29aug12; opb 2°/8° GAv at PVH; in green/grey camo c/s; l/n Porto Velho 12oct19; wfu 01aug22, stored at Lagoa Santa |
| 076 658 098 | 8959 | Mi-35M | Brazilian AF | mfd | 25feb11 | line # 03-02 ?; the type is designated AH-2 by Brazil; f/n Rostvertol 08apr11; delivered by an An-124-100 to PVH 29aug12; opb 2°/8° GAv at PVH; in green/grey camo c/s; l/n active 24apr14; wfu 01aug22, stored at Lagoa Santa |
| 076 658 111 | 8960 | Mi-35M | Brazilian AF | mfd | 29jun13 | the type is designated AH-2 by Brazil; f/n Rostvertol 09aug13; delivered by an An-124-100 to PVH 26nov14; opb 2°/8° GAv at PVH; in green/grey camo c/s; l/n Belo São José do Rio Preto 04aug22, active; wfu 09aug22, stored at Porto Velho |
| 076 658 112 | 8961 | Mi-35M | Brazilian AF | mfd | 16aug13 | the type is designated AH-2 by Brazil; f/n Rostvertol 09aug13; delivered by an An-124-100 to PVH 26nov14; opb 2°/8° GAv at PVH; in green/grey camo c/s; l/n operational Belo São José do Rio Preto 04aug22; wfu 09aug22, stored at Porto Velho; preserved in Museu Aeroespacial at Rio de Janeiro-Campo Délio Jardim de Mattos, seen 17sep22/13jul23 |
| 076 658 113 | 8962 | Mi-35M | Brazilian AF | mfd | 12aug13 | the type is designated AH-2 by Brazil; f/n Rostvertol 09aug13; delivered by an An-124-100 to PVH 26nov14; opb 2°/8° GAv at PVH; in green/grey camo c/s; l/n São José do Rio Preto 26jul22, active; wfu 09aug22, stored at Porto Velho |
| 368 558 0.. ? | YI-351 | Mi-35M | Iraqi Army Avn | BGW | 02dec13 | delivered to BGW by An-124-100 RA-82074 08nov13; opb 35 Attack Heli Sqn; in a camo c/s of two shades of olive drab, with 'Iraqi Army Aviation' titles; f/n BGW 02dec13; l/n oct15; no longer on charge by 2024 |
| 368 558 0.. ? | YI-352 | Mi-35M | Iraqi Army Avn | BGW | 02dec13 | delivered to BGW by An-124-100 RA-82074 08nov13; opb 35 Attack Heli Sqn; in camo c/s of two shades of olive drab, with 'Iraqi Army Aviation' titles; f/n BGW 02dec13; w/o 16jun14 when was shot down by Islamic State insurgents, crashed in the desert near al-Saqlawiyah (close to Fallujah, Anbar province), caught fire and burnt out, all 3 crew members (among them Captain Ahmed Mohammed Hassan and Captain Mustafa Ismail Khalil Tayeh al-Kaabi) were killed |
| 368 558 068 | YI-353 | Mi-35M | Iraqi Army Avn | mfd | 21sep13 | delivered to BGW by An-124-100 RA-82074 08nov13; opb 35 Attack Heli Sqn; in a camo c/s of two shades of olive drab, with 'Iraqi Army Aviation' titles; f/n BGW 02dec13; took part in an attack 14jun14; l/n oct15; still on charge in 2024 |
| 368 558 069 | YI-354 | Mi-35M | Iraqi Army Avn | mfd | 2013 | delivered to BGW by An-124-100 RA-82074 08nov13; opb 35 Attack Heli Sqn; in a camo c/s of two shades of olive drab, with 'Iraqi Army Aviation' titles; f/n BGW 02dec13; l/n oct15; no longer on charge by 2024 |
| 368 558 070 | YI-355 | Mi-35M | Iraqi Army Avn | mfd | 28mar14 | opb 35 Attack Heli Sqn; delivered 28may14 ?; f/n apr15; l/n may15; still on charge in 2024 |
| 368 558 071 | YI-356 | Mi-35M | Iraqi Army Avn | mfd | 29mar14 | opb 35 Attack Heli Sqn; delivered 28may14 ?; still on charge in 2024 |
| 368 558 072 | YI-357 | Mi-35M | Iraqi Army Avn | mfd | 24apr14 | opb 35 Attack Heli Sqn; delivered 28may14 ?; f/n may15; still on charge in 2024 |
| 368 558 073 | YI-358 | Mi-35M | Iraqi Army Avn | mfd | 2014 | opb 35 Attack Heli Sqn; delivered 28may14 ?; f/n may15; no longer on charge by 2024 |
| 368 558 074 | YI-359 | Mi-35M | Iraqi Army Avn | mfd | 16aug14 | delivered before 27sep14; opb 35 Attack Heli Sqn; in a camo c/s of two shades of olive drab; damaged 07apr15 on a mission against Islamic State insurgents when was hit by small-arms fire from the ground near Jabal Hamrin; l/n may15; still on charge in 2024 |
| 368 558 085 | YI-360 | Mi-35M | Iraqi Army Avn | mfd | 14sep14 | delivered before 27sep14; opb 35 Attack Heli Sqn; f/n may15; still on charge in 2024 |
| 368 558 086 | YI-361 | Mi-35M | Iraqi Army Avn | mfd | sep14 | delivered before 27sep14; opb 35 Attack Heli Sqn; operated from an improvised base near Samarra mar15; severely damaged 22aug15 when collided with a high-voltage power-line west of Samarra and crash-landed, the crew was injured; the hulk was evacuated on a flat-bed trailer and repaired by jan16 |
| 368 558 087 | YI-362 | Mi-35M | Iraqi Army Avn | mfd | 19sep14 | delivered before 27sep14; still on charge in 2024 |
| 368 558 0.. ? | YI-363 | Mi-35M | Iraqi Army Avn | mfd | 2014/15 | delivered 02jul15 ?; opb 35 Attack Heli Sqn; on a photo in 2015; no longer on charge by 2024 |
| 368 558 094 | YI-364 | Mi-35M | Iraqi Army Avn | mfd | 18may15 | delivered 02jul15 ?; opb 35 Attack Heli Sqn; on a photo oct15; still on charge in 2024 |
| 368 558 095 | YI-365 | Mi-35M | Iraqi Army Avn | mfd | 30may15 | delivered 02jul15 ?; still on charge in 2024 |
| 368 558 096 | YI-366 | Mi-35M | Iraqi Army Avn | mfd | 28may15 | delivered 02jul15 ?; opb 35 Attack Heli Sqn; on a photo dec15; took part in the liberation of Samarra Island mar16; still on charge in 2024 |
| 368 558 101 | "2302" yellow | Mi-35M | Vertolyoty Rossii | ZIA | 26aug15 | c/n as '368558101' on the plate on the cockpit door and as '340558101' on the plate on the cabin door; initially with short wings; initially in olive drab c/s with 'Vertolyoty Rossii'/'Russian Helicopters' and 'Rostvertol' titles; received the additional small code "341" white on the tailboom; f/n as such ZIA 15jul17; later equipped with VK-2500-02 engines and 9K121M "Vikhr-M" ATGMs and repainted in 'digital' olive drab/khaki/dark brown camo c/s with 'Vertolyoty Rossii'/'Russian Helicopters' and 'Rostvertol' titles; f/n as such in MVZ im. Milya 16aug18; received long wings; seen as such Kubinka 28jun19; received short wings again; f/n as such ZIA 25aug19; l/n ZIA 22jul21 |
| 368 558 107 | YI-367 | Mi-35M | Iraqi Army Avn | mfd | 28oct16 | still on charge in 2024 |
| 368 558 108 | YI-368 | Mi-35M | Iraqi Army Avn | mfd | 28oct16 | still on charge in 2024 |
| 368 558 109 | YI-369 | Mi-35M | Iraqi Army Avn | mfd | 27oct16 | still on charge in 2024 |
| 368 558 110 | YI-370 | Mi-35M | Iraqi Army Avn | mfd | 27oct16 | in sand/olive drab camo c/s; still on charge in 2024 |
| 368 558 11. ? | YI-371 | Mi-35M | Iraqi Army Avn | mfd | 2016 | no longer on charge by 2024 |
| 368 558 115 | YI-372 | Mi-35M | Iraqi Army Avn | mfd | 11nov16 | still on charge in 2024 |
| 368 558 116 | YI-373 | Mi-35M | Iraqi Army Avn | mfd | 11nov16 | still on charge in 2024 |
| 368 558 117 | YI-374 | Mi-35M | Iraqi Army Avn | mfd | 11nov16 | still on charge in 2024 |
| 368 558 125 | YI-378 | Mi-35M | Iraqi Army Avn | mfd | 25nov16 | still on charge in 2024 |
| 368 558 126 | YI-375 | Mi-35M | Iraqi Army Avn | mfd | 24nov16 | still on charge in 2024 |
| 368 558 127 | YI-376 | Mi-35M | Iraqi Army Avn | mfd | 24nov16 | still on charge in 2024 |
| 368 558 128 | YI-377 | Mi-35M | Iraqi Army Avn | mfd | 24nov16 | still on charge in 2024 |
| 398 558 136 | "10" red | Mi-35M | Kazakh Air Force | d/d | 23jun20 | opb 612 AvB at Aktau; in dark grey c/s with light blue belly and titles in Kazakh; f/n Khlebodarovka feb22; seen SCO 02may22; operated by military unit 54835 at Semei by 2024; l/n SCO 23nov24 |
| 112 758 313 | "20" white | Mi-35M | Belarus Air Force | h/o | 17aug23 | c/n painted on the tailboom; modified version with a big sensor fairing behind the cockpit; in olive drab/khaki camo c/s with light blue underside, with Red Stars plus a Belarus flag on the engine cowling; l/n 25jun24 |
| 112 758 314 | "21" white | Mi-35M | Belarus Air Force | h/o | 17aug23 | c/n painted on the tailboom; modified version with a big sensor fairing behind the cockpit; in olive drab/khaki camo c/s with light blue underside, with Red Stars plus a Belarus flag on the engine cowling; f/n Minsk-Machulishchi 27sep23; l/n Minsk-Machulishchi dec23 |
| 112 758 315 | "22" white | Mi-35M | Belarus Air Force | h/o | 17aug23 | c/n painted on the tailboom; modified version with a big sensor fairing behind the cockpit; in olive drab/khaki camo c/s with light blue underside, with Red Stars plus a Belarus flag on the engine cowling; l/n 25jun24 |
| 112 758 316 | "23" white | Mi-35M | Belarus Air Force | h/o | 17aug23 | c/n painted on the tailboom; modified version with a big sensor fairing behind the cockpit; in olive drab/khaki camo c/s with light blue underside, with Red Stars plus a Belarus flag on the engine cowling; f/n Minsk-Machulishchi 30jan24 |
| 112 758 325 | "24" white | Mi-35M | Belarus Air Force | h/o | 07apr24 | c/n painted on the tailboom; modified version with a big sensor fairing behind the cockpit; in olive drab/khaki camo c/s with light blue underside, with Red Stars plus a Belarus flag on the engine cowling; f/n Minsk-Lipki 09oct24 |

## ***Mi-24 with export numbers for which no line numbers are known***

| | | | | | | |
|---|---|---|---|---|---|---|
| 115 08 | not known | Mi-24A | Ethiopian AF | | photo | c/n difficult to read on photo; in faded camo c/s; used as a ground instructional airframe by the Ethiopian Air Force Technical School (at Debre Zeyit ?) |
| 730 604 | not known | Mi-24 | Russian Air Force | no | reports | probably a Mi-24D or DU; either not exported or returned to Russia; sold as scrap metal 29nov12 |
| 730 605 | not known | Mi-24 | Russian Air Force | no | reports | probably a Mi-24D or DU; either not exported or returned to Russia; sold as scrap metal 29nov12 |
| 981 110 | not known | Mi-35P | not known | | | line # not known |

## ***Mi-24 with unknown construction numbers***

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | not known | Mi-24LL | MAP MVZ im. Milya | | photo | Mi-24A equipped with a Fenestron; in Soviet Air Force c/s |

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | RF-13029 | Mi-35M | Russian Air Force | ph. | 08jun16 | also carried code "53" red; opb 55 ovp at Korenovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; deployed to Syria in spring 2016, based at Shayrat |
| --- | RF-13373 | Mi-35M | Russian Air Force | ph. | 16sep17 | initially also carried code "34" red; probably opb 549 AvB AA (redesignated 549 ovp AA 01dec16) at Pushkin; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; deployed to Syria in 2017; f/n Deir ez-Zor 16sep17; code changed to "50" red; f/n as such apr21 |
| --- | RF-13375 | Mi-35M | Russian Air Force | Kub | 02sep16 | also carried code "56" red; opb 549 AvB AA (redesignated 549 ovp AA 01dec16) at Pushkin; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n Kubinka 12apr18 |
| --- | RF-13384 | Mi-35M | Russian Air Force | Kub | 14apr17 | also carried code "54" red; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n 2018 |
| --- | RF-13831 | Mi-35M | Russian Air Force | Kub | 24aug18 | also carried code "83" yellow |
| --- | RF-18324 | Mi-35M | FSB | d/d | 2017 | certainly one of the 5 c/ns 17200, 17201, 17204, 17205 or 17206; opb agob 2 oao at Kochubeyevskoye; in olive drab/khaki camo c/s with light blue underside; f/n Kochubeyevskoye 08apr18 |
| --- | RF-29523 | Mi-24P | Russian Air Force | ph. | jun19 | also carried code "24" red (painted over an old code); in non-standard khaki/olive drab camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars, registration probably also painted over an old on |
| --- | RF-34200 | Mi-24VP | Russian Navy | ph. | 28apr21 | also carried code "39" red; opb 72 AvB at Chernyakhovsk; in olive drab/khaki camo c/s with light grey underside, with 'MA VMF Rossii' titles and Russian stars, no Russian Navy flag |
| --- | RF-34201 | Mi-24VP | Russian Navy | ph. | 16feb15 | opb 72 AvB at Chernyakhovsk; in olive drab/khaki camo c/s with light blue underside, with 'MA VMF Rossii' titles and Russian stars; initially also carried code "39" red; code changed to "36" red; f/n as such Khmelyovka 21may16; l/n 07jul22, active |
| --- | RF-34202 ? | Mi-24VP | Russian Air Force | ph. | 20sep19 | also carried code "60" yellow; in olive drab/khaki camo c/s with light grey underside, with 'V.S Rossii' titles and Russian stars; f/n Donguz 20sep19 |
| --- | RF-34205 | Mi-24VP | Russian Navy | ph. | 16jul16 | also carried code "31" red; opb 72 AvB at Chernyakhovsk; in olive drab/khaki camo c/s with light grey underside, with 'MA VMF Rossii' titles, Russian stars and a Russian Navy flag on the fin; f/n Chernyakhovsk 16jul16; l/n 25sep19; reported in 2022 |
| --- | RF-34206 | Mi-24VP | Russian Navy | ph. | jun17 | also carried code "33" red; opb 72 AvB at Chernyakhovsk; in grey c/s with 'VVS Rossii' (sic) titles and Russian stars; titles changed to 'VMF Rossii'; f/n as such 25sep19 |
| --- | RF-34207 | Mi-24VP | Russian Navy | ph. | 22aug15 | also carried code "34" red; opb 72 AvB at Chernyakhovsk; in grey c/s with 'MA VMF Rossii' titles and Russian stars, a Russian Navy flag on the fin and a 'Guards' badge behind the cockpit; titles changed to 'VMF Rossii'; f/n as such jun16; f/n without Russian Navy flag and Guards badge Chernyakhovsk28apr22 |
| --- | RF-34332 | Mi-24P | Russian Air Force | ph. | 23sep11 | at Astrakhan-Privolzhski; also carried code "12" red; in olive drab/grey camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| --- | RF-34333 | Mi-24P | Russian Air Force | AER | 25jan12 | also carried code "27" red; opb 393 AvB at Korenovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars, Russian flag on engine cowling |
| --- | RF-34355 | Mi-24V | Russian Air Force | Eng | aug19 | also carried code "47" yellow; in khaki/olive drab camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| --- | RF-90639 | Mi-24P | Russian Navy | ph. | oct19 | also carried code "26" red; opb 72 AvB at Chernyakhovsk; in olive drab/khaki camo c/s with light grey underside, with 'MA VMF Rossii' titles and Russian stars; l/n 23jun21 |
| --- | RF-90644 | Mi-24P | Russian Air Force | Kln | 04may22 | also carried code "05" red; in khaki/olive drab camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars; took part in the fly-past over Moscow 07may22 |
| --- | RF-90823 | Mi-24P | Russian Air Force | ph. | 11mar21 | also carried code "52" red; in olive drab/khaki camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars |
| --- | RF-91059 | Mi-24P | Russian Air Force | Kln | 18apr22 | also carried code "06" red; in olive drab/brown camo c/s with light blue underside |
| --- | RF-91078 | Mi-24P | Russian Air Force | Kub | 16apr18 | also carried code "06" red; in dark green/olive drab camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n Kubinka apr19; seen Ryazan-Dyagilevo mid 2020 now with 'VKS Rossii' titles |
| --- | RF-91079 | Mi-24P | Russian Air Force | ph. | 30nov22 | also carried code "01" red; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; preserved in front of korpus Ye (N55.756700 E37.7025171) of the Moscow Power Engineering Institute (NIU MEI), seen nov22 |
| --- | RF-91080 | Mi-24P | Russian Air Force | ph. | 24aug18 | also carried code "23" red; in olice drab/khaki camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars; f/n Stepnoye 24aug18; l/n OVB 18dec21 |
| --- | RF-91082 | Mi-24P | Russian Air Force | Kln | 04may22 | also carried code "07" red; in olice drab/khaki camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars |
| --- | RF-91083 | Mi-24P | Russian Air Force | Kln | 04may22 | also carried code "01" red; in olice drab/khaki camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars |
| --- | RF-91087 | Mi-24P | Russian Air Force | Tml | 08aug16 | also carried code "23" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n in MVZ im. Milya mar17 |
| --- | RF-91088 | Mi-24P | Russian Air Force | ph. | 10aug11 | in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; registration later used on a Mi-28N |
| --- | RF-91192 | Mi-35M | Russian Air Force | ph. | jan22 | also carried code "27" blue; in grey c/s with 'VVS Rossii' titles and Russian stars |
| --- | RF-91193 | Mi-35M | Russian Air Force | ph. | 10sep16 | also carried code "20" blue; in grey c/s with 'VVS Rossii' titles and Russian stars |
| --- | RF-91212 | Mi-24P | Russian Air Force | OVB | 26aug18 | initially also carried code "109" white; in non-standard camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n as such OVB 2019; code changed to "18" red and titles to 'VKS Rossii'; f/n as such OVB nov21 |
| --- | RF-91217 | Mi-24P | Russian Air Force | OVB | 16sep15 | also carried code "137" white; in dark green/olive drab camo c/s titles and Russian stars |
| --- | RF-91219 | Mi-24P | Russian Air Force | ph. | mar17 | also carried code "33" red; in olive drab/greenish grey camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; titles changed to 'VKS Rossii'; f/n as such OVB 06oct21 |
| --- | RF-91220 | Mi-24P | Russian Air Force | ph. | 07may22 | in flypast over Moscow; also carried code "04" red; in olive drab/khaki camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars |
| --- | RF-91222 | Mi-24P | Russian Air Force | ph. | 20sep19 | also carried code "58" yellow; opb 562 AvB AA at OVB; in a camo c/s of two shades of olive drab with light grey underside, with 'VKS Rossii' titles and Russian stars |
| --- | RF-91225 | Mi-24P | Russian Air Force | OVB | 15aug15 | also carried code "40" yellow; opb 562 AvB AA at OVB; in dark green/olive drab camo c/s with 'VVS Rossii' titles and Russian stars |
| | "40" yellow | Mi-24P | Russian Air Force | LTK | 06oct15 | deployed to Latakia-Hmeimim sep15/nov15; Russian stars, RF- registration and titles painted out |
| | 2862 | Mi-24P | Syrian Air Force | ph. | aug17 | still carried code "40" yellow; in faded olive drab/khaki camo c/s with light grey underside, Syrian roundels painted over the Russian stars; based at T4 (Tifor) in 2017, seen there aug17; seen Hama jan18; damaged 10feb20 on a flight in Idlib Governorate when the left pylon was hit by Turkish anti-aircraft artillery, but the crew managed to land safely |
| --- | RF-91229 | Mi-24P | Russian Air Force | Kln | 18apr22 | also carried code "03" red; in khaki/olive drab camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars |
| --- | RF-91230 | Mi-24P | Russian Air Force | Syt | 19jul13 | also carried code "213" yellow; opb SVVAUL at Syzran-Troyekurovka; in grey c/s with 'VVS Rossii' titles and Russian stars |
| --- | RF-91231 | Mi-24P | Russian Air Force | OVB | 18sep15 | also carried code "129" white; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars |
| --- | RF-91237 | Mi-24P | Russian Air Force | OVB | 22jan22 | also carried code "22" red; in a camo c/s of two shades of olive drab with light grey underside, with 'VKS Rossii' titles and Russian stars |
| --- | RF-91244 | Mi-24P | Russian Navy | ph. | 19jun20 | also carried code "29" red; opb 72 AvB at Chernyakhovsk; in a camo c/s of two shades of olive drab with light grey underside, no Navy flag |
| --- | RF-91245(2) | Mi-24P | Russian Air Force | | | see Mi-35M RF-91245(1) |
| | RF-91245(2) | Mi-24P | United Nations | ph. | sep16 | opb the Russian Air Force; in full all-white UN c/s, carried code 'UN 42'; l/n as such in Russia mar17 |
| --- | RF-91249 | Mi-24P | Russian Air Force | | | |
| | RF-91249 | Mi-24P | United Nations | Lev | 05aug16 | opb the Russian Air Force; in full all-white UN c/s, carried code 'UN 44'; l/n Pushkin 08jun17 |
| --- | RF-91250 | Mi-24P | Russian Navy | ph. | dec21 | also carried code "27" red; based at Donskoye; in olive drab/khaki camo c/s with light grey underside, with 'MA VMF Rossii' titles and Russian stars, no Navy flag |
| --- | RF-91251 | Mi-24P | Russian Air Force | ph. | 20sep20 | also carried code "17" yellow; opb Syzranski filial VUNTs VVS "VVA"; in a camo c/s of two shades of olive drab with light grey underside, with 'VKS Rossii' titles and Russian stars |
| --- | RF-91255 | Mi-24P | Russian Air Force | ph. | jun19 | also carried code "18" red; opb 440 ovp at Vyazma-Dvoyevka |
| --- | RF-91256 | Mi-24P | Russian Air Force | Mma | feb22 | also carried code "21" yellow; in a camo c/s of two shades of olive drab with light grey underside, with 'VKS Rossii' titles and Russian stars |
| --- | RF-91259 | Mi-24P | Russian Air Force | OVB | 27apr18 | also carried code "05" yellow; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n OVB 16sep19 |
| --- | RF-91273 | Mi-35M | Russian Air Force | Kub | 27apr14 | also carried code "57" yellow; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n ZIA 31aug15; registration also used on a Mi-8MTV-5-1 at the same time |
| --- | RF-91398 | Mi-24V | Russian Air Force | ph. | 25jan17 | in the Novgorod region; also carried code "06" red; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| --- | RF-91578 | Mi-24P | Russian Air Force | | | also carried code "08" red; based at Vyazma-Dvoyevka by dec21 |
| --- | RF-91824 | Mi-24P | Russian Air Force | ph. | 17aug16 | also carried code "01" red; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; f/n Chita-Cheryomushki 17aug16 |
| --- | RF-91826 | Mi-24P | Russian Air Force | ph. | 08oct14 | also carried code "07" red; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; f/n Chita-Cheryomushki 08oct14; seen OVB 06oct21 now with 'VKS Rossii' titles |
| --- | RF-91827 | Mi-24P | Russian Air Force | ph. | 17aug16 | also carried code "06" red; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; f/n Chita-Cheryomushki 17aug16; titles changed to 'VKS Rossii'; f/n as such Chita-Kashtak jun19 |
| --- | RF-91832 | Mi-24P | Russian Air Force | ph. | oct14 | also carried code "34" yellow; opb 562 AvB AA at OVB; in camo c/s with light blue underside |
| | "34" yellow | Mi-24P | Russian Air Force | LTK | 25oct15 | deployed to Latakia-Hmeimim sep15/nov15; RF- registration painted out, but still with 'VVS Rossii' titles and Russian stars |
| --- | RF-91839 | Mi-24P | Russian Air Force | Syt | 23may15 | also carried code "233" white; opb SVVAUL at Syzran-Troyekurovka; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars |
| --- | RF-91859 | Mi-24P | Russian Air Force | SVX | 30may13 | also carried code "21" yellow; opb 562 AvB AA at OVB; in a camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n as such Novosibirsk-Mochishche 26jul15; titles changed to 'VKS Rossii'; f/n as such 17mar23 |
| | "21" yellow | Mi-24P | Russian Air Force | no | reports | deployed to Latakia-Hmeimim sep15 |
| | "1" yellow | Mi-24P | Russian Air Force | LTK | feb16 | deployed to Latakia-Hmeimim in early 2016; in camo c/s of two shades of olive drab with light grey underside, first digit of the code, Russian stars, RF- registration and titles painted out |

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| --- | RF-91860 | Mi-24P | Russian Air Force | SVX | 30may13 | also carried code "22" yellow; opb 562 AvB AA at OVB; in camo c/s of two shades of olive drab with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n Mochishche 26jul15 |
| | "22" yellow | Mi-24P | Russian Air Force | LTK | 29sep15 | deployed to Latakia-Hmeimim sep15/2016; Russian stars, RF- registration and titles painted out; seen LTK 06oct15; l/n in Syria 07apr16; f/n at OVB again jun17 |
| | RF-91860 | Mi-24P | Russian Air Force | OVB | 18aug18 | also carried code "22" yellow; in a camo c/s of two shades of olive drab with light blue underside, with 'VKS Rossii' titles and Russian stars |
| --- | RF-91887 | Mi-24 | Russian Air Force | OVB | jul11 | also carried code "39" yellow; based at OVB |
| --- | RF-92084 | Mi-24P | Russian Air Force | NAL | aug15 | also carried code "07" red; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n may17 |
| --- | RF-92500 | Mi-24P | Russian Air Force | ph. | 22sep11 | at Astrakhan-Privolzhski; also carried code "07" red; opb 6996 AvB at Vyazma-Dvoyevka; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n Ryazan aug12 |
| --- | RF-92502 | Mi-24P | Russian Air Force | EGO | 19apr14 | in grey c/s with 'VVS Rossii' titles and Russian stars; initially also carried code "02" yellow; code changed to "17" red; f/n as such Kubinka apr19 |
| --- | RF-92503 | Mi-24P | Russian Air Force | ph. | may15 | also carried code "26" red; in grey camo c/s with 'VVS Rossii' titles and Russian stars; l/n as such 05aug15; repainted in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; f/n as such Pushkin 09may17 |
| --- | RF-92506 | Mi-24P | Russian Air Force | ph. | 24apr15 | also carried code "47" red; opb 549 AvB AA (redesignated 549 ovp AA 01dec16) at Pushkin; in grey c/s with 'VVS Rossii' titles and Russian stars; f/n over St. Petersburg 24apr15; l/n Pushkin 02mar17 |
| --- | RF-92511 | Mi-24P | Russian Air Force | ph. | 2012 | in khaki/olive drab camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "12" red; l/n as such jul15; code changed to "11" yellow; f/n as such OVB aug18; l/n OMS 2020 |
| --- | RF-92514 | Mi-24P | Russian Air Force | ph. | 22sep11 | opb 6996 AvB at Vyazma-Dvoyevka; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "21" red; l/n as such Astrakhan-Privolzhski 22sep11; code changed to "16" red; f/n as such Kursk-Vostochny aug20 |
| --- | RF-92515 | Mi-24P | Russian Air Force | Azp | 22sep11 | also carried code "09" red; opb 6996 AvB at Vyazma-Dvoyevka; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n 13jul12, active |
| --- | RF-92516 | Mi-24P | Russian Air Force | Kam | 03feb21 | also carried code "14" red; opb 17 brigada AA at Kamensk-Uralski; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| --- | RF-92517 | Mi-24P | Russian Air Force | Azp | 16sep11 | also carried code "23" blue; in a camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars |
| --- | RF-92518(2) | Mi-24PN | Russian Air Force | LED | 22aug14 | also carried code "31" red; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles but still will Red stars; see c/n 3532433420435 |
| --- | RF-92519 | Mi-24P | Russian Air Force | Kub | 12apr19 | also carried code "07" red (painted over an old code); in olive drab/khaki camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars; l/n 2021 location unkown |
| --- | RF-92522 | Mi-24P | Russian Air Force | Kam | 03feb21 | also carried code "11" yellow; opb 17 brigada AA at Kamensk-Uralski; in khaki/olive drab camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars |
| --- | RF-92529 | Mi-24K ? | Russian Air Force | Akc | 26sep15 | carried also code "23" yellow; in grey c/s with 'VVS Rossii' titles and Russian stars |
| --- | RF-92559 | Mi-24P | Russian Air Force | Tzk | 14apr12 | in grey c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; seen Torzhok 09apr13 with code "20" red the on right side and code "32" yellow on the left side; seen Torzhok sep13 with code "32" yellow on both sides; l/n as such Torzhok 28jun14 |
| | RF-92559 | Mi-24P | Russian Navy | ph. | 28apr22 | also carried code "25" red; opb 72 AvB at Chernyakhovsk; in olive drab/khaki camo c/s with light grey underside, with 'MA VMF Rossii' titles and Russian stars but no Russian Navy flag |
| --- | RF-92572 | Mi-24P | Russian Air Force | Tzk | 28jun12 | initially also carried code "20" red; opb filial 4 TsBP i PLS at Torzhok; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; code changed to "10" yellow; f/n as such OVB 11aug18; l/n as such OVB 27aug19; code changed to "12" red; f/n as such oct20 |
| --- | RF-92578 | Mi-24V | Russian Air Force | ph. | 02aug14 | based at Vyazma-Dvoyevka; in a camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "27" red; l/n as such near Murom 24may15; code changed to "38" yellow; f/n as such Engels aug19 |
| --- | RF-93061 | Mi-24P | Russian Air Force | OVB | 22apr16 | also carried code "33" yellow; opb 562 AvB AA at OVB; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n 12may17 |
| --- | RF-93062 | Mi-24P | Russian Air Force | OVB | 10may15 | also carried code "37" yellow; opb 562 AvB AA at OVB; with 'VVS Rossii' titles and Russian stars |
| | "37" yellow | Mi-24P | Russian Air Force | LTK | 06oct15 | deployed to Latakia-Hmeimim sep15/oct15; Russian stars, RF- registration and titles painted out |
| | "7" yellow | Mi-24P | Russian Air Force | LTK | 27oct15 | deployed to Latakia-Hmeimim oct15/nov15; first digit of the code painted out, otherwise as above; l/n in Syria jul16 |
| --- | RF-93073 | Mi-24P ? | Russian Air Force | Syt | 23may15 | carried also code "136" white; in olive drab/khaki camo c/s with light blue underside, with Russian stars and 'VVS Rossii' titles |
| --- | RF-93076 | Mi-24P | Russian Air Force | AER | 14jul11 | also carried code "01" red; in olive drab/khaki camo c/s with light grey underside, with Russian stars and 'VVS Rossii' titles; l/n Astrakhan-Privolzhski 24sep11 |
| --- | RF-93077 | Mi-24P | Russian Air Force | OVB | 06feb18 | in a camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "41" red; l/n as such OVB 06feb18; code changed to "07" yellow; f/n as such OVB 07aug18; l/n in early 2021; there is also a photo in khaki (almost light grey)/olive drab camo c/s with light grey underside, with the same markings |
| --- | RF-93079 | Mi-24P | Russian Air Force | OVB | 09aug18 | also carried code "09" yellow; in khaki/olive drab camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n OVB 18aug18 |
| --- | RF-93083 | Mi-24P | Russian Air Force | ph. | may14 | also carried code "51" red; opb 549 AvB AA (redesignated 549 ovp AA 01dec16) at Pushkin; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Pushkin 18apr18; titles changed to 'VKS Rossii'; f/n as such Pushkin feb21 |
| --- | RF-93086 | Mi-24P | Russian Air Force | ph. | 24sep11 | at Astrakhan-Privolzhski; also carried code "01" blue; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n Rostov-na-Donu-Tsentralny 09jul12 |
| --- | RF-93087 | Mi-24P | Russian Navy | ph. | jun20 | also carried code "24" red; opb 72 AvB at Chernyakhovsk; in olive drab/khaki camo c/s with light grey underside, with 'MA VMF Rossii' titles and Russian stars but no Russian Navy flag; l/n over Baltisk 25jul22 |
| --- | RF-93088 | Mi-24P | Russian Air Force | AER | 05jun14 | also carried code "06" blue; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Rostov-na-Donu-Tsentralny 05may18 |
| --- | RF-93089 | Mi-24P | Russian Air Force | Roc | 21mar15 | also carried code "11" blue; green/brown camo with 'VVS Rossii' titles and Russian stars; l/n Rostov-na-Donu-Tsentralny 21mar15 |
| --- | RF-93093 | Mi-24P | Russian Air Force | Vob | 27jun13 | also carried code "24" yellow; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n EGO 19apr14 |
| --- | RF-93135 | Mi-24P | Russian Air Force | ph. | 22sep11 | at Astrakhan-Privolzhski; also carried code "05" red; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n KRR 10oct11 |
| --- | RF-93136 | Mi-24P | Russian Air Force | Roc | 16apr13 | in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "106" red; l/n as such Rostov-Tsentralny 16apr13; code changed to "25" blue and titles to 'VKS Rossii'; f/n as such over the Caspian Sea 20sep19 |
| --- | RF-93138 | Mi-24P | Russian Air Force | ph. | may14 | also carried code "41" yellow; will probably be based at Erebuni (Armenia); in grey c/s with 'VVS Rossii' titles and Russian stars |
| --- | RF-93141 | Mi-24P | Russian Air Force | ph. | 14jun12 | also carried code "20" red; opb 393 AvB at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars; f/n Korenovsk 14jun12 |
| --- | RF-93142 | Mi-24V | Russian Air Force | ph. | 2013 | also carried code "02" red; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Korenovsk jan14 |
| --- | RF-93143 | Mi-24V | Russian Air Force | OVB | 06oct21 | also carried code "24" red; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars |
| --- | RF-93158 | Mi-24P | Russian Air Force | Roc | 04mar16 | in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars but without code; trf to 2 ae at Yerevan-Erebuni and received code "43" red and a bee holding a cannon on the nose; f/n as such Yerevan-Erebuni sep16 |
| --- | RF-93160 | Mi-24PN | Russian Air Force | Kub | 04aug14 | also carried code "38" red; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| --- | RF-93163(2) | Mi-35M | Russian Air Force | h/o | dec14 | also carried code "56" red; opb 549 AvB AA at Pushkin; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; f/n sep15; see Mi-24PN c/n 34012403012, the registration was also used on a Mi-8SMV before |
| --- | RF-93164 | Mi-24P | Russian Air Force | ph. | 24sep11 | at Astrakhan-Privolzhski; in grey c/s with 'VVS Rossii' titles and Russian stars; initially also carried code "08" blue; code changed to "08" yellow; f/n as such LED 09jul13; l/n as such near Astrakhan 08aug15; code changed to "08" red; f/n as such in 2018 |
| --- | RF-93540 | Mi-24P | Russian Air Force | Kin | 02apr21 | also carried code "05" red; in khaki/olive drab camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| --- | RF-93543 | Mi-24P | Russian Air Force | ph. | may17 | also carried code "25" red |
| --- | RF-93550 | Mi-24V | Russian Air Force | ph. | 02feb17 | in the Novgorod region; also carried code "07" red; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n Pushkin 18aug17 |
| --- | RF-93553 | Mi-24P | Russian Air Force | ph. | 11mar15 | also carried code "24" yellow; in camo c/s of two shades of olive drab with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n in MVZ im. Milya 20may19 |
| --- | RF-93563 | Mi-24P | Russian Air Force | | | |
| | RF-93563 | Mi-24P | United Nations | ph. | jul16 | opb the Russian Air Force; in full all-white UN c/s, carried code 'UN 49'; f/n in Russia jul16 |
| --- | RF-93568 | Mi-24P | Russian Air Force | OVB | jul11 | also carried code "25" yellow; based at OVB; in olive drab/dark green camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n OVB 05may16 |
| --- | RF-93571 | Mi-24P | Russian Air Force | OVB | oct14 | also carried code "30" yellow; opb 562 AvB AA at OVB; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n OVB 06may15 |
| | "30" yellow | Mi-24P | Russian Air Force | LTK | 06oct15 | deployed to Latakia-Hmeimim sep15/nov15; Russian stars, RF- registration and titles painted out |
| | 2861 | Mi-24P | Syrian Air Force | ph. | nov16 | still carried code "30" yellow; in faded olive drab/khaki camo c/s with light grey underside, Syrian roundels painted over the Russian stars; based at T4 (Tifor) and seen there nov16 |
| --- | RF-93572 | Mi-24P | Russian Air Force | Kck | jun17 | also carried code "23" yellow; in grey c/s with 'VVS Rossii' titles, stars on the fuselage sides (but not on the belly) and an former code behind the cockpit painted out |
| --- | RF-93573 | Mi-24P | Russian Air Force | ABA | jun15 | also carried code "36" yellow; opb 562 AvB AA at OVB; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n OVB 28jul15 |
| | "36" yellow | Mi-24P | Russian Air Force | LTK | 06oct15 | deployed to Latakia-Hmeimim sep15/nov15; Russian stars, RF- registration and titles painted out |
| | RF-93573 | Mi-24P | Russian Air Force | OVB | 16sep19 | also carried code "36" yellow |
| --- | RF-93583 | Mi-24P | Russian Air Force | OVB | 10may15 | also carried code "53" yellow; 'VVS Rossii' titles and Russian stars |
| --- | RF-93575(1) | Mi-24P | Russian Air Force | ph. | apr12 | in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; carried initially also code "40" yellow; l/n as such jun12; code changed to "31" yellow; f/n as such Byelaya sep13; l/n ABA aug14 |

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| | "31" yellow | Mi-24P | Russian Air Force | OVB | 03mar17 | was probably deployed to Syria; in faded in olive drab/khaki camo c/s with light grey underside, Russian stars, RF- registration and titles painted out |
| | RF-93575(1) | Mi-24P | Russian Air Force | OVB | 16sep19 | also carried code "31" yellow; l/n OVB 14mar20 |
| --- | RF-93575(2) | Mi-24P | Russian Air Force | OVB | dec13 | also carried code "25" yellow; opb 562 AvB AA at OVB; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n Vyatskiye Polyany 25aug15 |
| | "25" yellow | Mi-24P | Russian Air Force | LTK | 06oct15 | deployed to Latakia-Hmeimim sep15/oct15; Russian stars, RF- registration and titles painted out |
| | "2" yellow | Mi-24P | Russian Air Force | LTK | 27oct15 | second digit of the code, Russian stars, RF- registration and titles painted out |
| | "25" yellow | Mi-24P | Russian Air Force | OVB | 06may16 | second digit of the code restored (on a patch of green colour), but Russian stars, RF- registration and titles still painted out |
| --- | RF-93636 | Mi-24P | Russian Air Force | Che | jun17 | also carried code "04" red; in khaki/olive drab camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| --- | RF-94769 | Mi-24P | Russian Air Force | OVB | 19jun14 | also carried code "26" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| --- | RF-94978 | Mi-24P | Russian Air Force | ph. | sep21 ? | also carried code "28" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles, Russian stars and a light blue circle with the yellow letters 'MS' (standing for peace-keeping forces) |
| --- | RF-94979 | Mi-24P | Russian Air Force | OVB | 04jun14 | also carried code "29" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles, Russian stars and a light blue circle with the yellow letters 'MS' (standing for peace-keeping forces); f/n without the 'MS' OVB 20jun20 |
| --- | RF-94997 | Mi-24P | Russian Air Force | | | also carried code "27" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| --- | RF-95281 | Mi-24P | Russian Air Force | OVB | 06oct21 | also carried code "31" red; in olive drab/greenish grey camo c/s with light blue underside, with 'VKS Rossii' (changed from 'VVS') titles and Russian stars |
| --- | RF-95283 | Mi-24P | Russian Air Force | OVB | oct18 | also carried code "17" red; l/n in 2021 |
| --- | RF-95288 | Mi-24P | Russian Air Force | | photo | also carried code "15" red; in olive drab/khaki camo c/s wih light grey underside, with 'VKS Rossii' (changed from 'VVS') titles and Russian stars |
| --- | RF-95291 | Mi-24P | Russian Air Force | Khb | 13jun15 | also carried code "03" yellow; probably opb AvGr 6983 AvB at Khabarovsk-Tsentralny; in olive drab/dark green camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| --- | RF-95297 | Mi-24P | Russian Air Force | no | reports | also carried code "37" red |
| --- | RF-95299 | Mi-24P | Russian Air Force | Kam | 03feb21 | also carried code "38" yellow; opb 17 brigada AA at Kamensk-Uralski; in olive drab/khaki camo c/s with light grey underside, with 'VKS Rossii' (with the K painted over a V) titles and Russian stars |
| --- | RF-95308 | Mi-24P | Russian Air Force | ph. | 08oct14 | also carried code "12" red; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian Stars; f/n Chita-Cheryomushki 08oct14 |
| --- | RF-95315 | Mi-24P | Russian Air Force | ph. | 24aug18 | also carried code "21" red; in a camo c/s of two shades of olive drab with light grey underside, with 'VKS Rossii' titles and Russian stars; f/n Stepnoye 24aug18; l/n Kubinka may20; registration used on a Mi-28N and a Mi-35M at the same time |
| --- | "32" blue | Mi-35M | Russian Air Force | h/o | 29dec11 | opb 387 AvB at Budyonnovsk; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Budyonnovsk 31mar12 |
| | RF-95316 | Mi-35M | Russian Air Force | ph. | 2015 | also carried code "32" blue; opb 387 AvB at Budyonnovsk; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n active jun17; registration used on a Ka-52 and a Mi-28N at the same time |
| --- | RF-95320 | Mi-24P | Russian Air Force | Kub | 19aug23 | also carried code "10" red; in non-standard khaki/olive drab camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars |
| --- | RF-95323 | Mi-24P | Russian Air Force | Kub | apr18 | also carried code "05" red; in olive drab/dark brown/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n Kubinka 04may18; registration was used on a Mi-28N and a Ka-52 as well |
| --- | RF-95692 | Mi-24R | Russian Air Force | Akc | 26sep15 | also carried code "25" yellow; in grey c/s with 'VVS Rossii' titles and Russian stars |
| --- | RF-9...2 | Mi-24V | Russian Air Force | Syt | 23may15 | carried also code "109" white; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| --- | RF-..... | Mi-24VP | Russian Navy | | | also carried code "30" red; opb 72 AvB at Chernyakhovsk; in camo c/s; on charge by apr17 |
| --- | "01" yellow | Mi-24 | Russian Air Force | Cgv | 15aug15 | in olive drab/khaki camo c/s with light grey underside; preserved at Chernigovka, seen aug15 |
| --- | "02" red | Mi-24V | Russian Air Force | ph. | 04aug12 | at Korenovsk; opb 393 AvB at Korenovsk; in grey c/s |
| --- | "03" red | Mi-24 | Soviet Army Avn | UND | jan06 | in olive drab/ochre camo c/s with light grey underside; was preserved on a pole at Kunduz, cannibalised and tailboom cut off by jan06 |
| --- | "3" yellow | Mi-24P | Russian Air Force | ph. | 07apr16 | deployed to Latakia-Hmeimim apr16; Russian stars, RF- registration and titles painted out |
| --- | "05" yellow | Mi-24A | Soviet Army Avn | Tzk | 10jun17 | in ochre/khaki camo c/s with light blue underside; preserved in the base museum at Torzhok, seen jun17 |
| --- | "05" yellow | Mi-24V | FSB | ph. | 01may11 | in olive drab/khaki camo c/s with light blue underside, white stripe on rear fuselage; preserved at Yalchiki (Chuvashiya) from 01may11 |
| --- | "06" yellow | Mi-24D | Soviet Army Avn | Tzk | 10jun17 | in olive drab/khaki camo c/s with light blue underside; preserved in the base museum at Torzhok, seen jun17 |
| --- | "06" yellow | Mi-24P | MVD/VV | ph. | 2011 | in camo c/s of two shades of olive drab with light grey underside, white ring around tailboom |
| --- | "07" yellow | Mi-24P | Russian Air Force | Cgv | 20apr12 | at Chernigovka; opb 575 AvB at Chernigovka; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| --- | "08" blue | Mi-24P | Russian Air Force | ph. | jul17 | in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| --- | "08" white | Mi-24 | Russian Air Force | | | sat wfu at Georgiyevka, seen 26aug03 |
| --- | "08" white | Mi-24DU | Russian Air Force | ph. | 19sep15 | in faded olive drab/khaki camo c/s with light grey underside and Russian flag on fin; preserved at Preobrazhenka, seen sep15 |
| | no code | Mi-24DU | Russian Air Force | ph. | 08may17 | repainted in fake light grey/dark olive drab camo c/s with Russian flag on fin, no other markings; preserved at Preobrazhenka, seen may17 |
| --- | "08" yellow | Mi-24V | Russian Air Force | Yod | 24apr15 | in camo c/s of two shades of olive drab with light blue underside; preserved at Yoshkar-Ola-Danilovo (N56.662061 E48.004141), seen apr15 |
| --- | "09" yellow | Mi-24V | FSB | Roc | 23jan12 | in olive drab/khaki camo c/s with light grey underside, white ring around tailboom (but is FSB, not MVD) |
| --- | "09" yellow | Mi-24 | Russian Air Force | | | preserved in a yard at Krasnoznamyonny pereulok at Ulyanovsk (N54.313689 E48.399016), reported nov23 |
| --- | "09" yellow | Mi-24P | Russian Air Force | ULY | 11nov20 | in olive drab/khaki camo c/s with light blue underside and Russian stars, with a blue stripe (covering registration and titles) on the tailboom and the yellow letters 'MS' (standing for peace-keeping forces) on it; loaded into an An-124-100 at ULY 11nov20 and flown to Yerevan-Erebuni; opb AvG ovp at Yerevan-Erebuni from 12nov20 |
| --- | "10" yellow | Mi-24P | Russian Air Force | Cgv | 20apr12 | at Chernigovka; opb 575 AvB at Chernigovka; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n Chernigovka 12aug13 |
| --- | "10" yellow | Mi-24P | Russian Air Force | ph. | 17jun16 | in Syria; in grey c/s |
| --- | "11" red | Mi-24P | Soviet Army Avn | ph. | 22sep89 | in olive drab/khaki camo c/s with light grey underside; seen with exhibition number 'H-370' Redhill 22sep89 |
| --- | "11" white | Mi-24PN | Rostvertol | ZIA | aug01 | built before 1984; in very dark olive drab c/s with white trim |
| --- | "11" yellow | Mi-24P | Russian Air Force | Mon | aug07 | opb the "Berkuty" aerobatics team; in olive drab/khaki camo c/s with light blue underside, with 'Russian flag' trim and 'Berkuty' titles |
| --- | "11" yellow | Mi-24 | Russian Air Force | Tml | 31jul10 | probably a Mi-24K or Mi-24R; in sand/olive drab camo c/s with light blue underside; preserved in the Mil Helicopter Plant (MVZ im. Milya) at Tomilino, seen jul10/may12 |
| --- | "13" yellow | Mi-24P | Russian Air Force | no | reports | opb 562 AvB AA at OVB; deployed to Latakia-Hmeimim sep15/nov15 |
| --- | "15" yellow | Mi-24P | Russian Air Force | Tml | 31jul10 | in olive drab/sand camo c/s with light blue underside; preserved in the Mil Helicopter Plant (MVZ im. Milya) at Tomilino, seen jul10/jun18 |
| --- | "15" yellow | Mi-24P | Russian Air Force | Cgv | 20apr12 | at Chernigovka; opb 575 AvB at Chernigovka; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n Chernigovka 12aug13 |
| --- | "16" red | Mi-24V | Russian Air Force | ZIA | aug99 | in 'trefoil' khaki/olive drab camo c/s with light grey underside, code on a dark green patch (painted over an old code) |
| --- | "17" red | Mi-24A | Soviet Air Force | ph. | 30mar12 | in non-standard camo c/s in 4 shades of grey; preserved near a police station and memorial square at Terenga (N53.715411 E48.368111) from nov11, l/n mar12 |
| --- | "19" yellow | Mi-24P | Russian Air Force | ph. | 20apr12 | at Chernigovka; opb 575 AvB at Chernigovka; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| --- | "21" red | Mi-24V | Soviet Army Avn | ph. | sep86 | opb 331 ovp at Obor; in 'trefoil' olive drab/khaki camo c/s with light grey underside |
| --- | "21" white | Mi-24V | Soviet Army Avn | ph. | 11jan08 | in olive drab/khaki camo c/s with light blue underside; preserved on a pole at ul. Voinov-Internatsionalistov at Luybertsy (N55.695153 E37.901538) from 11jan08 (official opening 09feb08), l/n dec11 |
| --- | "22" yellow | Mi-24P | Russian Air Force | ph. | 24aug07 | opb 394 ovp BU at Sredne-Byelaya; in olive drab/khaki camo c/s with light blue underside; dbr 24aug07 (or perhaps a day earlier) on landing on a meadow in the Far East when crashed from a height of some 10 metres due to pilot error and rolled over onto its right side, no casualties |
| --- | "23" white | Mi-24V | Russian Air Force | Roc | mar14 | opb 55 ovp at Korenovsk; in olive drab/khaki camo c/s with light grey underside, with a blue stripe on the rear fuselage and 'MS' titles (standing for peace-keeping forces) on it; was stored at Rostov-Tsentralny and airlifted out by a Mi-26 for overhaul mar14 |
| --- | "23" yellow | Mi-24 | Russian Air Force | Cgv | 12aug13 | opb 575 AvB at Chernigovka; stored at Chernigovka, l/n aug13 |
| --- | "24" blue | Mi-24V | Russian Air Force | ph. | 27oct10 | preserved on a pole at Budyonnovsk (N44.797711 E44.161451); initially in medium green/greyish green camo c/s with light blue underside; l/n as such 27oct10; repainted in olive drab/dark green camo c/s with light blue underside in summer 2012, l/n may15 |
| --- | "25" red | Mi-24P | Russian Air Force | | | opb AvGr 412 AvB AA at Chita-Cheryomushki |
| --- | "25" yellow | Mi-24P | Russian Air Force | ULY | 11nov20 | possibly ex RF-93575; in olive drab/khaki camo c/s with light blue underside and Russian stars, with a blue stripe (covering registration and titles) on the tailboom and the yellow letters 'MS' (standing for peace-keeping forces) on it; loaded into an An-124-100 at ULY 11nov20 and flown to Yerevan-Erebuni; opb AvG ovp at Yerevan-Erebuni from 12nov20 |
| --- | "26" red | Mi-24V | Soviet Army Avn | ph. | sep86 | opb 331 ovp at Obor; in 'trefoil' olive drab/khaki camo c/s with light grey underside |
| --- | "26" red | Mi-24P | Russian Air Force | Htc | 06nov15 | opb AvGr 412 AvB AA at Chita-Cheryomushki; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars |
| --- | "27" yellow | Mi-24P | Russian Air Force | Kub | 03sep24 | in non-standard olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; preserved in the Park "Patriot" at Kubinka (N55.564092 E36.817478) |
| --- | "28" red | Mi-24P | Russian Air Force | Htc | 06nov15 | opb AvGr 412 AvB AA at Chita-Cheryomushki; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars |
| --- | "28" yellow | Mi-24PN | Russian Air Force | ZIA | 24aug03 | in olive drab/khaki camo c/s with light blue underside |
| --- | "30" yellow | Mi-24P | Russian Air Force | OVB | 09may17 | not ex RF-93571 as that one became '2861' of the Syrian Air Force; opb 562 AvB AA at OVB; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars |

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| --- | "32" white | Mi-24VP | Russian Air Force | | photo | in khaki/olive drab camo c/s with light grey underside, with a blue stripe on the rear fuselage and 'MS' titles (standing for peace-keeping forces) on it |
| --- | "32" yellow | Mi-24V | Soviet Army Avn | ph. | 07sep13 | was reportedly based at Dessau; in olive drab/khaki camo c/s with light blue underside; preserved in Grenzmuseum "Schifflersgrund" between Bad Sooden-Allendorf and Asbach-Sickenberg (Thuringia) from 1993, l/n sep13; reported as '3532422810' nov22 |
| --- | "32" yellow | Mi-24P | Russian Air Force | ph. | 2014 | in the Krasnoyarsk region; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| --- | "33" blue | Mi-35M | Russian Air Force | ph. | 15sep17 | code and possible registration not visible on photo; in olive drab/khaki camo c/s with light blue underside and 'eyes' on the air filters; deployed to Syria in 2017; f/n Tifor 15sep17 |
| --- | "34" red | Mi-35M | Russian Air Force | | | was thought to be 34075817112, but see there; in olive drab/khaki camo c/s with light blue underside; deployed to Syria in spring 2016; w/o 08jul16 on a mission against Islamic State insurgents east of the Palmyra silos when the tail rotor was hit by a heavy machine-gun and came off so that the helicopter went out of control and crashed (around N34°36' E38°24'), both crew (Colonel Ryafagat' Khabibullin from 55 ovp AA and Lieutenant Yevgeni Dolgin) killed |
| --- | "37" red | Mi-24VP | Russian Navy | ph. | 2013 | opb 72 AvB at Chernyakhovsk; in olive drab/khaki camo c/s with light grey underside, with Russian stars and Russian Navy flag, no titles |
| --- | "39" blue | Mi-35M | Russian Air Force | NAL | 10sep13 | in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom |
| --- | "40" red | Mi-24VP | Russian Navy | | photo | opb 72 AvB at Chernyakhovsk; in 'trefoil' olive drab/khaki camo c/s with light grey underside |
| --- | "40" white | Mi-24P | Russian Air Force | SUI | 19oct06 | opb 55 ovp at Korenovsk; carried the code "240" on a sheet of paper in a cabin window; in olive drab/khaki camo c/s with light grey underside, with a Russian flag on the engine nacelle and a blue stripe on the upper fuselage with the yellow letters 'MS' (standing for peace-keeping forces) on it |
| --- | "40" yellow | Mi-24P | Russian Air Force | OVB | 09may17 | not ex RF-91225 as that one became '2862' of the Syrian Air Force; opb 562 AvB AA at OVB; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n OVB 28jul17 (and reported SVX 20may18) |
| --- | "41" blue | Mi-35M | Russian Air Force | Ror | 23jan19 | equipped with a "Vitebsk" defence suite; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; h/o in late jan19; probably opb 487 ovp at Budyonnovsk |
| --- | "41" yellow | Mi-24A | Soviet Air Force | ph. | 2012 | in fake olive drab/light grey camo c/s with light grey underside; was preserved on the territory of the regional military assembly point at Perm; moved to the private museum of Mikhail Pavlov at V. Muly near Perm (N57.957278 E56.125258), seen jul19 |
| --- | "41" yellow | Mi-24P | Russian Air Force | ph. | aug16 | in camo c/s of two shades of olive drab with very light blue underside, with 'VVS Rossii' titles and Russian stars |
| --- | "42" blue | Mi-35M | Russian Air Force | ph. | 13nov19 | probably carried an RF- registration as well; in olive drab/khaki camo c/s with light blue underside; seen al-Hasakah (Syria) 13nov19 |
| --- | "41" yellow | Mi-24P | Russian Air Force | ULY | 11nov20 | in olive drab/khaki camo c/s with light blue underside and Russian stars, with a blue stripe (covering registration and titles) on the tailboom and the yellow letters 'MS' (standing for peace-keeping forces) on it; loaded into an An-124-100 at ULY 11nov20 and flown to Yerevan-Erebuni; opb AvG ovp at Yerevan-Erebuni from 12nov20 |
| --- | "43" red | Mi-24P | Russian Air Force | NNM | jan14 | in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| --- | "43" red | Mi-24K | Russian Air Force | ph. | 05jun16 | in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Red Stars; sat wfu at an unknown airfield in the Altai region |
| --- | "44" blue | Mi-35M | Russian Air Force | ph. | 13nov19 | probably carried an RF- registration as well; in olive drab/khaki camo c/s with light blue underside; seen al-Hasakah (Syria) 13nov19 |
| --- | "46" red | Mi-24A | Soviet Air Force | IKT | 1988 | in olive drab/khaki camo c/s with light grey underside; used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield, seen 1988 |
| --- | "46" yellow | Mi-24V | Russian Air Force | ph. | jul05 | in olive drab/khaki camo c/s with light grey underside; used as a ground instructional airframe by the "Gagarin" Air Force Academy (next to the Monino museum, N55.838256 E38.182541), seen jul05/aug15 |
| --- | "46" white | Mi-24V | Russian Air Force | Mon | 12aug12 | in olive drab/beige camo c/s with light blue underside; preserved in the Russian Air Force museum at Monino (N55.8332 E38.1855), seen aug12/apr14 |
| --- | "46" yellow | Mi-24V | Russian Air Force | Vob | 17jul12 | opb VAIU at Voronezh-Baltimor; in green/brown camo c/s with light blue underside and VAIU badge below the cockpit |
| --- | "46" yellow | Mi-24V | Russian Air Force | Vob | 14aug11 | in dark green/brown camo c/s with light blue underside, with 'VVS Rossii' titles but without stars |
| --- | "48" red | Mi-24A | Soviet Navy | ph. | sep03 | in olive drab/khaki camo c/s with light grey underside; preserved on the territory of the "Krasny Oktyabr" factory near Ploshchad' Muzhestva metro station at St. Petersburg (N59.99698 E30.36625), seen sep03/jan14 |
| --- | "48" yellow | Mi-24PK-2 | Russian Air Force | ZIA | aug01 | in greyish green c/s with Red Stars |
| --- | "49" yellow | Mi-24D | FSB | KRO | jun14 | in olive drab/khaki camo c/s with light grey underside; preserved on the territory of Kurganski pogranichny institut FSB at Kurgan-Uval (N55.377388 E65.377908), f/n jun14 |
| --- | "49" yellow | Mi-24VP | Russian Air Force | | photo | opb the "Berkuty" aerobatics team; in olive drab/khaki camo c/s with light blue underside, with 'Russian flag' trim and a 'Berkuty' badge; f/n over Moscow may09; stored with 419 ARZ at Gorelovo, seen in 2015 |
| --- | "50" white | Mi-24V | Soviet Army Avn | ph. | 15jun10 | in olive drab/sand camo c/s with Red Stars and a 'shark mouth'; preserved in Park Pobeditelei at Vitebsk (N55.185363 E30.201472) from 16jun10, l/n oct21 |
| --- | "50" yellow | Mi-35M | MVZ im. Milya | Ror | 08apr11 | prototype of this version for the Russian Air Force, converted from a Mi-24; in glossy dark green c/s with light blue underside and Russian flag on fin, no titles and no stars; l/n in MVZ im. Milya 09sep17 |
| --- | "51" yellow | Mi-35 | Russian Air Force | Tml | 31jul10 | converted from a Mi-24VP, version not confirmed; was opb the "Berkuty" aerobatics team; initially in olive drab camo c/s with 'Russian flag' trim, blue underside and the inscription 'Berkuty'; repainted in olive drab/khaki camo c/s with light blue underside; preserved in the Mil Helicopter Plant (MVZ im. Milya) at Tomilino, seen jul10/jun18 |
| --- | "52" red | Mi-24 | Russian Air Force | Trp | 13apr19 | stored at Tiraspol, seen apr19 |
| --- | "52" white | Mi-24K | Russian Air Force | ph. | aug24 | in olive drab/khaki camo c/s with light blue underside; preserved in front of the hotel "Aviator" at Kaluga-Vorotynsk (N54.472893 E36.049900), seen aug24 |
| --- | "52" yellow | Mi-24VP | Russian Air Force | | photo | opb the "Berkuty" aerobatics team; in olive drab/khaki camo c/s with light blue underside, with 'Russian flag' trim and a 'Berkuty' badge (later with changed trim and 'Berkuty' titles); transported on a railway car from Gorelovo to Rostov-na-Donu in 2007 |
| --- | "53" yellow | Mi-24VP | Russian Air Force | | photo | opb the "Berkuty" aerobatics team; in olive drab/khaki camo c/s with light blue underside, with 'Russian flag' trim, a 'Berkuty' badge and 'Steward Aviation' titles; stored with 419 ARZ at Gorelovo, seen in 2012/15 |
| --- | "55" white | Mi-24V | Russian Air Force | ph. | 15aug09 | opb 55 ovp at Korenovsk; in dark green/medium green camo c/s with light blue underside; preserved as a gate guard at Korenovsk, seen aug09/apr19 |
| --- | "70" red | Mi-24V | Russian Air Force | Ror | 28jun09 | in olive drab/khaki camo c/s with light blue underside, with Russian stars; painted up by Rostvertol between 17 and 27jun09; preserved on a pole at the gate of the Rostvertol factory at Rostov-na-Donu from 28jun09, l/n mar11 |
| | "75" red | Mi-24V | Russian Air Force | Ror | 05jul15 | in olive drab/khaki camo c/s with light blue underside, with Russian stars, code on a white circle; preserved on a pole at the gate of the Rostvertol factory at Rostov-na-Donu (N47.25141 E39.72428), seen jul15 |
| --- | "71" red | Mi-24V | Russian Air Force | ph. | 08aug21 | in non-standard olive drab/medium green/very dark olive drab/light grey camo c/s with light grey underside, Red Stars and a very large code; preserved on a plinth at Alleya pamyati novomoskovtsev at Novomoskovsk (N54.022858 E38.308689), seen aug21 |
| --- | "77" red | Mi-24V | Russian Air Force | ph. | apr16 | in dark green/khaki camo c/s with light blue underside; preserved on a pole in the garrison at Yegorlykskaya, seen apr16 |
| --- | "77" yellow | Mi-24 | KGB/Border Guards | ph. | 1987/89 | opb 23 oap at Dushanbe; in camo c/s with light underside, white stripe on rear fuselage; dbr around 1987/89 when came down very hard and broke up |
| --- | "78" yellow | Mi-24V | KGB/Border Guards | ph. | 1987/89 | opb 23 oap at Dushanbe; in 'trefoil' camo c/s with light underside, white stripe on rear fuselage; damaged around 1987/89 in a hard landing, the nose gear broke off |
| --- | "78" yellow | Mi-24V | FSB | ph. | 11jun17 | in olive drab/khaki camo c/s with light blue underside, white stripe on rear fuselage; preserved on a pole at Skver pogranichnikov at Tyumen (N57.209314 E65.549568), seen jun17 |
| --- | "88" white | Mi-24V | FSB | ph. | 05jan15 | in dark green c/s with a white stripe on the rear fuselage; preserved on a pole at Ryatamak (N54.08605 E53.52262), seen jan15/jun21 |
| --- | "96" | Mi-24D | Soviet Air Force | ph. | 15nov12 | c/n checked on a plate as '242520100', but one digit would be missing for a normal Mi-24 c/n; probably ex Afghan Air Force and supplied to China by Pakistan; in fantasy olive drab/ochre camo c/s with very faded code (colour impossible to establish); was displayed in poor condition in these fake colours on the flight deck of the former Soviet aircraft carrier "Minsk" in the "CITIC Minsk World" in the Dapeng Bay of Shatoujiao (Shenzhen), was still on board of the "Minsk" when it was towed out of Shatoujiao 02apr16 to Zhoushan for refit, but was later removed; fate unknown (the "Minsk" was seriously damaged by fire during refit work at Nantong 16aug24) |
| --- | "100" red | Mi-24A | Soviet Air Force | | photo | in olive drab/sand/brown camo c/s with light grey underside; used as a ground instructional airframe by shkola PLP at Akhtubinsk |
| | "24" red ? | Mi-24A | Russian Air Force | Akt | 2010 | in dark green/brown camo c/s with light blue underside; preserved with 929 GLITs at Akhtubinsk (N48292733 E46.199948), l/n 2010 |
| --- | "99" white | Mi-24 | MVZ im. Milya | YWG | 08oct92 | in white/blue c/s with 'Russian flag' trim, light grey belly, the inscriptions 'Rodina Foundation' and 'Lend-Lease 50' and a logo composed of Russian, Canadian and US flags; took part in a commemoration flight to northern America |
| --- | "101" red | Mi-24PK-2 | Russian Air Force | ZIA | aug03 | in dark olive drab c/s with Red Stars; entered active service |
| --- | "102" red | Mi-24PK-2 | Russian Air Force | | photo | in dark olive drab c/s with Red Stars; entered active service |
| --- | "110" red | Mi-24 | Soviet Air Force | | | transported by road from the CFC Air Power museum at Austin (Texas) to the Russel Military Museum (N42.492611 W87.950449) 19nov07 |
| --- | "120" white ? | Mi-24 ? | Russian Air Force | DYU | 19dec17 | code partly covered on photo so not 100 % sure; in olive drab/khaki camo c/s with light grey underside; flown in an An-124-100 of 224 LO to DYU 19dec17 (together with another Mi-24 and 2 Mi-8s); handed over to the Tajik Air Force at DYU 19dec17, probably as a source of spares |
| --- | "134" white | Mi-24P | Russian Air Force | OVB | nov14 | opb SVVAUL at Syzran-Troyekurovka; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars |
| --- | "215" yellow | Mi-24 | Russian Air Force | OVB | 08dec18 | had just 'RF-' on the tailboom |
| --- | "225" white | Mi-24P | Russian Air Force | OVB | nov14 | opb SVVAUL at Syzran-Troyekurovka; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n Syzran-Troyekurovka 23may15 |
| --- | "227" white | Mi-24P | Russian Air Force | OVB | nov14 | opb SVVAUL at Syzran-Troyekurovka; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars |

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| --- | "229" yellow | Mi-24V | Russian Air Force | Tbv | 30may15 | in fake beige/green/brown camo c/s with light blue underside; preserved at Tambov-Vostochny (N52.705773 E41.380387), seen may15/may19 |
| --- | "230" white | Mi-24V | Russian Air Force | ph. | 08may12 | in olive drab c/s with medium green 'stains'; preserved in the yard of the hotel "Aristol" at Ufa (N54.729634 E55.987111), seen may12, and on a pole in 2013 |
| --- | "231" white | Mi-24P | Russian Air Force | Syt | 23may15 | opb SVVAUL at Syzran-Troyekurovka; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars |
| --- | "232" white | Mi-24P | Russian Air Force | OVB | nov14 | opb SVVAUL at Syzran-Troyekurovka; in camo c/s of two shades of olive drab with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n Syzran-Troyekurovka 23may15 |
| --- | "311" yellow | Mi-24 | Russian Air Force? | ASM | sep22 | operator not confirmed |
| --- | "351" blue | Mi-35MS | MVZ im. Milya | Tml | 02jun14 | VIP version with weather radar and bigger windows; in grey c/s, no markings apart from code; already seen without code with Rostvertol 02feb14; l/n in MVZ im. Milya jul14; became either RF-13345, RF-13346 or RF-13347 |
| --- | "573" red | Mi-24V | Russian Air Force | Khb | 22oct16 | in camo c/s of two shades of olive drab with light grey underside, no markings apart from serial; preserved at Khabarovsk-Tsentralny, seen oct16 |
| --- | no code | Mi-24PS | Russian Police | ZIA | aug95 | demilitarised version with loudspeakers, searchlight and additional external tanks; in white c/s with dark blue cheatline and 'Militsiya' titles; never taken on charge by the Police |
| --- | no code | Mi-24V | Russian Air Force | Tzk | 10jun17 | in white/light blue c/s with 'Russian flag' trim on the nose and Russian, Canadian and US flags on the rear fuselage; undertook a flight from Moscow via Anadyr, Canada and Miami to Watson Lake (24,842 km) with an all-female crew (pilot Galina Rastorguyeva, navigator Lyudmila Polyanskaya and operator Galina Koshkina) 01sep92/07nov92 and returned to Russia on board of an An-124; preserved in the base museum at Torzhok, seen jun17 |
| --- | no code | Mi-24 | Vertolyoty Rossii | ZIA | 20aug15 | PSV (Future High-Speed Helicopter) ground demonstrator with modified nose, no stub wings; in silver c/s with light blue and dark blue trim, carried 'Vertolyoty Rossii' and 'MVZ im. Milya' titles |
| --- | no code | Mi-24D | Soviet Army Avn | Tzk | 10jun17 | in olive drab/khaki camo c/s with light blue underside; preserved as a gate guard at Torzhok, seen jun17 |
| --- | no code | Mi-24V | Russian Air Force | ph. | apr16 | in olive drab/khaki camo c/s, no markings apart from the inscription 'maket uchebnogo vertolyota' (mock-up of a training helicopter); preserved with Donskoi gosudarstvenny tekhnicheski universitet (Don State Technical University) at Rostov-na-Donu from 2015 (donated by Rostvertol), seen apr16/jul16 |
| --- | no code | Mi-24P | Russian Air Force | ph. | sep21 | in non-standard 'trefoil' khaki/dark brown camo c/s with light blue underside, with Red Stars; preserved on the premises of the hotel "Patriot" at Kamensk-Shakhtinski (48.299208 40.300359), seen sep21 |
| --- | no code | Mi-24D | Soviet Army Avn | ph. | 07jun21 | initially in olive drab/khaki camo c/s with light grey underside; repainted in non-standard medium grey/olive drab/light greyish blue camo c/s with light grey underside and Red stars; preserved at Tanai (N54.753940 E85.114446), seen as such jun21; repainted in non-standard dark olive drab/light grey/light blue camo c/s with light blue underside and Red stars, seen as such apr22 - reported as "49" although not carrying a code, so this was perhaps its previous code |
| --- | not known | Mi-24 | Russian Air Force | ph. | 2021 | in olive drab/khaki camo c/s with light blue underside; preserved at Kazan-Karaishevo (N55.533752 E49.322437), seen 2021 |
| --- | not known | Mi-24B | OKB im. Milya | ph. | oct16 | a prototype of this version (izdeliye 241) which did not enter series-production; in olive drab/khaki camo c/s with light blue underside; used as a ground instructional airframe by the Moscow Aviation Institute (MAI), seen oct16 |
| --- | not known | Mi-24 | Russian Air Force | | | w/o 23feb00 on a mission against Chechen rebels in the area of Argun when was shot down by the rebels, all crew members escaped unhurt and returned to their unit |
| --- | not known | Mi-24 | FSB | | | opb Itum-Kalinski |
| --- | not known | Mi-24P | Russian Air Force | | | 4 w/o 14may16 while being parked at Tiyas (Syria) when were destroyed by an attack of Islamic State insurgents |
| --- | not known | Mi-35M | Russian Air Force | ph. | 03nov16 | w/o 03nov16 on a mission against Islamic State insurgents east of Homs when was hit by anti-aircraft fire from the ground (injuring the WSO) and made a forced landing near Huwaysis, the crew was rescued by an SAR team but the helicopter was destroyed by a missile or round from a recoilless gun fired by the insurgents |
| --- | not known | Mi-24 | Russian Air Force | | | deployed from OVB to Syria in 2017; w/o 31dec17 on a flight from Latakia-Hmeimim to Hama, possibly escorting a convoy on the ground, when either suffered a technical malfunction or collided with a high-voltage power-line and came down hard 13 km from Hama airbase (reportedly between Mahrusah and Umm al-Tuyour), both pilots (Major Artyom Kulish and Captain Timur Davlyatov) killed and the flight engineer injured |
| --- | not known | Mi-35M | Russian Air Force | | | in grey c/s; w/o 26feb22 on a combat mission in the Kherson region of Ukraine when was hit by small arms fire from Ukrainian forces, crashed in the "Askaniya-Nova" park at Sahy and burnt out, the crew was probably killed; there is a photo of the wreck 28feb22 |
| --- | UN-185 | Mi-24P | United Nations | ph. | 21sep04 | in Liberia; opb 56 ovz of Ukrainian Army Aviation for UNMIL at Monrovia-Robertsfield (Liberia); in full all-white UN c/s |
| --- | UN-185 | Mi-24R | United Nations | ph. | 03mar11 | opb 56 ovz of Ukrainian Army Aviation for UNMIL at Monrovia-Robertsfield (Liberia); in full all-white UN c/s; l/n ABJ 09apr11 |
| --- | "03" yellow | Mi-24P | Abkhaz Air Force | SUI | 18nov09 | based at SUI; in olive drab/khaki camo c/s with light blue underside, tailboom in slightly differing colours, with an Abkhazian flag on the engine cowling and an Abkhazian Air Force roundel on rear fuselage, the code was painted over an old one; l/n SUI 2016, flying in very faded colours |
| --- | "04" yellow | Mi-24P | Abkhaz Air Force | SUI | 18nov09 | based at SUI; in olive drab/khaki camo c/s with light grey underside, Abkhazian flag on engine cowling and Abkhazian Air Force roundel on rear fuselage; f/n with 'VVS Abkhazii' titles SUI sep15, stored |
| --- | not known | Mi-24 | Abkhaz Air Force | | | w/o 02apr24 when came down hard in the Gulrypsh district and caught fire, all 3 crew members were injured |
| --- | 12 | Mi-35 | Afghan Air Force | | | opb 377 helicopter regiment at Kabul; detached to Khost in 1985; used by the crew (pilot: 1st Lieutenant Mohammad Omar) to defect from Khost to Miranshah (Pakistan) 13jul85 |
| --- | 19 | Mi-25 | Afghan Air Force | KBL | jul03 | derelict |
| --- | "43" yellow | Mi-24D | Soviet Army Avn | | | |
| | 25 | Mi-24D | Afghan Air Force | | | preserved (in good condition) at Herat, seen apr05/oct05 |
| --- | 28 | Mi-35 | Afghan Air Force | | | opb 377 helicopter regiment at Kabul; detached to Khost in 1985; used by the crew (pilot: Captain Hussain Jan) to defect from Khost to Miranshah (Pakistan) 13jul85; repainted in dark greyish green c/s with Red Stars (no other markings) and displayed on an airfield near the Pakistani/Afghan border, seen feb16 (but could probably also be '12' which defected the same day) |
| --- | 32 ? | Mi-25 | Afghan Air Force | KBL | 04feb06 | dumped, parts only |
| --- | 71 | Mi-35 | Afghan Air Force | | | used by the crew (pilot: either Major Arif or Major Abdul Hai) to defect to the mujahideen-held Panjshir valley 05feb89; was stored for almost 10 years, but reportedly taken on charge by the Northern Alliance in the late 1990s |
| --- | 84 | Mi-35 | Afghan Air Force | | | used by the crew (pilot: either Major Abdul Hai or Major Arif) to defect to the mujahideen-held Panjshir valley 05feb89; was stored for almost 10 years, but reportedly taken on charge by the Northern Alliance in the late 1990s |
| --- | 105 | Mi-25 | Afghan Air Force | | | the crew defected to Jamiat-e-Islami in 1988; later opb the Northern Alliance; with black code; l/n in early 2001, intact but not airworthy |
| --- | 108 | Mi-35 | Afghan Air Force | | photo | in olive drab/khaki camo c/s with light grey underside; captured by Massoud's forces at Bagram in 1992 |
| --- | 115 (1) | Mi-35 | Afghan Air Force | MZR | 30oct96 | opb General Dostum's private army; in green/sand camo c/s with light grey underside; see c/n 730816 |
| --- | 117 (1) | Mi-35 | Afghan Air Force | MZR | 1990s | opb General Dostum's private army; in green/sand camo c/s with light grey underside; see c/n 730838 |
| --- | 119 | Mi-35 | Afghan Air Force | KBL | 25dec15 | in grey c/s; 1 of the 3 Mi-35s donated by India dec15 and toc jan16; seen KBL 26feb16; stored at KBL, seen jul18 |
| --- | 120 | Mi-35 | Afghan Air Force | KBL | 11feb16 | in grey c/s; 1 of the 3 Mi-35s donated by India dec15 and toc jan16; stored at KBL, seen jul18; captured by the Taliban aug21 and impressed into the Islamic Emirate Air Force |
| --- | 121 | Mi-35 | Afghan Air Force | KBL | 26feb16 | in grey c/s; 1 of the 3 Mi-35s donated by India dec15; stored at KBL, seen 17jul18 |
| --- | 122 | Mi-35 | Afghan Air Force | KBL | 17jul18 | in grey c/s; the 4th Mi-35 donated by India dec15, but not yet handed over (due to a lack of spares) by aug16; stored at KBL, seen jul18; captured by the Taliban aug21 and impressed into the Islamic Emirate Air Force; took part in the flypast over Bagram aug22 |
| --- | 123 | Mi-24V | Afghan Air Force | h/o | 16may19 | at KBL; bought by India in Belarus and donated to Afghanistan; in medium grey/greenish grey camo c/s with light blue underside; stored at Kunduz, captured there by the Taliban 11aug21 and impressed into the Islamic Emirate Air Force |
| --- | 124 | Mi-24V | Afghan Air Force | h/o | 16may19 | at KBL; bought by India in Belarus and donated to Afghanistan; in medium grey/greenish grey camo c/s with light blue underside; captured by the Taliban aug21 and impressed into the Islamic Emirate Air Force |
| --- | 125 | Mi-24V | Afghan Air Force | h/o | 15oct19 | at KBL; bought by India in Belarus and donated to Afghanistan; in medium grey/greenish grey camo c/s with light blue underside; captured by the Taliban aug21 and impressed into the Islamic Emirate Air Force; seen flying in 2022 |
| --- | 126 | Mi-24V | Afghan Air Force | h/o | 15oct19 | at KBL; bought by India in Belarus and donated to Afghanistan; in medium grey/greenish grey camo c/s with light blue underside |
| --- | 309 | Mi-24 | Afghan Air Force | | | dumped at the Pol-e-Charki scrapyard at Kabul (N34.55168 E69.31542), seen feb06 |
| --- | 315 | Mi-24A | Afghan Air Force | KBL | jul79 | opb 373 transport regiment; in light green/dark green camo c/s with light blue underside and black code; nationality marking red disc with yellow inscriptions |
| --- | 316 | Mi-25 | Afghan Air Force | | photo | in green/yellow camo c/s with light blue underside, nationality marking red disc with yellow inscriptions |
| --- | 317 | Mi-25 | Afghan Air Force | | photo | in green/yellow camo c/s with light blue underside, nationality marking red disc with yellow inscriptions |
| --- | 320 | Mi-25 | Afghan Air Force | no | reports | based at KDH; severely damaged on landing after a combat mission in 1981 when rolled over onto its side; repaired within 18 days |
| --- | 330 | Mi-24A | Afghan Air Force | KBL | may04 | dumped |
| --- | 334 | Mi-24A | Afghan Air Force | ph. | 06feb06 | serial also reported at '344' or '341'; preserved in mottled camo c/s in the OMAR Mine Museum at Kabul (N34.51851 E69.19656) from at least 1990, has got the door of Mi-35 c/n 808764, f/n feb06 |
| --- | 338 | Mi-25 | Afghan Air Force | KBL | 04feb06 | dumped, tailboom only |
| --- | 344 | Mi-24U | Afghan Air Force | KBL | may04 | dumped; in camo c/s |
| --- | no code | Mi-24A | Afghan Air Force | KDH | jan80 | in fact opb Soviet Air Force, flown by the commander of 280 ovp; in brown/sand camo c/s with light blue underside; nationality marking red disc with yellow inscriptions |
| --- | not known | Mi-35 | Afghan Air Force | | | defected to Pakistan 16jul85 (or 28jun85), landed at Miranshah (pilot: Captain Daud) |
| --- | not known | Mi-25 | Afghan Air Force | | | defected to Pakistan 23oct86, landed at Kohat (pilot: Major Abdul Munir) |
| --- | not known | Mi-25 | Afghan Air Force | | | defected to Pakistan 03oct87, landed at Mastuj (pilot: Captain 'Nikolai Petrovich') |
| --- | not known | Mi-25 | Afghan Air Force | | | defected to Pakistan 03oct87, landed at Miranshah (pilot: Major 'Yevgeni Kosminin') |

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|---|---|---|---|---|---|---|
| --- | not known | Mi-35 | Afghan Air Force | | | 2 were used by their crews (pilots: Captain Sakiuulah and Captain Mohammed Hamid) to defected from Kandahar to Qilla Abdullah (Pakistan) 03jul89 |
| --- | not known | Mi-35 | Afghan Air Force | | | w/o 08jan20 on a flight from Farah to Parchaman with ammunition on board when crashed, both crew members were killed |
| --- | 656 | Mi-24A | Algerian Air Force | | photo | in sand/olive drab camo c/s with light grey underside; this serial should have become SB-56 after 1986 |
| --- | 685 | Mi-24A | Algerian Air Force | | photo | in sand/olive drab camo c/s with light grey underside; this serial should have become SB-85 after 1986 |
| --- | 'DA-50' | Mi-24 | Algerian Air Force | ph. | jun17 | preserved with this fake serial at Birska, seen jun17 |
| --- | SB-12 | Mi-24 Mk.3 | Algerian Air Force | ph. | 2009 | opb 1 RHC at Biskra; initially in sand/black camo c/s; l/n as such in 2009; repainted in a camo c/s of two shades of olive drab with light grey underside; f/n as such feb16; repainted in two-tone sand camo c/s; f/n as such Biskra 27feb20; took part in the fly-past over Algiers 03jul22 |
| --- | SB-15 | Mi-24 Mk.3 | Algerian Air Force | | | opb 1 RHC |
| --- | SB-17 | Mi-24 Mk.3 | Algerian Air Force | | photo | c/n reported as 0117; opb 1 RHC; in two-tone sand camo c/s |
| --- | SB-18 | Mi-24 Mk.3 | Algerian Air Force | Kon | feb15 | in two-tone sand camo c/s with light blue underside |
| --- | SB-19 | Mi-24 Mk.3 | Algerian Air Force | | 1984 | |
| --- | SB-23 | Mi-24 Mk.3 | Algerian Air Force | | photo | opb 1 RHC; initially in sand/black camo c/s; repainted in two-tone sand camo c/s; f/n as such dec12 |
| --- | SB-25 | Mi-24V | Algerian Air Force | | feb07 | |
| | SB-25 | Mi-24 Mk.3 | Algerian Air Force | ph. | apr21 | the last 4 digits of the c/n are painted on the tailfin and look like '7501' |
| --- | SB-28 | Mi-24V | Algerian Air Force | | | |
| | SB-28 | Mi-24 Mk.3 | Algerian Air Force | | photo | in olive drab/khaki camo c/s with light blue underside |
| --- | SB-43 | Mi-24V | Algerian Air Force | | 1984 | |
| --- | SB-46 | Mi-24V | Algerian Air Force | | feb07 | |
| --- | SB-49 | Mi-24 Mk.3 | Algerian Air Force | ph. | 21apr19 | in olive drab/khaki camo c/s with light blue underside; f/n in Ouargla Province 21apr19 |
| --- | SB-51 | Mi-24 Mk.3 | Algerian Air Force | ph. | 2008 | opb 1 RHC; in sand/black camo c/s; l/n 01nov24 in the flypast over Algiers with '6668' in the tail |
| --- | SB-53 | Mi-24V | Algerian Air Force | | 1984 | c/n reported as 0154 |
| --- | SB-58 | Mi-24 Mk.3 | Algerian Air Force | ph. | 2005 | opb 1 RHC at Biskra; repainted in two-tone sand camo c/s; f/n as such Biskra 27feb20 |
| --- | SB-61 | Mi-24 Mk.3 | Algerian Air Force | ph. | 2013 | opb 1 RHC at Biskra; in sand/black camo c/s |
| --- | SB-63 | Mi-24 Mk.3 | Algerian Air Force | QLD | 21oct05 | partial c/n '6953' (or '5953') on the fin; opb 1 RHC; initially in sand/black camo c/s; l/n as such QLD 21oct05; repainted in olive drab/khaki camo c/s with light blue underside; seen as such dec12; repainted in two-tone sand camo c/s with light blue underside; f/n as such 05jul22, taking part in the fly-past over Algiers |
| --- | SB-65 | Mi-24 | Algerian Air Force | | 1984 | |
| --- | SB-66 | Mi-24 | Algerian Air Force | | | |
| --- | SB-68 | Mi-24 Mk.3 | Algerian Air Force | ph. | 2012 | in black/sand camo c/s |
| --- | SB-72 | Mi-24 Mk.3 | Algerian Air Force | ph. | 2012 | opb 1 RHC at Biskra; in sand/black camo c/s |
| --- | SB-78 | Mi-24 Mk.3 | Algerian Air Force | | photo | opb 1 RHC |
| --- | SB-79 | Mi-24 Mk.3 | Algerian Air Force | ph. | 2012 | opb 1 RHC at Biskra; in sand/black camo c/s with the tailfin in olive drab/khaki camo c/s |
| --- | SB-81 | Mi-24 Mk.3 | Algerian Air Force | ph. | jan21 | in two-tone sand camo c/s with light grey underside; l/n 17may24 |
| --- | SB-83 | Mi-24 Mk.3 | Algerian Air Force | | | |
| --- | SB-92 | Mi-24 Mk.3 | Algerian Air Force | ph. | 20jan08 | opb 1 RHC; in sand/black camo c/s |
| --- | SB-94 | Mi-24 Mk.3 | Algerian Air Force | ph. | 2012 | opb 1 RHC at Biskra; in sand/black camo c/s |
| --- | SU-75 | Mi-24 | Algerian Air Force | | | |
| --- | SU-85 | Mi-24A | Algerian Air Force | | | |
| --- | SU-86 | Mi-24A | Algerian Air Force | | photo | in khaki/olive drab camo c/s with light grey underside |
| --- | no serial | Mi-24A | Algerian Air Force | ph. | 27feb20 | in two-tone sand camo c/s; preserved at Biskra (N34.809700, E5.729994), seen feb20 |
| --- | not known | Mi-24 Mk.3 | Algerian Air Force | | | damaged beyond repair 09mar14 on a reconnaissance mission near the Algerian-Libyan border when a fire erupted on board due to a technical malfunction, the crew decided to return to In Amenas, but the helicopter came down hard, suffering substantial damage, all 4 crew members were injured (2 ofthem seriously) |
| --- | not known | Mi-24 Mk.3 | Algerian Air Force | | | w/o 17apr24 when crashed in wasteland near Biskra |
| --- | H-301 | Mi-25 | Angolan Air Force | | | w/o 03jan91 |
| --- | H-302 | Mi-25 | Angolan Air Force | NOV | 1995 | derelict |
| --- | H-303 | Mi-25 | Angolan Air Force | | | |
| --- | H-304 | Mi-25 | Angolan Air Force | | | |
| --- | H-305 | Mi-25 | Angolan Air Force | | | |
| --- | H-308 | Mi-25 | Angolan Air Force | NOV | 1995 | in green camo c/s; l/n LAD 02jun05 |
| --- | H-309 | Mi-25 | Angolan Air Force | | | w/o 28feb87 |
| --- | H-310 | Mi-25 | Angolan Air Force | | | |
| --- | H-312 | Mi-25 | Angolan Air Force | | | |
| --- | H-313 | Mi-25 | Angolan Air Force | | | |
| --- | H-314 | Mi-25 | Angolan Air Force | | | w/o jul85 |
| --- | H-317 | Mi-25 | Angolan Air Force | | | |
| --- | H-318 | Mi-25 | Angolan Air Force | | | |
| --- | H-319 | Mi-25 | Angolan Air Force | | | |
| --- | H-320 | Mi-25 | Angolan Air Force | | | |
| --- | H-322 | Mi-25 | Angolan Air Force | | | |
| --- | H-323 | Mi-25 | Angolan Air Force | | | w/o sep85 |
| --- | H-325 | Mi-25 | Angolan Air Force | | | |
| --- | H-327 | Mi-25 | Angolan Air Force | | | |
| --- | H-330 | Mi-25 | Angolan Air Force | | | |
| --- | H-331 | Mi-25 | Angolan Air Force | | | |
| --- | H-332 | Mi-25 | Angolan Air Force | LAD | 1995 | l/n LAD apr98, derelict |
| --- | H-334 | Mi-25 | Angolan Air Force | | | |
| --- | H-335 | Mi-25 | Angolan Air Force | | | |
| --- | H-336 | Mi-25 | Angolan Air Force | | | |
| --- | H-337 | Mi-25 | Angolan Air Force | | | |
| --- | H-338 | Mi-25 | Angolan Air Force | | | w/o 04sep87 |
| --- | H339 | Mi-25 | Angolan Air Force | LAD | 1993 | in 'trefoil' khaki/olive drab camo c/s with light grey underside, serial without hyphen; repainted for preservation in green/brown camo c/s with light blue underside; preserved in the museum at Luanda airport, seen 2016/jan23 |
| --- | H-350 | Mi-35 | Angolan Air Force | | | |
| --- | H-351 | Mi-35 | Angolan Air Force | | | w/o |
| --- | H-352 | Mi-35 | Angolan Air Force | | | |
| --- | H-353 | Mi-35 | Angolan Air Force | | | |
| --- | H-354 | Mi-35 | Angolan Air Force | | | |
| --- | H-355 | Mi-35 | Angolan Air Force | | | w/o 21mar89 |
| --- | H-356 | Mi-35 | Angolan Air Force | | | |
| --- | H-357 | Mi-35 | Angolan Air Force | NOV | 1995 | derelict |
| --- | H-358 | Mi-35 | Angolan Air Force | | | |
| --- | H-360 | Mi-35 | Angolan Air Force | NOV | 1995 | derelict |
| --- | H-361 | Mi-35 | Angolan Air Force | | | w/o 01sep88 |
| --- | H-362 | Mi-35 | Angolan Air Force | | | |
| --- | H-363 | Mi-35 | Angolan Air Force | | | |
| --- | H-365 | Mi-35 | Angolan Air Force | | | |
| --- | H-366 | Mi-35 | Angolan Air Force | | | |
| --- | H-367 | Mi-35 | Angolan Air Force | | | |
| --- | H-368 | Mi-35 | Angolan Air Force | LAD | 29apr98 | derelict |
| --- | H-369 | Mi-35 | Angolan Air Force | | | possibly passed on to the Ivory Coast Air Force |
| --- | H-370 | Mi-35 | Angolan Air Force | | | |
| --- | H-372 | Mi-35 | Angolan Air Force | | | |
| --- | H-373 | Mi-35 | Angolan Air Force | | | |
| --- | H-376 | Mi-35 | Angolan Air Force | | photo | in medium green/yellow camo c/s with light blue underside (photo on page 188 of a book produced by "Aviakon" Konotop in 2006) |
| --- | H-377 | Mi-35 | Angolan Air Force | | photo | in green/yellow camo c/s with light blue underside |
| --- | H-379 | Mi-35 | Angolan Air Force | | | |
| --- | H-380 | Mi-24P | Angolan Air Force | LAD | 22apr12 | in olive drab/khaki c/s with light blue underside; stored at LAD, seen in 2007/12 |
| --- | H-384 (1) | Mi-24P | Angolan Air Force | LAD | 06aug07 | in olive drab/khaki c/s with light blue underside |
| --- | H-384 (2) | Mi-24V | Angolan Air Force | | photo | initially in olive drab/khaki c/s with light blue underside; repainted in green/ochre/dark grey camo c/s with light blue underside, on a photo as such |
| --- | H-385 (1) | Mi-24P | Angolan Air Force | ph. | 2004 | probabyly delivered by Russia in 2000 or 2002 |
| | TU-VHS (1) | Mi-24P | Ivory Coast AF | d/d | 2002 | acquired via Dignia Co. Ltd. (a Cyprus-registered but Israeli-managed brokering company); opb Mamba Sqn; in olive drab/khaki camo c/s with light blue underside, still carried its old Angolan serial H-385 as well; seen in the back yard of the Palais Présidentiel at Abidjan 30jun04; w/o during the night 06/07nov04 while being parked in the backyard of the Palais Présidentiel at Yamoussoukro when was destroyed by "Gazelle" helicopters of ALAT; the wreck was moved to Abidjan by nov05; see c/n 410453 |
| --- | H-385 (2) | Mi-24P | Angolan Air Force | LAD | aug07 | overhauled by 810 ARZ at Chita-Cheryomushki and repainted in olive drab/brown/beige/light green camo c/s with light grey underside; towed on road from the ARZ to Chita-Kadala in spring 2016; seen LAD 10jun16 |
| --- | H-386 | Mi-24 | Angolan Air Force | | | overhauled by 810 ARZ at Chita-Cheryomushki, towed on road from the ARZ to Chita-Kadala in spring 2016 |
| --- | H-387 | Mi-24 | Angolan Air Force | | | overhauled by 810 ARZ at Chita-Cheryomushki, towed on road from the ARZ to Chita-Kadala in spring 2016 |
| --- | H-388 | Mi-24P | Angolan Air Force | | | overhauled by 810 ARZ at Chita-Cheryomushki, towed on road from the ARZ to Chita-Kadala in spring 2016; stored without tail rotor and with flat tyres at LAD, seen aug24 |
| --- | H-389 | Mi-24P | Angolan Air Force | ph. | 2016 | in olive drab/medium green/ochre/brown camo c/s with light grey underside; l/n LAD jan22 |
| --- | H-390 | Mi-24P | Angolan Air Force | LAD | jan22 | in olive drab/medium green/ochre/brown camo c/s with light grey underside |

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|---|---|---|---|---|---|---|
| --- | H-392 | Mi-24P | Angolan Air Force | | photo | in olive drab/medium green/ochre/brown camo c/s with light blue underside; stored with the exhaust tubes removed and with flat tyres at LAD, seen aug24 |
| --- | H-394 | Mi-24P | Angolan Air Force | LAD | aug24 | stored without tail rotor and with flat tyres at LAD, seen aug24 |
| --- | H-395 | Mi-24P | Angolan Air Force | CBT | 21jan18 | in ochre/olive drab/medium green/dark brown camo c/s with light grey underside |
| --- | H-397 | Mi-24P | Angolan Air Force | ph. | aug17 | in olive drab/medium green/ochre camo c/s with light grey underside; l/n LAD aug24, seemingly active |
| --- | H-398 | Mi-24P | Angolan Air Force | LAD | jan22 | in olive drab/medium green/ochre/brown camo c/s with light grey underside |
| --- | not known | Mi-24P | Angolan Air Force | | | 16 delivered by Russia in 2016 |
| --- | not known | Mi-25 | Angolan Air Force | | | in camo c/s with light grey underside; damaged at Longa airstrip, date unknown; the hulk without tailboom was extant at S14°36'31.29" E18°28'50.21" sep19 |
| --- | not known | Mi-25 | Angolan Air Force | | | shot down over the Lomba plain by an SAAF "Mirage", date unknown; the wreckage was extant oct19 |
| --- | "40" blue | Mi-24P | Armenian AF | Erb | 12apr13 | in olive drab/dark green/brown camo c/s with light blue underside |
| --- | "41" blue | Mi-24P | Armenian AF | Erb | 07oct14 | in dark green/khaki/brown camo c/s with light blue underside; l/n Yerevan-Erebuni sep16, active |
| --- | "42" blue | Mi-24P | Armenian AF | Erb | nov13 | in olive drab/medium green/light green camo c/s with light blue underside; l/n Yerevan-Erebuni 16jun23 |
| --- | "43" blue | Mi-24V | Armenian AF | | photo | in olive drab/medium green camo c/s with light blue underside |
| --- | "44" blue | Mi-24K | Armenian AF | Erb | 08aug07 | based at Yerevan-Erebuni; in green/olive drab/black camo c/s with light blue underside; l/n Yerevan-Erebuni 23jun14 |
| --- | "46" blue | Mi-24K | Armenian AF | Erb | sep16 | based at Yerevan-Erebuni; in beige/olive drab/brown camo c/s with light blue underside |
| --- | "47" blue | Mi-24R | Armenian AF | ph. | 2022 | code very faded; in weathered olive drab/medium green camo c/s with light blue underside, with an eagle's head on the nose and large white crosses on the fuselage and the tailboom; l/n Yerevan-Erebuni 16jun23 |
| --- | "48" blue | Mi-24R | Armenian AF | Erb | nov13 | in olive drab/dark green/brown camo c/s with light blue underside; l/n Yerevan-Erebuni 2016, active |
| --- | "54" blue | Mi-24P | Armenian AF | Erb | nov13 | based at Yerevan-Erebuni; in olive drab/medium green/ochre camo c/s with light blue underside |
| --- | "55" blue | Mi-24P | Armenian AF | | photo | in olive drab/medium green camo c/s with light blue underside |
| --- | "56" blue | Mi-24P | Armenian AF | Erb | 09sep05 | dbr 04nov08 while standing with running engines at Yerevan-Erebuni when lifted off unintentionally and rolled over onto its side, the crew escaped unhurt but one pilot on the ground (who was about to to board the helicopter) was killed |
| --- | "57" blue | Mi-24K | Armenian AF | | photo | in green/brown camo c/s with light blue underside |
| --- | "58" blue | Mi-24V | Armenian AF | Erb | 08aug07 | based at Yerevan-Erebuni; in green/ochre/brown camo c/s with light blue underside |
| --- | not known | Mi-24P | Armenian AF | | | w/o 23jun92 (not 23nov92) on a flight from Yerevan to Stepanakert when was hit by fire from the ground (according to Azerbaijani sources it had attacked Azerbaijani troops), force-landed in the Qubadli/Sanasar district of Artsakh/Nagorny Karabakh and burnt out, the crew escaped and was evacuated by a Mi-8 |
| --- | not known | Mi-24P | Armenian AF | | | in 'trefoil' khaki/olive drab camo c/s with light grey underside; damaged 23jun92 (not 23nov92) on a flight from Yerevan to Stepanakert when was hit by fire from the ground (according to Azerbaijani sources it had attacked Azerbaijani troops), force-landed in the Qubadli/Sanasar district of Artsakh/Nagorny Karabakh and was abandoned, the crew escaped and was evacuated by a Mi-8; captured and repaired by the Azeris; photo (with date on it) 24jun92; ferried by Zakir Yusifov to Azerbaijan; impressed into the Azerbaijani Air Force |
| | not known | Mi-24P | Azerbaijani AF | | | w/o 30aug93 when was hit by two SAMs and crashed near Quscular (Artsakh/Nagorny Karabakh), all 3 crew (Feiruz Dzhalilov, Aleksandr Mizyak and Arif Maraliyev) killed |
| --- | not known | Mi-24 | Artsakh Air Force | w/o | 12nov14 | on a flight along the border between Artsakh/Nagorny Karabakh and Azerbaijan when was shot down by Azerbaijani troops with a shoulder-fired "Igla" SAM and crashed near Cemenli (Agdam district), all 3 crew killed |
| --- | "28" yellow | Mi-24V | Azerbaijani AF | ph. | 2000 | based at Baku-Kala; in faded olive drab/khaki camo c/s with light blue underside; wfu by 2000 |
| --- | "30" red | Mi-24V | Azerbaijani AF | ph. | jun18 | preserved as a gate guard at the inner gate at Qala, f/n in 2000 |
| --- | "31" red | Mi-24V | Azerbaijani AF | ph. | jun18 | preserved as a gate guard at Qala |
| --- | "10" red | Mi-24P | Soviet AF/PVO | | | opb 386 ove PVO at Sangachaly; hijacked to Baku-Zabrat feb92 |
| | "100" red | Mi-24P | Azerbaijani AF | | photo | based at Baku-Zabrat; in 'trefoil' khaki/olive drab camo c/s with light grey underside |
| --- | "101" white | Mi-24 | Azerbaijani AF | ph. | apr12 | |
| --- | "102" white | Mi-24P | Azerbaijani AF | ph. | 26jun18 | may have been modernised to a Mi-24PU1; opb 1 Sqn; in black (or very dark green) c/s; took part in the Day of the Armed Forces parade 26jun18; seen under overhaul with Tbilaviamsheni dec23, marked "102" white below the cockpit |
| --- | "103" white | Mi-24 | Azerbaijani AF | ph. | apr12 | |
| --- | "104" white | Mi-24 | Azerbaijani AF | ph. | apr12 | |
| --- | "105" white | Mi-24P | Azerbaijani AF | ph. | 26jun18 | opb 2 Eskadrilya; in black c/s; took part in the Day of the Armed Forces parade 26jun18; seen under overhaul with Tbilaviamsheni dec23, marked "105" white below the cockpit |
| --- | "110" yellow | Mi-24V | Azerbaijani AF | ph. | 26jun18 | opb 2 Eskadrilya; in olive drab/khaki camo c/s with light blue underside; took part in the Day of the Armed Forces parade 26jun18 |
| --- | "112" yellow | Mi-24V | Azerbaijani AF | ph. | 26jun18 | opb 2 Eskadrilya; in olive drab/khaki camo c/s with light blue underside; took part in the Day of the Armed Forces parade 26jun18 |
| --- | "114" white | Mi-24V | Azerbaijani AF | ph. | 26jun18 | in black c/s; took part in the Day of the Armed Forces parade 26jun18 |
| --- | "114" yellow | Mi-24V | Azerbaijani AF | | photo | could be 34035403021; equipped with an SPO-15 "Beryoza" radar warner; in khaki/dark green camo c/s with light grey underside |
| --- | "115" red | Mi-24V | Azerbaijani AF | ph. | 2000 | could be 34035403021; equipped with an SPO-15 "Beryoza" radar warner; based at Baku-Kala; in faded khaki/olive drab camo c/s with light grey underside and a 'shark mouth' |
| | "115" white | Mi-24V | Azerbaijani AF | ph. | 26jun18 | equipped with an SPO-15 "Beryoza" radar warner; in black c/s; took part in the Day of the Armed Forces parade 26jun18; seen under overhaul with Tbilaviamsheni dec23, marked "115" white below the cockpit |
| --- | "117" yellow | Mi-24V | Azerbaijani AF | ph. | 26jun18 | opb 2 Eskadrilya; in olive drab/khaki camo c/s with light blue underside; took part in the Day of the Armed Forces parade 26jun18 |
| --- | "122" yellow | Mi-24V | Azerbaijani AF | ph. | jun18 | |
| --- | "123" yellow | Mi-24V | Azerbaijani AF | ph. | jun18 | |
| --- | "170" yellow | Mi-24V | Azerbaijani AF | ph. | 2010 | |
| --- | "171" white | Mi-24V | Azerbaijani AF | ph. | jun18 | |
| --- | "172" yellow | Mi-24V | Azerbaijani AF | ph. | 26jun18 | opb 2 Eskadrilya; in olive drab/khaki camo c/s with light blue underside; took part in the Day of the Armed Forces parade 26jun18 |
| --- | "173" yellow | Mi-24V | Azerbaijani AF | ph. | 26jun18 | opb 2 Eskadrilya; in olive drab/khaki camo c/s with light blue underside; took part in the Day of the Armed Forces parade 26jun18 |
| --- | "178" yellow | Mi-24V | Azerbaijani AF | ph. | jun18 | |
| --- | "207" white | Mi-35M | Azerbaijani AF | ph. | apr12 | in very dark green c/s without any markings apart from the serial; probably received a different serial later |
| --- | "208" white | Mi-35M | Azerbaijani AF | ph. | apr12 | in very dark green c/s without any markings apart from the serial; probably received a different serial later |
| --- | "501" yellow | Mi-35M | Azerbaijani AF | ph. | jan19 | probably ex 20105; probably opb 1-ci Eskadrilya at Quala |
| --- | "502" white | Mi-35M | Azerb. Bd. Guards | ph. | jun18 | in very dark green c/s without any markings apart from the serial |
| --- | "502" yellow | Mi-35M | Azerbaijani AF | ph. | 26jun18 | probably ex 20106; opb 1-ci Eskadrilya at Quala; in khaki/olive drab camo c/s with light blue underside; took part in the Day of the Armed Forces parade 26jun18 |
| --- | "503" yellow | Mi-35M | Azerbaijani AF | ph. | jun18 | probably ex 20107; opb 1-ci Eskadrilya at Quala; in khaki/olive drab camo c/s with light blue underside |
| --- | "504" white | Mi-35M | Azerb. Bd. Guards | ph. | jun18 | in very dark green c/s without any markings apart from the serial; l/n 09mar20 |
| --- | "504" yellow | Mi-35M | Azerbaijani AF | ph. | 26jun18 | probably ex 20108; opb 1-ci Eskadrilya at Quala; took part in the Day of the Armed Forces parade 26jun18 |
| --- | "705" yellow ? | Mi-24D | Azerbaijani AF | | photo | 2nd digit of the serial difficult to read on the photo; probably bought from Kyrgyzstan, in light grey/very dark grey camo c/s with light blue underside; preserved at an unknown location in Azerbaijan |
| 1504. | no code | Mi-24V | Azerbaijani AF | mfd | may80 | in dark olive drab/khaki camo c/s, no markings apart from roundel; preserved in the Military History Museum (Azerbaycan Herb Tarixi Muzeyi) at Baku (N40.388151 E49.818121), seen jun18 |
| --- | not known | Mi-24 | Azerbaijani AF | | | w/o 29feb92 on a low-level training flight when crashed into lake Masazyrgol near Novkhany, all 3 crew (pilot: Colonel Yaver Aliyev) killed |
| --- | not known | Mi-24 | Azerbaijani AF | | | w/o 11apr92 while providing fire support to Azerbaijani troops in the Füzuli/Varanda district when was hit by small-arms fire and crashed near Yukhary-Veissali, all 4 crew (pilot: Captain Yevgeni Karlov) killed |
| --- | not known | Mi-24 | Azerbaijani AF | | | w/o 15may92 while attacking Armenian positions near Gyulably (Agdam district) when was hit by a shoulder-fired SAM at a height of almost 1,500 metres and crashed, both crew (Aleksei Shvarev and Rafael Shirinov) managed to bail out and survived |
| --- | not known | Mi-24 | Azerbaijani AF | | | w/o 06aug92 when was hit by fire from the ground and crashed near Martakert (Artsakh/Nagorny Karabakh), all 3 crew (Zakir Medzhidov, Ruslan Polovinki and Dzhavanshir Ragimov) killed |
| --- | not known | Mi-24 | Azerbaijani AF | | | w/o 11oct92 when was hit by fire from the ground and crashed near Safian, all 3 crew (Zakir Yusifov, Rauf Kuliyev and Takhir Bagirov) killed |
| --- | not known | Mi-24 | Azerbaijani AF | | | w/o 23mar93 when was hit by an "Igla" shoulder-fired SAM, force-landed near Agdare and burnt out, the crew (pilot: Igor Kostyuk) escaped and was evacuated by a Mi-2 |
| --- | not known | Mi-24 | Azerbaijani AF | | | w/o 10jan94 on a combat mission in difficult weather conditions when collided with the ground in the Karvachar/Kelbadzhar district, all 3 crew members (Adil Ismailov, Zyulkaid Zyulkaidayev and Makhir Guseionov) were killed |
| --- | not known | Mi-24/35 ? | Azerbaijani AF | | | or Mi-8 ? (this may also be two separate losses); w/o 27sep20 during the Azerbaijani offensive in Artsakh/Nagorny Karabakh when was shot down by Armenian forces with an "Osa-AK" SAM, crashed near Tartar and burnt out, the crew is said to have survived |
| --- | "01" white | Mi-24P | Belarus Air Force | Msb | 04jul09 | |
| --- | "02" white | Mi-24P | Belarus Air Force | Mma | 23jan14 | |
| --- | "03" white | Mi-24P | Belarus Air Force | | | |
| --- | "04" white | Mi-24P | Belarus Air Force | | | |
| --- | "05" white | Mi-24P | Belarus Air Force | Msb | 01jul09 | l/n Minsk-Machulishchi 03jul14 |
| --- | "06" white | Mi-24P | Belarus Air Force | ph. | jul14 | in olive drab/khaki camo c/s with light blue underside and a Belarussian flag on the engine cowling |
| --- | "07" white | Mi-24P | Belarus Air Force | | | |
| --- | "20" white | Mi-24P | Belarus Air Force | ph. | 25jun24 | overhauled by 558 ARZ at Baranovichi; in olive drab/khaki camo c/s |
| --- | "26" red | Mi-24P | Belarus Air Force | | photo | overhauled by 558 ARZ at Baranovichi; in olive drab/khaki camo c/s with light blue underside, with Red Stars but no Belarus flag, code outlined in white |
| #. .. 01.4. | not known | Mi-24P | Soviet Army Avn | mfd | 21sep8. | possibly x xx 0164x - or rather x x0 1x4xx / x x0 164xx ? |
| | "11" white | Mi-24P | Belarus Air Force | ph. | 15sep13 | in dark green/dark brown camo c/s with light blue underside; preserved in the "Liniya Stalina" (Stalin Line) museum at Zaslavl (N54.057343 E27.292162), seen sep13/aug19 |
| --- | "11" white | Mi-24P | Belarus Air Force | ph. | 25jul15 | in olive drab/khaki camo c/s with light blue underside; preserved on a pole at the Afghan war memorial at ul. Tormasova (near house No. 34) at Pruzhany (N52.5564759 E24.451203), seen jul15/oct21 |

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|---|---|---|---|---|---|---|
| --- | "15" white | Mi-24K | Belarus Air Force | Mma | 10oct20 | c/n given on jetphotos.com as 3532023912936, but see there; re-engined with TV3-117VMA-SBM1 engines; in khaki/olive drab camo c/s with light blue underside, with Red Stars plus a Belarussian flag on the engine cowling |
| --- | "15" white | Mi-24P | Belarus Air Force | | | |
| --- | "16" white | Mi-24V | Belarus Air Force | | | probably sold abroad |
| --- | "17" white | Mi-24V | Belarus Air Force | BQT | oct12 | in khaki/olive drab camo c/s with light grey underside, code painted over an old one; probably sold abroad |
| --- | "18" white | Mi-24V | Belarus Air Force | | | probably sold abroad |
| --- | "19" white | Mi-24V | Belarus Air Force | | | probably sold abroad |
| --- | "36" white | Mi-24K ? | Belarus Air Force | | photo | or Mi-24R ?; in olive drab/khaki camo c/s with light blue underside, with Red Stars plus a Belarus flag on the engine cowling |
| --- | "42" white | Mi-24K | Belarus Air Force | | photo | in olive drab/khaki camo c/s with light blue underside, with Red Stars plus a Belarus flag on the engine cowling |
| --- | "44" white | Mi-24K | Belarus Air Force | Mma | 03may15 | in olive drab/khaki camo c/s with light grey underside, with Red Stars plus Belarus flag on engine cowling and a 'bee' badge below the cockpit; l/n Minsk-Machulishchi 03jul16 |
| --- | "181" white | Mi-24V | Belarus Air Force | ph. | 11aug15 | carried a plate with c/n 13198 and the mfd 12jun79 in the left wheel well and a plate with c/n 15620 (or 15640) and the mfd 29aug80 in the right wheel weel; in medium green/olive drab camo c/s with light blue underside, with Red Stars and Belarussian flag on engine cowling; preserved with this fake code (standing for 181 BVB) at Gudimov Square at Pruzhany (N52.561511 E24.459679) from 11aug15, l/n oct21 |
| --- | not known | Mi-35M | Belarus Air Force | h/o | 07apr24 | modified version with a big sensor fairing behind the cockpit; in olive drab/khaki camo c/s with light blue underside, with Red Stars Stars plus Belarus flag on engine cowling - 4 were delivered that day |
| --- | BF0503 | Mi-24V | Burkina Faso AF | OUA | 21jun10 | c/n either 3532013812730 or 3532013913292; in olive drab/khaki camo c/s with light blue underside, carried the code "03" black on the nose; l/n OUA 15jan14, stored |
| --- | BF0504 | Mi-24V | Burkina Faso AF | d/d | 2005 | c/n either 3532013812730 or 3532013913292; in olive drab/khaki camo c/s with light blue underside, carried the code "04" black on the nose; f/n OUA sep09; l/n OUA 15jan14 |
| --- | BF2218 | Mi-35M | Burkina Faso AF | h/o | 23mar23 | at BA511; in dark grey/olive drab/ochre camo c/s with light grey underside, carried the code "18" black on the nose; l/n jun23 |
| --- | not known | Mi-24V | Burkina Faso AF | d/d | 2018 | by Bulgaria |
| --- | BAF-1214 | Mi-24V | Burundi Air Force | BJM | 09may14 | in medium green/olive drab camo c/s with olive drab underside; seen under overhaul with TAM Georgia 16nov19 |
| | 9U-ZFF | Mi-24V | Burundi Air Force | | photo | date unknown; the same one as above ?; in medium green/olive drab camo c/s with olive drab underside |
| --- | not known | Mi-24V | Central African AF | h/o | 2021 | took part in the fly-past over Bangui 01dec21 |
| --- | TT-OAP | Mi-24V | Chad Air Force | NDJ | apr08 | crashed on landing after being shot at by rebels near Abeche 12jun08; hulk sat at AEH, seen aug08/jan13 |
| --- | TT-OAQ | Mi-24V | Chad Air Force | NDJ | 25aug08 | initially in sand/ochre camo c/s with light blue underside, with titles; seen operational NDJ jan13; repainted during overhaul by Tbilaviamsheni at Tiblisi in khaki/sand/dark brown camo c/s with light blue underside (probably in 2020); f/n as such NDJ 17may21 |
| --- | TT-OAR | Mi-24V | Chad Air Force | NDJ | apr08 | in sand/ochre camo c/s with light blue underside, with 'Armée de l'Air Tchadienne' titles; l/n NDJ mar17, operational |
| --- | TT-OAS | Mi-24V | Chad Air Force | AEH | may08 | in sand/ochre camo c/s with light blue underside, with titles; damaged 13jun08, but repaired; l/n NDJ jan13, operational |
| --- | no serial | Mi-24 | Chinese Air Force | ph. | 11jul21 | in all-white c/s with military roundels but no other markings; preserved in the Jingmen AVIC Town Park (N30.984971 E112.078587), seen jul21 |
| --- | TN-359 | Mi-35 | Congo Air Force | ph. | 2006 | in ochre/dark green camo c/s with a large 'bird' nose-art; seen in the TEREM overhaul plant in Bulgaria oct19 |
| --- | H-309 | Mi-24V | Croatian Air Force | no | reports | equipped with an SPO-15 "Beryoza" radar warner; probably bought from Kyrgyzstan; opb 29 ebh; in olive drab/khaki camo c/s with light grey underside; w/o 10jun95 while trying to go up a hill near Drvar (Bosnia) when stalled as it was fully loaded with rockets etc. and crash-landed on the slope, was immediately destroyed in order to prevent it falling into enemy hands, no casualties |
| --- | 16 | Mi-35 | Cuban Air Force | ph. | apr20 | stored at Santa Clara, seen apr20 |
| --- | 18 | Mi-35 | Cuban Air Force | ph. | apr20 | stored at Santa Clara, seen apr20 |
| --- | 19 | Mi-35 | Cuban Air Force | | photo | |
| --- | 20 | Mi-35 | Cuban Air Force | | | |
| | CU-H418 | Mi-35 | Aerogaviota | | | used for off-shore operations; registration also used on a Mi-8P |
| --- | 22 | Mi-35 | Cuban Air Force | ph. | apr20 | stored at Santa Clara, seen apr20 |
| --- | 23 | Mi-35 | Cuban Air Force | Slb | jun08 | in olive drab/medium green/brown/black camo c/s with 'Fuerza Aérea Revolucionaria' titles |
| | CU-H406 | Mi-35 | Aerogaviota | | photo | in white c/s with black exhaust areas, with large titles on the tailboom and logo on the fin; used for off-shore operations, seen on an oil rig; registration also used on a Mi-8T |
| --- | 25 | Mi-35 | Cuban Air Force | | photo | in olive drab/khaki camo c/s with light grey underside |
| --- | J2-MBE | Mi-24P | Djibouti Air Force | d/d | 2005 | by Belarus; f/n Ambouli nov07; confirmation necessary as the same registration was also used by an L-410 delivered in 2010 |
| --- | 3072 | Mi-24V | Egyptian Air Force | ph. | 29jun19 | equipped with a kind of FLIR on an outrigger on the left side of the nose and non-standard exhaust deflectors; in khaki/greenish grey camo c/s with light grey underside |
| --- | 3073 | Mi-24V | Egyptian Air Force | ph. | jul20 | equipped with a kind of FLIR on an outrigger on the left side of the nose and non-standard exhaust deflectors; in khaki/greenish grey camo c/s with light grey underside |
| --- | 3074 | Mi-24V | Egyptian Air Force | no | reports | just surmised |
| --- | 3075 | Mi-24V | Egyptian Air Force | no | reports | just surmised |
| --- | 3076 | Mi-24V | Egyptian Air Force | ph. | 20jun20 | equipped with a kind of FLIR on an outrigger on the left side of the nose and non-standard exhaust deflectors; in khaki/greenish grey camo c/s with light grey underside; f/n Sidi Barani 20jun20 |
| --- | 3077 | Mi-24V | Egyptian Air Force | ph. | 20jun20 | equipped with a kind of FLIR on an outrigger on the left side of the nose and non-standard exhaust deflectors; in khaki/greenish grey camo c/s with light grey underside; f/n Sidi Barani 20jun20 |
| --- | 3078 | Mi-24V | Egyptian Air Force | ph. | 03jul21 | equipped with a kind of FLIR on an outrigger on the left side of the nose and non-standard exhaust deflectors; in khaki/greenish grey camo c/s with light grey underside |
| --- | 3079 | Mi-24V | Egyptian Air Force | ph. | aug21 | equipped with a kind of FLIR on an outrigger on the left side of the nose and non-standard exhaust deflectors; in khaki/greenish grey camo c/s with light grey underside |
| --- | 3080 | Mi-24V | Egyptian Air Force | no | reports | just surmised |
| --- | 3082 | Mi-24V | Egyptian Air Force | no | reports | just surmised |
| --- | 3083 | Mi-24V | Egyptian Air Force | ph. | 13jan20 | equipped with a kind of FLIR on an outrigger on the left side of the nose and non-standard exhaust deflectors; in khaki/greenish grey camo c/s with light grey underside; l/n Sidi Barani 20jun20 |
| --- | 3084 | Mi-24V | Egyptian Air Force | ph. | 13jan20 | equipped with a kind of FLIR on an outrigger on the left side of the nose and non-standard exhaust deflectors; in khaki/greenish grey camo c/s with light grey underside; l/n oct21 |
| --- | 3085 | Mi-24V | Egyptian Air Force | no | reports | just surmised |
| --- | 3086 | Mi-24V | Egyptian Air Force | ph. | 20jun20 | equipped with a kind of FLIR on an outrigger on the left side of the nose and non-standard exhaust deflectors; in khaki/greenish grey camo c/s with light grey underside; f/n Sidi Barani 20jun20 |
| --- | 311 ? | Mi-24 | Ethiopian AF | | photo | serial could also be '211'; in green/ochre camo c/s with light blue underside |
| --- | 1542 ? | Mi-24A | Ethiopian AF | | photo | serial difficult to read; in olive drab/khaki camo c/s; on the photo together with a Su-27, active |
| --- | 1612 ? | Mi-24A | Ethiopian AF | | photo | serial difficult to read; in khaki/olive drab camo c/s with light grey underside |
| --- | 1616 | Mi-24A | Ethiopian AF | | photo | in khaki/olive drab camo c/s with light grey underside and post-1998 roundels; was operational in the 1998-2001 period |
| --- | 1621 | Mi-24A | Ethiopian AF | JIB | may92 | in olive drab/khaki camo c/s with light blue underside; the crew probably fled to Djibouti may92; was operational in the 1998-2001 period; later displayed at Mekele, seen aug17 |
| --- | 1624 | Mi-24A | Ethiopian AF | | | was operational in the 1998-2001 period |
| --- | 1627 | Mi-24A | Ethiopian AF | | photo | in olive drab/khaki camo c/s with light blue underside; was operational in the 1998-2001 period |
| --- | 1639 | Mi-24A | Ethiopian AF | ph. | 07aug19 | in olive drab/khaki camo c/s with light blue underside and 1980s roundel; preserved at the Martyr's Memorial at Bahir Dar, seen aug19/nov19 |
| --- | 1647 | Mi-24A | Ethiopian AF | | photo | at QHR |
| --- | 2015 | Mi-35P | Ethiopian AF | ph. | 15dec15 | |
| --- | 2105 | Mi-24A | Ethiopian AF | | | |
| --- | 2105 | Mi-35 | Ethiopian AF | | | opb 21 Squadron; was seen may91 and still operational in the 1998-2001 period |
| --- | 2106 | Mi-35 | Ethiopian AF | | 1994 | opb 21 Squadron |
| --- | 2107 | Mi-35 | Ethiopian AF | | | was operational in the 1998-2001 period |
| --- | 2108 | Mi-24A | Ethiopian AF | w/o | 18mar99 | |
| --- | 2108 | Mi-35 | Ethiopian AF | | photo | in olive drab/khaki camo c/s with light grey underside; was operational in the 1998-2001 period; captured intact by the Eritreans; an operational Mi-24/35 was seen at ASM in 2022 |
| --- | 2110 | Mi-35 | Ethiopian AF | | photo | in olive drab/khaki camo c/s with light grey underside and post-1998 roundels; was operational in the 1998-2001 period |
| --- | 2111 | Mi-35 | Ethiopian AF | ph. | dec23 | under overhaul with Dejen Aviation Industry (DAVI) at Debre Zeyit |
| --- | 2114 | Mi-35 | Ethiopian AF | ph. | 20may18 | opb 21 Squadron; repainted in olive drab/khaki camo c/s with light blue underside and the 2019 roundel; f/n as such Debre Zeyit 12feb19 |
| --- | 2116 | Mi-35 | Ethiopian AF | | | opb 21 Squadron; photo as a wreck; was possibly shot down by the EPLF (perhaps 15may00 ?) |
| --- | 2117 | Mi-35 | Ethiopian AF | ph. | 19jun15 | opb 21 Squadron; seeen with Dejen Aviation Industry (DAVI) at Debre Zeyit 19jun15 |
| --- | 2122 | Mi-24A | Ethiopian AF | | photo | in olive drab/khaki camo c/s with light blue underside |
| --- | 2122 | Mi-35P | Ethiopian AF | | | |
| --- | 2123 | Mi-35P | Ethiopian AF | | | in a video may23 |
| | 2123 | Mi-35P | United Nations | UYL | 19feb10 | opb for UNAMID in Darfur (Sudan); in full all-white UN c/s, carried code 'UNO793'; l/n in Darfur 28sep10; still as such in a UNAMID listing 08jul11; l/n 10dec15 |
| --- | 2124 | Mi-35P | Ethiopian AF | ph. | 2006 | at Rostvertol, probably under overhaul; in olive drab/khaki camo c/s with light blue underside; l/n may16; in a video may23 |
| --- | 2125 | Mi-35P | Ethiopian AF | | | |
| | 2125 | Mi-35P | United Nations | UYL | 19feb10 | opb for UNAMID in Darfur (Sudan); in full all-white UN c/s, carried code 'UNO794'; l/n in Darfur 28sep10; still as such in a UNAMID listing 08jul11 |
| | 2125 | Mi-35P | Ethiopian AF | ph. | 21jul17 | in olive drab/khaki camo c/s; l/n apr20 |
| --- | 2128 | Mi-35P | Ethiopian AF | | | |
| | 2128 | Mi-35P | United Nations | UYL | 19feb10 | opb for UNAMID in Darfur (Sudan); in full all-white UN c/s, carried code 'UNO795'; l/n in Darfur 29aug11 |
| --- | 2129 | Mi-35P | Ethiopian AF | | | |
| | 2129 | Mi-35P | United Nations | UYL | 19feb10 | opb for UNAMID in Darfur (Sudan); in full all-white UN c/s, carried code 'UNO796'; l/n in Darfur 28sep10; still as such in a UNAMID listing 08jul11 |

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|---|---|---|---|---|---|---|
| | ET-2129 | Mi-35P | United Nations | ph. | 19jun15 | in full all-white UN c/s, carried code 'UNO796' |
| --- | 2130 | Mi-35P | Ethiopian AF | | | |
| | 2130 | Mi-35P | United Nations | UYL | 19feb10 | opb for UNAMID in Darfur (Sudan); in full all-white UN c/s, carried code 'UNO797'; l/n in Darfur 28sep10; still as such in a UNAMID listing 08jul11 |
| | 2130 | Mi-35P | Ethiopian AF | ph. | 08oct15 | in olive drab/khaki camo c/s with light grey underside and black serial |
| --- | 2131 | Mi-35P | Ethiopian AF | ph. | 01jun18 | in olive drab/khaki camo c/s with light grey underside and black serial; l/n 15sep18 |
| --- | not known | Mi-24A | Ethiopian AF | d/d | dec77 | 6 delivered dec77 (28 delivered in total); opb 12 Sqn |
| --- | not known | Mi-35 | Ethiopian AF | | | 2 defected to Eritrea 22dec14 |
| --- | not known | Mi-35 | Ethiopian AF | | | w/o 11nov21 when was shot down in the Mille district of the Afar region by the Tigray People's Liberation Front (TPLF) with a shoulder-fired SAM |
| --- | "02" white | Mi-24D | Georgian Army | ph. | 04mar13 | preserved at the grave of Georgian pilot Colonel Dzhimsher Maisuradze (who was shot down and killed in Abkhazia 26dec92) at the cemetary at Giorgeti (N41.813528 E46.056141) from at least 2003; initially in medium green/ochre/black camo c/s with light grey underside, l/n as such nov15; repainted in medium green/olive drab c/s with light blue underside, f/n as such apr18, l/n apr22 |
| --- | "02" white | Mi-24V | Georgian Army | TBS | 26may10 | initially in a camo c/s of khaki and two shades of olive drab with light blue underside; l/n active Vaziani 30apr11; transported to Tbilaviamsheni at Tiblisi oct20 for overhaul; repainted in olive drab/khaki camo c/s with light blue underside; f/n as such in Tbilaviamsheni dec23 |
| --- | "02" black | Mi-24V | Georgian Army | ph. | 2023 ? | in very dark olive drab c/s with new roundels |
| --- | "03" white | Mi-24 | Georgian AF | TBS | 02may05 | Mi-24D or V; overhauled by Sevastopolski ARZ in 1999/2004; shipped 15apr04 and arrived at Poti 25apr04; based at Alekseyevka; in khaki/green/reddish brown camo c/s with light blue underside |
| --- | "04" white | Mi-24P | Georgian AF | TBS | 29oct04 | overhauled by Sevastopolski ARZ in 1999/2004; shipped 15apr04 and arrived at Poti 25apr04; based at Alekseyevka; in khaki/green/reddish brown camo c/s with light blue underside; l/n TBS 02may05 |
| --- | "05" white | Mi-24V | Georgian AF | TBS | 29oct04 | overhauled by Sevastopolski ARZ in 1999/2004; shipped 15apr04 and arrived at Poti 25apr04; based at Alekseyevka; in khaki/green/reddish brown camo c/s with light blue underside; w/o 11aug08 on the ground at Senaki when was destroyed by Russian forces (probably by an air raid) |
| --- | not known | Mi-24 | Soviet Army Avn | | | Mi-24D or V; opb 292 obvp at Tskhinvali until mid-1992; in khaki/olive drab camo c/s with light blue underside |
| | "06" white | Mi-24 | Georgian AF | SUI | sep92 | still in the same c/s as above; nationality markings without the white circle; overhauled by Sevastopolski ARZ probably in 1997/2005, repainted in khaki/green/reddish brown camo c/s with light blue underside; based at Alekseyevka; f/n in new c/s TBS 18jul05 |
| --- | not known | Mi-24 | Soviet Army Avn | | | opb 292 obvp at Tskhinvali until mid-1992 |
| | "07" | Mi-24 | Georgian AF | SUI | sep92 | code probably white; regularly attacked Abkhaz positions near Gagry sep92; the same helicopter as the one below ? |
| --- | "07" white | Mi-24P | Georgian AF | TBS | jul07 | based at Alekseyevka; in khaki/green/brown camo c/s with light blue underside |
| | "07" white | Mi-24P | Georgian Army | trf | 2010 | in a camo c/s of khaki and two shades of olive drab with light blue underside; transported to Tbilaviamsheni at Tiblisi oct20 for overhaul |
| | "07" black | Mi-24P | Georgian Army | ph. | 2023 ? | in very dark olive drab c/s with new roundels |
| --- | "08" white | Mi-24P | Georgian AF | ph. | 12nov09 | during the shooting of a film at Vaziani; l/n 11mar20, operational |
| --- | "09" white | Mi-24V | Georgian AF | TBS | 20oct06 | based at Alekseyevka; in khaki/green/brown camo c/s with light blue underside |
| --- | "09" white | Mi-24P | Georgian Army | trf | 2010 | l/n active TBS 26may11; l/n TBS 09jul11, stored |
| --- | "10" white | Mi-24P | Georgian AF | TBS | jul07 | based at Alekseyevka; in khaki/green/brown camo c/s with light blue underside; l/n TBS as such in spring 2010, taking part in the Independence Day parade |
| | "10" white | Mi-24P | Georgian Army | trf | 2010 | in a camo c/s of khaki and two shades of olive drab with light blue underside; stored without rotors at Alekseyevka, seen dec16; transported to Tbilaviamsheni at Tiblisi oct20 for overhaul |
| --- | not known | Mi-24 | Soviet Army Avn | | | opb 292 obvp at Tskhinvali until mid-1992; in khaki/olive drab camo c/s with light blue underside |
| | "17" white | Mi-24 | Georgian AF | SUI | sep92 | still in the same c/s as above; nationality markings without the white circle |
| --- | not known | Mi-24V | Georgian AF | | | w/o 05oct92 (not 04oct92) on a patrol flight over the Black Sea near Gagry when was shot down by Abkhazian forces with an "Igla" shoulder-fired SAM and crashed into the sea off the sanatorium "Ukraina", both crew members (pilot: Georgi Kvesadze) were killed |
| --- | not known | Mi-24V | Georgian AF | | | operated by the squadron based at Sukhumi-Babushera; w/o 26dec92 (not 26nov92) on a mission to support Georgian troops in the area of Ochamchira when was hit by an "Igla" shoulder-fired SAM (which had been fired by Abkhazian soldier Artur Tarba) near Atara-Abkhazskaya, caught fire and crashed, both crew members (pilot: Colonel Dzhimsher Maisuradze) were killed |
| --- | not known | Mi-24V | Georgian AF | | | w/o 15jan93 on return from a mission to support Georgian troops at beleaguered Agudzera was hit by a shoulder-fired SAM (which had been fired by Abkhazian soldier Viktor Stroi) near Tamysh, caught fire and crashed, both crew members (pilot: Abakar Magomedov) were killed |
| --- | not known | Mi-24 | Georgian AF | | | w/o 11aug08 on the ground at Senaki when was destroyed by a Russian air raid |
| --- | not known | Mi-24D | German Army | | | either 96+04, 96+10, 96+11, 96+18 or 96+36; fitted with the tailboom of 96+27 (showing the old serial '434'); sat wfu in a compound at Kövesgyürüpuszta (N47.029914 E17.795290), seen jul20 |
| --- | FAG-995 | Mi-25 | Guinea Air Force | CKY | 26jul17 | in olive drab/khaki camo c/s with light blue underside; l/n CKY 01mar20 |
| --- | FAG-1001 | Mi-25 | Guinea Air Force | CKY | 04oct11 | in khaki/olive drab camo c/s with light blue underside; l/n CKY 01mar20 |
| --- | FAG-1003 | Mi-25 | Guinea Air Force | CKY | 24dec08 | in dark green/sand camo c/s with light blue underside; seen CKY 26jul17; l/n CKY 01mar20 |
| --- | FAG-1005 | Mi-25 | Guinea Air Force | CKY | 04oct11 | in dark green/sand camo c/s with light blue underside; seen CKY 26jul17; l/n CKY 01mar20 |
| --- | HS-7152 | Mi-35P | Indonesian Army | ROV | 15aug10 | possibly c/n 070387, line # 08-08; in olive drab c/s with the Indonesian roundels and flag taped over, but the serial visible; d/d 23sep10 |
| | HX-3503 | Mi-35P | Indonesian Army | HLP | 12oct10 | tie-up with HS-7152 not confirmed (that one was also reported as HX-3504); test registration; in olive drab c/s with 'TNI-AD' titles; test-flown from HLP starting 12oct10 |
| | HS-7152 | Mi-35P | Indonesian Army | h/o | oct10 | opb Skuadron 31 at Ahmad Yani (Semarang); in olive drab/black camo c/s with 'TNI-AD' titles; carried "19" on a sheet of paper in a cabin window when seen at PCB 02oct19; l/n SRG 11nov23 |
| --- | HS-7153 | Mi-35P | Indonesian Army | d/d | 23sep10 | possibly c/n 070388, line # 08-09 |
| | HX-3504 | Mi-35P | Indonesian Army | HLP | 12oct10 | tie-up with HS-7153 not confirmed; test registration; in olive drab c/s with 'TNI-AD' titles; test-flown from HLP starting 12oct10 |
| | HS-7153 | Mi-35P | Indonesian Army | h/o | oct10 | opb Skuadron 31 at Ahmad Yani (Semarang); in olive drab/black camo c/s with 'TNI-AD' titles; carried "21" on a sheet of paper in a cabin window when seen at PCB 02oct19 |
| --- | HS-7154 | Mi-35P | Indonesian Army | ROV | 11aug10 | possibly c/n 070389, line # 08-10; in olive drab c/s with the Indonesian roundels and flag taped over, but the serial visible; d/d 23sep10 |
| | HX-3505 | Mi-35P | Indonesian Army | HLP | 12oct10 | tie-up with HS-7154 not confirmed; test registration; in olive drab c/s with 'TNI-AD' titles; test-flown from HLP starting 12oct10 |
| | HS-7154 | Mi-35P | Indonesian Army | h/o | oct10 | opb Skuadron 31 at Ahmad Yani (Semarang); in olive drab/black camo c/s with 'TNI-AD' titles; carried "20" on a sheet of paper in a cabin window when seen at PCB 02oct19; damaged 06jan20 on a flight from Gesit Field (near Sawangbendar in North Sulawesi) to Siau (Sitaro Regency) when started to descend again shortly after take-off, moved backwards at very low height and struck several cars on the ground, but managed to land safely |
| --- | 2118 | Mi-25 | Iraqi Army Avn | | jul03 | dumped at Al Taji |
| --- | 4496 | Mi-25 | Iraqi Army Avn | mfd | 1983 | c/n reported as 760332, but that is not possible (760323 would be possible); captured by US Forces in Kuwait in 1991; preserved in the US Army Aviation Museum at Fort Rucker |
| --- | YI-35. | Mi-35M | Iraqi Army Avn | | | was reported as YI-356, but that cannot be correct - candidates are YI-351, YI-354 and YI-358 which were delivered in 2013/14, but were no longer on charge by 2024; w/o 03oct14 during a combat mission against Islamic State insurgents between the towns of Baiji and al-Senniyah (Salah ad-Din Province) when was shot down by an FN6 shoulder-fired SAM, both crew members (Captain Marwan Majid al-Saadi and Captain Ziad Raad al-Khafaji) were killed |
| --- | YI-3.. | Mi-35M | Iraqi Army Avn | | | opb 35 Attack Heli Sqn; damaged beyond repair 04apr16 on a training flight when suffered a technical problem, crashed south of al-Kut, came to rest on its right side and caught fire, both pilots were injured |
| --- | YI-3.. | Mi-35M | Iraqi Army Avn | | | opb 35 Attack Heli Sqn; w/o 04jan17 when crashed near Baiji, all 4 crew members (pilot Mojtaba Kazazi Hilal, Lieutenant Hussein Kamel, Joey Omar Arif and weapons technician Jabbar) were killed |
| --- | TU-VHL | Mi-24V | Ivory Coast AF | d/d | nov02 | delivered by Belarus, but ex Angolan Air Force; in olive drab/grey camo c/s with light blue underside and 'shark mouth' on the nose; f/n ABJ 27nov02; l/n ABJ feb03; w/o during the night 06/07nov04 while being parked in the backyard of the Palais Présidentiel at Yamoussoukro when was destroyed by "Gazelle" helicopters of ALAT; registration later used on a Mi-8P |
| --- | TU-VHO (1) | Mi-24V | Ivory Coast AF | d/d | nov02 | delivered by Belarus; opb Mamba Sqn; in olive drab/brown/medium green camo c/s with light blue underside and a 'shark mouth' on the nose; f/n ABJ dec02; was severely damaged by French ground forces at ABJ 06nov04; the hulk sat at ABJ, seen aug14/jan16 and in the process of being scrapped apr16; see c/n 730202 |
| --- | TU-VHP | Mi-24V | Ivory Coast AF | ph. | 22aug21 | in medium green/dark olive drab camo c/s with light grey underside and a 'shark mouth' on the nose |
| --- | TU-VHQ | Mi-24D | Ivory Coast AF | d/d | apr03 | either c/n 730207 or 150292; delivered by Bulgaria; opb Mamba Sqn; was severely damaged by French ground forces at ABJ 06nov04; the hulk sat at ABJ, l/n mar10 |
| --- | TU-VHR (1) | Mi-24D | Ivory Coast AF | d/d | apr03 | either c/n 730207 or 150292; delivered by Bulgaria; opb Mamba Sqn; in olive drab/khaki camo c/s with light blue underside; was severely damaged by French ground forces at ABJ 06nov04; the hulk sat at ABJ, l/n apr15; see c/n 410452 |
| --- | TU-VHR (3) | Mi-24 | Ivory Coast AF | | | noted on radarbox.com 03jan21 |
| --- | TU-VHT | Mi-24D | Ivory Coast AF | SOF | 27jan21 | delivered by Bulgaria; opb Mamba Sqn; in medium green/dark olive drab camo c/s with light grey underside and a 'shark mouth' on the nose; l/n oct21 |
| --- | TU-VHV | Mi-24D | Ivory Coast AF | SOF | 09may23 | delivered by Bulgaria; in medium green/dark olive drab camo c/s with light grey underside and a 'shark mouth' on the nose; c/n given as 730202, but that was TU-VHO which crashed 18mar20 (used the same HEX code 038FF1 as TU-VHO before) |
| --- | TU-VH. ? | Mi-24 | Ivory Coast AF | | | dbr 23nov02 when crashed near Vavouva, no casualties |
| --- | TU-VH. ? | Mi-24D | Ivory Coast AF | toc | 07aug20 | ex Ukrainian or Bulgarian Air Force; delivered by a Ukrainian Air Force Il-76MD aug20; in olive drab/brown/medium green camo c/s with light blue underside and a 'shark mouth' on the nose |
| --- | TU-VH. ? | Mi-24D | Ivory Coast AF | | | w/o in the early hours of 10sep21 on a patrol flight near the border with Burkina Faso when crashed in swampy grassland 2 km north of Togolokaye (near Ferkessedougou, Téhini department), all 5 occupants were killed |
| --- | "02" red | Mi-35M | Kazakh Air Force | CIT | 02oct24 | in dark grey c/s with light blue belly and titles in Kazakh |
| --- | "09" red | Mi-35M | Kazakh Air Force | d/d | 23jun20 | opb 612 AvB at Aktau; in dark grey c/s with light blue belly and titles in Kazakh; seen CIT 22jun20 still with the Russian flag on the fin and the Kazakh stars taped over; operated by military unit 54835 at Semei by 2024 |

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|---|---|---|---|---|---|---|
| --- | "11" red | Mi-35M | Kazakh Air Force | d/d | 23jun20 | opb 612 AvB at Aktau; in dark grey c/s with light blue belly and titles in Kazakh; carried the white serial '195' on the tailboom; seen CIT 22jun20 still with the Russian flag on the fin and the Kazakh stars taped over; f/n Aktau 02may22; l/n Mangistau 11apr24; operated by military unit 54835 at Semei by 2024 |
| --- | "12" red | Mi-35M | Kazakh Air Force | d/d | 23jun20 | opb 612 AvB at Aktau; in dark grey c/s with light blue belly and titles in Kazakh; f/n Khlebodarovka jan23; l/n Aktau 06may24; operated by military unit 54835 at Semei by 2024 |
| --- | "11" yellow | Mi-24D | Kazakh Air Force | ph. | 29may14 | in a camo c/s of two shades of olive drab with light blue underside; preserved at the military hospital at Almaty, seen may14/may22 |
| --- | "14" red | Mi-24V | Kazakh Air Force | ALA | 15jun24 | opb 603 AvB at Pervomaiski; in grey c/s with light blue underside |
| --- | "15" red | Mi-24V | Kazakh Air Force | ph. | aug24 | in grey c/s with light blue underside |
| --- | "31" yellow | Mi-24V | Kazakh Air Force | | photo | overhauled by Rostvertol; in ochre/green camo c/s with light blue underside; probably the Mi-24 which was w/o 17jun09, the crew escaped |
| --- | "32" yellow | Mi-24V | Kazakh Air Force | | photo | |
| --- | "33" yellow | Mi-24V | Kazakh Air Force | ph. | 24sep10 | at Matybulak; overhauled by Rostvertol dec05; in ochre/green camo c/s with light blue underside; l/n over Astana 30aug11; no longer airworthy by 2016 |
| --- | "34" yellow | Mi-24V | Kazakh Air Force | ph. | 24sep10 | at Matybulak; overhauled by Rostvertol dec05; in ochre/green camo c/s with light blue underside; l/n over Astana 30aug11; no longer airworthy by 2016 |
| --- | "35" yellow | Mi-24V | Kazakh Air Force | ph. | 15dec09 | overhauled by Rostvertol dec05; in ochre/green camo c/s with light blue underside; l/n over Astana 30aug11; no longer airworthy by 2016 |
| --- | "36" yellow | Mi-24V | Kazakh Air Force | ph. | 15dec09 | overhauled by Rostvertol dec05; in ochre/green camo c/s with light blue underside; l/n over Astana 30aug11; no longer airworthy by 2016 |
| --- | "37" yellow | Mi-24V | Kazakh Air Force | Alv | 28may14 | no longer airworthy by 2016 |
| --- | "39" yellow | Mi-24V | Kazakh Air Force | ph. | 19jan11 | overhauled by Rostvertol; in ochre/green camo c/s with light blue underside; l/n over Astana 30aug11; no longer airworthy by 2016 |
| --- | "54" yellow | Mi-24V | Kazakh Air Force | ph. | 02may22 | preserved on the premises of the "T. Begeldinov" military institute of the Air Defence Forces at Aktobe/Aktyubinsk (N50.28 E57.15), seen may22/dec22 |
| --- | "81" yellow | Mi-24D | Kazakh Air Force | | photo | in green/brown c/s with Red Stars; preserved at Ucharal |
| --- | "17" yellow | Mi-24V | Kyrgyz Air Force | ph. | 1990s | in olive drab/khaki camo c/s with light grey underside, with full 1990s markings, large 'Kyrgyzstan' titles on the fuselage and an unknown badge above the titles |
| --- | "22" yellow | Mi-24DU | Kyrgyz Air Force | ph. | 18aug12 | in olive drab/khaki camo c/s with light grey underside, no nationality markings; sat wfu at an unknown airfield in Kyrgyzstan |
| --- | "73" red ? | Mi-24DU | Kyrgyz Air Force | | photo | code could also be "78", difficult to read on photo; in olive drab/dark green camo c/s with light blue underside, no nationality markings; preserved at Frunze-1 airfield (N42.898637 E74.515978) |
| --- | "109" red | Mi-24V | Kyrgyz Air Force | ph. | 18aug09 | donated by Russia; in olive drab/ochre camo c/s with light blue underside, with Red Stars and an MoD badge on the engine cowling |
| | AF848 | Mi-24V | Uganda Air Force | ph. | 2016 | tie-up not confirmed, could be ex "110" red; leased by Kyrgyzstan to Uganda 03dec14, but never left Kyrgyzstan; in olive drab/khaki camo c/s with light grey underside, no markings apart from the serial |
| | "109" red | Mi-24V | Kyrgyz Air Force | ph. | 2017 | in olive drab/khaki camo c/s with light grey underside, with Red Stars |
| --- | "110" red | Mi-24V | Kyrgyz Air Force | | photo | donated by Russia; in olive drab/ochre camo c/s with light blue underside, with Red Stars and an MoD badge on the engine cowling |
| | AF849 | Mi-24V | Uganda Air Force | ph. | 2016 | tie-up not confirmed, could be ex "109" red; leased by Kyrgyzstan to Uganda 03dec14, but never left Kyrgyzstan; in olive drab/khaki camo c/s with light grey underside, no markings apart from the serial |
| | "110" red | Mi-24V | Kyrgyz Air Force | ph. | 2017 | in olive drab/khaki camo c/s with light grey underside, with Red Stars |
| --- | 193 | Mi-24P | Libyan Air Force | ph. | 03apr16 | in sand/brown camo c/s with light grey underside and a Libyan flag on the rear fuselage; f/n Labraq 03apr16; l/n as such Gubba 18nov17; repainted in light grey c/s with standard roundel; f/n as such mar22 |
| --- | 301 | Mi-24V | Libyan Air Force | d/d | 26apr15 | bought by the UAE in Belarus for Libya and delivered to Marj 26apr15; in dark brown/sand camo c/s with light grey underside; initially carried also the large code "52" grey, but no nationality markings; f/n Tobruk 11aug15; l/n as such Tobruk 12aug15; roundel applied and code "52" grey removed; f/n as such 07mar16 |
| --- | 353 | Mi-24P | Libyan Air Force | d/d | 26apr15 | bought by the UAE in Belarus for Libya and delivered to Marj 26apr15; initially in dark brown/sand camo c/s with light grey underside; initially carried also the large code "53" grey, but no nationality markings; f/n Tobruk 11aug15; l/n as such Tobruk 15aug15; roundel applied and code "53" grey removed; f/n as such 07mar16; l/n in its old colours BEN 20sep17; repainted in light grey c/s; f/n as such mar19 |
| --- | 619 | Mi-24P | Libyan Air Force | d/d | 26apr15 | bought by the UAE in Belarus for Libya and delivered to Marj 26apr15; initially in sand/brown camo c/s with light grey underside, no nationality markings, carried also the large code "03" grey; f/n jun15; l/n as such 17nov15; repainted in light grey c/s with roundel; f/n as such mar19 |
| --- | 624 ? | Mi-24V | Libyan Air Force | ph. | 2012 | serial difficult to read on photo; in olive drab/khaki camo c/s with light blue underside |
| --- | 625 ? | Mi-24V | Libyan Air Force | ph. | 2012 | serial difficult to read on photo; in olive drab/khaki camo c/s with light blue underside |
| --- | 694 ? | Mi-24 | Libyan Air Force | ph. | 22apr15 | serial difficult to read on photo; arrived in Libya 22apr15 |
| --- | 735 | Mi-24P | Libyan Air Force | BEN | 20sep17 | in dark brown/sand camo c/s with light grey underside; l/n Jufra Hun 01nov22, operational |
| --- | 859 (2) | Mi-24P | Libyan Air Force | ph. | apr15 | in olive drab/khaki camo c/s with light grey underside and new roundels; see Mi-35 c/n 280859 |
| --- | 1031 | Mi-24 | Libyan Air Force | ph. | 1982 | in 'trefoil' olive drab/sand (?) camo c/s; burnt wreck seen in Chad in 1982 |
| --- | 1066 | Mi-24A | Libyan Air Force | | | 9 Mi-24A hulks sat at al-Watiya, seen may20 |
| --- | 2027 | Mi-24A | Libyan Air Force | | | 9 Mi-24A hulks sat at al-Watiya, seen may20 |
| --- | 3430 | Mi-24A | Libyan Air Force | | | was preserved at Tripolis |
| --- | 5211 | Mi-24A | Libyan Air Force | ph. | 18may20 | c/n possibly 4205211; in faded olive drab/khaki camo c/s with light grey underside; the hulk sat at al-Watiya, seen may20 |
| --- | not known | Mi-25 | Libyan Air Force | | | w/o 04jan87 on a mission against Fada (northern Chad) when was shot down by Chadian "Forces Armées Nationales du Tchad" (FANT) troops (or rather by the Stinger Team of French 11e régiment parachutiste de choc which supported the FANT troops) |
| --- | not known | Mi-25 | Libyan Air Force | | | w/o 19feb87 on a mission in northern Chad when was shot down by Chadian "Forces Armées Nationales du Tchad" (FANT) troops with a FIM-43A or "Strela-2" shoulder-fired SAM near Zouar |
| --- | not known | Mi-25 | Libyan Air Force | | | w/o 21mar87 when tried to take-off from Wadi Doum (northern Chad) while the airfield was attacked by Chadian "Forces Armées Nationales du Tchad" (FANT) troops and was shot down by the FANT troops |
| --- | not known | Mi-25 | Libyan Air Force | | | 2 destroyed on the ground at Wadi Doum (northern Chad) when Chadian "Forces Armées Nationales du Tchad" (FANT) troops overran the airfield 21mar87 |
| --- | not known | Mi-25 | Libyan Air Force | | | w/o 17aug87 during the fighting for the Aouzou Strip (northern Chad) when was shot down by Chadian "Forces Armées Nationales du Tchad" (FANT) troops with an FIM-43A "Redeye" shoulder-fired SAM |
| --- | not known | Mi-25 | Libyan Air Force | | | 2 w/o 05sep87 during the raid of Chadian "Forces Armées Nationales du Tchad" (FANT) troops against Maaten al-Sarra (Maarten as-Sahra) airfield in southern Libya when were shot down by the FANT troops |
| --- | not known | Mi-35 | Libyan Air Force | no | reports | opb 1335 Sqn; w/o 28feb11 when was shot down by anti-Gadaffi insurgents near Misurata and crashed into the Mediterranean Sea |
| --- | not known | Mi-35 | Libyan Air Force | | | w/o 12feb14 on the leg from Essider to Benghazi of a flight from Tamenhint to Benghazi when crashed near the coast of Essider some minutes after take-off, all 3 crew and both passengers killed; wreck found only 15feb14 |
| --- | not known | Mi-35 | Libyan Air Force | | | opb Libyan National Army; w/o 17jul16 on a flight from Benina when was shot down by GNA forces with a SAM, all 3 crew members (French SA DGSE soldiers) were killed |
| --- | not known | Mi-35 | Libyan Air Force | | | opb Libyan National Army; w/o 12apr20 when was shot down by GNA forces with a Turkish HISAR-family SAM and crashed at Abu Grein (138 km west of Sirte), all 3 crew members were killed - confirmation of the type needed |
| --- | TZ-414 | Mi-24D | Mali Air Force | ph. | mar14 | probably one of the two delivered by Bulgaria in 2012; in sand/brown camo c/s with light grey underside |
| | TZ-03H | Mi-24D | Mali Air Force | BKO | 05feb17 | in sand/brown camo c/s with light grey underside and 'Armée de l'Air' titles; l/n with TAM Georgia mar19 |
| --- | TZ-06H | Mi-24P | Mali Air Force | h/o | 07aug22 | by Russia; in olive drab/khaki camo c/s with light blue underside and 'Armée de l'Air' titles; f/n BKO 07aug22 |
| --- | TZ-11H | Mi-24 | Mali Air Force | GAQ | jun20 | Mi-24D or V; in sand c/s with light grey underside |
| | TZ-14H | Mi-35M | Mali Air Force | h/o | 21sep17 | opb BA101 at Bamako-Sénou; in camo c/s of two shades of sand with light blue underside and 'Armée de l'Air' titles; f/n BKO 03oct17; l/n BKO 22sep18 |
| --- | TZ-12H | Mi-35M | Mali Air Force | toc | 12jan21 | the one which was delivered 21aug19 ?; opb BA101 at Bamako-Sénou; in a camo c/s of two shades of sand with light blue underside and 'Armée de l'Air' titles |
| --- | TZ-15H | Mi-24P | Mali Air Force | d/d | 30mar22 | the second Mi-24P which was delivered that day; in olive drab/khaki camo c/s with light grey underside and 'Armée de l'Air' titles; seriously damaged by an attack of Jamaat Nusrat al-Islam wal-Muslimin (JNIM) jihadists on the base at Camp de Bapho 24apr22 |
| --- | not known | Mi-24 | Mali Air Force | | | damaged 26jul24 on a mission against Islamist Touareg insurgents when was shot at by anti-aircraft artillery and made a hard landing among ruins at Kidal, the tailboom broke off |
| --- | "101" yellow | Mi-24V | Mongolian Army Avn | ph. | 17mar11 | in a camo c/s of two shades of olive drab with light blue underside; l/n sep20, flying |
| --- | "102" yellow | Mi-24V | Mongolian Army Avn | ph. | 17mar11 | in a camo c/s of two shades of olive drab with light grey underside; l/n sep20, flying |
| --- | 102 | Mi-25 | Mozambique AF | MPM | 19jun85 | |
| --- | 104 | Mi-25 | Mozambique AF | MPM | 19jun85 | |
| --- | 105 | Mi-25 | Mozambique AF | MPM | 19jun85 | |
| --- | 106 | Mi-25 | Mozambique AF | MPM | 19jun85 | l/n BEW feb97, derelict |
| --- | FA-115 | Mi-24V | Mozambique AF | ph. | 2021 ? | in olive drab/brown purple camo c/s with light grey underside |
| --- | FA-116 | Mi-24V | Mozambique AF | ph. | 26mar21 | supplied by the Paramount Group before feb21; in olive drab/brown purple camo c/s with light grey underside; f/n Pemba 26mar21; l/n 15feb22, stored |
| --- | FA-117 | Mi-24V | Mozambique AF | ph. | 05apr21 | supplied by the Paramount Group before feb21; in olive drab/brown purple camo c/s with light grey underside; f/n Palma 05apr21; l/n Pemba 25sep21 |
| --- | 6801 | Mi-35P | Myanmar Air Force | ROV | 20sep10 | converted from a Mi-24K; in olive drab/medium green camo c/s with light blue underside; probably d/d sep10 |
| --- | 6802 | Mi-35P | Myanmar Air Force | ROV | aug10 | converted from a Mi-24K; in olive drab/medium green camo c/s with light blue underside; probably d/d sep10 |
| --- | 6803 | Mi-35P | Myanmar Air Force | ROV | 20sep10 | converted from a Mi-24K; in olive drab/medium green camo c/s with light blue underside; probably d/d sep10 |
| --- | 6804 | Mi-35P | Myanmar Air Force | ROV | 14aug10 | converted from a Mi-24K; in olive drab/medium green camo c/s with light blue underside; probably d/d sep10 |
| --- | 6806 | Mi-35P | Myanmar Air Force | ph. | 02jul19 | under overhaul with 558 ARZ at Baranovichi jul19 |
| --- | 6807 | Mi-35P | Myanmar Air Force | ph. | 27mar15 | at Naypyidaw; probably converted from a Mi-24K; in olive drab/medium green camo c/s with light blue underside |

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| --- | 6809 | Mi-35P | Myanmar Air Force | ROV | 19feb11 | probably converted from a Mi-24K; in olive drab/medium green camo c/s with light blue underside; left on board of an An-124 22feb10 |
| --- | 6810 | Mi-35P | Myanmar Air Force | ROV | 19feb11 | probably converted from a Mi-24K; in olive drab/medium green camo c/s with light blue underside; left on board of an An-124 22feb10 |
| --- | 6811 | Mi-35P | Myanmar Air Force | ROV | 19feb11 | probably converted from a Mi-24K; in olive drab/medium green camo c/s with light blue underside; left on board of an An-124 22feb10 |
| --- | 6812 | Mi-35P | Myanmar Air Force | ROV | 19feb11 | probably converted from a Mi-24K; in olive drab/medium green camo c/s with light blue underside; left on board of an An-124 22feb10 |
| --- | 6813 | Mi-35P | Myanmar Air Force | ph. | 16dec19 | at Meiktila; delivered by Russia; in olive drab/medium green camo c/s with light blue underside |
| --- | 6814 | Mi-35PM | Myanmar Air Force | toc | 15dec19 | at Meiktila; converted from a Mi-24P built after 1984; delivered by Russia; in olive drab/medium green camo c/s with light blue underside |
| --- | 6815 | Mi-35PM | Myanmar Air Force | toc | 15dec19 | at Meiktila; converted from a Mi-24P built after 1984; delivered by Russia; in olive drab/medium green camo c/s with light blue underside |
| --- | no serial | Mi-24V | Namibian Air Force | ERS | 21mar05 | in beige/olive drab/dark grey camo c/s with light blue underside, no markings apart from a Namibian flag on the tailboom |
| --- | 358 | Mi-24D | Nicaraguan AF | d/d | 1986 | opb Escuadrón de Ala Rotatoria; w/o 19may88 when crashed into Lake Managua |
| --- | 359 | Mi-24D | Nicaraguan AF | d/d | 1986 | probably c/n 04115; opb Escuadrón de Ala Rotatoria; sold to Peru in 1992 |
| --- | 360 | Mi-24D | Nicaraguan AF | d/d | 1986 | probably c/n 04251; opb Escuadrón de Ala Rotatoria; sold to Peru in 1992 |
| --- | 361 | Mi-24D | Nicaraguan AF | d/d | 1986 | opb Escuadrón de Ala Rotatoria; in black/dark green/beige camo c/s with light grey underside and 'Fuerza Aérea' titles; preserved at the military part of Managua airport (just inside the main gate) from at least 1996, seen sep06/nov19 |
| --- | 362 | Mi-24D | Nicaraguan AF | d/d | 1987 | as an attrition replacement for '357'; probably c/n M340144; opb Escuadrón de Ala Rotatoria; in olive drab/khaki camo c/s with light grey underside; sold to Peru in 1992 |
| --- | NAF260 | Mi-24V | Nigerian Air Force | ph. | may15 | probably 1 of the 2 delivered by Ukraine in 2014; in sand/light brown green camo c/s with light blue underside; took part in Operation "Awatse" 01aug16; reportedly the sole airworthy Nigerian Mi-24 by 2016 |
| --- | NAF526 | Mi-24 | Nigerian Air Force | ph. | sep14 | in sand/beige camo c/s with light blue underside |
| --- | NAF528 | Mi-24V | Nigerian Air Force | KAD | 16may12 | in sand/medium green/dark green camo c/s with light blue underside |
| --- | NAF529 | Mi-24V | Nigerian Air Force | KAD | 15may12 | in sand/medium green/dark green camo c/s with light blue underside |
| --- | NAF530 | Mi-35P | Nigerian Air Force | d/d | 2000 | the c/n should be in the range 087350, 087351 and 087358 to 087361; overhauled by LOM at Prague-Kbely in 2008, seen 20jul08 on its first flight after the overhaul; initially opb 207th Wing, 97th Special Operations Group; seen Makuri 11oct08; offered for sale sep11, but was not sold; overhauled in Nigeria and repainted in sand/beige camo c/s with medium blue underside; h/o at Port Harcourt 17apr20; opb 115 Special Operations Group at Port Harcourt; l/n 03may22 |
| --- | NAF531 | Mi-35P | Nigerian Air Force | d/d | 2000 | the c/n should be in the range 087350, 087351 and 087358 to 087361; initially in olive drab/medium green/khaki camo c/s with light blue underside; f/n PHG 07aug07; damaged by a cyclone feb08; seen on overhaul in Belarus 14feb11; offered for sale sep11, but was not sold; overhauled in Nigeria feb17/jun18 and repainted in sand/beige camo c/s with medium blue underside; f/n as such 09jun18; opb 115 Special Operations Group at Port Harcourt |
| --- | NAF532 | Mi-35P | Nigerian Air Force | d/d | 2000 | the c/n should be in the range 087350, 087351 and 087358 to 087361; f/n PHG oct08; offered for sale sep11, but was not sold; seen Kauna 15may12, active |
| --- | NAF533 | Mi-35P | Nigerian Air Force | d/d | 2000 | the c/n should be in the range 087350, 087351 and 087358 to 087361; damaged by a cyclone feb08 and repaired using parts of NAF531; offered for sale sep11 |
| --- | NAF534 | Mi-35P | Nigerian Air Force | d/d | 2000 | the c/n should be in the range 087350, 087351 and 087358 to 087361; f/n PHG oct08, stored; damaged by a cyclone feb08; offered for sale sep11 |
| --- | NAF535 | Mi-35P | Nigerian Air Force | d/d | 2000 | the c/n should be in the range 087350, 087351 and 087358 to 087361; f/n PHG oct08, stored; damaged in an accident in 2007 and used as a spares source; offered for sale sep11 |
| --- | NAF536 | Mi-24P | Nigerian Air Force | d/d | aug08 | ex Ukrainian Air Force; f/n PHG aug08; l/n KAD 12may10; offered for sale sep11 |
| --- | NAF537 | Mi-24V | Nigerian Air Force | d/d | aug08 | ex Ukrainian Air Force; in khaki/drak olive drab camo c/s; f/n PHG aug08; seen PHC 13oct08; l/n as such KAD 12may10; was offered for sale sep11, but could not be sold; repainted in greyish green/khaki camo c/s with light blue underside; preserved on a plinth just outside the main gate at Port Harcourt from 06may23 |
| --- | NAF538 | Mi-24V | Nigerian Air Force | d/d | aug08 | ex Ukrainian Air Force; f/n PHG aug08; l/n KAD 12may10; offered for sale sep11 |
| --- | NAF539 | Mi-24V | Nigerian Air Force | ph. | apr17 | serial with hyphen; in camo c/s of two shades of sand with light blue underside |
| --- | NAF561 | Mi-35M | Nigerian Air Force | d/d | 30apr18 | by an An-124-100 of 224 LO to Makurdi; opb 115 Special Operations Group at Port Harcourt; in a camo c/s of two shades of sand with light blue underside; f/n Kaduna 05may18 |
| --- | NAF562 | Mi-35M | Nigerian Air Force | d/d | 30apr18 | by an An-124-100 of 224 LO to Makurdi; opb 115 Special Operations Group at Port Harcourt; in a camo c/s of two shades of sand with light blue underside; f/n Kaduna 05may18 |
| --- | NAF563 | Mi-35M | Nigerian Air Force | d/d | 2018 ? | opb 115 Special Operations Group at Port Harcourt; in a camo c/s of two shades of sand with light blue underside; f/n oct19; l/n jan22, flying |
| --- | not known | Mi-35M | Nigerian Air Force | d/d | 03aug20 | by an An-124-100 to Makurdi |
| --- | not known | Mi-35M | Nigerian Air Force | d/d | 03aug20 | by an An-124-100 to Makurdi |
| --- | not known | Mi-35P | Nigerian Air Force | | | opb Special Operations Group; written off 02apr01 (rather than 03apr01) on take-off from Osubi when was forced to veer off runway in order to avoid a collision with a landing aircraft and fell into a ditch, the main rotor separated after hitting the ground and the helicopter burst into flames, all 3 crew members were seriously injured |
| --- | not known | Mi-24 | Nigerian Air Force | | | w/o 21jul14 on a training in Borno State when crashed south of Bama, 2 of the 3 crew members were killed |
| --- | not known | Mi-24 | Nigerian Air Force | | | possibly NAF261; w/o 13nov14 on a patrol flight at night when crashed near the Modibbo Adama University of Technology (MAUTECH) in the Girei Local Government Area of Adamawa State, all 3 crew killed |
| --- | not known | Mi-35M | Nigerian Air Force | | | w/o 02jan18 while providing close-air support to troops of 145 Batallion near Damasak (Borno state) when was shot down by Boko Haram insurgents, all 5 crew killed |
| --- | not known | Mi-35P | Nigerian Air Force | | | opb 115 Special Operations Group at Port Harcourt; w/o 01dec23 on a mission from Port Harcourt against oil thieves in Rivers State when came down shortly after take-off, caught fire and burnt out, all 5 occupants were injured |
| --- | "472" black | Mi-35M | Rostvertol | ph. | aug17 | in sand/brown camo c/s with light blue underside, foreign markings taped over; became possibly 786-801 |
| --- | "473" black | Mi-35M | Rostvertol | ph. | aug17 | in sand/brown camo c/s with light blue underside, foreign markings taped over; became possibly 786-802 |
| --- | no serial | Mi-24D/V | PGZ | ph. | 05sep19 | an incomplete airframe without tailboom and rotors; modernised by Polska Grupa Zbrojeniowa (PGZ) and Rafael Advanced Defense Systems; in olive drab c/s, no markings apart from a 'PGZ' logo; displayed during the MSPO exhibition at Kielce 03/06sep19 |
| --- | RAF-0110 | Mi-24V | Rwanda Air Force | KGL | 15dec04 | ex Belarus Air Force |
| --- | RAF-0802 | Mi-24P | Rwanda Air Force | KGL | jun04 | in ochre/sand camo c/s; l/n KGL mar11 |
| --- | RAF-2102 | Mi-25U | Rwanda Air Force | KGL | jun04 | version not confirmed, but has not got cannons or machine-guns; in sand/dark brown camo c/s; seen KGL 08sep10 and KGL 26oct14 |
| --- | RAF-2308 | Mi-24P | Rwanda Air Force | KGL | jun04 | initially in sand/brown camo c/s; l/n as such KGL 08sep10 repainted in ochre/greenish grey camo c/s; f/n as such KGL 24apr21; l/n KGL 18nov22 |
| --- | RAF-.... | Mi-35M | Rwanda Air Force | KGL | 11aug24 | in ochre/sand camo c/s |
| --- | 35101 | Mi-35M | Serbian Air Force | f/f | 30jul19 | line # probably 07-04; d/d 02dec19; prepared for shipment at Rostov-Platov 25nov19 and delivered by an An-124 to Batajnica 02dec19; opb 714. phe at Ladjevci; in very dark grey c/s with black serial on the fin and the large code "101" white on the engine cowling; l/n Batajnica 22sep24 |
| 688 588 .. | 35102 | Mi-35M | Serbian Air Force | d/d | 02dec19 | line # probably 07-05; prepared for shipment at Rostov-Platov 25nov19 and delivered by an An-124 to Batajnica 02dec19; opb 714. phe at Ladjevci; in very dark grey c/s with black serial on the fin and the large code "102" white on the engine cowling; l/n Batajnica 20sep24 |
| 688 588 .. | 35103 | Mi-35M | Serbian Air Force | f/f | 24jul19 | line # probably 07-06; seen (with roundels and flags taped over) with Rostvertol 24jul19; prepared for shipment at Rostov-Platov 25nov19 and delivered by an An-124 to Batajnica 02dec19; opb 714. phe at Ladjevci; in very dark grey c/s with black serial on the fin and the large code "103" white on the engine cowling; l/n BJY 20sep24 |
| 688 588 .. | 35104 | Mi-35M | Serbian Air Force | d/d | 02dec19 | line # probably 07-07; prepared for shipment at Rostov-Platov 25nov19 and delivered by an An-124 to Batajnica 02dec19; opb 714. phe at Ladjevci; in very dark grey c/s with black serial on the fin and the large code "104" white on the engine cowling; l/n Batajnica 20sep24 |
| --- | 35201 | Mi-35P | Serbian Air Force | BJY | 20sep24 | opb 714. phe at Ladjevci; in grey c/s with lo-viz markings, also carried the code "201" white below the air intakes |
| --- | 35202 | Mi-35P | Serbian Air Force | BJY | 20sep24 | opb 714. phe at Ladjevci; in grey c/s with lo-viz markings, also carried the code "202" white below the air intakes |
| --- | 35203 | Mi-35P | Serbian Air Force | BJY | 20sep24 | opb 714. phe at Ladjevci; in grey c/s with lo-viz markings, also carried the code "203" white below the air intakes |
| --- | 35204 | Mi-35P | Serbian Air Force | BJY | 20sep24 | opb 714. phe at Ladjevci; in grey c/s with lo-viz markings, also carried the code "204" white below the air intakes |
| --- | 35205 | Mi-35P | Serbian Air Force | BJY | 20sep24 | opb 714. phe at Ladjevci; in grey c/s with lo-viz markings, also carried the code "205" white below the air intakes |
| --- | 35206 | Mi-35P | Serbian Air Force | BJY | 20sep24 | opb 714. phe at Ladjevci; in grey c/s with lo-viz markings, also carried the code "206" white below the air intakes |
| --- | SL-201 | Mi-24V | Sierra Leone AF | Fch | 12mar01 | probably c/n 15127 or 22258; opb Jesa Air West Africa; in khaki camo c/s with green trefoils and light blue underside; the hulk sat at the Freetown-Cockerill Barracks Heliport, seen in 2008 |
| --- | SPAF-201 | Mi-24V | South Sudanese AF | d/d | may15 | c/n either 3532422014168, 3532422015039 or 3532422015149; purchased from Ukraine via Uganda; in khaki/olive drab camo c/s with light grey underside |
| --- | SPAF-202 | Mi-24V | South Sudanese AF | d/d | may15 | c/n either 3532422014168, 3532422015039 or 3532422015149; purchased from Ukraine via Uganda; f/n JUB 20jan16 |
| --- | SPAF-203 | Mi-24V | South Sudanese AF | d/d | may15 | c/n either 3532422014168, 3532422015039 or 3532422015149; purchased from Ukraine via Uganda; l/n JUB 16nov22, flying |
| --- | SPAF-204 | Mi-24V | South Sudanese AF | | | purchased from Ukraine |
| --- | SPAF-205 | Mi-24V | South Sudanese AF | d/d | may15 | purchased from Ukraine via Uganda; in olive drab/khaki camo c/s with light blue underside; f/n may15; l/n 01dec20 |
| --- | SPAF-206 | Mi-24V | South Sudanese AF | JUB | 29sep15 | in olive drab/khaki camo c/s with light blue underside |
| --- | 901 | Mi-24V | Sudanese Air Force | | feb08 | in olive drab/khaki camo c/s with light blue or light grey underside; l/n KRT jul08; stored at Jabal Awliya Air Base and captured there by the rebelling Rapid Support Forces 15apr23, but was set afire and burnt out |

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| --- | 902 | | Mi-24P | Sudanese Air Force | ph. | 31oct10 | in olive drab/khaki camo c/s with light blue underside; seen stored oct10; stored at Jabal Awliya Air Base and captured there by the rebelling Rapid Support Forces 15apr23, was probably damaged during the fighting |
| --- | 905 | | Mi-24V | Sudanese Air Force | ph. | oct07 | |
| --- | 906 | | Mi-24P | Sudanese Air Force | | photo | in olive drab/khaki camo c/s with light blue underside |
| --- | 909 | | Mi-24V | Sudanese Air Force | UYL | 18feb10 | l/n KRT 27jul11 |
| --- | 911 | | Mi-24P | Sudanese Air Force | ph. | may01 | in olive drab/khaki camo c/s with light blue underside |
| --- | 913 | | Mi-24V | Sudanese Air Force | ph. | jan07 | in olive drab/khaki camo c/s with light blue underside; seen ELF 07aug07 and jul09; crashed at KRT apr11, tailboom broke off and mid-fuselage damaged by fire; wreck sat on the dump at KRT, seen aug11/aug13 |
| --- | 914 | | Mi-24V | Sudanese Air Force | | feb08 | probably sat in the scrap area at KRT, serial on photo apr09 only partially visible; l/n KRT 25nov13 |
| --- | 916 | | Mi-24P | Sudanese Air Force | Wad | 07jul10 | initially in olive drab/khaki camo c/s with light blue underside; was illegally deployed to Darfur in 2009; stored with SAFAT, seen jul10/nov11; repainted in brown/sand camo c/s with light grey underside (for transfer to Libya ?), photo exists |
| --- | 917 | | Mi-24P | Sudanese Air Force | Wad | 07jul10 | in olive drab/khaki camo c/s with light blue underside; seen with SAFAT 07jul10; the canibalised hulk sat at Omdurman, photo probably in mid-2015 |
| --- | 921 | | Mi-24V | Sudanese Air Force | KRT | 19jan07 | in olive drab/khaki camo c/s with light grey underside; l/n KRT 2008 |
| --- | 922 | | Mi-24V | Sudanese Air Force | UYL | 03aug06 | l/n Nyala 11feb12 |
| --- | 923 | | Mi-24P | Sudanese Air Force | KRT | 11jun06 | in olive drab/khaki camo c/s with light blue underside; illegally deployed to Darfur in 2009 |
| --- | 924 | | Mi-24P | Sudanese Air Force | | photo | in olive drab/khaki camo c/s with light blue underside |
| --- | 925 | | Mi-24V | Sudanese Air Force | UYL | 17jul07 | in olive drab/khaki camo c/s with light blue underside; l/n at the border between Sudan and Chad apr17 |
| --- | 926 | | Mi-24V | Sudanese Air Force | | jan07 | l/n EGN 01jul07; seen damaged at Ad Du'ayan in early 2009; repaired by sep09; l/n KRT 31mar10 |
| --- | 927 | | Mi-24V | Sudanese Air Force | EGN | 14mar07 | in olive drab/khaki camo c/s with light blue underside; l/n operational KRT 17jan11; sat on the dump at KRT, seen aug13 |
| --- | 928 | | Mi-24V | Sudanese Air Force | UYL | 17mar07 | in olive drab/khaki camo c/s with light blue underside, full markings; l/n KRT 25nov13 |
| --- | 929 | | Mi-24P | Sudanese Air Force | EGN | 03aug06 | in olive drab/khaki camo c/s with light blue underside; l/n KRT 05nov11 |
| --- | 930 | | Mi-24V | Sudanese Air Force | EGN | 03aug06 | l/n ELF 25mar07; crashed 29apr07 |
| --- | 931 | | Mi-24P | Sudanese Air Force | EGN | 14mar07 | in olive drab/khaki camo c/s with light blue underside; sat in the scrap area at KRT, seen mar10/oct10 |
| --- | 932 | | Mi-24P | Sudanese Air Force | KRT | 28jan07 | in olive drab/khaki camo c/s with light blue underside, full markings; l/n jan10 |
| --- | 933 | (1) | Mi-24P | Sudanese Air Force | KRT | 19jan07 | l/n UYL 09may12; equipped with a cannon |
| --- | 933 | (2) | Mi-24V | Sudanese Air Force | ph. | jul09 | in olive drab/khaki camo c/s with light grey underside; no cannon, see above |
| --- | 935 | | Mi-24P | Sudanese Air Force | EGN | 14mar07 | initially in dark grey/light grey camo c/s; l/n as such jan10; repainted in olive drab/khaki camo c/s with light grey underside; f/n as such UYL 22may14; stored at Jabal Awliya Air Base and captured there by the rebelling Rapid Support Forces 15apr23, was probably damaged during the fighting |
| --- | 936 | | Mi-24P | Sudanese Air Force | KRT | 28apr09 | in olive drab/khaki camo c/s with light blue underside; dbr in an accident, details unknown; sat in the scrap area at KRT, seen apr09 |
| --- | 937 | | Mi-24V | Sudanese Air Force | ELF | mar08 | in olive drab/khaki camo c/s with light blue underside; l/n KRT 15oct10; was in Darfur jun13 |
| --- | 938 | | Mi-24V | Sudanese Air Force | ELF | mar08 | in olive drab/khaki camo c/s with light blue underside, full markings; l/n KRT 11jul13 |
| --- | 939 | | Mi-24V | Sudanese Air Force | ELF | mar08 | in olive drab/khaki camo c/s with light blue underside; seen ELF 11sep08; illegally deployed to Darfur in 2009; l/n feb10 |
| --- | 940 | | Mi-24P | Sudanese Air Force | KRT | 31mar09 | reported as '540', could be this serial; l/n Nyala apr12 |
| --- | 941 | | Mi-24P | Sudanese Air Force | ELF | 11sep08 | in olive drab/khaki camo c/s with light blue underside, full markings; illegally deployed to Darfur in 2009; l/n UYL 18feb10 |
| --- | 942 | | Mi-24V | Sudanese Air Force | KRT | 28apr09 | in olive drab/khaki camo c/s with light blue underside; l/n KRT 15may14 |
| --- | 943 | | Mi-24V | Sudanese Air Force | KRT | 28apr09 | in olive drab/khaki camo c/s with light blue underside, full markings; l/n KRT 15may14 |
| --- | 944 | | Mi-24V | Sudanese Air Force | ELF | sep09 | in olive drab/khaki camo c/s with light blue underside and full markings; l/n as such ELF sep09; probably overhauled by SAFAT; repainted in new camo c/s; f/n as such ELF feb16; stored at Jabal Awliya Air Base and captured there by the rebelling Rapid Support Forces 15apr23, was probably damaged during the fighting |
| --- | 945 | | Mi-24V | Sudanese Air Force | KRT | aug09 | l/n Nyala apr12 |
| --- | 946 | | Mi-24V | Sudanese Air Force | ELF | | in olive drab/khaki camo c/s with light blue underside; illegally deployed to Darfur in 2009; l/n Nyala 09may12 |
| --- | 947 | | Mi-24P | Sudanese Air Force | ELF | | illegally deployed to Darfur in 2009 |
| | 947 | | Mi-24P | Libyan Air Force | ph. | oct12 | in olive drab/khaki camo c/s with light blue underside, with new markings |
| --- | 948 | | Mi-24V | Sudanese Air Force | ELF | 21aug11 | in olive drab/khaki camo c/s with light blue underside; l/n KRT 15may14 |
| --- | 950 | | Mi-24V | Sudanese Air Force | LED | 28may11 | in olive drab/khaki camo c/s with light blue underside; f/n in SPARK at LED 28may11, awaiting shipment to Sudan; d/d between 28may11 and 19jul11; l/n UYL 15aug13; stored at Jabal Awliya Air Base and captured there by the rebelling Rapid Support Forces 15apr23, was probably damaged during the fighting |
| --- | 951 | | Mi-24V | Sudanese Air Force | LED | 28may11 | photo proof of version; in olive drab/khaki camo c/s with light blue underside; f/n in SPARK at LED 28may11, awaiting shipment to Sudan; l/n KRT 16feb12; stored at Jabal Awliya Air Base and captured there by the rebelling Rapid Support Forces 15apr23, was probably damaged during the fighting |
| --- | 952 | | Mi-24V | Sudanese Air Force | ELF | 21aug11 | in olive drab/khaki camo c/s with light blue underside, full markings; d/d between may11 and jul11 |
| --- | 953 | | Mi-24P | Sudanese Air Force | d/d | 2011 ? | in olive drab/khaki camo c/s with light grey underside; stored at Jabal Awliya Air Base and captured there by the rebelling Rapid Support Forces 15apr23, was probably damaged during the fighting |
| --- | 954 | | Mi-24P | Sudanese Air Force | d/d | 2011 | in olive drab/khaki camo c/s with light grey underside; photo in 2012 |
| | 954 | | Mi-24P | Libyan Air Force | trf | 2012 | opb LNA; initially in olive drab/khaki camo c/s with light grey underside, with new markings; photo on Facebook 16jan13; l/n as such 28mar19; repainted in sand/brown camo c/s with light grey underside; f/n as such 24nov20; l/n Jufra Hun 01nov22, operational |
| --- | 955 | | Mi-24V | Sudanese Air Force | d/d | 2011 | in olive drab/khaki camo c/s with light blue underside; f/n KRT 30nov11; l/n UYL 03jun13; stored at Jabal Awliya Air Base and captured there by the rebelling Rapid Support Forces 15apr23, was probably damaged during the fighting |
| --- | 956 | | Mi-24P | Sudanese Air Force | d/d | 2011 | in olive drab/khaki camo c/s with light blue underside; f/n KRT 30nov11; l/n UYL 19aug13; probably crashed somewhere in Sudan, details unknown (there is a photo of a wreck with fitting camo pattern, but the last digit of the serial is not visible) |
| --- | 957 | | Mi-24P | Sudanese Air Force | ph. | sep12 | under assembly; in olive drab/khaki camo c/s with light blue underside |
| --- | 958 | | Mi-24P | Sudanese Air Force | d/d | 2012 | |
| | 958 | | Mi-24P | Libyan Air Force | trf | 2012 | in olive drab/khaki camo c/s with light blue underside, with new markings; photo 2012; l/n MJI 04jul13; w/o 04jul13 on a demonstration flight from Tripoli-Mitiga when crashed just outside of the airfield due to pilot error, 2 of the 3 crew killed and the survivor seriously injured |
| --- | 959 | | Mi-24P | Sudanese Air Force | d/d | 2012 | |
| | 959 | | Mi-24P | Libyan Air Force | trf | 2012 | in olive drab/khaki camo c/s with light blue underside, with new markings; photo 2012; was assumed destroyed while being parked in a shelter at Ghardabiya, wreck reported seen in 2012; seen in good condition MJI may17 |
| --- | 960 | | Mi-24V | Sudanese Air Force | d/d | 2012 | in olive drab/khaki camo c/s with light grey underside; seen with the national markings taped over in 150 ARZ at Lyublino-Novoye 12aug12; sat wfu at KRT, seen in the process of being scrapped mar23 |
| --- | 961 | | Mi-24V | Sudanese Air Force | UYL | 22may14 | in olive drab/khaki camo c/s with light blue underside |
| --- | 963 | | Mi-24V | Sudanese Air Force | UYL | 22may14 | in olive drab/khaki camo c/s with light blue underside; stored at Jabal Awliya Air Base and captured there by the rebelling Rapid Support Forces 15apr23, was probably damaged during the fighting |
| --- | 964 | | Mi-24 | Sudanese Air Force | ph. | dec14 | in the ARZ at Orsha; in olive drab/khaki camo c/s with light blue underside |
| --- | 965 | | Mi-24P | Sudanese Air Force | UYL | oct15 | in olive drab/khaki camo c/s with light blue underside; l/n oct17; in a listing at Jabal Awliya Air Base in spring 2023 |
| --- | 966 | | Mi-24P | Sudanese Air Force | KRT | oct15 | in olive drab/khaki camo c/s with light blue underside |
| --- | 967 | | Mi-24P | Sudanese Air Force | ph. | 24jun16 | in olive drab/khaki camo c/s with light blue underside; f/n in 558 ARZ at Baranovichi 24jun16, national markings taped over |
| --- | 968 | | Mi-24P | Sudanese Air Force | ph. | 08mar18 | in olive drab/khaki camo c/s with light blue underside; made an emergency landing near Khartoum 18mar18 |
| --- | 970 | | Mi-24P | Sudanese Air Force | HTA | nov16 | in olive drab/khaki camo c/s with light blue underside, national markings taped over; seen oct17; captured by the rebelling Rapid Support Forces at Jabal Awliya Air Base 15apr23, looked operational |
| --- | 971 | | Mi-24P | Sudanese Air Force | HTA | nov16 | in olive drab/khaki camo c/s with light blue underside, national markings taped over; loaded into an An-124-100 on the photo; l/n MWE nov20 |
| --- | 973 | | Mi-24P | Sudanese Air Force | ph. | 18nov18 | on Facebook; in olive drab/khaki camo c/s with light grey underside; stored without tailfin at Jabal Awliya Air Base and captured there by the rebelling Rapid Support Forces 15apr23, was probably damaged during the fighting |
| --- | 974 | | Mi-24P | Sudanese Air Force | LED | 11jul16 | in olive drab/khaki camo c/s with light grey underside; seen on a flat-bed loader in the St. Petersburg area jul16; stored without tailfin at Jabal Awliya Air Base and captured there by the rebelling Rapid Support Forces 15apr23, was probably damaged during the fighting |
| --- | 975 | | Mi-24P | Sudanese Air Force | ph. | jul16 | in olive drab/khaki camo c/s with light blue underside; seen on a flat-bed loader in the St. Petersburg area jul16; seen flying in 2021; severely damaged 16apr23 on a mission against the rebelling Rapid Support Forces when was hit over Kobar Bridge, made a forced landing and was captured by the Rapid Support Forces |
| --- | 976 | | Mi-24P | Sudanese Air Force | ph. | jul16 | in olive drab/khaki camo c/s with light blue underside; seen on a flat-bed loader in the St. Petersburg area jul16 |
| --- | 977 | | Mi-24P | Sudanese Air Force | ph. | jul16 | in olive drab/khaki camo c/s with light blue underside; seen on a flat-bed loader in the St. Petersburg area jul16 |
| --- | 978 | | Mi-24P | Sudanese Air Force | | photo | in olive drab/khaki camo c/s with light grey underside |
| --- | 979 | | Mi-24P | Sudanese Air Force | MWE | nov20 | in olive drab/khaki camo c/s with light blue underside; l/n KRT aug22, flying |
| --- | 980 | | Mi-24P | Sudanese Air Force | KRT | aug22 | in olive drab/khaki camo c/s with light blue underside; in a listing at Jabal Awliya Air Base in spring 2023 |
| --- | 992 | | Mi-24V | Sudanese Air Force | | photo | in camo c/s with non-standard white code |
| --- | 995 | | Mi-24 | Sudanese Air Force | UYL | oct15 | |
| --- | 996 | | Mi-24 | Sudanese Air Force | UYL | oct15 | |
| --- | not known | | Mi-24 | Sudanese Air Force | | | w/o 06jun13 when was shot down and crashed into an electricity tower |
| --- | not known | | Mi-24 | Sudanese Air Force | | | w/o 30nov13 when was shot down by the Sudanese Revolutionary Front near Kadugli and crashed in wasteland |
| --- | not known | | Mi-24 | Sudanese Air Force | | | opb 3 Helicopter Squadron at ad-Damanzin; w/o 13jan21 on a flight from Wad Zayed (close to the Ethiopian border) when crashed shortly after take-off and caught fire, all 3 crew members survived |

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| --- | not known | Mi-24 ? | Sudanese Air Force | | | type not confirmed !; w/o 08sep21 when crashed into the river White Nile near al-Jomoiya al-Taris village (al-Shiqiylab area south of Khartoum), all 3 crew members (pilot: Captain Ala-Edeen Mohammed Omar) were killed |
| --- | not known | Mi-24P | Sudanese Air Force | | | w/o 20apr23 when was reportedly shot down by the rebelling Rapid Support Forces somewhere in Sudan and came to rest in wasteland on its left side |
| --- | 1818 | Mi-24 | Syrian Air Force | ph. | 2020 | serial difficult to read on photo; in olive drab/sand camo c/s with light grey underside |
| --- | 2864 | Mi-24P | Syrian Air Force | | photo | in olive drab/khaki camo c/s with light grey underside |
| --- | not known | Mi-25 | Syrian Air Force | ph. | 06aug16 | in sand/green/brown camo c/s with light grey underside; 2 used as ground instructional airframes by the Technical College (N36.166 E37.117) of the Syrian Air Force at Aleppo-Ramouseh; still intact 06aug16, but destroyed during the Aleppo siege aug16 (photo of one of the wrecks 31aug16) |
| --- | not known | Mi-25 | Syrian Air Force | | | reportedly w/o 03mar13 on a mission over Latakia when was shot down by insurgents and crashed in the suburbs of Latakia (confirmation needed) |
| --- | not known | Mi-25 | Syrian Air Force | | | w/o 01jul16 on a mission against Islamic State insurgents in the Qalamoun district when was shot down, all 3 crew (General Muhammad Badr Mahmoud, Captain Zein Nayef Khalloof and Colonel Adnan Munir al-Salem) killed |
| --- | not known | Mi-25 | Syrian Air Force | | | w/o 14jul16 on a mission against Islamic State insurgents in Eastern Ghouta when crashed near Baitareyeh, all crew killed |
| --- | not known | Mi-25 | Syrian Air Force | | | w/o 01dec17 on a mission from Marj Ruhayyil against the Beit Jinn pocket (West Ghouta district of Damascus) when was hit by a shoulder-fired SAM launched by Islamist insurgents and crashed near the al-Salaam Highway in the government-held Kanakir area, all 3 crew (Colonel Mohammed Saqr, Colonel Kemal Ibrahim and Major Kemal Ali Hassan) killed |
| --- | RT-85207 | Mi-24V | Tajik Air Force | ph. | jul21 | also carried code "18" red; probably ex Russian Air Force; f/n jul21, patrolling the Afghan border |
| --- | "03" yellow | Mi-24V | Tajik Air Force | | photo | in olive drab/ochre camo c/s with light grey underside, with Red Stars and a Tajik flag on the engine cowling |
| --- | "09" blue | Mi-24V | Tajik Air Force | LBD | 11aug17 | in olive drab/khaki camo c/s with light blue underside, with Red Stars plus Tajik flag on fin |
| --- | "14" blue | Mi-24P | Tajik Air Force | LBD | 11aug17 | in olive drab/khaki camo c/s with light blue underside, with Red Stars plus Tajik flag on fin |
| --- | "17" red | Mi-24V | Tajik Air Force | DYU | 19dec17 | ex Russian Air Force; in olive drab/light grey camo c/s with light blue underside, with Red Stars and a Tajik Air Force badge on the engine cowling; handed over at DYU 19dec17 |
| --- | not known | Mi-24 | Togo Air Force | LFW | 28nov22 | a Mi-35M ?; in camo c/s; head-on photo in a hangar |
| --- | not known | Mi-35M | Togo Air Force | d/d | 2022 | w/o 04apr24 on a flight from Camp Nioukpourma (Dapaong) when suffered a technical problem and tried to return, but crashed some 2.5 km south of the Camp |
| --- | "01" blue | Mi-24P | Turkm Bord Guards | ph. | 2004 | in dark green/sand camo c/s with light blue underside, white stripe on rear fuselage |
| --- | "09" blue | Mi-24P | Turkm Bord Guards | ph. | 2004 | in dark green/sand camo c/s with light blue underside, white stripe on rear fuselage |
| --- | "09" blue | Mi-24P | Turkmen Air Force | ph. | 27sep21 | in olive drab/brown/khaki camo c/s with light blue underside; took part in the Independence Day parade over Ashgabat 27sep21 |
| --- | "21" blue | Mi-24P | Turkmen Air Force | ph. | 27oct17 | in dark green/sand camo c/s with light blue underside; took part in the Independence Day parade over Ashgabat 27oct17 |
| --- | "23" blue | Mi-24P | Turkmen Air Force | ph. | 27oct17 | in dark green/sand camo c/s with light blue underside; took part in the Independence Day parade over Ashgabat 27oct17 |
| --- | "25" blue | Mi-24P | Turkmen Air Force | ph. | oct15 | in dark green/sand camo c/s with light blue underside; took part in the repetition of the Independence Day parade over Ashgabat oct15 |
| --- | "29" blue | Mi-24P | Turkmen Air Force | LED | 11feb20 | in dark green/khaki camo c/s with light blue underside |
| --- | "30" blue | Mi-24P | Turkmen Air Force | ph. | oct15 | in dark green/sand camo c/s with light blue underside; took part in the repetition of the Independence Day parade over Ashgabat oct15 |
| --- | AF801 | Mi-24V | Uganda Air Force | | photo | no hyphen in serial; in olive drab/khaki camo c/s with light blue underside; seen under overhaul in the ProHeli overhaul plant at Nakasongola in early 2022 |
| | AF-801 | Mi-24V | Uganda Air Force | ph. | apr22 | with hyphen in serial now; in olive drab/khaki camo c/s with light blue underside; test-flown after overhaul by the ProHeli overhaul plant apr22 |
| --- | AF802 | Mi-24V | Uganda Air Force | Kon | 22aug10 | no hyphen in serial; in olive drab/khaki camo c/s with light blue underside; l/n EBB 25aug11 (probably the one reported as AF-902 at EBB in 2014) |
| --- | AF803 | Mi-24V | Uganda Air Force | EBB | 28oct07 | no hyphen in serial; in olive drab/khaki camo c/s with light blue underside; l/n EBB 01sep11; dbr 12aug12 on the leg from Nanyuki to Garissa (Kenya) of a positioning flight from Soroti via Kenya to Somalia when crash-landed in poor visibility in Castle Forest (about 14 km from Kimunye Forest Service station) on the southern slope of Mount Kenya, all 7 occupants injured; wreck found 13aug12 |
| --- | AF805 | Mi-24PN | Uganda Air Force | EBB | 15dec12 | version not confirmed; in olive drab/khaki camo c/s with light blue underside; l/n EBB oct23 |
| --- | AF806 | Mi-24P | Uganda Air Force | EBB | 10nov07 | no hyphen in serial; in olive drab/khaki camo c/s with light blue underside; seen in the ARZ at Vinnytsya jul13; seen under overhaul in the ProHeli overhaul plant at Nakasongola in early 2022 |
| --- | AF807 | Mi-24P | Uganda Air Force | no | reports | in olive drab/khaki camo c/s with light grey underside; dbr 12aug12 on the leg from Nanyuki to Garissa (Kenya) of a positioning flight from Soroti via Kenya to Somalia when crash-landed in poor upside down, visibility on the southern slope of Mount Kenya and came to rest all 8 occupants survived; wreck found 14aug12 |
| --- | AF-808 | Mi-24P | Uganda Air Force | EBB | 07aug11 | in olive drab/khaki camo c/s with light blue underside and 'AU' on the tailboom, serial with hyphen; w/o 12aug12 on the leg from Nanyuki to Garissa (Kenya) of a positioning flight from Soroti via Kenya to Somalia when crashed in poor visibility into a forest on the southern slope of Mount Kenya and burnt out, all 7 occupants were killed; the wreckage was found 14aug12 |
| --- | AF-811 | Mi-24V | Uganda Air Force | ph. | 07jan24 | in medium green/dark greyish green camo c/s, carried the white code 'AUO-015'; suffered an accident (probably came down hard) at Baledogle (Somalia) 07jan24 or some days earlier |
| --- | AF822 | Mi-24V | Uganda Air Force | ph. | 09oct22 | modified with air-intake-filters, a laser designator and targeting suite on the nose and sensors on the stub wings; in olive drab/khaki camo c/s with light blue underside; took part in the Independence Day parade over Kampala 09oct22 - serial not visible on the photo |
| --- | no serial | Mi-24 | Uganda Air Force | EBB | 28oct07 | possibly just delivered; in medium green/dark green camo c/s with light blue underside, no markings whatsoever |
| --- | AF-8.. | Mi-24 | Uganda Air Force | | | damaged 24sep22 on a flight from Saaka airfield at Fort Portal (Kabarole district) to the DR Congo when suffered a technical malfunction shortly after take-off, the pilot tried to return to the airfield, but the helicopter did not make it and came down in a banana plantation at Saaka (just half a kilometre from the airfield), damaging the roof of Ms. Peruth Kabarwani's house, reporteldy both crew members and a woman on the ground were slightly injured; the hulk was evacuated to Saaka airfield 26sep22 |

Ukraine received at least 2 Mi-24s from Czechia in May 2022 and close to 10 Mi-24s from Poland around July 2023. More Mi-24s from Czechia were to follow in autumn 2023.

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| --- | "01" red | Mi-24P | Ukraine Army Avn | | | not c/n 3532431419912, see there; opb 2 brAA (redesignated 11 opAA 20aug03 and 11 obrAA in 2013) at Kherson-Chornobayivka; repainted in non-standard 'trefoil' khaki/olive drab camo c/s with light grey underside and Red Stars for the 2005 Russian film "9 rota" (The 9th Company) which was shot in the Crimea in 2004; received two white recognition stripes on the tailboom in spring 2014 although it was stored by then; probably overhauled in 2014 or 2015 |
| --- | "02" black | Mi-24P | Ukraine Army Avn | KHE | 2015 | code not painted on, only on a sheet of paper in a cabin window; opb 11 obrAA at Kherson-Chornobayivka; in olive drab/greyish green camo c/s with light grey underside and two white recognition stripes on the tailboom; sat in poor condition at Kherson-Chornobayivka, was captured by Russian troops when they occupied the airfield 27feb22 and was recaptured by Ukrainian troops 11nov22 |
| --- | "02" yellow | Mi-24P | Ukraine Army Avn | ph. | 2006 | opb 7 opAA at Novy Kalyniv; in faded olive drab/khaki camo c/s with light grey underside, the code was painted over an old one; sat wfu at Novy Kaliniv, seen 2006/19 |
| --- | "04" red | Mi-24P | Ukraine Army Avn | KHE | 22apr16 | opb 11 obrAA at Kherson-Chornobayivka from 2016; in khaki/dark green camo c/s with light blue underside and two white recognition stripes on the tailboom; l/n Chuhuyiv 27jul16; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| | "04" black | Mi-24P | Ukraine Army Avn | ph. | nov17 | code not painted on, only on a sheet of paper in a cabin window; opb 11 obrAA at Kherson-Chornobayivka; in khaki/dark green camo c/s with light blue underside and two white recognition stripes on the tailboom; f/n at the Rivne training area nov17; l/n in 2018; probably destroyed by Russian attacks 24feb22 or the following days and weeks |
| --- | "04" yellow | Mi-24P | Ukraine Army Avn | KHE | 26jul16 | code not painted on, only on a sheet of paper in a cabin window; in olive drab/khaki camo c/s with light blue underside and two white recognition stripes on the tailboom |
| --- | "04" yellow | Mi-24P | Ukraine Army Avn | ph. | 2017 | opb 7 opAA at Novy Kalyniv; in olive drab/khaki camo c/s with light blue underside; stored at Novy Kalyniv by 2017 |
| --- | "06" black | Mi-24P | Ukraine Army Avn | ph. | nov17 | code not painted on, only on sheet of paper in cabin window; in olive drab/khaki camo c/s with light blue underside and two white recognition stripes on the tailboom; f/n at the Rivne training area nov17; probably destroyed by Russian attacks 24feb22 or the following days |
| --- | "06" red | Mi-24P | Ukraine Army Avn | | photo | opb 7 opAA at Novy Kalyniv; in olive drab/khaki camo c/s with light blue underside and a 'lion's head' below the cockpit |
| --- | "07" black | Mi-24PU1 | Ukraine Army Avn | ph. | nov17 | opb 12 obrAA at Novy Kalyniv; code not painted on, only on a sheet of paper in a cabin window; in olive drab/khaki camo c/s with light blue underside and two white recognition stripes on the tailboom; f/n at the Rivne training area nov17; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| --- | "07" red | Mi-24P | Ukraine Army Avn | ph. | 2016 | opb 11 obrAA at Kherson-Chornobayivka; in khaki/olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom |
| | "101" black | Mi-24P | Ukraine Army Avn | ph. | 19jul18 | code not painted on, only on a sheet of paper in a cabin window; opb 11 obrAA at Kherson-Chornobayivka; in khaki/olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom; trf to 18 obrAA at Poltava by early 2019, no code visible |
| --- | "09" yellow | Mi-24VP | Ukraine Army Avn | Kon | 07aug08 | see c/n 3532584910248 which was at Konotop at the same day and was also "09" yellow (at least later) |
| --- | "09" yellow | Mi-24P | Ukraine Army Avn | | | in dark green/grey camo c/s with light blue underside and a white circle below the cockpit; f/n in summer 2014 |
| --- | "11" yellow | Mi-24VP | Ukraine Army Avn | ph. | 02oct04 | opb 7 opAA at Novy Kalyniv; in non-standard olive drab/khaki camo c/s with light grey underside |
| --- | "11" yellow | Mi-24K | Ukraine Army Avn | ph. | 2014 | opb 7 opAA at Novy Kalyniv; in faded non-standard non-standard olive drab/grey (possibly faded khaki) camo c/s with light blue underside; stored at Novy Kaliniv, seen in spring 2014 |

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| --- | "14" red | Mi-24K | Ukraine Army Avn | ph. | 2014 | opb 11 obrAA at Kherson-Chornobayivka; in a camo c/s of two shades of olive drab with light blue underside; received two white recognition stripes on the tailboom; stored at KHE, seen jul16 |
| --- | "15" yellow | Mi-24P | Ukraine Army Avn | ph. | 02apr14 | at Desna; opb 7 opAA at Novy Kalyniv; in olive drab/khaki camo with light blue underside and two white recognition stripes on the tailboom; seen near Lugansk 06may14; took part in the attack on Donetsk airport 26may14; damaged 04jun14 while attacking positions of Novorossiya forces near Slavyansk when was hit by a shoulder-fired SAM and made a forced landing in swampy terrain close to a road-block of the Ukrainian Armed Forces near Semyonovka, all crew escaped; recovered 14jun14 and towed by a truck to an overhaul facility; w/o 20aug14 on a mission against Novorossiya forces near Georgiyevka (Lutugino district of the Lugansk region) when was hit by a shoulder-fired SAM and crashed upside-down in a field, both pilots (commander: Major Oleg N. Biryuk) were killed |
| --- | "16" yellow | Mi-24P | Ukraine Army Avn | | photo | opb 7 opAA at Novy Kalyniv; in 'trefoil' khaki/olive drab camo c/s with light grey underside, the code was painted over an old one |
| --- | "16" yellow | Mi-24P | Ukraine Army Avn | ph. | 02apr14 | in olive drab/khaki camo with light blue underside; seen Desna 02apr14 with two white recognition stripes on the tailboom |
| --- | "17" yellow | Mi-24 | Ukraine Army Avn | ph. | 2006 | opb 7 opAA at Novy Kalyniv; in faded 'trefoil' khaki/olive drab camo c/s with light grey underside, the code was painted over an old one; stored at Novy Kaliniv by 2006 |
| --- | "17" yellow | Mi-24K | Soviet Army Avn | | photo | based in East Germany; in 'trefoil' khaki/olive drab camo c/s with light grey underside and yellow air intake covers |
| | "18" yellow | Mi-24K | Ukraine Army Avn | ph. | 2019 | opb 7 opAA at Novy Kalyniv; initially in 'trefoil' khaki/olive drab camo c/s with light grey underside and 'eyes' on the air intake covers; repainted in a new camo c/s (the faded colours cannot really be identified on the photo) with 'eyes' on the air intake covers, the code was painted over an old one; stored at Novy Kalyniv, seen in 2019 |
| --- | "18" yellow | Mi-24P | Ukraine Army Avn | ph. | 2014 ? | opb 16 obrAA at Brody; in dark green/grey camo c/s with light blue underside |
| --- | "19" black | Mi-24P | Ukraine Army Avn | KHE | 2015 | code not painted on, only on a sheet of paper in a cabin window; opb 11 obrAA at Kherson-Chornobayivka; in olive drab/greyish green camo c/s with light grey underside and two white recognition stripes on the tailboom; sat in poor condition at Kherson-Chornobayivka, was captured by Russian troops when they occupied the airfield 27feb22 and was recaptured by Ukrainian troops 11nov22 |
| --- | "19" yellow | Mi-24P | Ukraine Army Avn | ph. | 2006 | opb 7 opAA at Novy Kalyniv; in faded olive drab/khaki camo c/s with light grey underside; sat wfu at Novy Kaliniv, seen 2006/14 |
| --- | "22" red | Mi-24P | Ukraine Army Avn | KHE | 26sep12 | opb 11 obrAA at Kherson-Chornobayivka; probably returned from Africa in 2012; in white c/s with black exhaust areas; received two black recognition stripes on the tailboom in spring 2014 |
| | "21" yellow | Mi-24P | Ukraine Army Avn | | | trf to 7 opAA at Novy Kalyniv probably in 2014; reportedly the Mi-24P which the following applies to: in a camo c/s of two shades of olive drab with light blue underside, yellow/blue 'eyes' on the air intakes and two white recognition stripes on the tailboom, code not known; captured by Russian troops when they occupied the airfield 27feb22; later all Ukrainian markings were painted out and 'Z' invasion markings were painted on; recaptured by Ukrainian troops 11nov22 |
| --- | "22" yellow | Mi-24P | Ukraine Army Avn | ph. | 2003 | not c/n 3532434116263, see there; opb 3 brAA (redesignated 3 opAA dec03 and 16 obrAA dec12) at Brody; initially in faded 'trefoil' khaki/olive drab camo c/s with light grey underside, the code was painted over an old one; l/n as such in 2003; repainted in non-standard medium green/olive drab camo c/s with light grey underside; seen as such in 2014 |
| | "22" black | Mi-24P | Ukraine Army Avn | | photo | code not painted on, only on a sheet of paper in a cabin window; opb 16 obrAA at Brody; in khaki/olive drab camo c/s with light grey underside and two white recognition stripes on the tailboom; probably wfu in spring 2018; stored at Brody by may18 |
| --- | "23" red | Mi-24P | Ukraine Army Avn | KHE | 26sep12 | in olive drab/khaki camo c/s with light blue underside |
| --- | "23" red | Mi-24R | Ukraine Army Avn | KHE | 2013 | opb 11 obrAA at Kherson-Chornobayivka; in white c/s with black exhaust areas; was possibly 'UN-185' before; returned from Africa not later than 2009; received two black recognition stripes on the tailboom in 2014; l/n KHE 2016; destroyed in late feb22 when Kherson-Chornobayivka was captured by Russian troops |
| --- | "23" yellow | Mi-24R | Ukraine Army Avn | ph. | 2014 | opb 7 opAA at Novy Kalyniv; in faded camo c/s; sat wfu at Novy Kalyniv, seen in spring 2014 |
| --- | "24" blue | Mi-24D | Ukraine Army Avn | ph. | 05oct19 | used as a ground instructional airframe by the National Defence Academy at Kiev, seen oct19/sep21 |
| --- | "24" red | Mi-24P | Ukraine Army Avn | | photo | opb 11 obrAA at Kherson-Chornobayivka; in white c/s with black exhaust areas |
| --- | "24" red | Mi-24P | Ukraine Army Avn | KHE | 26jul16 | c/n reported as 3532432724653, but see there; code not painted on, only on a sheet of paper in a cabin window; opb 11 obrAA at Kherson-Chornobayivka; in khaki/dark olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom |
| | "24" yellow | Mi-24P | Ukraine Army Avn | | | trf to 7 opAA at Novy Kalyniv probably in 2014 |
| --- | "24" yellow | Mi-24R | Ukraine Army Avn | | photo | opb 16 obrAA at Brody; in white c/s with black exhaust areas |
| | "24" black | Mi-24R | Ukraine Army Avn | ph. | 10aug12 | opb 16 obrAA at Brody; in white c/s with black exhaust areas |
| --- | "25" blue | Mi-24 | Ukraine Army Avn | IEV | 03mar12 | preserved on the territory of the Academy of the Ukrainian Ministry of Interior |
| --- | "25" red | Mi-24P | Ukraine Army Avn | KHE | 11apr11 | opb 11 obrAA at Kherson-Chornobayivka; initially in white c/s with black exhaust areas, carried an inventory number on the tail; l/n as such KHE 26sep12; seen without inventory number KHE 24aug12; probably received two black recognition stripes on the tailboom in spring 2014; repainted in non-standard olive drab/medium green camo c/s with light blue underside and two white recognition stripes on the tailboom; f/n as such in summer 2014 |
| | "45" black | Mi-24P | Ukraine Army Avn | KRQ | 10feb15 | code not painted on, only on a sheet of paper in a cabin window; in non-standard olive drab/medium green camo c/s with light blue underside and two white recognition stripes on the tailboom; damaged 10feb15 while parked at Kramatorsk when was hit by shrapnel from "Smerch" rockets launched by Novorossiya forces; transported on a flat-bed trailer to Chuhuyiv 24apr15 |
| --- | "27" yellow | Mi-24P | Ukraine Army Avn | ph. | 2011 | opb 7 opAA at Novy Kalyniv; in fade 'trefoil' khaki/olive drab camo c/s with light grey underside; stored at Novy Kalyniv, seen in 2011; could be either c/n 17182 or 18349 |
| --- | "28" red | Mi-24P | Ukraine Army Avn | KHE | 26sep12 | opb 11 obrAA at Kherson-Chornobayivka; in white c/s with black exhaust areas |
| --- | "28" yellow | Mi-24P | Ukraine Army Avn | ph. | 2014 | opb 7 opAA at Novy Kalyniv; in fade khaki/olive drab camo c/s with light grey underside; probably made airworthy again in spring 2014; stored at Novy Kalyniv, seen in 2019 |
| --- | "30" black | Mi-24K | United Nations | | photo | opb 17 osve of Ukrainian Army Aviation for UNTAES in Croatia in 1996/98; in full white UN c/s with black exhaust areas |
| --- | "30" red | Mi-24P | Ukraine Army Avn | ph. | 2009 | opb 11 obrAA at Kherson-Chornobayivka; initially in white c/s with black exhaust areas; repainted in olive drab/khaki camo c/s with light blue underside and two white recognition stripes on the tailboom; f/n as such in 2016; sat in poor condition at Kherson-Chornobayivka, was captured by Russian troops when they occupied the airfield 27feb22 and was recaptured by Ukrainian troops 11nov22 |
| --- | "31" red | Mi-24P | Ukraine Army Avn | ph. | 2011 | ex 'UN-180', returned from Liberia in 2011; opb 11 obrAA at Kherson-Chornobayivka; in white c/s with black exhaust areas; seen KHE 26sep12; received two black recognition stripes on the tailboom in spring 2014; sat in poor condition (without tailfin) at Kherson-Chornobayivka, seen in 2019, was captured by Russian troops when they occupied the airfield 27feb22 and was recaptured by Ukrainian troops 11nov22 |
| --- | "32" yellow | Mi-24P | Ukraine Army Avn | ph. | 2003 | opb 7 opAA at Novy Kalyniv; in faded khaki camo c/s with light grey underside; seen being worked on 27feb14 |
| | "32" black | Mi-24P | Ukraine Army Avn | ph. | oct14 | opb 7 opAA at Novy Kalyniv; code not painted on, only on a sheet of paper in a cabin window; in faded khaki camo c/s with light grey underside and two white recognition stripes on the tailboom |
| --- | "35" red | Mi-24P | Ukraine Army Avn | ph. | 2009 | opb 11 obrAA at Kherson-Chornobayivka; in faded olive drab/khaki camo c/s with light grey underside and light blue air intakes, the code was painted over an old one; stored at Kherson-Chornobayivka, seen 2009 |
| --- | "37" red | Mi-24P | Ukraine Army Avn | KHE | 2013 | opb 11 obrAA at Kherson-Chornobayivka; in faded 'trefoil' khaki/olive drab camo c/s with light grey underside; stored at KHE by 2013, but not seen after 2013 |
| --- | "37" yellow | Mi-24P | Ukraine Army Avn | | photo | opb 7 opAA at Novy Kalyniv; in faded khaki camo c/s with light grey underside; there is a photo before 2014; received two white recognition stripes on the tailboom; f/n as such near Lugansk 08may14; seen flying in the Donbass 12jun14; stored at Vasilkyv, seen mar15 |
| --- | "43" yellow | Mi-24P | Ukraine Army Avn | ph. | 1990s | in 'trefoil' khaki/olive drab camo c/s with light grey underside; probably underwent trials with GANITs in the 1990s |
| --- | "45" black | Mi-24P | Ukraine Army Avn | ph. | apr97 | opb 17 osve of Ukrainian Army Aviation for UNTAES in Croatia in 1996/98; in full all-white UN c/s, carried UN code '139' |
| --- | "45" red | Mi-24P | Ukraine Army Avn | KHE | 26jul16 | in a camo c/s of two shades of olive drab with light blue underside and two white recognition stripes on the tailboom |
| --- | "45" yellow | Mi-24P | Ukraine Army Avn | | photo | probably opb 7 opAA at Novy Kalyniv; in faded 'trefoil' khaki/olive drab camo c/s with light grey underside, the code was painted over an old one |
| --- | "47" black | Mi-24P | Ukraine Army Avn | | photo | the c/n contained '269'; code not painted on, only on a sheet of paper in a cabin window; in olive drab/greyish green camo c/s with light blue underside |
| --- | "47" yellow | Mi-24P | Ukraine Army Avn | | photo | probably opb 7 opAA at Novy Kalyniv; in faded 'trefoil' khaki/olive drab camo c/s with light grey underside and light blue air intakes |
| --- | "48" black ? | Mi-24P | Ukraine Army Avn | KRQ | 10feb15 | probably ex "28" red; code not painted on, only on a sheet of paper in a cabin window; in camo c/s with two white recognition stripes on the tailboom; damaged 10feb15 while parked at Kramatorsk when was hit by shrapnel from "Smerch" rockets launched by Novorossiya forces |
| --- | "53" yellow | Mi-24R | Ukraine Army Avn | ph. | 2016 | opb 3 brAA (redesignated 3 opAA dec03 and 16 obrAA dec12) at Brody; in very faded khaki camo c/s with light grey underside, the code was painted over an old one; seen Brody 05jul14; sat wfu at Brody, seen in spring 2016/may18 |
| --- | "54" yellow | Mi-24R | Ukraine Army Avn | | | |
| | "20" red | Mi-24R | Ukraine Army Avn | KHE | 26jul16 | opb 2 brAA (redesignated 11 opAA 20aug03 and 11 obrAA in 2013) at Kherson-Chornobayivka; faded 'trefoil' khaki/olive drab camo c/s with light grey underside, code faded to yellow; sat in poor condition at Kherson-Chornobayivka, was captured by Russian troops when they occupied the airfield 27feb22 and was recaptured by Ukrainian troops 11nov22 |
| --- | "61" red | Mi-24V | Ukraine Army Avn | Vap | 19aug97 | c/n given as 3532422131979, but the last 5 digits are too high |
| --- | "72" red | Mi-24P | Ukraine Army Avn | ph. | 1990s | in 'trefoil' khaki/olive drab camo c/s with light grey underside; probably underwent trials with GANITs in the 1990s |
| --- | "76" red | Mi-24R | Ukraine Army Avn | | photo | possibly c/n 3532424311098; opb 7 opAA at Novy Kalyniv; in 'trefoil' khaki/olive drab camo c/s with light grey underside |
| | "20" yellow | Mi-24R | Ukraine Army Avn | | photo | opb 7 opAA at Novy Kalyniv; in faded 'trefoil' khaki/olive drab camo c/s with light grey underside, the code was painted over an old one; stored at Novy Kaliniv, seen in 2011 |
| --- | "88" red | Mi-24K | Ukraine Army Avn | KHE | photo | opb 11 obrAA at Kherson-Chornobayivka; in faded camo c/s, with the code painted over an old one |
| --- | "100" black | Mi-24P | Ukraine Army Avn | ph. | 24aug21 | code not painted on, only on a sheet of paper in a cabin window; opb 11 obrAA at Kherson-Chornobayivka; in khaki/olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom; |

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| | | | | | | took part in the 30 years of independence fly-past over Kiev 24aug21; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| --- | "102" black | Mi-24P | Ukraine Army Avn | ph. | 24aug21 | code not painted on, only on a sheet of paper in a cabin window; opb 11 obrAA at Kherson-Chornobayivka; in khaki/olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom; took part in the 30 years of independence fly-past over Kiev 24aug21; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| --- | "103" red | Mi-24P | Ukraine Army Avn | | | opb 11 obrAA at Kherson-Chornobayivka; sat wfu at Kherson-Chornobayivka, was captured by Russian troops when they occupied the airfield 27feb22 and was recaptured by Ukrainian troops 11nov22 |
| --- | "110" red | Mi-24P | Ukraine Army Avn | KHE | photo | reported as being ex 041993AB and 'UNO 474', but 041993AB was 'UNO 473' according to a UN listing while this one may well have been 'UNO 474'; opb 11 obrAA at Kherson-Chornobayivka; in white c/s with black exhaust areas and an 'eye' on the left air intake cover, UN markings painted out; sat in poor condition at Kherson-Chornobayivka, was captured by Russian troops when they occupied the airfield 27feb22 and was recaptured by Ukrainian troops 11nov22 |
| --- | "115" black | Mi-24P | Ukraine Army Avn | ph. | 24aug21 | code not painted on, only on a sheet of paper in a cabin window; opb 11 obrAA at Kherson-Chornobayivka; in khaki/olive drab camo c/s with light blue underside and two white recognition stripes on the tailboom; took part in the 30 years of independence fly-past over Kiev 24aug21; probably destroyed by Russian attacks 24feb22 or the following weeks and months |
| --- | "183" yellow | Mi-24P | Ukraine Army Avn | ph. | 26oct07 | opb 7 opAA at Novy Kalyniv; in make-shift dark grey/faded white camo c/s, the code was part of the former UN serial 'UN-183' (the helicopter had served with UNMIL in Liberia); l/n in 2009; possibly shipped to 18 ovz at Goma 24dec12 |
| | "03" yellow | Mi-24P | Ukraine Army Avn | ph. | 2014 | opb 7 opAA at Novy Kalyniv; in dark grey/light grey camo c/s with two white recognition stripes on the tailboom; left the Donbass front oct14, possibly went to "Aviakon" at Konotop |
| --- | "190" yellow | Mi-24K | Ukraine Army Avn | ph. | 2006 | opb 7 opAA at Novy Kalyniv; in faded khaki camo c/s with light grey underside, the code was painted over an old one |
| --- | "601" black | Mi-24P | Ukraine Army Avn | ph. | feb21 | code not painted on, only on a sheet of paper in a cabin window; opb 16 obrAA at Brody; stored without rotors at Brody, seen feb21 |
| --- | "605" black | Mi-24P | Ukraine Army Avn | ph. | feb21 | code not painted on, only on a sheet of paper in a cabin window; opb 16 obrAA at Brody; stored without rotors at Brody, seen feb21 |
| --- | "606" black | Mi-24P | Ukraine Army Avn | ph. | feb21 | code not painted on, only on a sheet of paper in a cabin window; opb 16 obrAA at Brody; stored without rotors at Brody, seen feb21 |
| --- | 041427AB | Mi-24P | United Nations | | | opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo) during the 1st quarter of 2014; in full all-white UN c/s, carried code 'UNO-884' |
| --- | 041784AB | Mi-24P | United Nations | | | operated for ONUCI at Man (Côte d'Ivoire) from mar14; in full all-white UN c/s, carried code 'UNO 472' |
| --- | 041866AB | Mi-24P | United Nations | | | opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo) during the 1st quarter of 2014; in full all-white UN c/s with black exhaust areas, carried code 'UNO-883' |
| --- | 041867AB | Mi-24P | United Nations | | | opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo) during the 1st quarter of 2014; in full all-white UN c/s, carried code 'UNO-882'; possibly c/n 27548 |
| --- | no code | Mi-24P | United Nations | Mkk | 31jul12 | in full all-white UN c/s, carried code 'UN-181' |
| | 041993AB | Mi-24P | United Nations | ph. | nov12 | opb 56 ovz of Ukrainian Army Aviation for UNMIL at Monrovia-Robertsfield (Liberia) in 2012/13; in full white UN c/s with black exhaust areas; seen nov12 with the code 'UN-181'; l/n as such SNI 04jul13; operated for ONUCI at Man (Côte d'Ivoire) from the 1st quarter of 2014, carried code 'UNO 473'; seen as such ABJ 01jan15; returned to Ukraine feb16; stored at KHE with the code painted out and just 'UNO' left, seen jul16 |
| --- | 042049AB | Mi-24P | United Nations | ph. | 17sep08 | opb 56 ovz of Ukrainian Army Aviation for UNMIL at Monrovia-Robertsfield (Liberia); in full all-white UN c/s, carried code 'UN-184'; f/n flying near Monrovia 17sep08; l/n Mykolayiv-Kulbakino 31jul12 |
| --- | UNO-474 | Mi-24P | United Nations | GOM | 16apr15 | opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo); in full white UN c/s with black exhaust ares; l/n GOM 29may15 |
| --- | UN-474 | Mi-24P | United Nations | ph. | dec15 | in Ukraine; in full white UN c/s with black exhaust areas |
| --- | UNO-881 | Mi-24P | United Nations | GOM | 28may18 | opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo); in full white UN c/s with black exhaust areas |
| --- | UNO-882 | Mi-24P | United Nations | GOM | 03mar15 | opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo); in full white UN c/s with black exhaust areas; l/n BUX 13dec15 |
| --- | UNO-883 | Mi-24P | United Nations | BNC | 03apr15 | opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo); in full white UN c/s with black exhaust areas; l/n BUX 09dec15 |
| --- | UNO-883 | Mi-24P | United Nations | GOM | 22mar20 | opb 18 ovz (10th rotation) of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo) from jan19; in full white UN c/s with black exhaust areas, carried code 'UNO-883'; returned to Ukraine mar20 or apr20 |
| --- | UNO-884 | Mi-24P | United Nations | GOM | 27may15 | opb 18 ovz of Ukrainian Army Aviation for MONUSCO at Goma (DR Congo); in full all-white UN c/s; l/n GOM 25sep15 |
| --- | not known | Mi-24R | Ukraine Army Avn | | | not c/n 13319; opb 2 brAA at Kherson-Chornobayivka; sat wfu at KHE until 2013; the hulk ended up at the storage site of "Aviakom" at Petrivtsy |
| --- | not known | Mi-24PU2 | Aviakon | | | modernised by Aviakon from 2011 and presented in flight 19may16; possibly c/n 26304 |
| --- | 91-32472 | Mi-24D | US Army Aviation | ph. | 08oct06 | at Biggs AAF; probably ex Iraqi Army Aviation, captured by US forces in Iraq in 1991; opb US Army Operational Test and Evaluation Command's Threat Support Activity (OTSA) which was renamed Threat Systems Management Office later; in olive drab/khaki camo c/s with light blue underside, carried markings somewhat similar to a Soviet Army 'Guards' badge, serial on fin as '32472'; was at Tonopah as of 2004; t/t 1,576 hours by 12dec05 |
| --- | not known | Mi-24 | US Army Aviation | | | stored at Fort Eustis (N37.11249 W76.57552), seen on Google Earth sep15 |
| --- | '74' | Mi-24V | US Coast Guard | | photo | in fake full c/s, a helicopter probably from Korsakov painted up like this for the Soviet movie "Zaryazhonnyye smertyu" (Charged with Death) shot in 1991 |
| --- | not known | Mi-24 | not known | | | preserved (without rotor) at the Naval Surface Warfare Center at Dahlgren (N38.33786 W77.03647), seen on Google Earth jun14 |
| --- | "09" blue | Mi-24P | Uzbek Air Force | | photo | in grey c/s; used as a ground instructional airframe by the aviation school at Karshi |
| --- | "24" white | Mi-24P | Uzbek Air Force | ph. | 15aug21 | used as a ground instructional airframe by the Air Force Academy at Qarshi, seen aug21 |
| --- | "60" white | Mi-24P | Uzbek Air Force | | photo | damaged in a hard landing (both rotors and tailboom damaged); repaired and repainted in sand/dark green/dark brown camo c/s with light blue underside |
| --- | "61" white | Mi-24P | Uzbek Air Force | ph. | apr18 | based at Chirchik; in very dark olive drab c/s; f/n Chirchik apr18 |
| --- | "65" white | Mi-24P | Uzbek Air Force | ph. | 2016 | based at Khanabad; initially in very dark olive drab c/s; l/n as such Khanabad 19jun19; repainted in dark grey c/s; f/n as such Chirchik 18aug21 |
| --- | "73" white | Mi-24P | Uzbek Air Force | ph. | apr18 | based at Chirchik; initially in khaki/olive drab camo c/s with light grey underside; repainted in very dark olive drab c/s; f/n as such Chirchik apr18; l/n Chirchik 19aug23, active |
| --- | "80" white | Mi-24 | Uzbek Air Force | ph. | 04aug15 | based at Chirchik; in olive drab c/s; f/n Chirchik 04aug15 |
| --- | "81" white | Mi-24P | Uzbek Air Force | | photo | based at Khanabad; in very dark olive drab c/s |
| --- | "83" white | Mi-24P | Uzbek Air Force | | photo | based at Khanabad; in very dark olive drab c/s |
| --- | "84" white | Mi-24P | Uzbek Air Force | ph. | 19jun19 | based at Khanabad; in very dark olive drab c/s; f/n Khanabad 19jun19; l/n äctive Chirchik 19aug23 |
| --- | "88" white | Mi-24P | Uzbek Air Force | BHK | 03dec09 | opb 66 ovp; in green/sand camo c/s with light blue underside, code outlined in red; l/n Chirchik 11jul23 |
| --- | "92" white | Mi-24P | Uzbek Air Force | | photo | based at Chirchik; in very dark olive drab c/s |
| --- | "94" white | Mi-24P | Uzbek Air Force | ph. | 07jul08 | in olive drab/green/ochre camo c/s with light blue underside, code outlined in red; l/n NMA 08aug08 |
| --- | "95" white | Mi-24P | Uzbek Air Force | NMA | 25jul08 | in 'digital' sand/brown/green/black camo c/s with light blue underside |
| --- | "96" white | Mi-24P | Uzbek Air Force | ph. | 19aug23 | in dark green c/s; f/n Chirchik 19aug23; l/n Chirchik 11jul24 active |
| --- | "99" white | Mi-24P | Uzbek Air Force | ph. | 26apr19 | based at Chirchik; in very dark olive drab c/s; f/n Chirchik 26apr19 |
| --- | "301" white | Mi-35M | Uzbek Air Force | h/o | dec19 | based at Khanabad; in very dark olive drab c/s; f/n Khanabad 13jan20 |
| --- | "302" white | Mi-35M | Uzbek Air Force | h/o | dec19 | based at Khanabad; in very dark olive drab c/s |
| --- | "303" white ? | Mi-35M | Uzbek Air Force | h/o | dec19 | based at Khanabad; in very dark olive drab c/s |
| --- | "304" white ? | Mi-35M | Uzbek Air Force | h/o | dec19 | based at Khanabad; in very dark olive drab c/s |
| --- | "305" white | Mi-35M | Uzbek Air Force | | photo | based at Khanabad; in very dark olive drab c/s |
| --- | "306" white ? | Mi-35M | Uzbek Air Force | h/o | dec19 | based at Khanabad; in very dark olive drab c/s |
| --- | "307" white | Mi-35M | Uzbek Air Force | | photo | based at Khanabad; in very dark olive drab c/s |
| --- | "324" white | Mi-24V | Uzbek Air Force | ph. | 17aug21 | preserved at the inner gate at Chirchik, seen aug21/aug24 |
| --- | no code | Mi-24P | Uzbek Air Force | ph. | 2018 | in olive drab/dark grey/light grey camo c/s; used as a ground instructional airframe by the aviation school at Karshi |
| --- | not known | Mi-24 | Uzbek Air Force | | | w/o 18dec92 when was shot down in Tajikistan |
| --- | not known | Mi-24 | Uzbek Air Force | | | crashed 07feb07 |
| --- | not known | Mi-24 | Uzbek Air Force | | | crashed 23jul09 |
| --- | EV-0675 | Mi-35M | Venezuelan Army | d/d | 07jul06 | delivered to MYC; opb Batallón de Helicópteros Multipropósito at Barinas-Fuerte Tavacare; in green/olive drab camo c/s; l/n La Carlota 02dec07 |
| | 00765 | Mi-35M | Venezuelan Army | SNF | 02may23 | opb Batallón de Helicópteros Multipropósito (redesignated 716 Batallón de Helicópteros de Ataque) at Barinas-Fuerte Tavacare; with 'FANB' titles |
| --- | EV-0676 | Mi-35M | Venezuelan Army | d/d | 07jul06 | delivered to MYC; opb Batallón de Helicópteros Multipropósito at Barinas-Fuerte Tavacare; in green/olive drab camo c/s; f/n La Carlota 09jan07; l/n CCS 02apr09; probably became 00766 |
| --- | EV-0677 | Mi-35M | Venezuelan Army | d/d | 07jul06 | delivered to MYC; opb Batallón de Helicópteros Multipropósito at Barinas-Fuerte Tavacare; in green/olive drab camo c/s; f/f in Venezuela 13jul06; l/n BRM 31jul11 |
| | 00767 | Mi-35M | Venezuelan Army | ph. | 26jan21 | opb Batallón de Helicópteros Multipropósito (redesignated 716 Batallón de Helicópteros de Ataque) at Barinas-Fuerte Tavacare; in a camo c/s of two shades of olive drab, two shades of greyish green plus beige, with 'FANB' titles |
| --- | EV-0682 | Mi-35M | Venezuelan Army | d/d | 12jan07 | left Russia 28dec06; opb Batallón de Helicópteros Multipropósito at Barinas-Fuerte Tavacare; f/n Fuerte Tiuna feb07; l/n La Carlota aug07 |
| | 00862 | Mi-35M | Venezuelan Army | ph. | oct16 | opb Batallón de Helicópteros Multipropósito (redesignated 716 Batallón de Helicópteros de Ataque) at Barinas-Fuerte Tavacare; in a camo c/s of two shades of olive drab, two shades of greyish green plus beige, with 'FANB' titles |
| --- | EV-0683 | Mi-35M | Venezuelan Army | d/d | 12jan07 | left Russia 28dec06; opb Batallón de Helicópteros Multipropósito at Barinas-Fuerte Tavacare; in a camo c/s of two shades of olive drab; f/n La Carlota 11may07; l/n Palo Negro 10dec08 |
| | 00863 | Mi-35M | Venezuelan Army | ph. | nov18 | opb Batallón de Helicópteros Multipropósito (redesignated 716 Batallón de Helicópteros de Ataque) at Barinas-Fuerte Tavacare; in a camo c/s of two shades of olive drab, two shades of greyish green plus beige, with 'FANB' titles; l/n Maracay 25oct19 |

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| --- | EV-0684 | Mi-35M | Venezuelan Army | d/d | 12jan07 | left Russia 28dec06; opb Batallón de Helicópteros Multipropósito at Barinas-Fuerte Tavacare; f/n La Carlota mar07; l/n La Carlota 05jul12 |
| | 00864 | Mi-35M | Venezuelan Army | ph. | 05jul18 | opb Batallón de Helicópteros Multipropósito (redesignated 716 Batallón de Helicópteros de Ataque) at Barinas-Fuerte Tavacare; in a camo c/s of two shades of olive drab, two shades of greyish green plus beige, with 'FANB' titles; took part in the parade at Caracas 05jul18 |
| --- | EV-0685 | Mi-35M | Venezuelan Army | d/d | 12jan07 | left Russia 28dec06; opb Batallón de Helicópteros Multipropósito at Barinas-Fuerte Tavacare; f/n La Carlota 24jun07; l/n El Pao 23mar11 |
| | 00865 | Mi-35M | Venezuelan Army | SNF | 19oct21 | opb Batallón de Helicópteros Multipropósito (redesignated 716 Batallón de Helicópteros de Ataque) at Barinas-Fuerte Tavacare; in a camo c/s of two shades of olive drab, two shades of greyish green plus beige, with 'FANB' titles |
| --- | EV-0686 | Mi-35M | Venezuelan Army | d/d | 12jan07 | left Russia 28dec06; opb Batallón de Helicópteros Multipropósito at Barinas-Fuerte Tavacare; in a camo c/s of two shades of olive drab; f/n La Carlota 11may07; l/n under overhaul with Rostvertol 01jul14 |
| | 00866 | Mi-35M | Venezuelan Army | ph. | 08jan18 | opb Batallón de Helicópteros Multipropósito (redesignated 716 Batallón de Helicópteros de Ataque) at Barinas-Fuerte Tavacare; in a camo c/s of two shades of olive drab, two shades of greyish green plus beige, with 'FANB' titles |
| --- | EBV-07101 | Mi-35M | Venezuelan Army | d/d | jan08 | opb Batallón de Helicópteros Multipropósito at Barinas-Fuerte Tavacare; in a camo c/s of two shades of olive drab; f/n Palo Negro late jan08; l/n under under overhaul with Rostvertol 01jul14 |
| | 10071 | Mi-35M | Venezuelan Army | Ccl | 03jul18 | opb Batallón de Helicópteros Multipropósito (redesignated 716 Batallón de Helicópteros de Ataque) at Barinas-Fuerte Tavacare; in a camo c/s of two shades of olive drab, two shades of greyish green plus beige, with 'FANB' titles; seen over Caracas 05jul19; l/n jul23, operational |
| --- | EBV-07102 | Mi-35M | Venezuelan Army | d/d | 18jan08 | opb Batallón de Helicópteros Multipropósito at Barinas-Fuerte Tavacare; f/n overhead Caracas 12apr08; l/n Fuerte Tiuna 05jul11 |
| | 10072 | Mi-35M | Venezuelan Army | Ccl | 03jul18 | opb Batallón de Helicópteros Multipropósito (redesignated 716 Batallón de Helicópteros de Ataque) at Barinas-Fuerte Tavacare; in a camo c/s of two shades of olive drab, two shades of greyish green plus beige, with 'FANB' titles |
| --- | not known | Mi-35M | Venezuelan Army | w/o | 04feb19 | was damaged beyond repair during an exercise in Cojedes state when came down hard near El Pao and rolled over onto its right side, all 5 occupants were injured |
| --- | 7401 | Mi-24A | Vietnam Air Force | SGN | 07jan04 | in medium green/dark green/grey camo c/s with light blue underside, white code; l/n SGN 19mar04; stored at SGN, seen oct11/aug12 |
| --- | 7402 | Mi-24A | Vietnam Air Force | SGN | 05apr06 | flying; in medium green/dark green/ochre camo c/s; stored at SGN, seen jan12/oct15 |
| --- | 7403 | Mi-24 | Vietnam Air Force | SGN | 24mar08 | preserved near the airport at SGN (N10.80512 E106.66131), seen mar08/aug23 |
| --- | 7404 | Mi-35M | Vietnam Air Force | | photo | in dark green c/s with white code |
| --- | 7427 | Mi-24A | Vietnam Air Force | SGN | 19mar04 | in medium green/dark green/grey camo c/s with light blue underside and white code; l/n SGN 02oct15, stored ? |
| --- | 7428 | Mi-24A | Vietnam Air Force | SGN | 24jul11 | in camo c/s; stored at SGN, seen jul11/oct15 |
| --- | 7431 | Mi-24A | Vietnam Air Force | SGN | 29oct11 | in camo c/s; stored at SGN, seen oct11/jan12 |
| --- | 7433 | Mi-24A | Vietnam Air Force | SGN | 24jul11 | stored; in camo c/s |
| --- | 7435 | Mi-24A | Vietnam Air Force | SGN | 24jul11 | in camo c/s; stored at SGN, seen jul11/oct15 |
| --- | 7440 | Mi-24A | Vietnam Air Force | ph. | 2017 | in camo c/s; preserved at Bien Hoa AB (N10.96381 E106.82942) |
| --- | 273 | Mi-24 | Yemen Air Force | SAH | 04jan08 | probably a Mi-24V; in camo c/s with light blue underside; l/n SAH 06dec09, stored |
| --- | 274 | Mi-24 | Yemen Air Force | SAH | 06dec09 | |
| --- | 275 | Mi-24 | Yemen Air Force | SAH | 04jan08 | under shed, parts missing; l/n SAH 06dec09, stored |
| --- | 276 | Mi-25 | Yemen Air Force | SAH | 01may06 | operational; in worn-out dark green/grey camo c/s with light grey underside, yellow primer (?) becoming visible in many places; seen SAH 04jan08 under a shed, parts missing; l/n SAH 06dec09 |
| --- | not known | Mi-35 | Yemen Air Force | | | opb forces allied with Ansar Allah; active dec21; w/o jan22 when was destroyed by an air raid of the Royal Saudi Air Force |
| --- | 9T-HM1 | Mi-24P | Zaïre Air Force | d/d | 1996 | delivered by Ukraine; opb "Legion Blanc" at Gbadolite; in green/khaki camo c/s with light blue underside and 'Force Aérienne Zaïroise' titles; f/n Gbadolite 1997; l/n Gbadolite 1998 |
| | 9T-HM1 | Mi-24P | DR Congo Air Force | FIH | 2.aug98 | flown by a South African mercenary |
| --- | 9T-HM2 | Mi-24V | Zaïre Air Force | d/d | 1996 | delivered by Ukraine; opb "Legion Blanc" at Gbadolite |
| | 9T-HM2 | Mi-24V | DR Congo Air Force | FIH | 2.aug98 | flown by a South African mercenary; in olive drab/cream camo c/s with light blue underside and 'Force Aérienne Congolaise' titles; l/n GOM 10apr10 |
| --- | 9T-HM3 | Mi-24 | Zaïre Air Force | d/d | 1996 | delivered by Ukraine; opb "Legion Blanc" at Gbadolite; probably in olive drab/khaki camo c/s with light grey underside |
| | 9T-HM3 | Mi-24 | DR Congo Air Force | | | did not take part in the fighting aug98; the cannibalised hulk sat at BDT, seen 2005 (still reported jun06) |
| --- | 9T-HM4 | Mi-24 | Zaïre Air Force | d/d | 1996 | delivered by Ukraine; opb "Legion Blanc" at Gbadolite; in green/khaki camo c/s with light blue underside and 'Force Aérienne Zaïroise' titles; f/n Gbadolite 1997 |
| | 9T-HM4 | Mi-24 | DR Congo Air Force | | | did not take part in the fighting aug98, but reported l/n jun06 |
| --- | 9T-HM10 | Mi-24V | DR Congo Air Force | KGA | 18jan20 | in very dark olive drab/very dark ochre camo c/s |
| --- | 9T-HM14 | Mi-24V | DR Congo Air Force | FKI | jan10 | |
| --- | 9T-HM16 | Mi-24V | DR Congo Air Force | d/d | may10 | ex Ukrainian Army Aviation, overhauled at Konotop; in dark olive drab/brown camo c/s; f/n nov19; l/n GOM 19jan22 |
| --- | 9T-HM17 | Mi-24V | DR Congo Air Force | d/d | may10 | ex Ukrainian Army Aviation, overhauled at Konotop; in dark olive drab/dark brown camo c/s; f/n GOM 27may15 |
| --- | 9T-HM18 | Mi-24V | DR Congo Air Force | d/d | may10 | ex Ukrainian Army Aviation, overhauled at Konotop; in dark olive drab/dark brown camo c/s; f/n GOM 17nov12; l/n 02may22, operational |
| --- | 9T-HM19 | Mi-24V | DR Congo Air Force | d/d | may10 | ex Ukrainian Army Aviation, overhauled at Konotop; in dark olive drab/dark brown camo c/s; f/n GOM 17nov12 |
| --- | 9T-HM22 | Mi-24V | DR Congo Air Force | GOM | nov22 | in dark brown/dark green camo c/s with grey underside |
| --- | 9T-HM23 | Mi-24V | DR Congo Air Force | GOM | nov22 | in dark brown/dark green camo c/s with grey underside |
| --- | 9T-HM23 | Mi-24V | DR Congo Air Force | GOM | nov22 | in dark brown/dark green camo c/s with grey underside |
| --- | 9T-HM33 | Mi-24V | DR Congo Air Force | ph. | 13nov23 | somewhere in the DR Congo; in beige/sand/brown camo c/s with light blue underside |
| --- | 9T-HM34 | Mi-24V | DR Congo Air Force | ph. | 03may23 | probably ex Chad Air Force; in sand/ochre camo c/s with light blue underside; damaged beyond repair 03may23 on its delivery flight from Chad to the DR Congo when crash-landed in a field near Bozoum (or Bossangoa ?) in the Central African Republic, suffering substantial damage, the injured crew members were evacuated by a Russian helicopter of the United Nations mission |
| --- | 9T-HM1. | Mi-24V | DR Congo Air Force | | | dbr 27jan17 on a patrol flight searching for insurgents of the March 23 Movement in the North Kivu province when flow too low in mountainous terrain some 100 km north of Goma, the main rotor touched tree tops at a height of some 500 metres near Mount Mikeno and the helicopter crashed, all 5 occupants (3 crew from Belarus and 2 officers from the DR Congo) were injured and later evacuated to Goma by an "Oryx" of the South African Air Force |
| --- | 9T-HM1. | Mi-24V | DR Congo Air Force | | | dbr 27jan17 on a patrol flight searching for insurgents of the March 23 Movement in the North Kivu province when flow too low in mountainous terrain some 100 km north of Goma, the main rotor touched tree tops at a height of some 500 metres near Mount Mikeno and the helicopter crashed, all 4 occupants (3 crew from Georgia and 1 officer from the DR Congo) survived the accident, but were shot by the insurgents 28jan17 |
| --- | 9T-HM.. | Mi-24 | DR Congo Air Force | | | w/o 30oct24 on a check flight from N'Dolo when probably the engines failed and the helicopter made an auto-rotation landing, but came down very hard and caught fire, all 3 crew members (Russians) were killed |
| --- | 03 | Mi-35P | Zimbabwe Air Force | d/d | nov98 | opb 8 Sqn; in brown/olive drab camo c/s |
| --- | 05 | Mi-35P | Zimbabwe Air Force | d/d | nov98 | opb 8 Sqn; in brown/olive drab camo c/s; f/n HRE 10sep05 |
| --- | not known | Mi-35P | Zimbabwe Air Force | | | damaged 08jul21 on approach to the airfield at Chitungwiza when made a sudden U-turn just after crossing Chitungwiza Road into Unit J and came down hard near oil expresser Surface Wilmar, there were no reports about possible casualties; the hulk was towed away by an army truck 09jul21 |
| --- | not known | Mi-24P | Seychelles NG | d/d | 2014 | delivered by Ukraine |
| --- | no serial | Mi-24V | not known | | | delivered by Belarus; 2 were with IHSRC (Iran Helicopter Support and Renewal Company) for about 3 or 4 months, but did not enter Iranian Air Force or Pasdaran service, possibly passed on to another country |
| --- | not known | Mi-24 | not known | ph. | 09nov13 | composite airframe with the tailboom of Mi-24D 96+05 c/n 110161; preserved at Csepel (Hungary), seen nov13 |

# Mil Mi-26

The Mi-26 design began in the early 1970s as a replacement for the Mi-6 and Mi-10 Obviously designed for the military, having the same payload and volume as a C-130, it was also meant to meet civil requirements for operations in Siberia, the Northern swamps and tundras. Unlike the Mi-6, the Mi-26 does not need the auxiliary wing to achieve the required payload/range performance. The prototype first flew on 14 December 1977 and first Western appearance was at the 1981 Paris air show. Rostov confirms total production by the end of 1997 to be 276 units. Mi-26s were delivered to the Indian Air Force as well as to the Algerian and the North Korean Air Force. The North Korean crews underwent training with the 696 iivp 344 TsBP at Torzhok (the helicopter regiment of the Russian army aviation training centre) in the 1990s. Satellite imagery shows four Mi-26s at Pukchang, and four second-hand Mi-26s are known as having been delivered to North Korea. Three Mi-26s each were delivered to Venezuela and to China in the late 2000s. Apart from that, some second-hand Mi-26s have subsequently been delivered to several other countries. 33 new Mi-26s are to be handed over to the Russian Air Force between 2011 and 2018.

Although the c/n does not relate to any line number, an article in "Aviatsiya i Vremya" No. 6/2000 gave the following details: The first batch consisted of three helicopters (line numbers 01-01 to 01-03), the second batch of five (line numbers 02-01 to 02-05), and all the following batches comprised ten helicopters. L/n 04-10A was handed over to the TsAGI as a static airframe for structural tests in 1985.

Two helicopters were converted into Mi-27 (Mi-26VKP) airborne command posts in the mid-1980s. They were tested at Yevpatoriya and Leningrad and both carried full Aeroflot colours. One of these now rests at the Kharkiv Air Force Institute where it was noted in 1998. One helicopter was converted into an ASW helicopter Mi-26NEF-M in 1990. It had a radar under the nose and was in full Aeroflot colours and the registration might have ended ...46. The Rostov plant also built one example each of the following versions Mi-26PP (EW helicopter), Mi-26A (modernised military transport helicopter) and Mi-26P (transport helicopter for border troops).

All 28 Ukrainian Air Force Mi-26s were wfu by 1999. 17 of them were stored at Novy Kalyniv and 11 at the Konotop Aviation Repair Plant "Aviacon" (former 535 ARZ). Their future operation in Ukraine is uncertain, however; at least two of them have since been sold for civil use within the Russian Federation.

The c/n plate can be found in many places. On the cabin doors (two to the left and one to the right) the plate is always found on the left-hand side (in other words, on the leading edge of the port doors and on the trailing edge of the right door). Apart from these doors, similar metal plates with the c/n can be found on the forward bulkhead of the freight hold (near the maintenance hatch in the roof on the left-hand side). Also, the rear end of the cargo ramp and the two vehicle loading ramps hinged to the latter as well as on some equipment items on the walls of the cargo hold. Finally the c/n can also be found stencilled on the right-hand side of the vertical tunnel in the middle of the freight hold floor where the external sling lock is located. This, however, is usually closed by a hinged door. It is worth checking the c/n in many places as there have indeed been cases where Mi-26s have doors and other items 'borrowed' from other machines!
All c/ns start with 340012, of which the meaning is unknown. (012 might be the project number). The remaining five digits seem to be a sequence/airframe number with the last three being unique.

## *2 Mi-26 prototypes built by MVZ (former Factory No. 329) at Tomilino in 1977*

| | | | | | | |
|---|---|---|---|---|---|---|
| 00-00 | -- | Mi-26 | MAP MVZ im. Milya | | photo | full-scale mock-up; no markings at all; construction started in 1972; approved by the mock-up commission in 1975 |
| 00-01 | CCCP-06141 | Mi-26 | MAP MVZ im. Milya | r/o | oct77 | the first prototype; with a probe under the nose; in basic Aeroflot c/s, no titles; f/f 14dec77 from Panki; ferried for factory trials to Lyubertsy feb78; underwent joint state trials with the NII VVS may79/aug80 |
| | CCCP-06141 | Mi-26 | Aeroflot | LBG | 04jun81 | with a red nose and exhibition number 'H-351'; l/n FAB sep84 |
| | 06141 | Mi-26 | Aeroflot c/s, n/t | Lyu | 27apr93 | l/n Lyubertsy 04sep93 |
| | RA-06141 | Mi-26 | Mi-Avia | Lyu | 02oct93 | in basic 'blue' Aeroflot c/s with own titles; l/n before conversion Lyubertsy 24sep94; converted to a flying crane version with an additional operator's cabin behind the cockpit on the left-hand side, date unknown; l/n in MVZ im. Milya 06may10, in very faded c/s and without rotors |
| | "01" yellow | Mi-26 | Soviet Air Force | Tml | jul11 | flying crane version with an additional operator's cabin behind the cockpit on the left-hand side; preserved in these fake colours (olive drab/khaki camo c/s with light blue underside) in the Mil Helicopter Plant (MVZ im. Milya) at Tomilino, seen jul11/jun18 |
| 00-02 | CCCP-06140 | Mi-26 | MAP MVZ im. Milya | mfd | may79 | the second prototype; in basic Aeroflot c/s, no titles; underwent joint state trials with the NII VVS from apr80 |
| | CCCP-21180 | Mi-26 | Soviet Air Force | | photo | c/n given as OP-2; opb 8 GNII at Chkalovski; in basic 'blue' Aeroflot c/s, no titles; lifted a Mi-10 on a photo in the "Vneshnyaya torgovlya" (Foreign Trade) magazine No. 6/1986; w/o 13dec89 on a test flight from Chkalovski (testing the auto-pilot) when exceeded the flight envelope, entered a dive, could not be recovered and crashed on the outskirts of Choporovo (near Pereslavl-Zalesski), all 5 crew members were killed; the registration was a Mi-6 before and became a Mi-6 again by 06apr93 |

## *360+ Mi-26 built by Rostvertol (former Factory No. 168) at Rostov-na-Donu-Severny from 1980 to date*

| | | | | | | |
|---|---|---|---|---|---|---|
| 34001212001 | "01" blue | Mi-26 | Soviet AF/AFL c/s | r/o | 04oct80 | line # 01-01; c/n given in type certificate as 34001201001; first hovering 25oct80 and first flight 26oct80; opb 344 TsBP i PLS at Torzhok |
| | "58" yellow | Mi-26 | Soviet Air Force | trf | 1983 | opb 4 ve 276 ovp at Borovukha-Borovtsy from 1983; in olive drab/khaki camo c/s with light blue underside; trf to 4 ve 65 ovp at Kobrin in 1991 |
| | "58" white | Mi-26 | Belarus Air Force | trf | 15jun92 | opb 65 ovp at Kobrin (redesignated 65 AvB 04jan93 and 65 tbvb in 1996); in olive drab/khaki camo c/s with light blue underside; f/n Kobrin 03oct95; sat wfu at Kobrin, l/n aug02; scrapped at Kobrin in 2003 |
| 34001212002 | "02" yellow | Mi-26 | Soviet Air Force | mfd | 1982 | line # 01-02; opb 344 TsBP i PLS at Torzhok; in basic Aeroflot c/s; w/o 26jan83 on a flight from Torzhok to Vydropuzhsk when the longeron of a main rotor blade broke, the helicopter broke up in mid-air and crashed near Torzhok, all 6 crew members (among them the commander of 344 TsBP i PLS, Major-General N.A. Anisimov) were killed |
| 34001212003 | "03" | Mi-26 | Soviet Air Force | mfd | 1982 | line # 01-03; opb 344 TsBP i PLS at Torzhok |
| | "57" yellow | Mi-26 | Soviet Air Force | trf | 1983 | opb 4 ve 276 ovp at Borovukha-Borovtsy; in olive drab/khaki camo c/s with light blue underside; took part in fighting the results of the nuclear disaster at Chernobyl in 1986; dispatched to the radioactive waste burial site at Buryakivka (Ukraine) in 1988; dismantled and transported to the Oleg Antonov State Aviation Museum at Kiev in 2003 |
| | "64" black(2) | Mi-26 | United Nations | IEV | 18aug05 | c/n given by the Oleg Antonov State Aviation Museum at Kiev as '01003' (no c/n on, part numbers read off as '01003' and '02002'); has got a non-standard large window instead of a port hole behind the cockpit; in full all-white UN c/s without UN code; preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.40629 E3046088), seen as such aug05/oct19; the 'UN' titles were replaced by a large radiation warning symbol, f/n as such nov20 |
| 34001212004 ? | -- | Mi-26 | MAP MVZ im. Milya | mfd | 1982 | line # 01-04; statical test airframe |
| 34001212005 ? | -- | Mi-26 | MAP MVZ im. Milya | mfd | 1982 | line # 01-05; dynamical test airframe for fatigue trials |
| 34001212006 | "59" yellow | Mi-26 | Soviet Air Force | mfd | 1982 | line # 02-01; opb 4 ve 276 ovp at Borovukha-Borovtsy; took part in fighting the results of the nuclear disaster at Chernobyl in 1986; dispatched to the radioactive waste burial site at Buryakivka (Ukraine) in 1988 and scrapped there by 2010 |
| 34001212007 | "60" yellow | Mi-26 | Soviet Air Force | mfd | 29jun82 | line # 02-02; initially opb 4 ve 276 ovp at Borovukha-Borovtsy; in olive drab/khaki camo c/s with light blue underside; took part in fighting the results of the nuclear disaster at Chernobyl in 1986; photo sep86; trf to 4 ve 65 ovp at Kobrin in 1990 |
| | "60" white | Mi-26 | Belarus Air Force | trf | 15jun92 | opb 65 ovp at Kobrin (redesignated 65 AvB 04jan93 and 65 tbvb in 1996); the colour of the code was changed either in 1987 or in 1990; code worn until 1994 |
| | EW-06048 | Mi-26 | TechAviaService | trf | 1994 | leased from the Belarus Air Force; the operator existed from 1994 to 1999; in white/light grey c/s with red cheatline and trim, with 'TechAviaService-Lukoil' titles; f/n BJV oct98; returned to Kobrin in 1999 |
| | RA-06287 | Mi-26 | MChS Rossii | rgd | 30jun00 | leased from the Belarus Air Force 11mar01/11mar02; canx 20jun02 as returned to Belarus |
| | RA-06287 | Mi-26 | Scorpion | Kob | 01aug02 | in white/light grey c/s with red cheatline and trim and additional 'BelTechExport' titles; l/n Kobrin 03aug02 |
| | "55" white | Mi-26 | Belarus Air Force | Kob | 2003 | code not painted on; opb 2 ve 65 tbvb at Kobrin (redesignated 65 ove aug02 and disbanded in 2003); went for overhaul to the ARZ at Orsha in early 2003; repainted in olive drab/khaki camo c/s with light blue underside, 'shark mouth' on nose, no markings whatsoever; was to be sold abroad, but the deal fell through; based at Minsk-Machulishchi from 2003, but rarely flown; transported by Mi-26 EW-260TF from Machulishchi via Lipki to Minsk-Borovaya 14/15oct09; l/n Minsk-Borovaya 24jan10 |
| | "07" yellow | Mi-26 | Belarus Air Force | Msb | 25jul10 | the code is based on the last two digits of the c/n; in olive drab/khaki camo c/s with light blue underside, 'shark mouth' on the nose; was preserved in these fake colours in the Museum of the History of the Great Patriotic War at Minsk-Borovaya, seen jul10/aug21; transported to Minsk-Lipki 12feb22 and seen there (at N53.908540 E27.704131) dismantled feb22/jun22 and complete sep24/oct24 |
| 34001212008 | "61" yellow | Mi-26 | Soviet Air Force | mfd | 1982 | line # 02-03; opb 4 ve 276 ovp at Borovukha-Borovtsy; took part in fighting the results of the nuclear disaster at Chernobyl in 1986; dispatched to the radioactive waste burial site at Buryakivka (Ukraine) in 1988 and scrapped there by 2010 |
| 34001212009 | "62" yellow | Mi-26 | Soviet Air Force | mfd | 1982 | line # 02-04; opb 4 ve 276 ovp at Borovukha-Borovtsy; took part in fighting the results of the nuclear disaster at Chernobyl in 1986; dispatched to the radioactive waste burial site at Buryakivka (Ukraine) in 1988 and scrapped there by 2010 |
| 34001212010 | not known | Mi-26 | Soviet Air Force | mfd | 1982 | line # 02-05; opb 344 TsBP i PLS at Torzhok |
| | "01" yellow | Mi-26 | Ukraine Army Avn | ph. | 20jul05 | used as a ground instructional airframe by the "Ivan Kozhedub" Air Force University at Kharkiv-Sosnovy Bor |
| 34001212011 | "63" yellow | Mi-26 | Soviet Air Force | mfd | 1982 | line # 03-01; 4 ve opb 276 ovp at Borovukha-Borovtsy; took part in fighting the results of the nuclear disaster at Chernobyl in 1986; dispatched to the radioactive waste burial site at Buryakivka (Ukraine) in 1988 and scrapped there by 2010 |
| 34001212012 | "64" yellow | Mi-26 | Soviet Air Force | mfd | 1982 | line # 03-02; opb 4 ve 276 ovp at Borovukha-Borovtsy; took part in fighting the results of the nuclear disaster at Chernobyl in 1986; photo aug86; dispatched to the radioactive waste burial site at Buryakivka (Ukraine) in 1988 and scrapped there by 2010 |
| 34001212013 | "03" | Mi-26 | MAP LII Zhukovski | mfd | 27dec82 | line # 03-03; in Soviet Air Force c/s; w/o 08jul87 on a test flight, on landing at Kazbek airfield with a tail strike the tail-boom broke off, the helicopter spun, rolled over and burnt out; t/t 235 hours 8 minutes and 453 cycles |
| 34001212014 | "04" yellow | Mi-26 | MAP LII Zhukovski | mfd | 1983 | line # 03-04 |
| | "04" yellow | Mi-26 | LII im. Gromova | ZIA | 15aug92 | c/n not confirmed; photo proof for the colour of the code; in Russian Air Force c/s (olive drab/khaki camo c/s with light grey underside); sat wfu (with very faded code) at ZIA from around 1995, seen jun02/aug13 |
| 34001212015 | "65" yellow | Mi-26 | Soviet Air Force | mfd | 1983 | line # 03-05; opb 4 ve 276 ovp at Borovukha-Borovtsy; took part in fighting the results of the nuclear disaster at Chernobyl in 1986; probably dispatched to the radioactive waste burial site at Buryakivka in 1988 and scrapped there by 2010 |
| 34001212016 | "69" yellow | Mi-26 | KGB/Border Guards | mfd | 1983 | line # 03-06; opb 4 oae 23 oap at Dushanbe; in olive drab/khaki camo c/s with light grey underside, white stripe on rear fuselage; w/o 18oct85 on a flight from Dushanbe via Moskovski (Tajikistan) to Kalat-Khuleb (Afghanistan) when the transmission of the tail rotor failed on approach to Moskovski (at a height of some 100 metres), the helicopter went out of control and came down very hard on the runway, 2 crew members were killed and many of the other 50 occupants seriously injured |
| 34001212017 | "70" yellow | Mi-26 | KGB/Border Guards | mfd | 20aug83 | line # 03-07; mfd also given as 23aug83; opb 4 oae 23 oap at Dushanbe until at least 1996; in olive drab/khaki camo c/s with light underside, white stripe on rear fuselage |
| | "90" yellow | Mi-26 | FSB | OVB | 08aug14 | opb military unit 2095 at OVB; in olive drab/khaki camo c/s with light grey underside, white stripe on rear fuselage; last overhaul completed 30nov90; struck off charge 20nov06; t/t 932 hours; hulk stored with NARZ at Novosibirsk-Severny, l/n 08aug14; scrapped by 03sep14 |
| 34001212018 | "66" yellow | Mi-26 | Soviet Air Force | mfd | 26jul83 | line # 03-08; opb 4 ve 276 ovp at Borovukha-Borovtsy; was the first Mi-26 to arrive at Konotop ARZ for overhaul 08feb89, overhaul completed and test-flown 19mar90 |
| | "60" white | Mi-26 | Belarus Air Force | trf | 15jun92 | opb 65 ovp at Kobrin (redesignated 65 AvB 04jan93 and 65 tbvb in 1996); f/n Kobrin 03oct95; l/n Kobrin 25aug96 |
| | RA-06286 | Mi-26T | Scorpion | rgd | 30jun00 | to MChS Rossii; in basic 'polar' Aeroflot c/s with 'Scorpion' and additional 'BelTechExport' titles; f/n CFU 29aug00; leased to Belarus 11mar01/11mar02; seen active in Greece 04sep01; canx 20jun02 as leased to Belarus; l/n Kobrin 01aug02; t/t 1,774 hours by 2005 |
| | RA-06286 | Mi-26T | Skol | Roc | 08jun11 | stored with Rostvertol, prefix 'CCCP' bleeding through; not on Russian register by aug10; offered for sale by Belarus 28jan11 |
| 34001212019 | "04" yellow | Mi-26 | MRP NPO "Vzlyot" | mfd | 1983 | line # 03-09; test helicopter with a large 'bulge' (container) on the right side of the fuselage; still as NPO "Vzlyot" in an Air Force ownership document 04apr01; in Soviet Air Force c/s (green/khaki camo c/s with light blue underside); was stored at Solntsevo, seen in 1999; preserved in the AvtoVAZ technical museum |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | at Togliatti (N53.552166 E49.249041), f/n 24sep05, l/n in its original c/s apr08; repainted in two-tone grey c/s, f/n as such 25aug09, l/n 07oct24 |
| 34001212020 | CCCP-06000 | Mi-26 | AFL/GosNII GA | mfd | sep83 | line # 03-10; toc 15oct83; rgd only 11dec87; initially in olive drab/khaki camo c/s with light grey underside; later repainted in 'blue' Aeroflot c/s; struck off charge 18apr90; canx only 01jun00; used as a ground instructional airframe by the Vyborg Technical College of Civil Aviation (N60.73777 E28.61046) from 20apr90, seen jul90/aug10, with the camo c/s becoming visible again |
| 34001212021 | "10" | Mi-26 | Soviet Air Force | mfd | 1983 | line # 04-01; opb 344 TsBP i PLS at Torzhok |
| | "41" | Mi-26 | Soviet Air Force | | | was never opb 162 otbvp at Kagan |
| 34001212022 | "11" | Mi-26 | Soviet Air Force | mfd | 1983 | line # 04-02; opb 344 TsBP i PLS at Torzhok |
| | "50" | Mi-26 | Soviet Air Force | | | was never opb 162 otbvp at Kagan |
| 34001212023 | "12" | Mi-26 | Soviet Air Force | mfd | 1984 | line # 04-03; opb 344 TsBP i PLS at Torzhok; was never opb 162 otbvp at Kagan |
| 34001212024 | "67" yellow | Mi-26 | Soviet Air Force | mfd | 1984 | line # 04-04; opb 4 ve 276 ovp at Borovukha-Borovtsy; took part in fighting the results of the nuclear disaster at Chernobyl in 1986; probably dispatched to the radioactive waste burial site at Buryakivka (Ukraine) in 1988 and scrapped there by 2010 |
| 34001212025 | "68" yellow | Mi-26 | Soviet Air Force | mfd | 1984 | line # 04-05; opb 4 ve 276 ovp at Borovukha-Borovtsy; in olive drab/khaki camo c/s with light blue underside; took part in fighting the results of the nuclear disaster at Chernobyl in 1986; used as a ground instructional airframe by Kirovskoye VATU at Kirov from 1990, l/n apr08; offered for sale as scrap metal 30sep08 and scrapped at Kirov in 2009 |
| 34001212026 | "69" yellow | Mi-26 | Soviet Air Force | mfd | 1984 | line # 04-06; opb 4 ve 276 ovp at Borovukha-Borovtsy; took part in fighting the results of the nuclear disaster at Chernobyl in 1986; dispatched to the radioactive waste burial site at Buryakivka (Ukraine) in 1988 and scrapped there by 2010 |
| 34001212027 | "70" yellow | Mi-26 | Soviet Air Force | mfd | 1984 | line # 04-07; opb 4 ve 276 ovp at Borovukha-Borovtsy; in olive drab/khaki camo c/s with light blue underside; took part in fighting the results of the nuclear disaster at Chernobyl in 1986; dispatched to the radioactive waste burial site at Buryakivka (Ukraine) in 1988 and scrapped there by 2010 |
| 34001212028 | not known | Mi-26 | not known | mfd | 1984 | line # 04-08 |
| 34001212029 | not known | Mi-26 | not known | mfd | 1984 | line # 04-09 |
| 34001212030 | "90" | Mi-26 | Soviet Air Force | mfd | dec84 | line # 04-10 |
| | CCCP-06197 | Mi-26T | MAP MVZ im. Milya | rgd | 31aug89 | in full Aeroflot c/s; seen with the exhibition number 'H-380' at Redhill 18/22sep89 |
| | "55" yellow | Mi-26T | Russian Air Force | ph. | 19may07 | opb 793 otbvp at Kinel-Cherkassy; in olive drab/khaki camo c/s with light blue underside; sat wfu at Kinel-Cherkassy, seen nov10/sep18 (with the Aeroflot livery becoming visible again) |
| 34001212031 | -- | Mi-26 | MAP MVZ im. Milya | mfd | 1985 | line # 04-10A; static test airframe; handed over to the TsAGI for structural tests in 1985 |
| 34001212032 | "55" yellow | Mi-26 | Soviet Air Force | mfd | 1984 | line # 05-01; probably opb 340 otbvp at Novy Kalyniv from 1986; in olive drab/khaki camo c/s with light grey underside |
| | "55" yellow | Mi-26 | Ukraine Army Avn | Kai | 01sep09 | opb 7 brigada at Novy Kalyniv; in all-white c/s; stored at Novy Kalyniv from about 2004, seen sep09/jul12; probably owned by UATK |
| 34001212033 | not known | Mi-26 | Soviet Air Force | no | reports | line # 05-02 |
| 34001212034 | "08" yellow | Mi-26 | Soviet Air Force | mfd | 29jun84 | line # 05-03; opb 340 otbvp at Novy Kalyniv; last overhaul completed 26sep91 |
| | "08" yellow | Mi-26 | Ukraine Army Avn | trf | 06dec91 | opb 7 brigada AA at Novy Kalyniv; offered for sale by the Ukrainian privatisation agency with t/t 603 hours and 759 cycles; sold to UATK in 1997; stored with Aviakon at Konotop from nov97; sold from the assets of UATK to Aviakon 19jun18 |
| 34001212035 | CCCP-06098 | Mi-27 | MAP MVZ im. Milya | mfd | 1984 | line # 05-04; prototype of the airborne command-post version (Mi-26VKP); in Aeroflot c/s; successfully passed state and military trials, but the type did not enter series-production due to the demise of the Soviet Union; trf to the Kharkiv Military Aviation College of Radio Electronics (KhVVAURE) and ferried to its airfield Pavlovo Polye in the early 1990s, l/n 1998; reportedly scrapped in 2005 (an electric equipment module from this c/n was fitted in the freight hold of Mi-26 c/n 34001212045, seen there 14aug02) |
| 34001212036 | "71" yellow | Mi-26 | KGB/Border Guards | mfd | 07jul84 | line # 05-05; opb 4 oae 23 oap at Dushanbe; in olive drab/khaki camo c/s with light underside, white stripe on rear fuselage; damaged around 1987/89 in a hard landing, the tail rotor broke off and the lower fuselage suffered damage |
| | "94" yellow | Mi-26 | FSB | Ovn | feb15 | opb 1 ottap at Yoshkar-Ola-Danilovo; in olive drab/khaki camo c/s with light grey underside, a red stripe on the nose and a white stripe on the rear fuselage; sold 22nov02; hulk sat in NARZ at Novosibirsk-Severny, seen feb15 |
| 34001212037 | ".." yellow | Mi-26 | KGB/Border Guards | mfd | 1984 | line # 05-06; or Soviet Air Force ? (reported as opb 373 oap at Kyakhta) |
| | "93" yellow | Mi-26 | FSB | no | reports | last overhaul completed jun96; stored from around 2002 |
| 34001212038 | "54" yellow | Mi-26 | Soviet Air Force | mfd | 1984 | line # 05-07; initially opb 373 oap at Kyakhta; probably opb 340 otbvp at Novy Kalinov from 1986 |
| | "54" black | Mi-26 | United Nations | ZAG | aug95 | operated by 15 ovo of Ukrainian Army Aviation for UNPF in former Yugoslavia 29jul95/14feb96 (based at Zagreb and Split); in full all-white UN c/s, carried code '160'; stored with 7 brigada at Novy Kalyniv, seen aug97/sep09 |
| 34001212039 | ".." yellow | Mi-26 | Soviet Air Force | mfd | 1984 | line # 05-08; initially opb 373 oap at Kyakhta; trf to 50 otap at Norilsk 22dec89; reported by russianplanes.net as "54" |
| 34001212040 | ".." yellow | Mi-26 | Soviet Air Force | mfd | 1984 | line # 05-09; opb 373 oap at Kyakhta |
| 34001212041 | ".." yellow | Mi-26 | Soviet Air Force | mfd | 1984 | line # 05-10; opb 373 oap at Kyakhta |
| 34001212042 | ".." yellow | Mi-26 | Soviet Air Force | mfd | 1984 | line # 06-01; opb 373 oap at Kyakhta |
| 34001212043 | ".." yellow | Mi-26 | Soviet Air Force | mfd | 1984 | line # 06-02; opb 373 oap at Kyakhta |
| 34001212044 | "49" yellow | Mi-26 | Soviet Air Force | mfd | 1984 | line # 06-03; opb 373 oap at Kyakhta |
| | "49" yellow | Mi-26 | Russian Air Force | trf | 1992 | initially opb 373 oap at Kyakhta (disbanded in 1994); trf 50 otae at Norilsk; in olive drab/khaki camo c/s with light grey underside; seen NSK 13may95, c/n not checked |
| 34001212045 | not known | Mi-26 | Soviet Air Force | mfd | 28dec84 | line # 06-04; Mi-26 sans suffixe |
| | not known | Mi-26 | Ukraine Army Avn | trf | 06dec91 | |
| | RA-06078 | Mi-26T | TyumenAviaTrans | DME | 14aug02 | still with chaff/flare dispensers characteristic of military Mi-26s; in all-white c/s with additional 'Ours is the largest' titles; l/n DME 18aug02 |
| | RA-06078 | Mi-26T | UTair | rgd | 28nov02 | new CofR issued 19jan06 |
| | RA-06078 | Mi-26T | United Nations | FNA | 04aug03 | leased from UTair; in full all-white UN c/s; seen FNA 04aug03 with code 'UN-098'; recovered crash-landed Mi-8MTV-1 'UN-174' from a swamp in Sierra Leone 18oct05; seen 18oct05 and ROB 05may06 with code 'UN-156'; seen ELF 16aug08 and ELF 26sep08 with code 'UNO-781'; leased from UTair for operations in the DR Congo 16may09/01oct09; seen EBB 13aug10 without rotors and titles; seen EBB 22apr11 with code 'UN-556'; seen ELF 14may11 with code 'UNO-792'; in a UNAMID listing as based in Darfur by 08jul11; seen EBB nov12 with code 'UNO550'; l/n Lugansk 21aug13, code not reported; t/t 4,352 hours and 3,765 cycles by 21dec13 |
| | RA-06078 | Mi-26T | UTair | Tjp | 20sep13 | opb Neftyeyuganski OAO; in all-white c/s, no titles; stored at SGC, seen dec13/sep19 |
| 34001212046 | "10" yellow | Mi-26 | Soviet Air Force | mfd | 26feb85 | line # 06-05; initially based at Torzhok; opb 1 ae 162 otbvp at Kagan (disbanded 29dec88) from spring 1985; when the mean gear box reached a t/t of 280 hours and needed to be overhauled the helicopter was stored; trf to 157 otbvp (military unit 14157) at Dzhambul in 1989; sent for overhaul to Konotop around the time when the Soviet Union was disbanded |
| | "10" yellow | Mi-26 | Ukraine Army Avn | | | last overhaul completed 29may92, test-flown after the overhaul and never flown again; in olive drab/khaki camo c/s with light grey underside; offered for sale by the Ukrainian privatisation agency with t/t 383 hours and 848 cycles; sold to UATK in 1997; stored with Aviakon at Konotop from nov97, seen aug12; sold from the assets of UATK to Aviakon 19jun18 |
| 34001212047 | "11" yellow | Mi-26 | Soviet Air Force | mfd | 1985 | line # 06-06; initially based at Torzhok; opb 1 ae 162 otbvp at Kagan (disbanded 29dec88) probably from spring 1985; trf to 157 otbvp (military unit 14157) at Dzhambul in 1989; damaged by a storm (45 m/s) in winter 1989 while being parked at Dzhambul, the end boom broke off; ever repaired ? (but a former pilot says either trf to Kazaviaspas or handed in to MVZ, so could be the "11" yellow seen at Khodynka in 1989) |
| 34001212048 | "12" yellow | Mi-26 | Soviet Air Force | mfd | 20apr85 | line # 06-07; initially based at Torzhok; opb 1 ae 162 otbvp at Kagan (disbanded 29dec88) probably from spring 1985; trf to 157 otbvp (military unit 14157) at Dzhambul in 1989; sent for overhaul to Konotop around the time when the Soviet Union was disbanded |
| | not known | Mi-26 | Ukraine Army Avn | | | opb 7 opAA at Novy Kalyniv reportedly from 1993 |
| | "52" black | Mi-26 | Ukraine Army Avn | ZAG | aug95 | opb 15 ovo; operated for UNPF in former Yugoslavia 29jul95/14feb96 (based at Zagreb and Split); in all-white c/s; seen ZAG aug95 with UN code '159'; seen Novy Kalyniv 14may97 and 17aug97 with UN code '160' |
| | RA-06079 | Mi-26T | UTair | rgd | 29jan03 | new CofR issued 20may08 |
| | RA-06079 | Mi-26T | United Nations | BUX | mid2003 | operated by UTair probably for MONUC; carried code 'UN-836'; l/n as such BOJ 14jun08; leased from UTair for operations in Sudan 20jul08/19jul10; seen JUB 12apr09 with code 'UN-552'; l/n in Sudan 28jun10; t/t 2,951 hours by 01jan13 |
| | RA-06079 | Mi-26T | UTair | Tjp | 19mar19 | was leased to Neftyeyuganski OAO in early 2014; CofA expired 24apr14; stored at Tyumen-Plekhanovo, seen mar19/oct21 |
| 34001212049 | "60" yellow | Mi-26 | Soviet Air Force | f/f | 29mar85 | line # 06-08; mfd 08may85; toc 02jul85; opb 793 otbvp at Telavi; awaited overhaul by NARZ in 1992/97 |
| | "02" blue | Mi-26 | Russian Air Force | trf | 25apr02 | in olive drab/khaki camo c/s with light grey underside; stored at Khabarovsk-Garovka, with the code faded almost to white, seen oct09/jun10 |
| | RF-95359 | Mi-26 | Russian Air Force | Kgv | nov16 | also carried code "02" blue; in faded olive drab/khaki camo c/s with light grey underside; stored at Khabarovsk-Garovka, seen nov16 |
| 34001212050 | "61" yellow | Mi-26 | Soviet Air Force | f/f | 26apr85 | line # 06-09; mfd 23may85; toc 20jul85; opb 793 otbvp at Telavi; in olive drab/khaki camo c/s with light blue underside; under overhaul with NARZ from 27apr92; f/n Novosibirsk-Severny 01jul92; l/n Novosibirsk-Severny 12jul93 |
| | "01" blue | Mi-26 | Russian Air Force | trf | 20dec00 | opb 825 ovp at Khabarovsk-Garovka; in olive drab/khaki camo c/s with light grey underside; f/n Khabarovsk-Garovka 10jun10 |
| | RF-95358 | Mi-26 | Russian Air Force | Kgv | nov16 | also carried code "01" blue; in faded olive drab/khaki camo c/s with light grey underside; stored at Khabarovsk-Garovka, seen nov16 |
| 34001212051 | "62" yellow | Mi-26 | Soviet Air Force | mfd | 1985 | line # 06-10; opb 793 otbvp at Telavi |
| | "62" yellow | Mi-26 | Russian Air Force | ph. | 19may07 | opb 793 otbvp at Kinel-Cherkassy; in olive drab/khaki camo c/s with light blue underside; sat wfu at Kinel-Cherkassy from around 2010, seen nov10/jun11; scrapped at Kinel-Cherkassy oct12 and sold as scrap metal 29nov12 |
| 34001212052 | "63" yellow | Mi-26 | Soviet Air Force | mfd | 1985 | line # 07-01; possibly initially opb 325 tbvp at Tsulukidze; opb 793 otbvp at Telavi by 1992; carried a Russian flag next to the entry door by may92; w/o 12may92 during a flight from Vaziani to Nakhichevan (carrying supplies for the besieged 72nd motorised rifle division) when was hit at a height of 2,000 metres by a SAM and crashed near Vazashen (Artsakh/Nagorny Karabakh), all 6 crew members and both passengers were killed |

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| 34001212053 | "64" yellow | Mi-26 | Soviet Air Force | mfd | 1985 | line # 07-02; based in Georgia; took part in fighting the results of the nuclear disaster at Chernobyl in 1986 |
| | "64" yellow | Mi-26 | Russian Air Force | ph. | 19may07 | opb 793 otbvp at Kinel-Cherkassy; in olive drab/khaki camo c/s with light blue underside; sat wfu at Kinel-Cherkassy, seen may07/apr16, but gone by sep18 (obviously scrapped) |
| 34001212054 | not known | Mi-26 | Soviet Air Force | mfd | 1985 | line # 07-03; initially based in Georgia; underwent 2nd overhaul in 2003 |
| | "83" red (1) | Mi-26 | Russian Air Force | Yel | 19mar04 | opb 325 ovp at Yegorlykskaya from 2003, but trf to Kinel-Cherkassy after a short while; in olive drab/khaki camo c/s with light blue underside |
| | "65" yellow | Mi-26 | Russian Air Force | Roc | dec10 | opb 793 otbvp at Kinel-Cherkassy from 2004; opb 6974 AvB (formerly 325 ovp) at Yegorlykskaya from oct09; in the same c/s as above; stored at Yegorlykskaya by spring 2010; stored at Rostov-na-Donu-Tsentralny, seen dec10/jul15 |
| | "103" red | Mi-26 | Russian Air Force | res | 2010 | not yet taken up by mar14 and will probably never be taken up as Rostvertol did not accept the helicopter for overhaul |
| 34001212055 | not known | Mi-26 | Soviet Air Force | mfd | 13aug85 | line # 07-04; opb 373 otbvp |
| | "66" yellow | Mi-26 | Russian Air Force | ph. | 11jul06 | opb 793 otbvp at Kinel-Cherkassy until autumn 2009; in olive drab/khaki camo c/s with light blue underside; f/n near Nizhni Tagil 11jul06; seen Samara-Bobrovka 20aug08 with blue and red 'Vertolyoty Rossii' titles and a multitude of logos; was one of two Mi-26s which carried the parachutists who established a world record at Kolomna-Korobcheyevo 29aug08; upgraded with an L370E26L directional infra-red counter-measure (DIRCM) system by MVZ im. Milya in 2009; seen in MVZ im. Milya 15may10 with various test equipment installed; opb filial 4 TsBP i PLS at Torzhok from around 2010; L370E26L removed again dec12; l/n Torzhok 28jun14 |
| 34001212056 | -- | Mi-26 | | | | line # 07-05; became export c/n 223201, see there |
| 34001212057 | "81" yellow | Mi-26 | KGB/Border Guards | mfd | 1985 | line # 07-06; opb 4 oae 23 oap at Dushanbe; in olive drab/khaki camo c/s with light underside and a white stripe on the rear fuselage; photo in 1987/89 |
| | "95" yellow | Mi-26 | FPS | | | opb 1 ottap at Yoshkar-Ola-Danilovo; in olive drab/khaki camo c/s with light grey underside; w/o 18oct95 on the leg from Cape Chelyuskin (Taimyr peninsula) to Sredni island (Severnaya Zemlya archipelago) of a flight from Dikson to Sredni island when entered a heavy snow flurry with low clouds while overflying Bolshevik island (Severnaya Zemlya archipelago) and crashed into a 313 metres high ice ridge at Cape Neupokoyevka (the height of the ridge was indicated as 258 metres on the aeronautical chart from 1957 which the crew used), 2 of the 6 crew members (among them the commander, Major Aleksandr Pukhov) and 6 of the 12 passengers were killed and all survivors injured (3 of them seriously); the survivors were rescued by a Ka-32 from the nuclear ice-breaker "Sovyetski Soyuz" 21oct95 |
| 34001212058 | -- | Mi-26 | | | | line # 07-07; became export c/n 223202, see there |
| 34001212081 | "80" yellow | Mi-26 | Soviet Air Force | mfd | 16oct85 | the c/n was to be 34001212059 initially, but it was changed to 34001212081 (34001212059 could still be found on the left rear door 14aug01); line # 07-08 |
| | "80" yellow | Mi-26 | Russian Air Force | CKL | 29aug95 | in camo c/s |
| | "80" yellow | Mi-26PK | Russian Air Force | Sol | 1999 | in camo c/s; modified for 'flying crane' duties, featuring a gondola for the cargo hook operator on the side of the fuselage, next to the cabin door; l/n ZIA 17aug01, c/n checked |
| | "80" yellow | Mi-26 | Russian Air Force | Sol | 09jul05 | c/n not checked; re-converted to standard version; in olive drab/khaki camo c/s with light grey underside; l/n operational Torzhok 23mar13; preserved in the "Patriot" park at Kubinka (N55.564092 E36.817478), seen aug16/sep24 |
| 34001212082 | "67" yellow | Mi-26 | Soviet Air Force | mfd | 23oct85 | line # 07-09; toc 30nov85 |
| | "67" yellow | Mi-26 | Russian Air Force | Ovn | 30aug07 | opb 793 otbvp at Kinel-Cherkassy; in olive drab/khaki camo c/s with light grey underside; struck off charge as time between overhauls expired; hulk sat in NARZ at Novosibirsk-Severny, seen aug07/feb15, will be scrapped |
| 34001212083 | not known | Mi-26 | MAP LII Zhukovski | mfd | 1985 | line # 07-10 |
| | "68" yellow | Mi-26 | LII im. Gromova | ZIA | 16aug92 | c/n not confirmed; in Russian Air Force c/s (olive drab/khaki camo c/s with light grey underside); t/t 435 hours; sat wfu (with faded code) at ZIA from around 1995, seen aug95/aug13 |
| 34001212084 | CCCP-06001(1) | Mi-26T | AFL/Tyumen | mfd | 26dec85 | line # 08-01; the first Mi-26T; mfd also given as 02dec85; toc 06feb86; opb Tuymenski OAO; mentioned in an incident report at Sergino (Yakutia) 29nov87; rgd only 05dec88; see c/n 34001212502 |
| | RA-06001(1) | Mi-26T | Aeroflot | Tjp | 14may95 | opb TyumenAviaTrans; struck off charge 21dec98 as life-time expired and canx 29dec98; t/t 1,495 hours; sat wfu (with faded prefix) at Tyumen-Plekhanovo, seen jul00/dec13; parts of the tailboom were used for fatigue trials |
| 34001212085 | CCCP-06002(1) | Mi-26T | AFL/Tyumen | mfd | 27dec85 | line # 08-02; the second Mi-26T; toc mar86; rgd only 26jan89; f/n Tyumen-Plekhanovo 14may95; struck off charge 21dec98 as life-time expired and canx 29dec98; sat wfu at Tyumen-Plekhanovo, seen jul04/apr20; see c/n 34001212313 |
| 34001212088 | "52" yellow | Mi-26 | Soviet Air Force | mfd | 1986 | line # possibly 08-03; possibly opb 276 ovp at Borovtsy; took part in fighting the results of the nuclear disaster at Chernobyl in 1986 |
| | "52" yellow | Mi-26 | Russian Air Force | ph. | 19may07 | opb 793 otbvp at Kinel-Cherkassy; in olive drab/khaki camo c/s with light blue underside; sat wfu at Kinel-Cherkassy, seen nov10/sep15, but gone by sep18 (obviously scrapped) |
| 34001212089 | "50" yellow | Mi-26 | Soviet Air Force | mfd | 27mar86 | line # 08-04; opb 340 otbvp at Novy Kalyniv |
| | "50" yellow | Mi-26 | Ukraine Army Avn | trf | 06dec91 | last overhaul completed 29aug92; opb 7 brigada AA at Novy Kalyniv; offered for sale by the Ukrainian privatisation agency with t/t 472 hours and 1,284 cycles; sold to UATK in 1997; stored with Aviakon at Konotop from nov97, seen aug12; sold from the assets of UATK to Aviakon 19jun18 |
| 34001212090 | "51" yellow | Mi-26 | Soviet Air Force | mfd | 22apr86 | line # 08-05; opb 340 otbvp at Novy Kalynov |
| | "51" yellow | Mi-26 | Ukraine Army Avn | trf | 06dec91 | last overhaul completed 26nov92, t/t 459 hours by then; opb 7 brigada AA at Novy Kalyniv; offered for sale by the Ukrainian privatisation agency with t/t 463 hours and 1,018 cycles; seen Novy Kalyniv 14may97 with the UN code 'UN-159'; l/n Novy Kalyniv 17aug97, with the Red Stars becoming visible again through faded paint; sold to UATK in 1997; stored with Aviakon at Konotop from nov97; sold from the assets of UATK to Aviakon 19jun18 |
| 34001212091 | "53" yellow | Mi-26 | Soviet Air Force | mfd | 30apr86 | line # 08-06 |
| | "53" yellow | Mi-26 | Russian Air Force | Ovn | 30aug07 | opb 793 otbvp at Kinel-Cherkassy; in olive drab/khaki camo c/s with light blue underside; wfu as time between overhauls exceeded; hulk sat in NARZ at Novosibirsk-Severny, seen aug07/feb15, will be scrapped |
| 34001212092 | "54" yellow | Mi-26 | Soviet Air Force | mfd | 1986 | line # 08-07; opb 793 otbvp at Telavi; w/o 03mar92 while evacuating refugees from Gyulistan (Artsakh/Nagorny Karabakh) when was hit by a "Strela-2" shoulder-fired SAM, caught fire and force-landed near Seidilyar (Kalbajar district of Azerbaijan), 14 of the about 55 persons aboard killed by the fire (all 5 crew escaped) |
| 34001212093 | "55" yellow | Mi-26 | Soviet Air Force | | | line # 08-08 |
| | "55" yellow | Mi-26 | Russian Air Force | Tzk | 20jun03 | in olive drab/khaki camo c/s with light blue underside; preserved in the museum of 344 TsBP i PLS at Torzhok (N57.050887 E35.012019), seen jun03/jun14 |
| 34001212094 | not known | Mi-26 | Soviet Air Force | mfd | 19jun86 | line # 08-09; trf to the Russian Air Force |
| | RA-06298 | Mi-26 | Skol | rgd | 15may07 | in white c/s with blue trim; f/n EFL 12aug07; t/t 2,863 hours by 01jan13; l/n Surgut-Poligon Skol 04aug15 |
| 34001212095 | "82" yellow | Mi-26 | KGB/Border Guards | mfd | 27may86 | line # 08-10; opb 4 oae 23 oap at Dushanbe; in olive drab/khaki camo c/s with light underside, white stripe on rear fuselage; photo around 1987/89 |
| | "92" yellow | Mi-26 | FSB | | | in green/grey/khaki camo c/s with light blue underside, white stripe on rear fuselage, carried double-headed eagles instead of Red Stars; last overhaul completed feb94; arrived with NARZ at Novosibirsk-Severny for overhaul in 2000, but was not overhauled; sold 19sep03; offered for sale 04apr06 with t/t 806 hours (for $ 725,000), but was not sold; sat wfu in NARZ at Novosibirsk-Severny, l/n may08 |
| 34001212096 | CCCP-06173 | Mi-26 | MAP MVZ ? | mfd | 1985 | line # 09-01; in full Aeroflot c/s including titles; carried exhibition number 'H-319'; f/n LBG 30may85; l/n FRA 10jun85 |
| | "56" yellow | Mi-26 | Soviet Air Force | trf | unknown | repainted in olive drab/khaki camo c/s with light blue underside by Rostvertol; opb 793 otbvp at Kinel-Cherkassy; converted to the Mi-26T2 prototype |
| | no reg | Mi-26T2 | Rostvertol | f/f | 22feb11 | the prototype of this version; in light grey c/s; trials started 12jan11; f/n Rostvertol 01mar11; l/n Rostvertol 18mar11 |
| | "901" black | Mi-26T2 | Vertolyoty Rossii | Ror | 11aug11 | in light grey c/s with titles; used call-sign RA-83781 MRS 07jul12; l/n MVZ im. Milya 04aug15 |
| | "901" white | Mi-26T2 | Vertolyoty Rossii | Tml | 12aug15 | initially in olive drab c/s with 'Russian Helicopters' titles and the additional code "2008" yellow; l/n as such ZIA 23jul17; repainted in light grey c/s with 'Russian Helicopters' and 'Rostvertol' titles (without the additional code "2008" yellow); f/n as such Rostvertol 30nov17; stored with Rostvertol by 2021 |
| 34001212097 | "57" yellow | Mi-26 | Soviet Air Force | mfd | 28jul86 | line # 09-02; opb 793 otbvp at Kinel-Cherkassy; trf to the Russian Air Force |
| | RA-06261 | Mi-26 | UTair | rgd | 22nov06 | last overhaul completed 15nov06; f/n Arkhangelsk-Vaskovo 17oct07; l/n Arkhangelsk-Vaskovo 30oct07 |
| | RA-06261 | Mi-26 | United Nations | ELF | 26sep08 | operated by UTair for UNAMID in Darfur (Sudan) 20sep08/19sep09; in full all-white UN c/s, carried code 'UNO-792'; t/t 2,809 hours by oct11; seen in the DR Congo 25oct11 with code 'UNO-886'; l/n FIH 05nov11 |
| | RA-06261 | Mi-26 | UTair | MLA | 22jul12 | in white c/s with grey belly; initially no titles; stored at Tyumen-Plekhanovo, seen jun13/aug14; new CofRs issued 25oct16 and 12apr17; f/n with titles Tyumen-Plekhanovo 17aug18; l/n Tazovski 24may21; CofA expired 28jul23 |
| 34001212098 | "58" yellow(2) | Mi-26 | Soviet Air Force | mfd | 1986 | line # 09-03; photo Khojaly feb92 |
| | "58" yellow(2) | Mi-26 | Russian Air Force | ph. | 19may07 | opb 793 otbvp at Kinel-Cherkassy; in olive drab/khaki camo c/s with light blue underside; sat wfu at Kinel-Cherkassy, seen nov10/sep18 |
| 34001212099 | "52" yellow | Mi-26 | Soviet Air Force | mfd | 1986 | line # 09-04; opb 276 ovp at Borovukha-Borovtsy |
| | "54" white | Mi-26 | Belarus Air Force | trf | 15jun92 | opb 65 ovp at Kobrin (redesignated 65 AvB 04jan93 and 65 tbvb in 1996); in olive drab/khaki camo c/s with light blue underside; f/n Kobrin 25aug96; l/n Minsk-Machulishchi 27jun09; there is a photo dated 14apr10; offered for sale 28jan11/30mar12 with t/t 593 hours, but could not be sold |
| | "27" white | Mi-26 | Russian Air Force | | 2012 | used in these fake colours for shooting the film "A Good Day to Die Hard" with Bruce Willis in Hungary in spring 2012 and partly burnt in the process; the hulk went to the "Origo Filmstudios" Budapest (N47,5820148 E19,1362936) while the cockpit was seen on a trailer at Tököl oct19 and was later preserved in the Komo-Sky 51-es BÁZIS museum at Dunavarsány (N47.581162 E19.135289), seen jul20/sep23; see c/n 34001212465 |
| 34001212100 | not known | Mi-26 | Soviet Air Force | mfd | 1986 | line # 09-05; operator not confirmed |
| 34001212101 | not known | Mi-26 | Soviet Air Force | mfd | 1986 | line # 09-06; operator not confirmed |
| 34001212102 | no code | Mi-26 | Soviet Air Force | mfd | 1986 | line # 09-07; preserved in the Russian Air Force museum at Monino, seen aug95/aug12 |
| | "21" black | Mi-26 | Soviet Air Force | Mon | 16jul13 | in grey c/s; preserved in the Russian Air Force museum at Monino (N55.833511 E38.183341), seen jul13/may14 |
| 34001212103 | "48" yellow | Mi-26 | Soviet Air Force | mfd | 14oct86 | line # 09-08; toc 29oct86 |

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| | "48" yellow | Mi-26 | Russian Air Force | Ovn | 2010 | opb 793 otbvp at Kinel-Cherkassy; in olive drab/khaki camo c/s with light blue underside; struck off charge 29oct94 as time between overhauls expired; t/t 726 hours; hulk sat in NARZ at Novosibirsk-Severny, l/n 2010; scrapped in NARZ in 2011 |
| 34001212104 | "54" yellow | Mi-26 | Soviet Air Force | mfd | 1986 | line # 09-09; opb 276 ovp at Borovukha-Borovtsy |
| | "59" white | Mi-26 | Belarus Air Force | trf | 15jun92 | opb 65 ovp at Kobrin (redesignated 65 AvB 04jan93 and 65 tbvb in 1996); in olive drab/khaki camo c/s with light blue underside; f/n Kobrin 01aug02; offered for sale 28jan11/30mar12 with t/t 590 hours, but could not be sold; sat wfu (with the old code "54" visible again) at Minsk-Machulishchi, seen may15/jun18 (used by the fire brigade for rescue training 13jul17) |
| 34001212105 | not known | Mi-26 | Soviet Air Force | mfd | 1986 | line # 09-10; operator not confirmed |
| 34001212106 | CCCP-06003(1) | Mi-26 | AFL/Tyumen | mfd | 15dec86 | line # 10-01; toc 15feb88; rgd 15mar88; opb 1-y Tyumenski OAO; dbr 14may89 on a training flight from Labytnangi (Tyumen region) when the crew imitated the failure of an engine during landing but did not cope with the situation (the helicopter probably entered vortex mode) so that the helicopter came down hard, the tailboom broke off and the helicopter suffered structural damage, 2 of the 4 crew injured; t/t 745 hours 28 minutes and 642 cycles; struck off charge 26jun89; see c/n 34001212624 |
| 34001212107 | CCCP-06004 | Mi-26T | AFL/Tyumen | mfd | 15dec86 | line # 10-02; toc 15feb88; rgd 15mar88 |
| | RA-06004 | Mi-26T | Aeroflot | Tjp | 14may95 | canx 01jun00; stored at Tyumen-Plekhanovo, seen jul04/apr07 |
| | RA-06004 | Mi-26T | UTair | rgd | 29jan08 | opb Neftyeyuganski OAO; in yellow/black/orange c/s; f/n TOX 25jun09; t/t 2,982 hours by 19dec11; suffered a leak of hydraulic fluid on a flight from drilling site 8428 to Rotor 23 10jul18 and was grounded after that |
| 34001212108 | "08" yellow | Mi-26 | Soviet Air Force | f/f | 30dec86 | line # 10-03; mfd 02feb87; toc 16mar87; initially opb 1 ae 162 otbvp at Kagan (disbanded 29dec88); trf to 157 otbvp (military unit 14157) at Dzhambul in 1989 |
| | "09" yellow | Mi-26 | MVZ im. Milya | trf | 02jun88 | in camo c/s; seen Tomilino 28aug93, c/n not checked |
| | "09" yellow | Mi-26 | Russian Air Force | Kub | 14may94 | in olive drab/khaki camo c/s with light grey underside; opb 696 iivp at Torzhok from 14feb94; c/n checked Kubinka 14may94; under overhaul with Rostvertol 15jul98/22dec01; opb 696 iivp at Torzhok from 14mar02 |
| | "09" blue | Mi-26 | Russian Air Force | Kgv | 27oct09 | in olive drab/khaki camo c/s with light grey underside; opb 825 otbvp at Khabarovsk-Garovka from 23sep04; stored with faded code at Khabarovsk-Garovka, seen oct09/jun12 |
| | RF-95360 | Mi-26 | Russian Air Force | Kgv | nov16 | also carried code "09" blue (faded back to yellow); in olive drab/khaki camo c/s with light grey underside; stored at Khabarovsk-Garovka, seen nov16 |
| 34001212109 | "25" yellow | Mi-26 | KGB/Border Guards | mfd | 1987 | line # 10-04; based at PKC; damaged 28dec88 when was involved in an accident at Rybnovsk outpost (70 km west of Okha in the north of Sakhalin Island) |
| 34001212110 | "33" | Mi-26 | KGB/Border Guards | mfd | 16mar87 | line # 10-05; trf to the FSB |
| | RA-06292 | Mi-26 | UTair | rgd | 10mar03 | new CofR issued 13nov06 |
| | RA-06292 | Mi-26 | United Nations | ROB | nov03 | leased from UTair for operations in Liberia 21nov08/20nov10; in full all-white UN c/s; seen in Liberia 12aug04 and ROB 03jan07 with code 'UN-155'; seen FIH 06jan10 with code 'UN-817' |
| | RA-06292 | Mi-26 | UTair | KRT | 27jan13 | in all-white c/s, with titles; t/t 3,602 hours by 01jan13; new CofR issued 22jul13; l/n Rotor 743 17oct17; CofA expired 16mar18 |
| 34001212111 | "17" yellow | Mi-26 | Soviet Air Force | mfd | 1987 | line # 10-06; on photos the code "17" yellow is visible beneath "72" yellow |
| | "72" yellow | Mi-26 | Soviet Air Force | | | opb 793 otbvp at Kinel-Cherkassy; damaged during a single-engine training flight when the flight mechanic shut down both engines by mistake and the helicopter came down so hard that the tailboom broke off; repaired by Rostvertol |
| | "72" yellow | Mi-26 | Russian Air Force | ph. | 26nov10 | opb 793 otbvp at Kinel-Cherkassy; in olive drab/khaki camo c/s with light grey underside; stored at Kinel-Cherkassy from around 2007, seen nov10/may11; flown underslung by Mi-26 RF-93094 from Kinel-Cherkassy to Engels may11; used by 356 ARZ to get acquainted with the type before starting Mi-26 overhaul, l/n jun11 |
| 34001212112 | not known | Mi-26 | Soviet Air Force | mfd | 25mar87 | line # 10-07; trf to the Russian Air Force |
| | "112" black | Mi-26T | UTair | ph. | unknown | in full c/s |
| | RA-06296 | Mi-26T | UTair | rgd | 14apr06 | last overhaul completed 13apr06 |
| | RA-06296 | Mi-26T | United Nations | NOJ | 18sep06 | leased from UTair for operations with MONUSCO in the DR Congo 01aug08/31jul10; in full all-white UN c/s; seen NOJ 18sep06 with the incomplete code 'UN-' on the nose; seen FIH 06jan10 with code 'UNO-817'; l/n as such BUX 04nov11; t/t 2,953 hours by oct11; seen JUB 04may14 with code 'UNO 549P' and JUB 16oct14 with code 'UNO 550P' |
| | RA-06296 | Mi-26T | UTair | JUB | 01oct14 | in all-white c/s, no titles; l/n operational MLA 29oct14; new CofR issued 25oct16; stored at Tyumen-Plekhanovo, seen apr22 |
| 34001212113 | "03" yellow | Mi-26 | Soviet Air Force | mfd | 25mar87 | line # 10-08; initially opb 1 ae 162 otbvp at Kagan (disbanded 29dec88); trf to 1 ae 157 otbvp (military unit 14157) at Dzhambul in 1989; written off 12feb91 on a flight with a MAZ TZ-500 fuel truck on board when took off with insufficiently warmed-up engines after refuelling 2 Mi-8s with wolf hunters in the steppe (at a temperature of -30° C), the engines lost power shortly after lift-off so that the helicopter crash-landed, losing its nose gear (which probably damaged the control cables), the pilot decided to take off again anyway, but the helicopter started to rotate uncontrolledly at a height of some 100-120 metres and crashed nose-down, 2 of the 5 crew members (among them the pilot, Major Vladimir Revyakin) were killed, 1 crew member and the sole passenger (the truck driver) were seriously injured and 1 crew member was slightly injured; t/t 508 hours |
| 34001212114 | not known | Mi-26 | Soviet Air Force | mfd | 30apr87 | line # 10-09; trf to the Russian Air Force |
| | RA-06297 | Mi-26T | UTair | rgd | 04apr06 | in white c/s with light grey belly; last overhaul completed 24mar06; f/n Rostov-na-Donu-Tsentralny 27mar06; left for Canada 27mar06; f/n in British Columbia 15jun07; returned from Canada apr09; t/t 2,308 hours by 01jan13; l/n operational Tyumen-Plekhanovo 23oct19; stored at Tyumen-Plekhanovo, seen oct21/jun22 |
| 34001212115 | "05" yellow | Mi-26 | Soviet Air Force | mfd | 25apr87 | line # 10-10; initially opb 1 ae 162 otbvp at Kagan (disbanded 29dec88); trf to 157 otbvp (military unit 14157) at Dzhambul in 1989; damaged by a storm (45 m/s) in winter 1989 while being parked at Dzhambul; ever repaired ?; t/t 420 hours by 26mar09 |
| 34001212120 | "69" yellow | Mi-26 | Soviet Air Force | mfd | 30may87 | line # 11-01 |
| | "69" yellow | Mi-26 | Russian Air Force | no | reports | opb 793 otbvp at Kinel-Cherkassy |
| | RA-06260 | Mi-26T | Skol | rgd | 20aug09 | in all-white c/s with small titles; entered into the operator's certificate 28aug09; t/t 1,433 hours by 01jan13; f/n NUX 25jun10; l/n Krasnoyarsk-Cheremshanka 21apr13 |
| | RA-06260 | Mi-26T | United Nations | KRR | 19aug18 | in full all-white UN c/s, carried just 'UNO-' |
| | RA-06260 | Mi-26T | Skol | rgd | 07feb19 | |
| | RA-06260 | Mi-26T | United Nations | ph. | 30jul19 | in full all-white UN c/s, carried code 'UNO-868'; f/n Kananga 30jul19 and still there 18oct19 |
| | RA-06260 | Mi-26T | all white, n/t | YKS | 08oct21 | |
| 34001212121 | CCCP-06005 | Mi-26T | AFL/Komi-UCT | mfd | jun87 | line # 11-02; toc 07apr88; rgd 29apr88 |
| | RA-06005 | Mi-26T | Aeroflot | UCT | 10jun94 | |
| | RA-06005 | Mi-26T | Komiavia | trf | 25apr95 | struck off charge 13may99 as life-time expired; canx 17may99; probably scrapped at Ukhta around 1999 |
| 34001212122 | CCCP-06006 | Mi-26T | AFL/Komi-UCT | mfd | jun87 | line # 11-03; toc 27mar88; rgd 29apr88 |
| | RA-06006 | Mi-26T | Aeroflot | UCT | 10jun94 | |
| | RA-06006 | Mi-26T | Komiavia | trf | 25apr95 | not in 1999 fleet list; struck off charge 22may01 as overhaul after storage economically not viable; canx 06jul06; probably scrapped at Ukhta around 2002 |
| 34001212123 | not known | Mi-26 | Soviet Air Force | mfd | 29sep87 | line # 11-04; trf to the Russian Air Force |
| | RA-06294 | Mi-26T | SKOL | h/o | 09jul04 | at Rostov-na-Donu-Tsentralny; in white c/s with blue trim; rgd 13jul04; f/n 16may06; t/t 2,247 hours by 01jan13; l/n Surgut-Poligon Skol 25aug15 |
| | RA-06294 | Mi-26T | SKOL ? | rgd | 26feb19 | |
| | RA-06294 | Mi-26T | United Nations | JUB | 06sep20 | in full white UN c/s with black exhaust area, carried code 'UNO-552P' |
| | RA-06294 | Mi-26T | SKOL ? | ATH | 21sep20 | in all-white c/s, no titles; flew DLM-ATH 21sep20 and ATH-MBX 22sep20 |
| 34001212124 | "71" yellow | Mi-26 | Soviet Air Force | mfd | 1987 | line # 11-05; opb military unit 32882 at Torzhok |
| | "71" yellow | Mi-26 | Russian Air Force | Tzk | apr12 | opb 344 TsBP i PLS (training centre) at Torzhok; probably wfu in 1997; in olive drab/khaki camo c/s with light grey underside; offered for sale by the Russian privatisation agency 04jul06/09nov07 with t/t 598 hours; sold to S.L. Semenovaya 30jan08; sat wfu (with faded code) at Torzhok, l/n apr12, and later at Tver-Zmeyovo, seen apr14/apr17 |
| 34001212125 | "47" yellow | Mi-26 | Soviet Air Force | mfd | 1987 | line # 11-06; opb military unit 32882 at Torzhok |
| | "47" yellow | Mi-26 | Russian Air Force | ph. | apr14 | opb 344 TsBP i PLS (training centre) at Torzhok; in olive drab/khaki camo c/s with light grey underside; probably wfu in 1997; offered for sale by the Russian privatisation agency 04jul06/09nov07 with t/t 601 hours; sold to S.L. Semenovaya 30jan08; stored (with faded code) at Torzhok and later at Tver-Zmeyovo, seen apr14/apr17 |
| 34001212126 | "49" yellow | Mi-26 | Soviet Air Force | mfd | 1987 | line # 11-07; opb military unit 32882 at Torzhok |
| | "49" yellow | Mi-26 | Russian Air Force | no | reports | opb 344 TsBP i PLS (training centre) at Torzhok; probably wfu in 1997; seen Torzhok 17aug05; offered for sale by the Russian privatisation agency 04jul06/09nov07 with t/t 603 hours; sold to S.L. Semenovaya 30jan08; reportedly scrapped at Torzhok in 2013 |
| 34001212127 | CCCP-06007 | Mi-26T | AFL/Kremenchug FS | toc | 02mar88 | line # 11-08; rgd 23mar88; flown to 535 ARZ at Konotop for overhaul around 1993, but stored there instead, l/n aug05 |
| 34001212128 | CCCP-06008 | Mi-26T | AFL/Kremenchug FS | toc | 26feb88 | line # 11-09; rgd 23mar88; flown to 535 ARZ at Konotop for overhaul around 1993, but stored there instead |
| 34001212129 | "67" yellow | Mi-26 | Soviet Air Force | mfd | 1988 | line # 11-10; tie-up not confirmed |
| | "71" yellow | Mi-26 | Soviet Air Force | | | based at Torzhok |
| | "71" yellow | Mi-26 | Kazakh Air Force | trf | 1992 | tie-up not confirmed; opb military unit 14157 at Taraz; seen ALA 23apr93 still in full Soviet Air Force colours, previous code "67" yellow still visible; c/n 34001212129 was trf to Kazarnaulyeksport 11jun01 for sale as surplus equipment and auctioned by Kazarnaulyeksport 25jun14 |
| 34001212130 | "56" yellow | Mi-26 | Soviet Air Force | mfd | 1987 | line # 12-01; opb 276 ovp at Borovukha-Borovtsy |
| | not known | Mi-26 | United Nations | no | reports | |
| | "53" white | Mi-26 | Belarus Air Force | trf | 15jun92 | opb 65 ovp at Kobrin (redesignated 65 AvB 04jan93 and 65 tbvb in 1996); in olive drab/khaki camo c/s with light blue underside; f/n Kobrin 25aug96; stored at Minsk-Machulishchi, seen may05; ferried from Minsk-Machulishchi to Minsk-Lipki in 2008; stored at Minsk-Lipki, seen may08/oct21, with the faded United Nations c/s and old code "56" partially becoming visible again under the camo; reported with the registration EW-312ET in 2021, but it is not painted on |
| 34001212131 | "57" yellow | Mi-26 | Soviet Air Force | mfd | 06feb87 ? | line # 12-02; opb 276 ovp at Borovukha-Borovtsy |
| | "57" white | Mi-26 | Belarus Air Force | trf | 15jun92 | opb 65 ovp at Kobrin (redesignated 65 AvB 04jan93 and 65 tbvb in 1996); in olive drab/khaki camo c/s with light blue underside; f/n Kobrin 25aug96; l/n operational Kobrin 25aug96; t/t 594 hours by 2000; |

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| | | | | | | offered for sale 28jan11/13oct14 with t/t 597 hours, but could not be sold; stored at Minsk-Machulishchi from around 2000, l/n jun18 |
| 34001212132 | "22" yellow | Mi-26 | Soviet Air Force | mfd | 30nov87 | line # 12-03; based at Aralsk (probably opb 82 ovo) |
| | "22" yellow | Mi-26 | Kazakh Air Force | trf | 1992 | opb military unit 14157 at Taraz; trf to Kazarnaulyeksport 11jun01 for sale as surplus equipment; t/t 757 hours by 26mar09; auctioned by Kazarnaulyeksport 25jun14 |
| 34001212133 | "23" yellow | Mi-26 | Soviet Air Force | mfd | 30nov87 | line # 12-04; based at Aralsk (probably opb 82 ovo) |
| | "23" yellow | Mi-26 | Kazakh Air Force | trf | 1992 | opb military unit 14157 at Dzhambul; in olive drab/khaki camo c/s with light blue underside; was stored at Taraz; earmarked for civil use 22jun02; t/t 593 hours by 26mar09; trf to MChS Kazakhstana 20aug11 and excluded from the inventory of the Kazakh Armed Forces 22aug11; demilitarised 23aug11; flown underslung by Mi-26T RA-06015 over 2,000 km from Taraz to NARZ at Novosibirsk-Severny 15/18may12 |
| | UP-MI602 | Mi-26T | KazAviaSpas | OVB | 07dec13 | in full c/s with Russian 'MChS Kazaviaspas' titles on the right side and Kazakh 'TZhM Kazaviakytkaru' (Kazakh Aviation Rescue of the Ministry of Emergency Situations) titles on the left side; carried An-30A-100 30031 underslung from BXJ to the "Skalny gorod" training area of the Kazakh National Guard west of Zarechnoye 15mar16; c/n checked BXJ 16may17; l/n operational BXJ 09jul19; stored at Tyumen-Plekhanovo, seen apr21/oct21; auctioned several times between 30mar21 and 05may21, but there was no bidder |
| | RA-06241 | Mi-26T | UTair | rgd | 18apr22 | in yellow/black/orange c/s; f/n TLK 23mar23 |
| 34001212134 | not known | Mi-26 | Soviet Air Force | mfd | 1987 | line # 12-05; opb 373 otbvp |
| | "67" yellow | Mi-26 | Russian Air Force | TYA | 30oct07 | last overhaul completed in 2000; opb 793 otbvp at Kinel-Cherkassy and later by 696 iiivp at Kolomna-Korobcheyevo; in olive drab/khaki camo c/s with light blue underside; seen Yegorlykskaya 02may08 with blue and red 'Vertolyoty Rossii' titles and a multitude of logos; was one of two Mi-26s which carried the parachutists who established a world record at Kolomna-Korobcheyevo 29aug08; l/n with the titles and logos Kolomna-Korobcheyevo 30aug08; opb 6974 AvB (formerly 325 ovp) at Yegorlykskaya from oct09; stored at Yegorlykskaya by spring 2010, without titles; stored at Rostov-na-Donu-Tsentralny from dec10, l/n aug12 |
| | "102" red | Mi-26 | Russian Air Force | res | 2010 | not yet taken up by aug12 and will probably never be taken up as Rostvertol did not accept the helicopter for overhaul |
| 34001212135 | CCCP-06009 | Mi-26T | AFL/Tyumen | mfd | 29dec87 | line # 12-06; toc 22jan88; rgd 09feb88 |
| | RA-06009 | Mi-26T | Aeroflot | Tjp | 14may95 | opb TyumenAviaTrans; l/n Tyumen-Plekhanovo 09jul04, stored |
| | RA-06009 | Mi-26T | UTair | rgd | 28apr07 | in white c/s with grey belly; f/n SGC 25jun11; t/t 4,399 hours by 31oct12; l/n Tyumen-Plekhanovo 21aug24 |
| 34001212136 | CCCP-06010 | Mi-26T | AFL/Tyumen | mfd | 29dec87 | line # 12-07; mfd also given as 26dec87; toc 22jan88; rgd 09feb88 |
| | RA-06010 | Mi-26T | Aeroflot | Tjp | 14may95 | canx 01jun00 as expired; l/n Tyumen-Plekhanovo 26aug03, stored |
| | RA-06010 | Mi-26T | UTair | rgd | unknown | ferried to Riga 25oct03 and landed on the territory of former ARZ-85; t/t 1,113 hours; canx 15jan04; underwent fatigue trials with NII "Aviatest" until 2020 (20,055 cycles between 2004 and 2012), l/n jul19 |
| | RA-06010 | Mi-26T | Aviatest | ph. | may21 | in blue c/s with white trim, with titles; preserved with "Aviatest" at Riga, seen may21/jul21 |
| 34001212137 | CCCP-06097 | Mi-26 | Soviet AF/AFL c/s | mfd | 29dec87 | line # 12-08; opb military unit 14157 at Taraz; was stored at Taraz, seen 10may98; initial olive drab/khaki camo c/s becoming visible under the Aeroflot c/s; t/t 502 hours by 26mar09; struck off charge 22aug11; flown underslung by Mi-26T RA-06015 over 2,000 km from Taraz to NARZ at Novosibirsk-Severny 15/17may12 |
| | UP-MI601 | Mi-26T | KazAviaSpas | Ovn | 19sep13 | in full c/s with Russian 'MChS Kazaviaspas' titles on the right side and Kazakh 'TZhM Kazaviakytkaru' (Kazakh Aviation Rescue of the Ministry of Emergency Situations) titles on the left side; toc 12oct13; initially based at BXJ and later at TSE; wet-leased by UTair in 2020, operating in the Tyumen region; l/n SGC 01aug22; auctioned 27aug22 |
| | RA-06085(2) | Mi-26T | UTair | rgd | 27oct22 | new CofR issued 30dec22; in basic KazAviaSpas c/s with 'operated by UTair' titles; flew the hulk of Mi-26 "25" yellow (c/n 34001212519) underslung from Perm via Byngi to Tyumen jan23 (seen at Byngi 17jan23); seen SVX 19jan23; see c/n 34001212475 |
| 34001212150 | "58" yellow | Mi-26 | Soviet Air Force | mfd | 13jan88 | line # 12-09; opb 340 otbvp at Novy Kalyniv |
| | "58" yellow | Mi-26 | Ukraine Army Avn | Kai | 14may97 | opb 7 brigada AA at Novy Kalyniv; in olive drab/khaki camo c/s with light grey underside; l/n Novy Kalyniv 17aug97; t/t 442 hours; sat wfu at Novy Kalyniv from about 2004, l/n jun08; reportedly scrapped at Novy Kalyniv |
| 34001212151 | "59" yellow | Mi-26 | Soviet Air Force | mfd | 05feb88 | line # 12-10; opb 340 otbvp at Novy Kalyniv |
| | "59" yellow | Mi-26 | Ukraine Army Avn | Kon | 04aug12 | opb 7 brigada AA at Novy Kalyniv; in olive drab/khaki camo c/s with light grey underside; t/t 520 hours; sat wfu at Konotop from about 2000; scrapped at Konotop jun13 |
| 34001212152 | "60" yellow | Mi-26 | Soviet Air Force | mfd | 29feb88 | line # 13-01; opb 340 otbvp at Novy Kalyniv |
| | "60" yellow | Mi-26 | Ukraine Army Avn | trf | 06dec91 | opb 7 brigada at Novy Kalyniv; in olive drab/khaki camo c/s with light grey underside; t/t 435 hours; sat wfu at Konotop from about 2000, seen aug08/aug12; scrapped at Konotop jun13 |
| 34001212153 | "61" yellow | Mi-26 | Soviet Air Force | mfd | 24mar88 | line # 13-02; opb 340 otbvp at Novy Kalyniv |
| | "61" yellow | Mi-26 | Ukraine Army Avn | Kai | dec94 | opb 7 brigada AA at Novy Kalyniv; in olive drab/khaki camo c/s with light grey underside; seen at Novy Kalyniv 14may97/17aug97; stored at Novy Kalyniv from around 2001, l/n 14jun08; t/t 517 hours by 26mar09; seen in the Aviakon plant at Konotop 07aug08 |
| | 30 | Mi-26 | Equat. Guinea AF | e/d | 29apr09 | in light grey c/s with blue code, no titles; f/n SSG 01jul11 |
| | 3C-LLV | Mi-26 | Equat. Guinea AF | SSG | 15aug13 | in light grey c/s with a military roundel, no titles; l/n in 2015 |
| 34001212154 | "70" yellow | Mi-26 | Soviet Air Force | mfd | 28mar88 | line # 13-03; opb 340 otbvp at Novy Kalyniv |
| | "70" yellow | Mi-26 | Ukraine Army Avn | Kai | 14may97 | opb 7 brigada AA at Novy Kalyniv; sat wfu at Novy Kalyniv from about 2004, seen sep09/jul12; t/t 535 hours; scrapped at Novy Kalyniv in 2012 |
| 34001212155 | "71" yellow | Mi-26 | Soviet Air Force | mfd | 16apr88 | line # 13-04; opb 340 otbvp at Novy Kalyniv |
| | "71" blue | Mi-26 | Ukraine Army Avn | LWO | 1992 | opb 7 brigada at Novy Kalyniv; in olive drab/khaki camo c/s with light grey underside; l/n airworthy Novy Kalyniv 14may97; sat wfu at Novy Kalyniv from about 2004, seen jun08/sep09; t/t 566 hours |
| 34001212156 | "72" yellow | Mi-26 | Soviet Air Force | mfd | 22apr88 | line # 13-05; opb 340 otbvp at Novy Kalyniv |
| | "72" yellow | Mi-26 | Ukraine Army Avn | Kai | 14may97 | opb 7 brigada at Novy Kalyniv; l/n Novy Kalyniv 17aug97; sat wfu at Novy Kalyniv from about 2004, l/n jun08; t/t 457 hours; scrapped at Novy Kalyniv in 2013 |
| 34001212157 | "20" yellow | Mi-26 | KGB/Border Guards | mfd | 13may88 | line # 13-06 |
| | "97" yellow | Mi-26 | FSB | VKT | 2007 | opb 1 ottap at Yoshkar-Ola-Danilovo; initially in olive drab/ochre camo c/s with light grey underside, large Border Guards badge on fuselage and white stripe on rear fuselage; last overhaul completed 05dec02; t/t 990 hours by 2007; l/n active 19jun08; later in olive drab/khaki camo c/s with light grey underside, white stripe on rear fuselage; stored at Yoshkar-Ola-Danilovo, seen aug12/nov14; offered for sale 11nov14, with t/t 1,204 hours; airlifted by Mi-26T RA-06255 out of Yoshkar-Ola-Danilovo 21apr15 and shipped to Rostvertol for overhaul |
| | RF-06051 | Mi-26 | FSB | rgd | 19oct05 | never taken up |
| | RA-06257 | Mi-26 | Rostov-Mil ? | rgd | 28aug15 | no reports; owned by OKB "Rostov-Mil" from 11nov15; canx between 13sep17 and 24oct17 |
| | "3112" yellow | Mi-26T2V | Vertolyoty Rossii | Ror | 17aug18 | OP-1, the prototype of this version (izdeliye 905); also carried the code "157" white on the tailboom; in 'digital' khaki/dark green/dark brown camo c/s with 'Vertolyoty Rossii'/'Russian Helicopters' and 'Rostvertol' titles; l/n ZIA 22jul21 |
| 34001212158 | "21" yellow | Mi-26 | KGB/Border Guards | mfd | 16may88 | line # 13-07; mfd also given as 28apr88 |
| | "21" yellow | Mi-26 | FSB | Ovn | 13apr08 | opb 1 ottap at Yoshkar-Ola-Danilovo; offered for sale by the Russian privatisation agency 04jul06 with t/t 589 hours, was with NARZ at Novosibirsk-Severny at that time; sold to Avia-lizing 31aug06; stored at Novosibirsk-Severny, seen 13apr08 |
| 34001212159 | "73" yellow | Mi-26 | Soviet Air Force | mfd | 15jun88 | line # 13-08; opb 340 otbvp at Novy Kalyniv |
| | "73" yellow | Mi-26 | Ukraine Army Avn | trf | 06dec91 | opb 7 brigada at Novy Kalyniv; in olive drab/khaki camo c/s with light grey underside; l/n operational Novy Kalyniv 14may97; t/t 547 hours; sat wfu at Novy Kalyniv from about 2004, l/n jun08; only a hulk left by 2013 |
| 34001212160 | "74" yellow | Mi-26 | Soviet Air Force | mfd | 13jun88 | line # 13-09; opb 340 otbvp at Novy Kalyniv |
| | "74" yellow | Mi-26 | Ukraine Army Avn | Kai | 14may97 | opb 7 brigada at Novy Kalyniv; in white c/s; sat wfu at Novy Kalyniv from about 2004, seen jun08/sep09; t/t 540 hours |
| 34001212161 | "75" yellow | Mi-26 | Soviet Air Force | mfd | 27jun88 | line # 13-10; opb 340 otbvp at Novy Kalyniv |
| | "75" yellow | Mi-26 | Ukraine Army Avn | Kai | 14may97 | opb 7 brigada at Novy Kalyniv; in olive drab/khaki camo c/s with light grey underside; sat wfu at Novy Kalyniv from about 2004, l/n apr14; t/t 498 hours; sold to Kvant of Dnepropetrovsk |
| 34001212162 | "76" yellow | Mi-26 | Soviet Air Force | mfd | 26jul88 | line # 14-01; opb 340 otbvp at Novy Kalyniv |
| | "76" yellow | Mi-26 | Ukraine Army Avn | Kai | 14may97 | opb 7 brigada at Novy Kalyniv; in olive drab/khaki camo c/s with light grey underside, code with brown edge; sat wfu at Novy Kalyniv from about 2004, seen sep04/jun08; t/t 548 hours; sold to Kvant of Dnepropetrovsk |
| 34001212163 | "77" yellow | Mi-26 | Soviet Air Force | mfd | 05aug88 | line # 14-02; opb 340 otbvp at Novy Kalyniv |
| | "77" yellow | Mi-26 | Ukraine Army Avn | Kai | 17aug97 | opb 7 brigada at Novy Kalyniv; in all-white c/s, code without edge; sat wfu at Novy Kalyniv from about 2004, seen sep09/jul12; t/t 457 hours; sold to Kvant of Dnepropetrovsk |
| 34001212164 | "78" yellow | Mi-26 | Soviet Air Force | mfd | 10aug88 | line # 14-03; opb 4 ve 340 otbvp at Novy Kalyniv |
| | "78" yellow | Mi-26 | Ukraine Army Avn | Kai | 14may97 | opb 7 brigada at Novy Kalyniv; in olive drab/khaki camo c/s with light grey underside, code with brown edge; sat wfu at Novy Kalyniv from about 2001, seen jun08/sep09; offered for sale 09jun09 with t/t 464 hours |
| 34001212165 | "80" yellow | Mi-26 | Soviet Air Force | mfd | 29sep88 | line # 14-04; opb 340 otbvp at Novy Kalyniv |
| | "80" yellow | Mi-26 | Ukraine Army Avn | Kai | 14may97 | opb 7 brigada at Novy Kalyniv; code with brown edge; sat wfu at Novy Kalyniv from about 2004, seen sep09/jul12; t/t 566 hours |
| 34001212166 | "79" yellow | Mi-26 | Soviet Air Force | mfd | 09sep88 | line # 14-05; opb 340 otbvp at Novy Kalyniv |
| | "79" yellow | Mi-26 | Ukraine Army Avn | Kai | 14may97 | opb 7 brigada at Novy Kalyniv; code with brown edge; wfu before 2008; sat wfu at Novy Kalyniv from about 2004, seen jun08/jul12; t/t 530 hours |
| 34001212167 | "81" yellow | Mi-26 | Soviet Air Force | mfd | 31aug88 | line # 14-06; opb 340 otbvp at Novy Kalyniv |
| | "81" yellow | Mi-26 | Ukraine Army Avn | Kai | 14may97 | opb 7 brigada at Novy Kalyniv; sat wfu at Novy Kalyniv from about 2004, seen jun08/sep09; t/t 520 hours |
| 34001212168 | CCCP-06011 | Mi-26T | AFL/Tyumen | mfd | 15oct88 | line # 14-07; toc 17oct88; rgd 31oct88 |
| | RA-06011 | Mi-26T | Aeroflot | Tjp | 14may95 | canx 01jun00; stored at Tyumen-Plekhanovo, seen jul04 |
| | RA-06011 | Mi-26T | UTair | rgd | 19feb08 | |
| | RA-06011 | Mi-26T | United Nations | UKX | 16oct10 | in full all-white UN c/s, but without UN code; f/n 27sep09; grounded 30jan12 due to cracks; t/t 2,296 hours; stored at Tyumen-Plekhanovo, seen jun13/jun22 |
| 34001212169 | CCCP-06012 | Mi-26 | AFL/Tyumen | mfd | 15oct88 | line # 14-08; toc 19oct88; rgd 31oct88; initially in olive drab/khaki camo c/s |

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|---|---|---|---|---|---|---|
| | RA-06012 | Mi-26T | TyumenAviaTrans | Tjp | 14may95 | conversion date unknown; in basic 'blue' Aeroflot c/s; canx 01jun00 as expired; t/t 1,014 hours and 597 cycles; was stored at Tyumen-Plekhanovo, seen aug01/may20, with more and more fading titles; contract for overhaul signed 16mar20 |
| | RA-06012 | Mi-26T | UTair | ph. | 15may21 | at lake Andreyevskoye; in yellow/black/red c/s; l/n TOX 30may21 |
| | RA-06012 | Mi-26T | United Nations | JUB | 06dec21 | in full white UN c/s with black exhaust areas; seen JUB 15nov22 with the code 'UNO-565P'; seen JUB 20feb23 with the code 'UNO-552P'; seen Tobolsk 28oct23 without UN code |
| 34001212170 ? | -- | Mi-26 | | | | line # 14-09; became export c/n 223203, see there |
| 34001212171 ? | -- | Mi-26 | | | | line # 14-10; became export c/n 223204, see there |
| 34001212172 ? | -- | Mi-26 | | | | line # 15-01; became export c/n 226205, see there |
| 34001212173 ? | -- | Mi-26 | | | | line # 15-02; became export c/n 226206, see there |
| 34001212300 | CCCP-06096 | Mi-26T | AFL/Komi-UCT | mfd | 24dec88 | line # 15-03; toc 15may89; rgd 06jun89; in standard 'blue' c/s; l/n OVB 01jul92 |
| | RA-06096 | Mi-26T | Aeroflot | UCT | 10jun94 | |
| | RA-06096 | Mi-26T | Komiavia | trf | 25oct95 | not in 1999 fleet list; canx 22may06 as overhaul after storage economically not viable (confirmed 06jul06); probably scrapped |
| 34001212301 | CCCP-06013 | Mi-26T | AFL/Arkhangelsk | mfd | 13jan89 | line # 15-04; toc 22jan89; rgd 16feb89 |
| | RA-06013 | Mi-26T | 2nd Arkhangelsk AE | rgd | 21jun93 | to the Russian Federation; still in full Aeroflot c/s including titles; wfu in the 1990s, not airworthy by 30aug00; t/t 969 hours and 833 cycles; sat wfu at Arkhangelsk-Vaskovo, seen sep11/oct23 |
| 34001212302 | CCCP-06014 | Mi-26T | AFL/Arkhangelsk | mfd | 17jan89 | line # 15-05; rgd 27feb89 |
| | RA-06014 | Mi-26T | 2nd Arkhangelsk AE | rgd | 21jun93 | to the Russian Federation; still in full Aeroflot c/s including titles; wfu in the 1990s, not airworthy by 30aug00; t/t 1,161 hours and 1,018 cycles; sat wfu at Arkhangelsk-Vaskovo, seen sep11/oct23 |
| 34001212303 | CCCP-06015 | Mi-26T | AFL/Tyumen | mfd | 21jan89 | line # 15-06; rgd 27feb89 |
| | RA-06015 | Mi-26T | TyumenAviaTrans | Tjp | 14may95 | canx 01jun00, t/t 1,378 hours by then; stored at Tyumen-Plekhanovo, seen 26aug03 |
| | RA-06015 | Mi-26T | UTair | rgd | 08aug06 | in white c/s with grey belly; f/n NOJ 08sep06; flew the hulks of two Kazakh Mi-26s underslung over 2,000 km from Dzhambul (Kazakhstan) to NARZ at Novosibirsk-Severny may12 (CCCP-06097 06may12 and "23" yellow 15/17may12); t/t 4,380 hours by jul13; new CofR issued 16may16; stored at Tyumen-Plekhanovo, seen aug18/jun22 |
| 34001212304 | CCCP-06016 | Mi-26T | AFL/Tyumen | mfd | 21jan89 | line # 15-07; toc 24jan89; rgd 27feb89 |
| | RA-06016 | Mi-26T | TyumenAviaTrans | rgd | 15may96 | to the Russian Federation; in basic 'blue' Aeroflot c/s with own titles; CofA expired 04jan99, but current on register by aug10; t/t 1,799 hours and 1,738 cycles by 01jan10; stored at SGC, seen aug03/mar12 |
| | RA-06016 | Mi-26T | UTair ? | rgd | 24may16 | |
| 34001212305 | CCCP-06121 | Mi-26T | MAP MVZ im. Milya | mfd | 07apr89 | line # 15-08; rgd 27apr89; in basic Aeroflot c/s, no titles; f/n AMS 23sep89; leased to Heliglobe Finet France Cargo 14oct91/feb93, carrying these titles; reported for Mi-Avia; seen RKE 12aug92 with the inscription 'Espage Boogie & Harold Habille l'Homme' plus some text in yellow |
| | RA-06121 | Mi-26T | TyumenAviaTrans | trf | 1993 ? | |
| | RA-06121 | Mi-26T | United Nations | DIL | 18jul01 | operated for UNTAET in East Timor in 2001; in full all-white UN c/s, carried code 'UN-059' |
| | RA-06121 | Mi-26T | UTair | rgd | 08jul03 | in white c/s with light grey underside; f/n SGC 25aug03 |
| | RA-06121 | Mi-26T | United Nations | ROB | 12mar04 | in full all-white UN c/s, carried code 'UN-156'; l/n ADB 11jul05 (a Mi-26 with code 'UN-156' was already reported ROB nov03) |
| | RA-06121 | Mi-26T | UTair | NOJ | 02nov05 | initially in all-white c/s; l/n as such NOJ 06jan06; new CofR issued 25dec07; repainted in yellow/black/orange c/s; f/n as such Tyumen-Plekhanovo 21aug10; underwent heavy maintenance feb11; leased to Neftyeyuganski OAO 21feb11; l/n SGC 03dec11; w/o 20dec11 on a flight from the "Kust-4" helipad to the helipad of compressor station No. 1 (DNS-1) 30 km from Tailakovo (Surgut district of the Tyumen region) with an empty container for diesel fuel underslung when the tailboom broke off (due to fatigue cracks) on finals at a height of some 60 metres, the helicopter started to rotate, came down very hard in a frozen swamp 72 metres from the centre of the helipad (at N59°02'077" E73°58'030") and rolled over onto its right side, the cockpit broke off and the fuselage and burnt out, 1 of the 6 crew killed and all 5 survivors seriously injured; t/t 3,940 hours 9 minutes and 2,990 cycles |
| 34001212306 | "01" yellow | Mi-26 | Soviet Air Force | mfd | 1989 | line # 15-09; delivered to Kagan (although 162 otbvp had been disbanded 29dec88);trf to 157 otbvp (military unit 14157) at Dzhambul in 1989 |
| | "01" yellow | Mi-26 | Kazakh Air Force | trf | 1992 | opb military unit 14157 at Taraz; in olive drab/khaki camo c/s with light grey underside; stored at Taraz, seen jun13; auctioned by Kazarnaulyeksport 25jun14 |
| 34001212307 | "02" yellow | Mi-26 | Soviet Air Force | mfd | 24feb89 | line # 15-10; delivered to Kagan (although 162 otbvp had been disbanded 29dec88); trf to 157 otbvp (military unit 14157) at Dzhambul in 1989 |
| | "92" yellow | Mi-26 | Kazakh Air Force | trf | 1992 | reported with this code while "02" would be more logical; opb military unit 14157 at Taraz; t/t 577 hours by 26mar09; auctioned by Kazarnaulyeksport 25jun14; see c/n 34001212414 |
| 34001212308 | "04" yellow | Mi-26 | Soviet Air Force | mfd | 10mar89 | line # 16-01; delivered to Kagan (although 162 otbvp had been disbanded 29dec88); trf to 157 otbvp (military unit 14157) at Dzhambul in 1989 |
| | "04" yellow | Mi-26 | Kazakh Air Force | trf | 1992 | opb military unit 14157 at Taraz; in olive drab/khaki camo c/s with light grey underside; trf to Kazarnaulyeksport 11jun01 for sale as surplus equipment; t/t 568 hours by 26mar09; stored at Taraz, seen jun13; auctioned by Kazarnaulyeksport 25jun14 |
| 34001212309 | "06" yellow | Mi-26 | Soviet Air Force | mfd | 20mar89 | line # 16-02 |
| | "06" yellow | Mi-26 | Kazakh Air Force | trf | 1992 | opb military unit 14157 at Taraz; t/t 568 hours by 26mar09; auctioned by Kazarnaulyeksport 25jun14 |
| 34001212310 | "07" yellow | Mi-26 | Soviet Air Force | mfd | 28mar89 | line # 16-03 |
| | "07" yellow | Mi-26 | Kazakh Air Force | trf | 1992 | opb military unit 14157 at Taraz; trf to Kazarnaulyeksport 11jun01 for sale as surplus equipment; t/t 601 hours by 26mar09; auctioned by Kazarnaulyeksport 25jun14 |
| 34001212311 | "51" yellow | Mi-26 | Soviet AF/PVO | mfd | 1989 | line # 16-04; opb 359 ovp at Arkhangelsk-Vaskovo |
| | "51" yellow | Mi-26 | Russian Air Force | Ror | 08jul08 | opb 359 ovp at Arkhangelsk-Vaskovo until its disbandment in 1994; in olive drab/khaki camo c/s with light blue underside; wfu in 1994; offered for sale by the Russian privatisation agency 04jul06 with t/t 591 hours; sold to Avia-lizing 31aug06; flown by a Mi-26T underslung out of Vaskovo may08 (possibly by RA-06042 25may08); transported by ship to Rostov-na-Donu and flown by Mi-26 "31" yellow underslung to Rostvertol 08jul08 |
| 34001212312 | "52" yellow | Mi-26 | Soviet AF/PVO | mfd | 1989 | line # 16-05; opb 359 ovp at Arkhangelsk-Vaskovo |
| | "52" yellow | Mi-26 | Russian Air Force | Ror | 08jul08 | opb 359 ovp at Arkhangelsk-Vaskovo until its disbandment in 1994; in olive drab/khaki camo c/s with light blue underside; probably wfu in 1994; offered for sale by the Russian privatisation agency 04jul06 with t/t 597 hours; sold to Avia-lizing 31aug06; flown by Mi-26T RA-06042 underslung out of Vaskovo 25may08; transported by barge to Rostov-na-Donu and flown by Mi-26 "31" yellow underslung to Rostvertol 08jul08 |
| | RA-06270(2) | Mi-26T | Abakan Air | rgd | 03apr14 | in white c/s with black exhaust areas, no titles; f/n may16, stored; new CofR issued 09jun17; l/n NSK 06jul17 active; see c/n 34001212484 |
| 34001212313 | "53" yellow | Mi-26 | Soviet AF/PVO | mfd | 12may89 | line # 16-06; opb 359 ovp at Arkhangelsk-Vaskovo |
| | "53" yellow | Mi-26 | Russian Air Force | mfd | 1989 | opb 359 ovp at Arkhangelsk-Vaskovo until its disbandment in 1994; probably wfu in 1994; offered for sale by the Russian privatisation agency 04jul06 with t/t 392 hours; sold to Avia-lizing 31aug06; probably transported to Rostvertol in 2006 or 2007 (or 08jul08 as the other two Mi-26s from Vaskovo ?) |
| | RA-06269 | Mi-26T | United Nations | ph. | 24oct07 | in Africa (DR Congo ?); in full all-white UN c/s, carried code 'UNO-817' |
| | RA-06269 | Mi-26T | Abakan Avia | Roc | 02jul09 | in all-white c/s, initially without titles; not on register by aug10; l/n without titles ABA 13jul12; t/t 554 hours; |
| | RA-06269 | Mi-26T | Abakan Air | ABA | 14aug14 | l/n KUF 14may19; canx 20sep22 as sold abroad |
| | RA-06269 | Mi-26T | WFP | JUB | 11feb20 | in full white WFP c/s with black exhaust areas and full titles as well as large 'WFP' titles; l/n JUB 12nov20 |
| | RA-06269 | Mi-26T | not known | rgd | 19dec22 | canx 30mar23 as trf to a foreign register |
| | EX-06002(2) | Mi-26T | MAK KG | rgd | 31mar23 | operated by the WFP in Burkina Faso; initially in all-white c/s with large 'WFP' titles; l/n as such jun23; repainted in orange c/s with large 'WFP' titles; f/n as such 17jul23; current on register 21may24; see c/n 34001212085 |
| 34001212314 | CCCP-06094 | Mi-26 | Soviet AF/AFL c/s | mfd | 28sep89 | line # 16-07 |
| | "94" yellow | Mi-26 | Kazakh Air Force | trf | 1992 | opb military unit 14157 at Taraz; in olive drab/khaki camo c/s with light grey underside, former Aeroflot c/s becoming visible again under the faded paint; trf to Kazarnaulyeksport 11jun01 for sale as surplus equipment; t/t 437 hours by 26mar09; auctioned by Kazarnaulyeksport 25jun14 |
| 34001212315 | "31" blue | Mi-26 | KGB/Border Guards | mfd | 01jun89 | line # 16-08; c/n not confirmed; in medium green/dark green camo c/s with light blue underside, white stripe on rear fuselage |
| | "31" blue | Mi-26 | FSB | PKC | mar04 | c/n not confirmed; long-range version with additional fuel tanks; opb 5 oao at PKC; seen PKC 08jul94 in blue c/s; seen PKC mar04 in green/grey camo c/s with light blue underside and large FPS badges; t/t 1,814 hours by 2007; seen PKC 15aug10 without the FPS badges; l/n PKC 21aug11 |
| | RF-06053 | Mi-26 | FSB | Ovn | 18mar14 | c/n confirmed; opb 5 oao at PKC; in olive drab/khaki camo c/s with light blue underside, with Russian stars and white stripe on rear fuselage; seen PKC 23jan23; damaged 27jul23 while taxiing after landing at Yakutsk when the blades of the main rotor severed a light pole at the side of the apron and then cut off the end of the tailboom, finally the pole fell on top of the helicopter, causing severe damage, nobody was injured |
| 34001212316 | "32" blue | Mi-26 | FSB | mfd | 29jun89 | line # 16-09; opb 5 oao at PKC; seen PKC 08jul94 in blue c/s; last overhaul completed in 1997 |
| 34001212317 | CCCP-06146 | Mi-26T | MVZ im. Milya | mfd | 27jul89 | line # 16-10; in Aeroflot c/s; converted by the Rostov division of MVZ im. Milya in 1990 to, see next line |
| | CCCP-06146 | Mi-26NEF-M | MVZ im. Milya | Pus | 06jul94 | experimental long-range ASW helicopter with a radar under the nose; in Aeroflot c/s; converted in 1995 to, see next line |
| | RA-06146 | Mi-26T | Aerinn-Avia | h/o | 02oct95 | flying crane version with an additional operator's cabin behind the cockpit on the right-hand side; rgd 16aug96; t/t 150 hours by 16aug96 |
| | RA-06146 | Mi-26T | Aerinn Heliharvest | ph. | 17aug03 | still owned by Aerinn-Avia (according to the company, Aerinn Heliharvest is a Malaysian-registered subsidiary of Aerinn-Avia); carried large 'Aerinn' and small 'Aerinn Heliharvest SDN BHD Sarawak' titles; named 'Vova'; impounded 06oct08 (as a result of a long-running dispute between MVZ im. Milya and Aerinn-Avia); canx 17nov08 as wfu; handed over by MVZ im. Milya to Aerinn-Avia 26feb10; was stored in MVZ im. Milya at Tomilino, seen jul08/aug13; flown to Krasnodar underslung by a Mi-26 in 2013 and stored there without engines and rotors, seen jun15/jun21 |
| 34001212318 | CCCP-06017 | Mi-26T | AFL/Tyumen | mfd | 28jul89 | line # 17-01; rgd 21aug89; in standard 'blue' c/s |
| | RA-06017 | Mi-26T | TyumenAviaTrans | Tjp | 14may95 | rgd 04aug95; canx 01sep98 due to corrosion, with a repair being economically not viable; probably scrapped |
| 34001212319 | CCCP-06018 | Mi-26T | AFL/Tyumen | mfd | 28jul89 | line # 17-02; toc 01aug89; rgd 15sep89 |
| | 06018 | Mi-26T | United Nations | ZAG | 24may93 | in full white UN c/s |
| | RA-06018 | Mi-26T | no titles | BTS | 14aug93 | in all-white c/s; photo at Bokod (Hungary) in 1992; l/n Trencín 07sep93 |
| | RA-06018 | Mi-26T | TyumenAviaTrans | trf | 15dec94 | in all-white c/s; flew An-24B RA-46332 out for preservation, date unknown |
| | RA-06018 | Mi-26T | Masped Trias | BTS | 24feb95 | carried additional 'Kepujsag Hát Tér A Sikerhez' titles; l/n BTS 15apr95 |

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| | RA-06018 | Mi-26T | no titles | Tjp | 14may95 | in all-white c/s; l/n Tyumen-Plekhanovo 15aug99, titles not reported |
| | RA-06018 | Mi-26T | UTair | SGC | 25aug03 | in all-white c/s, with titles; t/t 2,998 hours and 1,673 cycles by 01jan10; stored at SGC, seen jun08/jun12; new CofR issued 24may16; f/n without titles SCG 14jun22, active |
| 34001212320 | CCCP-06019 | Mi-26T | AFL/Komi-UCT | mfd | 25aug89 | line # 17-03; toc 12sep89; rgd 26sep89 |
| | RA-06019 | Mi-26T | Aeroflot | Ovn | 12jul93 | |
| | RA-06019 | Mi-26T | Komiavia | trf | 24apr95 | seen Tyumen-Plekhanovo 15aug99, titles not reported |
| | RA-06019 | Mi-26T | Aviakomplekt | trf | 23aug01 | leased to Vertikal-T 02apr02/02apr04 |
| | RA-06019 | Mi-26T | Heavycopter | PVS | may05 | |
| | RA-06019 | Mi-26T | Vertikal-T | CFU | 29jul07 | in all-white c/s with additional small 'SkyLink' titles; stored at PZY from 16nov07; l/n PZY 14jun08 |
| | RA-06019 | Mi-26T | UTair | rgd | 28oct08 | |
| | RA-06019 | Mi-26T | United Nations | ELF | 08apr09 | leased from UTair for operations with UNAMID in Darfur (Sudan) 20jul08/25aug09; in full all-white UN c/s, carried code 'UN-781'; damaged at ELF 08apr09 when taxiing Mi-8MTV-1 UR-CCO touched a blade of the main rotor; seen active again in Sudan 18nov10, still with the code 'UN-781'; t/t 3,400 hours by 01jun11 |
| | RA-06019 | Mi-26T | UTair | ADD | 24mar12 | in all-white c/s, no titles |
| | RA-06019 | Mi-26T | United Nations | JUB | jun13 | l/n EBB 31oct14 |
| | RA-06019 | Mi-26T | UTair | EBB | oct17 | in all-white c/s, no titles; sat wfu (without rotors) at EBB, seen oct17/jan19; displayed at the "Aero Beach" at Entebbe (S0.039 E32.461), f/n 07apr23, in poor condition and without any markings by aug23 |
| 34001212321 | CCCP-06021 | Mi-26T | AFL/Komi | mfd | 30aug89 | line # 17-04; toc 22sep89; rgd 09oct89; opb Ukhtinski OAO |
| | CCCP-06021 | Mi-26T | United Nations | PNH | 30sep92 | operated for UNTAC; carried code 'UN-952' |
| | RA-06021 | Mi-26T | Komiavia | trf | 25apr95 | rgd 18jan96 to the Russian Federation; current on register (without current CofA) by aug10 |
| | RA-06021 | Mi-26T | United Nations | TJM | 28jul00 | opb Komiavia |
| | RA-06021 | Mi-26T | Skytech | LGG | 31may02 | leased to the DR Congo Air Force in 2005 and allocated an (unknown) Congolese registration, but never delivered; in light grey c/s with dark grey belly, 'Skytech' titles on the left-hand side only, 'FAC' (Force Aérienne Congolaise) titles and insignia on both sides; l/n LGG 01sep07, still with 'FAC' titles and insignia; Skytech was declared bankrupt feb08; t/t 3,495 (or 1,021 ?) hours; arrived at Zeebrugge harbour 27oct08, awaiting shipment to Rostvertol (seen on board of a ship in the harbour 17nov08); as the invoice for the transportation from Liége-Bierset to Zeebrugge harbour was not paid the helicopter was sequestrated and stored at various locations at Zeebrugge harbour, seen may14/jul20; transported to Antwerp harbour (N51.24566 E4.38252) 30sep21, l/n there oct22; current on register 12jan22; might go to a museum |
| 34001212322 | CCCP-06022 | Mi-26T | AFL/Arkhangel.-Arv | mfd | 20sep89 | line # 17-05; toc 07oct89; rgd 20oct89; opb 2-i Arkhangelski OAO |
| | RA-06022 | Mi-26T | 2nd Arkhangelsk AE | rgd | 12jul93 | to the Russian Federation; wfu around 1995; t/t 800 hours and 718 cycles by 01jan10; current on register by aug10, with the remark 'not airworthy'; stored at Arkhangelsk-Vaskovo, seen jun10/sep11; new CofR issued 08oct12; overhauled in early 2014 and repainted in white c/s with black exhaust areas; recovered the wreckage of Mi-8AMT RA-22423 from lake Munozero 06jun14; l/n operational NNM 09jun15; wfu in 2015 due to problems in connection with the very long storage before the overhaul, but was made airworthy again in 2022; f/n flying again Arkhangelsk-Vaskovo 17aug22; l/n mar24, flying |
| 34001212323 | CCCP-06023 | Mi-26T | AFL/Tyumen | mfd | 28sep89 | line # 17-06; rgd 24nov89; opb 1-y Tyumenski OAO; w/o 18aug90 on a flight with an underslung load (parts of a drilling installation with a weight of 16,300 kg) near Khanty-Mansisk when the cargo broke off when it was lifted, the resulting abrupt stress caused the tailboom to break off and the helicopter crashed near Polyanovo (north-west of Khanty-Mansisk), all 5 crew killed; t/t 140 hours 2 minutes and 99 cycles; canx 28nov90 |
| 34001212324 ? | -- | Mi-26 | | | | line # 17-07; became export c/n 226207, see there |
| 34001212325 ? | -- | Mi-26 | | | | line # 17-08; became export c/n 226208, see there |
| 34001212326 ? | -- | Mi-26 | | | | line # 17-09; became export c/n 226209, see there |
| 34001212400 | CCCP-06024 | Mi-26T | AFL/Yakutiya-Mirny | mfd | 30nov89 | line # 17-10; toc 28dec89; rgd 12jan90; opb Mirninski OAO; w/o 20mar90 on a flight from Nadezhdinsk via Chechuisk to drilling site No. 36 (78 km east of Preobrazhenka) with an external load (in support of the Preobrazhenka oil and gas exploration expedition) when a screw got stuck in a hydraulic booster in the pitch-control circuit after the helicopter had dropped the load, causing the helicopter to rock fore and aft uncontrollably, the crew attempted a forced landing, but the helicopter went out of control, crashed at N60°07' E109°25', caught fire and burnt out, all 7 crew and both passengers killed; t/t 91 hours 46 minutes and 78 cycles; struck off charge 27nov90 |
| 34001212401 | CCCP-06025 | Mi-26T | AFL/Krasnoyarsk | mfd | 04dec89 | line # 18-01; toc 20dec89; rgd 06apr90 |
| | RA-06025 | Mi-26T | Aeroflot | Kjc | 13jul93 | |
| | RA-06025 | Mi-26T | TyumenAviaTrans | Kjc | 03jun01 | stored |
| | RA-06025 | Mi-26T | SKOL | rgd | 02aug01 | no titles; f/n Krasnoyarsk-Cheremshanka 04jul03; leased from TyumenAviaTrans 25nov02/31dec05; CofR expired 14dec02; l/n Novosibirsk-Severny 13jun08 |
| | RA-06025 | Mi-26T | Krasnodar-Liz | rgd | 01sep09 | Krasnodar-Liz-Konsalt |
| | RA-06025 | Mi-26T | PANKh | Ovn | 17may12 | in white c/s with black exhaust areas, with titles; t/t 2,318 hours by 01jan13; new CofR issued 07oct13; l/n as such Hatay (Turkey) 18jul22; seen with the red code 'M-311' (but no 'Orman' titles) Adana 23jul24 |
| 34001212402 | CCCP-06026 | Mi-26T | AFL/Krasnoyarsk | mfd | 26dec89 | line # 18-02; rgd 26feb90 |
| | RA-06026 | Mi-26T | Aeroflot | Kjc | 13jul93 | opb Cheremshanka; in standard 'blue' c/s; t/t 994 hours; sat wfu at Krasnoyarsk-Cheremshanka, seen jun01/sep19 |
| 34001212403 | CCCP-06027 | Mi-26T | AFL/Yakutiya | mfd | 27dec89 | line # 18-03; rgd 16feb90; in standard 'blue' c/s; f/n MJZ 02jul92 |
| | RA-06027 | Mi-26T | Alrosa | trf | 18oct94 | in Aeroflot c/s; in fleet list may09 as stored; t/t 999 hours; sat wfu and with faded prefix at MJZ, seen jun12/oct16 |
| 34001212404 | CCCP-06028 | Mi-26T | AFL/Tyumen | mfd | 31jan90 | line # 18-04; mfd also given as 23feb90; toc 09feb90; rgd 11mar90; opb Nizhnevartovski OAO |
| | RA-06028 | Mi-26T | Nizhnevartovskavia | rgd | 24jan93 | to the Russian Federation; in full Aeroflot c/s; CofA expired 31jan97 (did not have a current CofA by aug10); value assessed 03dec07; sold to UTair 28sep10; stored at Krasnoyarsk-Cheremshanka, l/n oct10 |
| | RA-06028 | Mi-26T | UTair | SGC | 31mar12 | in white c/s with light grey underside; t/t 3,183 hours by 14aug15; new CofRs issued 05nov15 and 15nov16; l/n as such Tyumen-Plekhanovo 02oct21; seen with additional 'Orman' (forest) titles and the code "62" red AYT 31aug22; transported Mi-26 "25" yellow c/n 34001212519 underslung in the Rostov region 12oct22, still wearing the additional 'Orman' titles and the code "62" red; f/n without 'Orman' titles and code SCG 07jul24 |
| 34001212405 | CCCP-06029 | Mi-26T | AFL/Komi | mfd | 23feb90 | line # 18-05; toc 07mar90; rgd 26mar90; opb Ukhtinski OAO; f/n on a ship in the Brisbane River (Australia) 17aug90, departed for Cairns 18aug90; damaged 16apr91 during unloading with running engines at Moro (Papua New Guinea) when the tail rotor touched the ground and the rear part of the tailboom was destroyed; repaired |
| | CCCP-06029 | Mi-26T | United Nations | PNH | late 92 | operated for UNTAC in Cambodia |
| | RA-06029 | Mi-26T | Komiavia | trf | 25apr95 | in all-white c/s, no titles; f/n BOU 19aug05; l/n KRT 17jan06 |
| | RA-06029 | Mi-26T | UTair | rgd | 24nov08 | last overhaul completed 17oct08 |
| | RA-06029 | Mi-26T | United Nations | RTW | 12oct10 | in full all-white UN c/s; seen RTW 12oct10 with code 'UNO-550P'; seen RTW 12oct10 and in Sudan apr11 with code 'UN-792'; seen FKI 25oct11 with code 'UNO-885'; seen in Sudan 19mar14 with code 'UNO-550P'; l/n as such Leer (South Sudan) 16jun14; t/t 3,932 hours and 3,513 cycles by jun14; seen EBB 31oct14 and EBB 27nov14 without UN code |
| | RA-06029 | Mi-26T | UTair | MLA | 21apr15 | in all-white c/s; l/n without titles MLA 22apr15; f/n with titles Ugut 20sep15; new CofR issued 12apr17; dbr 28nov18 on a positioning flight from Naulskaya pumping station to the Pizhma helipad 14 km north-west of Kharyaginski at night in below-minima weather conditions (very low clouds and fog) when failed to divert to Usinsk or Naryan-Mar, had to go around twice, probably entered vortex-ring mode on the third approach and lost height rapidly, the main rotor collided with a wooden mast of a power-line at a height of 8 metres 760 metres north-east of the helipad (at N67°18'09" E56°33'22"), the damaged rotor blades struck the cockpit and the helicopter came down with 3.3 g in the tundra and rolled over onto its left side, 1 of the 6 crew killed and all 5 survivors injured (1 of them seriously); t/t 5,575 and 4,694 cycles |
| 34001212406 | CCCP-06030 | Mi-26T | AFL/Arkhangelsk | mfd | 18feb90 | line # 18-06; toc 25may90; rgd 14jun90; opb 2-i Arkhangelski OAO |
| | RA-06030 | Mi-26T | 2nd Arkhangelsk AE | trf | 21apr94 | mentioned in incident reports at Arkhangelsk-Vaskovo 22dec02 and 12may03; repainted in all-white c/s; seen without titles LYR 07mar04; new CofR issued 29sep04; f/n with small titles under the cockpit Arkhangelsk-Vaskovo 03jun10; l/n VKT operational 15oct12; t/t 4,010 hours by 01jan13; ran out of hours in 2013 and stored since at Arkhangelsk-Vaskovo and seen there jun21/oct23; still current on register 20jul21 |
| 34001212407 | -- | Mi-26 | | | | line # 18-07; became export c/n 226210, see there |
| 34001212408 | "01" yellow | Mi-26 | Russian Air Force | mfd | 1999 | line # 18-08; opb 344 TsBP i PLS at Torzhok; in olive drab camo c/s with light grey underside; stored at Torzhok, seen aug05/mar13 |
| 34001212409 | RA-06259 | Mi-26T | Rostvertol-Avia | mfd | 28mar90 | line # 18-09 confirmed; rgd 08oct08; in full c/s; already f/n Rostvertol 03oct08; l/n UKX 10mar10 |
| | RA-06259 | Mi-26T | Vertikal-T | KBL | 23sep11 | leased from Rostvertol; in full c/s with additional 'PME helicopters' titles; t/t 1,137 hours and 1,873 cycles by 01jan10; l/n as such Rostvertol 10may12; seen without titles Rostvertol 28jun12 |
| | RA-06259 | Mi-26T | Rostvertol-Avia | AER | 02aug12 | in full c/s; t/t 1,645 hours by 01jan13; l/n Rostvertol 21mar14 |
| | RA-06259 | Mi-26T | Skol | trf | mar14 | in all-white c/s, no titles; f/n Rostov-na-Donu-Severny 01jul14; seen JUB 11nov14 with 'WFP' titles |
| | RA-06259 | Mi-26T | Rostvertol-Avia | ROV | 21aug15 | in full c/s |
| | RA-06259 | Mi-26T | United Nations | JUB | 30mar17 | operated for UNMISS in South Sudan in spring 2017; in full all-white UN c/s, carried code 'UNO-550P'; l/n as such JUB 26apr17 |
| | RA-06259 | Mi-26T | all-white c/s, n/t | KRR | 23apr21 | |
| 34001212410 | "84" | Mi-26 | Soviet Air Force | mfd | 1990 | line # 18-10 |
| | "410" black | Mi-26T | Rostvertol | AER | 16oct08 | in bluish grey c/s with 'Rostvertol' titles; l/n Rostov-na-Donu-Tsentralny 12nov10 |
| | RA-06277 | Mi-26T | SKOL | rgd | 16jul10 | in all-white c/s, no titles; f/n Rostov-na-Donu Severny 24mar11; l/n ODS 25nov12 |
| | RA-06277 | Mi-26T | United Nations | ROB | 17aug13 | in full white UN c/s with black exhaust areas; seen Monrovia-Roberts aug14 with code 'UNO-156'; l/n Wau (South Sudan) 23nov17, with faded 'United Nations' titles and without rotors, looking stored for some while already |
| 34001212411 | "08" yellow | Mi-26 | Soviet Air Force | mfd | 28apr90 | line # 19-01; the first Mi-26 with reinforced door locks to prevent accidental opening in flight |
| | "08" yellow | Mi-26 | Kazakh Air Force | trf | 1992 | opb military unit 14157 at Taraz; in olive drab/khaki camo c/s with light grey underside; trf to Kazarnaulyeksport 11jun01 for sale as surplus equipment; t/t 501 hours by 26mar09; stored at Taraz, seen jun13; auctioned by Kazarnaulyeksport 25jun14 |
| 34001212412 | "09" yellow | Mi-26 | Soviet Air Force | mfd | 27apr90 | line # 19-02 |
| | "09" yellow | Mi-26 | Kazakh Air Force | trf | 1992 | opb military unit 14157 at Taraz; in olive drab/khaki camo c/s with light grey underside; t/t 576 hours by 26mar09; stored at Taraz, seen jun13; offered for sales as surplus sep20 |
| 34001212413 | "91" yellow | Mi-26 | Soviet Air Force | mfd | 15may90 | line # 19-03 |

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|---|---|---|---|---|---|---|
| | "91" yellow | Mi-26TZ | Kazakh Air Force | trf | 1992 | originally opb military unit 14157 at Taraz; last overhaul completed 06dec08; handed over 24dec08; opb osae at Taraz; in ochre/green camo c/s with light blue underside; t/t 714 hours by 26mar09; f/n 24jul09; l/n operational TSE 30aug11; stored at Almaty-Pervomaiskaya, seen sep12/may22 |
| 34001212414 | "92" yellow | Mi-26 | Soviet Air Force | mfd | 25may90 | line # 19-04; see c/n 34001212307 |
| | "92" yellow | Mi-26T | Kazakh Air Force | trf | 1992 | originally opb military unit 14157 at Taraz; t/t 400 hours by 26mar09; underwent overhaul from late 2010; later opb 612 AvB; l/n in its old c/s DMB 04nov10; repainted in ochre/green camo c/s with light blue underside; f/n as such TSE 05may12; l/n Almaty-Pervomaiskaya 04jun16; stored at Almaty-Pervomaiskaya, seen may22 |
| 34001212415 | "16" yellow | Mi-26 | Soviet Air Force | mfd | 31may90 | line # 19-05 |
| | "16" yellow | Mi-26 | Kazakh Air Force | trf | 1992 | opb military unit 14157 at Taraz; in olive drab/khaki camo c/s with light grey undersides; t/t 569 hours by 26mar09; stored without rotors at DMB, seen may19; offered for sales as surplus sep20 |
| 34001212416 | "17" yellow | Mi-26 | Soviet Air Force | mfd | 26jun90 | line # 19-06 |
| | "17" yellow | Mi-26 | Kazakh Air Force | trf | 1992 | opb military unit 14157 at Taraz; t/t 471 hours by 26mar09; not reported as stored at Taraz; offered for sales as surplus sep20 |
| 34001212417 | "18" yellow | Mi-26 | Soviet Air Force | mfd | 26jun90 | line # 19-07 |
| | "18" yellow | Mi-26 | Kazakh Air Force | trf | 1992 | opb military unit 14157 at Taraz; in olive drab/khaki camo c/s with light grey underside; trf to Kazarnaulyeksport 11jun01 for sale as surplus equipment; t/t 596 hours by 26mar09; stored at Taraz, seen jun13; auctioned by Kazarnaulyeksport 25jun14 |
| 34001212418 | "19" yellow | Mi-26 | Soviet Air Force | mfd | 28jun90 | line # 19-08 |
| | "19" yellow | Mi-26 | Kazakh Air Force | trf | 1992 | opb military unit 14157 at Taraz; in olive drab/khaki camo c/s with light grey underside; t/t 499 hours by 26mar09; stored at Taraz, seen jun13/may15; offered for sales as surplus sep20 |
| 34001212419 | CCCP-06090 | Mi-26 | Soviet MVD/VV | mfd | 26jul90 | line # 19-09; opb 685 osap on at Rostov-na-Donu-Tsentralny; in green/beige camo c/s with light blue underside |
| | RA-06090 | Mi-26 | Russian MVD/VV | ph. | 27apr93 | equipped with chaff/flare dispensers; in full Aeroflot c/s including titles; f/n Novaya Derevnya 27apr93; sat wfu at Rostov-na-Donu-Tsentralny, seen aug99/aug13, camo c/s and prefix 'CCCP-' shining through faded paint; t/t 287 hours by 28apr09; tender for value assessment published 28apr09 |
| | RF-17552 | Mi-26 | Russian MVD/VV | rgd | 30jun06 | not taken up |
| | RF-17552 | Mi-26 | Rosgvardiya | trf | 05apr16 | |
| 34001212420 | RA-06091 | Mi-26 | Russian MVD/VV | mfd | 1990 | line # 19-10; not a Mi-26T; probably initially carried the registration CCCP-06091; opb 685 osap on at Rostov-na-Donu-Tsentralny; in full Aeroflot c/s including titles; f/n Mozdok (Ingushetiya) may95; l/n Rostov-na-Donu-Tsentralny 30may96 |
| | "20" yellow | Mi-26 | Russian MVD/VV | Roc | 26may07 | opb 685 osap on at Rostov-na-Donu-Tsentralny; in green/beige camo c/s with light grey underside, Russian flag on fin and white ring around tailboom but no stars; l/n active Rostov-na-Donu-Tsentralny 01jun11; stored at Rostov-na-Donu-Tsentralny, seen aug12/aug13 |
| | RF-17553 | Mi-26 | Russian MVD/VV | rgd | 30jun06 | not taken up |
| | RF-17553 | Mi-26 | Rosgvardiya | trf | 05apr16 | |
| 34001212421 | CCCP-06031 | Mi-26T | AFL/Tyumen | mfd | 01aug90 | line # 20-01; toc 10aug90; rgd 20sep90; opb Nizhnevartovski OAO |
| | RA-06031 | Mi-26T | Nizhnevartovskavia | rgd | 24jan93 | in full Aeroflot c/s; value assessed 03dec07; sold to UTair 28sep10; photo nose on registration not visible NJC 04oct09 faded c/s with Aeroflot titles; stored at Krasnoyarsk-Cheremshanka, l/n oct10 |
| | RA-06031 | Mi-26T | UTair | SGC | 28mar12 | in all-white c/s; t/t 1,001 hours by 01jan13; flew An-74 RA-74009 underslung from TJM to Tyumen-Plekhanovo 29oct19; contract for overhaul signed 16mar20; CofA expired 16jun21 |
| 34001212422 | CCCP-06032 | Mi-26T | AFL/Komi-UCT | mfd | 28aug90 | line # 20-02; toc 12oct90; rgd 30oct90 |
| | RA-06032 | Mi-26T | Aeroflot/Skytech | LPP | 09may93 | in standard 'blue' c/s; seen UCT 10jun94 with 'Aeroflot', 'Skytech Belgium Ukhta Russia' and partially faded 'IVO International OY' titles plus light blue 'Air Karelia' and 'ITA Suomen Helikopteripalvelu OY' stickers |
| | RA-06032 | Mi-26T | Komiavia | trf | 25apr95 | |
| | RA-06032 | Mi-26T | KomiAviaTrans | rgd | 11jul00 | to Quindam Limited; CofA expired 28aug01; sold to Skytech 11aug03, but current on register by aug10 as KomiAviaTrans |
| | RA-06032 | Mi-26T | Skytech | CRL | oct00 | in white c/s with grey belly; was stored at Charleroi-Gosselies, seen oct00/aug08; t/t 893 hours; Skytech was declared bankrupt feb08; left on a flat-bed trailer for a storage site near the airport 13oct08 and was l/n there 28oct08; arrived at Zeebrugge harbour 04nov08, for shipment to Rostvertol (seen on board of a ship in the harbour 17nov08); as the invoice for the transportation from Charleroi to Zeebrugge harbour was not paid the helicopter was sequestrated and stored at various locations at Zeebrugge harbour, seen may14/sep20; transported to Antwerp harbour (N51.24566 E4.38252) 30sep21/15oct21, l/n there jan22; current on register 12jan22; transported from Antwerp harbour by barge to Walsoorden on the Westerschelde and from there by a flat-bed trailer to Kemzeke where it arrived 02jun22; preserved on a 6 metre high embankment in the collection of the Verbeke Foundation at Kemzeke, l/n jun22 |
| 34001212423 | CCCP-06033 | Mi-26T | AFL/Leningrad | mfd | 29aug90 | line # 20-03; toc 14sep90: rgd 20oct90 |
| | RA-06033 | Mi-26T | Aeroflot | Kjc | 13jul93 | rgd 31may01 to Mil ZAO |
| | RA-06033 | Mi-26T | Skol | rgd | 23apr04 | in white/blue c/s; f/n IAA 08jul09; t/t 2,203 hours by 01jan13; l/n SGC 18oct14 |
| | RA-06033 | Mi-26T | United Nations | SGC | 27oct14 | in full all-white UN c/s with the incomplete code 'UNO-'; l/n as such JUB 13nov14; seen JUB mar15 with the code 'UNO-550'; l/n as such JUB 23feb17, dismantled |
| | RA-06033 | Mi-26T | Skol | JUB | 30mar17 | in all-white c/s, no titles (O and 0 from the former UN code still visible); stored at Juba, seen mar17/nov22, in poor condition |
| 34001212424 | CCCP-06034 | Mi-26T | AFL/Tyumen | mfd | 17sep90 | line # 20-04; rgd 30oct90 |
| | RA-06034 | Mi-26T | UTair | SGC | 25aug03 | in all-white c/s; involved in an incident in the Tyumen region 02jul00 when had to drop its underslung cargo (11,385 kg) after it had started to overswing; stored at SGC, seen mar12; t/t 3,910 hours by 01jan13; new CofR issued 24may16 |
| 34001212425 | CCCP-06035 | Mi-26T | AFL/Tyumen | mfd | 28sep90 | line # 20-05; toc 16oct90; rgd 10nov90 |
| | RA-06035 | Mi-26T | Nihznevartovsk AE | rgd | 24jan93 | in basic Aeroflot c/s, no titles |
| | RA-06035 | Mi-26T | Skol | rgd | 02aug07 | f/n KJA 31may12, titles not visible; t/t 2,213 hours by 01jan13; stored (without titles) at Krasnoyarsk-Cheremshanka, seen jun13/aug23 |
| 34001212426 | CCCP-06036 | Mi-26T | AFL/Yakutiya | mfd | 25sep90 | line # 20-06; rgd 20nov90; in standard 'blue' c/s; f/n MJZ 02jul92 |
| | RA-06036 | Mi-26T | Almazy Ros.-Sakha | trf | 18oct94 | |
| | RA-06036 | Mi-26T | Alrosa | MJZ | 21aug04 | in full c/s; stored at MJZ, seen jun12/aug22; t/t 2,468 hours by 01jan13; new CofR issued 03may23; f/n flying again jun23; stored again at MJZ, seen 10mar24; l/n MJZ 10aug24, seemingly operational |
| 34001212427 | CCCP-06037 | Mi-26T | AFL/Tyumen | mfd | 29oct90 | line # 20-07; toc 22nov90; rgd 10dec90 |
| | RA-06037 | Mi-26T | TyumenAviaTrans | rgd | 23feb95 | f/n Tyumen-Plekhanovo 15aug99 |
| | RA-06037 | Mi-26T | United Nations | | photo | carried code 'UN-944' |
| | RA-06037 | Mi-26T | UTair | rgd | 17mar03 | initially in white c/s with grey belly; f/n SGC 25aug03; l/n as such Tyumen-Plekhanovo 28aug09; t/t 4,390 hours by 02sep11; repainted in yellow/black/orange c/s; f/n as such Salym 10oct11; grounded 30jan12 due to cracks; stored at SGC, seen mar12/sep19; new CofR issued 24may16; l/n Tyumen-Plekhanovo 16aug22, active |
| 34001212428 | CCCP-06038 | Mi-26T | NPO PANKh | mfd | 29oct90 | line # 20-08; rgd 15feb91 |
| | RA-06038 | Mi-26T | Aeroflot | mfd | oct90 | f/n KRR 15jul94 |
| | RA-06038 | Mi-26T | all-white c/s, n/t | BKK | 03dec99 | en route to Medan; reported for PANKh |
| | RA-06038 | Mi-26T | PANKh | ATH | 22jun00 | in all-white c/s with 'PANKhAir' titles; seen 23dec02 with additional 'Scorpion' titles; l/n as such AER 10jun07; new CofR issued 09oct07; excluded from the operator's certificate of PANKh 24may10; seen KJA 29jul10 with 'PANH' and additional 'www.panh.net'; titles; t/t 2,940 hours by 01jan13; stored at KRR, seen mar13/apr19 |
| 34001212429 | CCCP-06039 | Mi-26T | AFL/Arkhangelsk | mfd | 30oct90 | line # 20-09; toc 22nov90; rgd 10dec90; in light grey c/s with blue trim |
| | RA-06039 | Mi-26T | 2nd Arkhangelsk AE | trf | 21apr94 | still in full Aeroflot c/s including titles; f/n at the Freetown-Cockerill Barracks Heliport (Sierra Leone) aug99; on another (probably later) photo at BMA without titles |
| | RA-06039 | Mi-26T | United Nations | FNA | 11mar01 | seen Arkhangelsk-Vaskovo 26oct01 in basic Aeroflot c/s, titles not reported |
| | RA-06039 | Mi-26T | 2nd Arkhangelsk AE | rgd | 29sep04 | |
| | RA-06039 | Mi-26T | AMIS | | photo | in white c/s with black exhaust areas; reported operating in Sudan jan07; seen still with 'AMIS' titles Yuzhneye Khylchuyu 2007; stored at Arkhangelsk-Vaskovo, seen jun10, still with a small 'AMIS' sticker on the rear fuselage |
| | RA-06039 | Mi-26T | 2nd Arkhangelsk AE | UCT | 19jul12 | in white c/s with black exhaust areas and small titles on the nose; t/t 3,878 hours by 01jan13; l/n flying VKT 07jun19; CofA expired 30apr21; stored at Arkhangelsk-Vaskovo, seen jun21/jul21 |
| 34001212430 | CCCP-06040 | Mi-26T | AFL/Krasnoyarsk | mfd | 27nov90 | line # 20-10; toc 24dec90; rgd 10feb91; opb 2-i Krasnoyarski OAO |
| | RA-06040 | Mi-26T | Aeroflot | Kjc | 13jul93 | opb Cheremshanka; in standard 'blue' c/s; t/t 896 hours and 509 cycles; stored at Krasnoyarsk-Cheremshanka, seen jul03/oct20; flown out underslung by Mi-26T RA-06080, seen at TOX 22jan21 |
| 34001212431 | CCCP-06041 | Mi-26T | AFL/Komi-UCT | mfd | 28nov90 | line # 21-01; toc 05jan91; rgd 01feb91 |
| | RA-06041 | Mi-26T | United Nations | BTS | 30apr93 | operated by KomiInterAvia for UNTAC; carried code 'UN-161' |
| | RA-06041 | Mi-26T | all-white c/s, n/t | Trc | 07sep93 | |
| | RA-06041 | Mi-26T | Skytech | BRU | 18sep93 | in all-white c/s, phone number '32 2 633.58.90' on lower fuselage; l/n OST 18apr95 |
| | RA-06041 | Mi-26T | Komiavia | trf | 25apr95 | |
| | RA-06041 | Mi-26T | KomiAviaTrans | rgd | 19nov99 | to Quindam Limited; CofA expired 28nov00; sold to Skytech 28jul03, but current on register aug10 as KomiAviaTrans |
| | RA-06041 | Mi-26T | Skytech | CRL | 17mar01 | in white c/s with grey belly; was stored at Charleroi-Gosselies, seen mar01/jun08; t/t 686 hours and 683 cycles; Skytech was declared bankrupt feb08; left on a flat-bed trailer for a storage site near the airport 13oct08 and was l/n there 28oct08; arrived at Zeebrugge harbour by barge 04nov08, for shipment to Rostvertol (seen on board of a ship in the harbour 17nov08); as the invoice for the transportation from Charleroi to Zeebrugge harbour was not paid the helicopter was sequestrated and stored at various locations at Zeebrugge harbour, seen may14/jul20; transported to Antwerp harbour 30sep21, l/n there jan22; current on register 12jan22; seen on board of M/V "Were Di" at Volkerak lock 14feb22 and arrived at Kessel (north-east of Roermond) 16feb22; transported to the Piet Smedts Collection at Baarlo (Netherlands) probably in early apr22; assembled and repainted, seen 21apr23/oct23 |
| 34001212432 | CCCP-06042 | Mi-26T | AFL/Arkhangelsk | mfd | 30nov90 | line # 21-02; toc 21jan91; rgd 01feb91 |
| | RA-06042 | Mi-26T | Aeroflot | SLD | 04aug94 | seen MLA 07feb97 en route to Africa |
| | RA-06042 | Mi-26T | 2nd Arkhangelsk AE | trf | 21apr94 | initially in basic Aeroflot c/s, titles not noted; l/n as such Arkhangelsk-Vaskovo 26oct01; repainted in all-white c/s; f/n as such on TV 06mar04; saved scientists from the drifting polar station SP-32 06mar04; new CofR issued 27aug04; seen NNM 24jan09 with small titles on the nose (not readable from a distance); l/n Vankor-Gruzovoi 22aug20; made a forced landing after an engine failure 22sep21; seen operational again VKT 16nov21; l/n NNM 19mar22; CofY expired 30jun23 |

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| 34001212433 | CCCP-06043 | Mi-26T | AFL/Tyumen | mfd | 26dec90 | line # 21-03; toc 17jan91; rgd 01feb91; opb Tyumenaviatrans in 1993; dbr 15nov93 on take-off from Neftyeyugansk when the cargo was placed too much forward in the hold so that the centre of gravity was outside of the envelope, the helicopter entered a dive and crash-landed, the tailboom broke off; canx 26dec93 |
| 34001212434 | CCCP-06044 | Mi-26T | AFL/Arkhangelsk | mfd | 26dec90 | line # 21-04; rgd 01feb91; f/n FBD jun98; trf 21apr94 to Arkhangelsk Aviation |
| | RA-06044 | Mi-26T | 2nd Arkhangelsk AE | | 17may03 | in all-white c/s, no titles; mentioned in incident report at Arkhangelsk-Vaskovo; new CofR issued 11apr05; seen UCT 30apr12 with small titles on the nose; t/t 3,325 hours by 01jan13; l/n Arkhangelsk-Vaskovo 21jul21 stored without rotors |
| 34001212435 | CCCP-06045 | Mi-26T | TyumenAviaTrans | mfd | 26dec90 | line # 21-05; toc 07feb91; rgd 20mar91 |
| | CCCP-06045 | Mi-26T | United Nations | PNH | 02sep92 | operated for UNTAC; carried code 'UN-954' |
| | RA-06045 | Mi-26T | TyumenAviaTrans | trf | 15dec94 | f/n Tyumen-Plekhanovo 14may95; l/n Tyumen-Plekhanovo 22jul00 |
| | RA-06045 | Mi-26T | UTair | rgd | 23apr03 | f/n SGC 25aug03; l/n SGC 28jun08 |
| | RA-06045 | Mi-26T | United Nations | AEH | 26aug08 | in full all-white UN c/s; seen with code 'UNO 657' AEH 26aug08 and in Chad 02sep10; seen without UN code MLA 21aug12; seen with code 'UNO-358' JUB 01jun12; ferried via MLA 20aug12; t/t 4,197 hours by 01jan13; l/n Tyumen-Plekhanovo 20jun13, stored; ferried from Surgut to Novy Urengoi 09jul15 |
| | RA-06045 | Mi-26T | UTair | rgd | 08nov16 | in white c/s with light grey belly, with titles; new CofR issued 12apr17; f/n Tyumen-Plekhanovo 08may18/jun22, stored |
| 34001212436 | CCCP-06046 | Mi-26T | AFL/GosNII GA | mfd | jun91 | line # 21-06; rgd 15aug91; f/n LED 22sep91; l/n SVO 30jun92 |
| | RA-06046 | Mi-26T | GosNII GA | SVO | 20apr93 | in Aeroflot c/s; l/n SVO 16may99; canx 01jun00 |
| | not known | Mi-26T | North Korean AF | trf | unknown | based at Pukchang |
| 34001212437 | not known | Mi-26 | not known | | | line # 21-07 |
| 34001212438 | "96" yellow | Mi-26 | FSB | mfd | 30jan91 | line # 21-08; t/t 1,010 hours by 2007; tender for overhaul published 07oct09 |
| | RF-06050 | Mi-26 | FSB | Ror | 29oct10 | opb AvB FSB (formerly 1 ottap) at Yoshkar-Ola-Danilovo; in green/ochre camo c/s with light blue underside, white stripe on rear fuselage, with Russian stars; l/n Astrakhan-Privolzhski oct16 active |
| 34001212460 | not known | Mi-26 | Soviet Air Force | mfd | 25feb91 | line # 21-09; opb 4 ve 65 ovp at Kobrin |
| | "61" white | Mi-26 | Belarus Air Force | trf | 15jun92 | opb 4 ve 65 ovp at Kobrin (redesignated 65 AvB 04jan93 and 65 tbvb in 1996) |
| | RA-06192 | Mi-26 | Russian Air Force | rgd | 12nov92 | leased from the Belarussian Air Force; opb 224 LO; canx but date unknown |
| | RA-06289 | Mi-26T | MChS Rossii | rgd | 29may02 | leased from the Belarussian Air Force; c/s similar to the 'blue' Aeroflot one; seen CFU 11aug02 with additional 'Scorpion' and 'BelTechExport' titles; blew parked Cessna 172RG HB-CRE away (dbr) on take-off from CFU 11aug02; l/n Samos (Greece) aug03, titles not reported; canx 18may04 as to Belarus |
| | no reg | Mi-26T | Scorpion Int.Heli. | Mma | 09may05 | carried additional 'BelTechExport' and 'Ruby Star' titles, no rotors |
| | EW-233TF | Mi-26T | Scorpion Int.Heli. | ATH | 30jul05 | leased from the Belarussian Air Force; carried additional 'BelTechExport' and 'Ruby Star' titles; l/n as such SOF 05oct05; canx 29nov05; t/t 1,192 hours by 26mar09; stored at Minsk-Machulishchi, still with 'Scorpion' titles, seen apr08/jun18 |
| 34001212461 | not known | Mi-26 | Soviet Air Force | mfd | 25feb91 | line # 21-10; opb 4 ve 65 ovp at Kobrin |
| | not known | Mi-26 | Belarus Air Force | trf | 15jun92 | opb 4 ve 65 ovp at Kobrin |
| | RA-06186 | Mi-26 | Russian Air Force | rgd | 04sep92 | opb 224 LO |
| | "51" white | Mi-26 | Belarus Air Force | Kob | 03oct95 | opb 65 ovp at Kobrin (redesignated 65 AvB 04jan93 and 65 tbvb in 1996); in olive drab/khaki camo c/s with light blue underside |
| | EW-06076 | Mi-26T | TechAviaService | ATH | 29jun99 | leased from the Belarussian Air Force; in basic 'polar' Aeroflot c/s with 'TechAviaService-BelTechExport' titles; l/n Andravida 03sep99 |
| | RA-06284 | Mi-26T | Neftyeyugansk AE | rgd | 26apr00 | leased from the Belarussian Air Force until 11mar03; CofA expired 25feb03; still current on register oct18, but without valid CofR and CofA |
| | no code | Mi-26T | Belarus Air Force | Mma | 2008 | initially opb 2 ve 65 tbvb at Kobrin (redesignated 65 osve in 2002 and disbanded in 2003); trf to 50 SAB at Minsk-Machulishchi in 2003; in very faded (to light grey) c/s, no markings whatsoever; arrived for overhaul with Orshanski ARZ in 2009, with t/t 1,376 hours; reflown after overhaul sep15, but remained stored in primer without markings with Orshanski ARZ, l/n jul18; offered for sale by the Belarussian property agency 22dec20 with t/t 1,437 hours |
| | JU-5999 | Mi-26T | Zort Air LLC | rgd | 01nov24 | |
| 34001212462 | not known | Mi-26 | Soviet Air Force | mfd | 27mar91 | line # 22-01; opb 4 ve 65 ovp at Kobrin |
| | not known | Mi-26 | Belarus Air Force | trf | 15jun92 | opb 4 ve 65 ovp at Kobrin |
| | RA-06191 | Mi-26 | Russian Air Force | rgd | 12nov92 | leased from the Belarussian Air Force 26feb00/31dec00; canx from the Russian register before feb01 |
| | "52" white(1) | Mi-26 | Belarus Air Force | Kob | 25aug96 | reported as being this c/n, but some sightings clash, see below; opb 65 ovp at Kobrin (redesignated 65 AvB 04jan93 and 65 tbvb in 1996); in olive drab/khaki camo c/s with light blue underside; seen stored at Minsk-Machulishchi may05 and at Minsk-Lipki aug07/may08, in very faded colours; see c/n 34001212467 |
| | EW-06077 | Mi-26 | TechAviaService | ATH | 29jun99 | leased from the Belarussian Air Force; in basic 'polar' Aeroflot c/s with 'TechAviaService-BelTechExport' titles; l/n Elefsis 02sep99 |
| | RA-06283 | Mi-26T | Neftyeyugansk AE | rgd | 26apr00 | leased from the Belarussian Air Force until 11dec03; in the register aug10 as 'struck' 18jul03; still current on register oct18, but without valid CofR and CofA |
| | RA-06283 | Mi-26T | Belarus Air Force | | | initially opb 2 ve 65 tbvb at Kobrin (redesignated 65 osve in 2002 and disbanded in 2003); trf to 50 SAB at Minsk-Machulishchi in 2003 |
| | RA-06283 | Mi-26T | United Nations | Mma | 05may05 | leased from the Belarussian Air Force; in full all-white UN c/s; stored at Minsk-Machulishchi, seen mar07/mar17; t/t 887 hours by 01jan13; offered for sale by Project Engineering 13oct14 and sold to an unknown owner in Russia (reportedly UTair); flown underslung by Mi-26T EW-300TF to Russia (probably Vyazma-Dvoyevka) 21mar17; sat partially dismantled at Vyazma-Dvoyevka, seen oct19/jan20 |
| 34001212463 | not known | Mi-26 | Soviet Air Force | mfd | 27mar91 | line # 22-02; opb 4 ve 65 ovp at Kobrin |
| | not known | Mi-26 | Belarus Air Force | trf | 15jun92 | opb 4 ve 65 ovp at Kobrin |
| | RA-06187 | Mi-26 | Russian Air Force | rgd | 04sep92 | |
| | "56" white | Mi-26 | Belarus Air Force | | | opb 65 ovp at Kobrin (redesignated 65 AvB 04jan93 and 65 tbvb in 1996) |
| | 06187 | Mi-26 | United Nations | ph. | may99 | in full all-white UN c/s; opb 2 ve 65 tbvb at Kobrin; on a photo may99 disembarking soldiers of the Belarussian 38 independent mobile brigade |
| | RA-06187 | Mi-26 | Russian Air Force | | | leased from the Belarussian Air Force 26feb00/31dec00; opb 224 LO; canx but date unknown |
| | RA-06290 | Mi-26T | MChS Rossii | rgd | 29may02 | leased from the Belarussian Air Force; seen Kobrin (Belarus) 15nov02 with additional 'Scorpion' titles; seen Samos (Greece) jul03/aug03, titles not reported; canx 18may04 as to Belarus |
| | EW-232TF | Mi-26T | Scorpion | EFL | 07sep04 | leased from the Belarussian Air Force; in basic Aeroflot c/s with additional 'BelTechExport' and 'Ruby Star' titles as well as an Athens fire-fighting sticker on the nose; seen without registration Minsk-Machulishchi 09may05 and again with registration ATH 30jul05; canx 29nov05; t/t 1,097 hours by 26mar09; stored at Minsk-Machulishchi, still with all titles, seen aug06/jul16; was flown out from Minsk-Machulishchi by another Mi-26, but poor weather was encountered at Vitebsk, the hawser broke and the helicopter fell to the ground and came to rest on its right side, seen 11apr18; broken up at Vitebsk during a rescue exercise 07/08may18 |
| 34001212464 | not known | Mi-26 | Soviet Air Force | mfd | 27mar91 | line # 22-03; opb 4 ve 65 ovp at Kobrin |
| | not known | Mi-26 | Belarus Air Force | trf | 15jun92 | opb 4 ve 65 ovp (redesignated 65 AvB 04jan93) at Kobrin |
| | RA-06193 | Mi-26 | United Nations | rgd | 12nov92 | leased from the Belarussian Air Force for operations with UNTAC in Cambodia; in full all-white UN c/s, carried code 'UN291'; w/o 27feb93 on a flight from Phnom Penh to Stung Treng when entered vortex-ring mode while hovering at a height of some 100 metres on final approach at Stung Treng (waiting for a Mi-8 to leave the runway), entered a steep descent (with up to 8 m/s) in a spiral, came down very hard, rolled over onto its right side, caught fire and burnt out, all 5 crew members (pilot: Major N.A. Klyushkin) and 9 passengers were injured (5 of them seriously); t/t 300 hours |
| 34001212465 | not known | Mi-26 | Soviet Air Force | mfd | may91 | line # 22-04; opb 4 ve 65 ovp at Kobrin |
| | not known | Mi-26 | Belarus Air Force | trf | 15jun92 | opb 4 ve 65 ovp (redesignated 65 AvB 04jan93) at Kobrin |
| | CCCP-06188 | Mi-26 | Russian Air Force | rgd | 04sep92 | opb 224 LO |
| | 06188 | Mi-26 | United Nations | PNH | 30sep92 | leased from the Belarussian Air Force for operations with UNTAC in Cambodia; in full all-white UN c/s with small '06188' on the fin and carried code 'UN 255'; canx from the Russian register before feb01, see next line |
| | "63" white | Mi-26 | Belarus Air Force | Kob | 20aug00 | opb 65 AvB at Kobrin; still in full UN c/s, carrying '06188' in addition to the code |
| | EW-260TF | Mi-26T | MChS Belarusi | trf | 21aug02 | based at Minsk-Lipki; f/n SMI jul07 on fire-fighting duties; l/n with additional 'Scorpion' titles KLX 18sep07; seen Minsk 04mar08 without 'Scorpion' titles; seen Minsk-Borovaya 15oct09 with additional 'Belrescueavia' titles; seen 20jun09 again with additional 'Scorpion' titles; transported a Mi-26 underslung from Minsk-Machulishchi to the museum at Minsk-Borovaya 19may10; arrived in full c/s at Budaörs 21jun12; repainted in fake Russian Air Force colours with the code "27" white 23/26jun12 for the movie "A Good Day to Die Hard" with Bruce Willis (see also c/n 34001212099); f/n as such Budaörs 26jun12 (with the registration still taped on which was removed for the actual shooting); f/n again in full MChS Belarusi colours Budaörs 07jul12; l/n Minsk-Lipki 17jun23 |
| 34001212466 | not known | Mi-26 | Soviet Air Force | mfd | 19apr91 | line # 22-05; opb 4 ve 65 ovp at Kobrin |
| | not known | Mi-26 | Belarus Air Force | trf | 15jun92 | opb 4 ve 65 ovp (redesignated 65 AvB 04jan93) at Kobrin |
| | CCCP-06189 | Mi-26 | United Nations | rgd | 04sep92 | leased from the Belarussian Air Force for operations with UNTAC in Cambodia; carried code 'UN-956'; f/n PNH 30sep92; canx from the Russian register before feb01 |
| | "62" white | Mi-26 | Belarus Air Force | Kob | 01aug02 | opb 65 tbvb at Kobrin; in faded green/grey camo c/s with light grey underside, UN colours and titles still visible under paint; a photo at Kobrin is reported to have been taken in 2000 |
| | EW-300TF | Mi-26T | MChS Belarusi | trf | 21aug02 | based at Minsk-Lipki; in full c/s with titles in Russian and English; t/t 1,121 hours by 26mar09; f/n Minsk-Lipki 09aug11; seen with the additional red code 'M-071' at Karain (Turkey) 28aug23 and 04sep23; f/n without the additional code again Lipki apr24 |
| 34001212467 | "64" white | Mi-26 | Soviet Air Force | mfd | 21may91 | line # 22-06; opb 4 ve 65 ovp at Kobrin |
| | "64" white | Mi-26 | Belarus Air Force | trf | 15jun92 | opb 4 ve 65 ovp (redesignated 65 AvB 04jan93) at Kobrin |
| | RA-06190 | Mi-26 | Russian Air Force | rgd | 12nov92 | opb 224 LO |
| | RA-06190 | Mi-26 | United Nations | | photo | in full all-white UN c/s; canx from the Russian register before feb01 |
| | "64" red | Mi-26 | Belarus Air Force | Mma | 10aug06 | in green/brown camo c/s with light blue underside and Red Stars, code outlined in white; l/n Minsk-Machulishchi 27jun09 |
| | "52" white(2) | Mi-26 | Belarus Air Force | Mma | 03jul14 | in green/brown camo c/s with light blue underside, former code "64" still visible under the paint; the hulk was flown underslung by Mi-26T EW-300TF from Minsk-Machulishchi to the Brestski training site (N52.020604 E23.780495) of 38 independent mobile brigade 14mar17; see c/n 34001212462 |
| 34001212468 | RA-06092 | Mi-26T | Russian MVD/VV | mfd | 31may91 | line # 22-07; probably initially carried the registration CCCP-06092; opb 685 osap on at Rostov-na-Donu-Tsentralny; in full Aeroflot c/s including titles; stored at Rostov-na-Donu-Tsentralny, seen aug99 |

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|---|---|---|---|---|---|---|
| | "21" yellow | Mi-26T | Russian MVD/VV | Roc | 26may07 | opb 685 osap on at Rostov-na-Donu-Tsentralny; in non-standard green/beige camo c/s with light grey underside, Russian flag on fin and white ring around tailboom; last overhaul completed 29jun01; stored at Rostov-na-Donu-Tsentralny from 20nov08, l/n apr19; t/t 1,051 hours by 28apr09; tender for value assessment published 28apr09 |
| | RF-17554 | Mi-26T | Russian MVD/VV | rgd | 30jun06 | not taken up |
| | RF-17554 | Mi-26T | Rosgvardiya | trf | 05apr16 | |
| 34001212469 | RA-06093 | Mi-26T | Russian MVD/VV | mfd | 28jun91 | line # 22-08; probably initially carried the registration CCCP-06093; opb 685 osap on at Rostov-na-Donu-Tsentralny; in full Aeroflot c/s including titles; f/n Mozdok (Ingushetiya) feb95; l/n Rostov-na-Donu-Tsentralny 30may96 |
| | "22" yellow | Mi-26T | Russian MVD/VV | Roc | 26may07 | opb 685 osap on at Rostov-na-Donu-Tsentralny; in green/beige camo c/s with light grey underside, Russian flag on fin and white ring around tailboom; last overhaul completed 30jul01; stored at Rostov-na-Donu-Tsentralny from 01nov03, seen may07/aug13; t/t 973 hours by 28apr09; tender for value assessment published 28apr09 |
| | RF-17555 | Mi-26T | Russian MVD/VV | rgd | 30jun06 | not taken up |
| | RF-17555 | Mi-26T | Rosgvardiya | trf | 05apr16 | offered for sale by auction jul21 |
| 34001212470 | CCCP-06080 | Mi-26T | Aeroflot | mfd | 28jun91 | line # 22-09; f/n Myachkovo 26sep91 |
| | RA-06080 | Mi-26T | Aeroflot | Lyu | 03apr94 | l/n Lyubertsy 24may94 |
| | RA-06080 | Mi-26T | TyumenAviaTrans | trf | 15dec94 | f/n Tyumen-Plekhanovo 14may95 |
| | RA-06080 | Mi-26T | UTair | rgd | 21jan04 | f/n as such already SGC 25aug03; new CofR issued 27dec07 |
| | RA-06080 | Mi-26T | United Nations | BUX | 10oct06 | opb UTair; in full all-white UN c/s; seen BUX 10oct06/KRT 15dec10 with code 'UN-833'; seen Tyumen-Plekhanovo 25mar11/13mar12 with code 'UNO-598' |
| | RA-06080 | Mi-26T | UTair | SGC | 28mar13 | in yellow/black/orange c/s; t/t 4,123 hours by 01jan13; new CofR issued 19jun13; l/n SGC 03may14; new CofR issued 17jun16; stored at SGC, seen jul17/sep19; CofA expired 28jun21; contract for overhaul signed 16mar20; stored at Tyumen-Plekhanovo, seen jun22 |
| 34001212471 | CCCP-06081 | Mi-26T | Yakutavia | mfd | 28jun91 | line # 22-10; rgd 06sep91; in full standard 'blue' Aeroflot c/s; f/n MJZ 02jul92 |
| | RA-06081 | Mi-26T | Yakutavia | trf | 18oct94 | opb Mirny Aviation Enterprise |
| | RA-06081 | Mi-26T | Alrosa | rgd | 01oct04 | in full c/s; f/n MJZ aug08; new CofR issued 26may11; named 'Yevgeni Alkov' after a distinguished Aeroflot pilot; f/n as such YKS 13jun11; t/t 3,183 hours by 01jan13; new CofR issued 01mar17; l/n MJZ 21aug22, active; stored without rotors at Mirny by 2023, seen mar24 |
| 34001212472 | CCCP-06082 | Mi-26T | TyumenAviaTrans | mfd | 30jul91 | line # 23-01; rgd 26dec91 |
| | RA-06082 | Mi-26T | UTair | rgd | 09jul03 | in white c/s with light grey underside; f/n Tyumen-Plekhanovo; t/t 5,100 hours by jul15; l/n active 03sep16; CofA expired 30jul17; stored at SGC, seen sep19/jul21 |
| 34001212473 | CCCP-06083 | Mi-26T | 2nd Arkhangelsk AE | mfd | 31jul91 | line # 23-02; toc 01dec91; rgd 12mar92; in full Aeroflot c/s; based at Vaskovo; f/n Lyubertsy 07jul92 |
| | RA-06083 | Mi-26T | Rostvertol | rgd | 16aug96 | flying crane version with an additional operator's cabin behind the cockpit on the left-hand side; in all-white c/s; l/n ZIA aug97; t/t 72 hours and 53 cycles by 01jul00; canx 18jun20 as having been transferred to the state aviation register |
| | "34" blue | Mi-26T | FSB | ph. | 18aug01 | c/n not confirmed; opb 5 oao at PKC; in olive drab/khaki camo c/s with light blue underside, white stripe on rear fuselage and Border Guards badge below the engines; f/n Magadan-56 18aug01; t/t 1,020 hours by 2007; l/n PKC 16aug09 |
| | RF-06054 | Mi-26T | FSB | OVB | 04mar13 | c/n confirmed; opb 5 oao at PKC; initially in dark green/olive drab camo c/s with light blue underside, white stripe on rear fuselage; l/n as such OVB 04mar13; repainted in dark green/sand camo c/s with light blue underside, with Russian stars and white stripe on rear fuselage; f/n as such PKC 12aug13; dbr 29jul19 on an emergency landing (after a sensor indication) in grassland on the right bank of the river Lena (opposite Zhatai) when rolled over onto its right side, the tailboom broke off, all 5 occupantes escaped basically unhurt; the hulk was scrapped at the site of the accident, seen in the process 11aug19; the remains were seen at YKS 21aug19 |
| 34001212474 | CCCP-06084 | Mi-26T | AFL/Far East | mfd | aug91 | line # 23-03; rgd 10jan92; opb Khabarovski OAO; in standard 'blue' c/s |
| | RA-06084 | Mi-26T | Vostok | rgd | 08feb94 | still in full Aeroflot c/s including titles and with the prefix 'CCCP-'; f/n Khabarovsk-Maly 12may95; stored at Khabarovsk-Maly (N48.522967 E135.15054), seen oct03/aug23; t/t 566 hours and 344 cycles by 01jul09; Vostok was closed down 11dec19; new CofR issued 20feb20; current on register aug23 |
| 34001212475 | CCCP-06085(1) | Mi-26T | AFL/Far East | mfd | aug91 | line # 23-04; c/n on all registers in error as 34001212431, see that c/n; rgd 26dec91; opb Khabarovski OAO; struck off charge 23dec94 as further use economically not viable and canx 16mar95; Khabarovsk-Maly 12may95; sat wfu at Khabarovsk-Maly, seen may95/may11, in ever deteriorating condition; see c/n 34001212137 |
| 34001212476 | CCCP-06182 | Mi-26T | MAP Rostov VPO | mfd | 30sep91 | line # 23-05; rgd 12dec91; canx 06sep94; sold to Tesmo-Don |
| | not known | Mi-26T | North Korean AF | trf | 10apr96 | based at Pukchang; t/t 16 hours by 26mar09 |
| 34001212477 | CCCP-06183 | Mi-26T | MAP Rostov VPO | mfd | 30sep91 | line # 23-06; rgd 12dec91; in Aeroflot c/s |
| | CCCP-06183 | Mi-26T | AFL/Arkhangelsk | trf | 27jan92 | opb 2-i Arkhangelski OAO; f/n Lyubertsy 22feb92; l/n Lyubertsy 13apr92 |
| | RA-06183 | Mi-26T | Rostvertol | trf | 25apr95 | the prototype Mi-26TP fire-fighting version; f/n GDZ 29sep96; deconverted later on; t/t 34 hours; canx 31mar20 as having been transferred to the state aviation register |
| | "98" yellow | Mi-26T | FSB | DYU | jun98 | c/n not checked; opb 23 oap at Dushanbe; on a black and white photo in camo c/s with a white stripe on the rear fuselage and a badge on the fuselage and fin |
| | RF-06052 | Mi-26T | FSB | VKT | 06jul11 | opb ab FSB (formerly 1 ottap) at Yoshkar-Ola-Danilovo; in olive drab/khaki camo c/s (faded to dark grey/light grey on the tail) with light grey underside, white stripe on rear fuselage; t/t 940 hours by 2007; last overhaul completed in 2009; l/n Yoshkar-Ola-Danilovo 23aug12 |
| 34001212478 | CCCP-06184 | Mi-26T | MAP Rostov VPO | mfd | 30oct91 | line # 23-07; rgd 12dec91 |
| | RA-06184 | Mi-26T | Rostvertol | Lyu | 01sep93 | in Aeroflot c/s; l/n Lyubertsy 29sep94; canx 30jul96 as to Moldova |
| | ER-AHA | Mi-26T | Mikma | rgd | 05aug96 | f/n MCT 21aug96; canx 14oct97 |
| | XU-268 | Mi-26T | Cambodian AF | | jul98 | owned by the Ministry of Defence, but operated by the Helicopter Squadron of the Air Force; in white c/s with light blue cheatline; seen PNH 09jan04; stored (as in need of overhaul) at PNH, seen nov05/apr08; offered for sale 2006/nov10 with t/t 236 hours |
| | MH-268 | Mi-26T | Cambodian AF | PNH | 14oct08 | in all-white c/s, no markings apart from the serial; sat wfu at PNH, seen oct08/dec24 |
| 34001212479 | CCCP-06086 | Mi-26T | Krasnoyarskavia | mfd | 28nov91 | line # 23-08; rgd 06mar92 |
| | RA-06086 | Mi-26T | Aeroflot | Kjc | 13jul93 | l/n Krasnoyarsk-Cheremshanka 12jun94 |
| | RA-06086 | Mi-26T | Aeroflot c/s, n/t | Kjc | 03jun01 | |
| | RA-06086 | Mi-26T | Skol | Ror | 17jun10 | leased 25nov02/31dec05; in basic Aeroflot c/s with 'Skol' titles; stored at Rostvertol, seen jun10/jun11; t/t 1,828 hours by 01jan13; last overhaul completed jun14; l/n Vanavara 17nov14 |
| | RA-06086 | Mi-26T | United Nations | UFA | 10jan16 | in full white UN c/s with black exhaust areas; seen with just 'UNO-' UFA 10jan16; seen with code 'UNO-549P' JUB 06mar17; l/n as such Malakal 24jan20 |
| 34001212480 | CCCP-06087 | Mi-26T | Krasnoyarskavia | mfd | 30nov91 | line # 23-09; rgd 06mar92 |
| | RA-06087 | Mi-26T | Aeroflot | Kjc | 13jul93 | opb 2-i Krasnodarski OAO; l/n Krasnoyarsk-Cheremshanka 12jun94 |
| | RA-06087 | Mi-26T | Vertikal-T | rgd | 25sep00 ? | in basic Aeroflot c/s, no titles; f/n Krasnoyarsk-Cheremshanka 03jun01; leased to Skol 25nov02/31dec05; l/n Krasnoyarsk-Cheremshanka 07jul08 |
| | RA-06087 | Mi-26T | PANKh | rgd | 01sep09 | to Krasnodar-Liz-Konsal; in all-white c/s with 'PANH' and additional 'www.panhnet' titles; f/n KDH 08jan11; t/t 1,644 hours by 01jan13; flew CAI-AYT 22jan19; stored without titles at KRR, seen apr19/mar20; reported seen BKY with an unknown UN code nov20 |
| | RA-06087 | Mi-26T | United Nations | BKY | 26apr21 | in full all-white UN c/s, carried code 'UNO-828' |
| 34001212481 | CCCP-06185 | Mi-26T | MAP Rostov VPO | mfd | 29jan92 | line # 23-10; rgd 12mar92; canx 06sep94; sold to Tesmo-Don |
| | not known | Mi-26T | North Korean AF | trf | 10apr96 | possibly '381'; based at Pukchang; t/t 26 hours by 26mar09 |
| 34001212482 | 06267 | Mi-26T | not known | mfd | 26feb92 | line # 24-01; rgd 19may97; offered for sale by ADB feb99 with t/t 90 hours |
| | RA-06267 | Mi-26T | Neftyeyugansk AE | rgd | 25feb00 | |
| | RA-06267 | Mi-26T | United Nations | LCJ | 24jun00 | and STR 25jun00, seen at Hastings (Sierra Leone) 05apr01; rgd 27aug04 to AFES SO OAO; operated by Vertikal-T; based at Kadugli (Sudan) in 2005; operated in Sudan for UNMIS at least from jan07, based at El Obeid; carried code 'UNO 550' in 2007 |
| | RA-06267 | Mi-26T | Abakan Avia | rgd | 26may08 | to AFES SO; in all-white c/s, no titles; f/n Zakynthos (Greece) 21aug09 on fire-fighting duties; f/n with an 'Abakan Avia' logo ABA 22apr11; t/t 3,269 hours by 2014; l/n ABA 14aug14 |
| | RA-06267 | Mi-26T | United Nations/WFP | ABA | 20aug14 | in full all-white WFP c/s with 'WFP' titles; seen JUB 16oct14; seen with code 'UNO-058H' JUB 29apr17; seen stored all white, no titles Tver-Zmeyovo 21jul21 |
| 34001212483 | 06268 | Mi-26T | not known | mfd | 07feb92 | line # 24-02; mfd from the accident report, also given as 21feb92 and 27feb92 in other documents |
| | UR-06268 | Mi-26T | Vita Air | ZTR | 1994 | no titles; offered for sale by ADB feb99 with t/t 30 hours |
| | RA-06268 | Mi-26T | Neftyeyugansk AE | rgd | 25feb00 | seen STR 25jun00, titles not reported |
| | RA-06268 | Mi-26T | United Nations | LCJ | 24jun00 | in full all-white UN c/s, without UN code; seen at Hastings (Sierra Leone) 31may01; rgd to AFES SO 27aug04; operated by Vertikal-T; operated for UN/WFP at Juba (Sudan) in 2005; the rotor was damaged by a storm at El Obeid 04sep05, but repaired; operated in Sudan for UNMIS at least since jan07, based at Kadugli; seen Kadugli 12nov07 with code 'UNO 551' |
| | RA-06268 | Mi-26T | no titles | rgd | 26may08 | to AFES SO; opb Vertikal-T until 09jul08; t/t 2,848 hours and 2,854 cycles by 01jul09; CofA expired 27aug09; in all-white c/s; f/n KRR 19jun10; l/n ABA 22apr11 |
| | RA-06268 | Mi-26T | Abakan Avia | Van | 21jun11 | in all-white c/s with small titles only; rgd 05dec11 to Walver Worldwide Limited of the British Virgin Islands; t/t 3,329 hours by 2014; l/n ABA 13aug14 |
| | RA-06268 | Mi-26T | United Nations/WFP | JUB | 13mar17 | operated for UNMISS in South Sudan by jan17, based at Juba, assigned code 'UN AOG 58' (?); in full all-white UN/WFP c/s; seen without code Rumbek 13mar17 and Bor 29apr17; seen with code 'UNO-057H' Pieri 08may17 |
| | RA-06268 | Mi-26T | United Nations | | photo | at KGA; opf MONUSCO in the DR Congo; in full all-white UN c/s, carried code 'UNO-666' |
| | RA-06268 | Mi-26T | Abakan Air | ph. | 25apr20 | in white c/s with black exhaust areas, no titles; damaged beyond repair 25apr20 on a cargo flight from Urengoi to Vankor when the left engine stalled (due to unnoticed foreign object damage during an earlier flight) and the crew decided to make an emergency landing at the Rotor-40 helipad, but the right engine developed problems as well during final approach so that the helicopter descended too steeply and came down hard at a high angle of attack some 50-60 metres before the helipad, the tailboom broke off and the helicopter came to rest on its right side in the snow 20 metres from the helipad (N66°40'05.10" E80°34'18.00"), 1 of the 6 crew members was seriously injured and the other 5 as well as both passengers were slightly injured; t/t 5,813 hours and 5,005 cycles |
| 34001212484 | RA-06270(1) | Mi-26T | Aeroflot | mfd | oct92 | line # 24-03; rgd 09mar93; photo in "Aviatsya i Vremya" magazine No. 6/2000; see c/n 34001212312 |
| | RA-06270(1) | Mi-26T | Rostvertol | trf | 09mar93 | canx 10jan95 |
| | "85" red | Mi-26T | Russian Air Force | ph. | 2005 | opb 325 ovp at Yegorlykskaya from 1995 to 2002; in olive drab/khaki camo c/s with light grey underside; flown by a Mi-26 underslung to Rostvertol in 2005 |

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| | RF-12345 | Mi-26T | Russian Air Force | no | reports | also carried code "01" yellow; in camo c/s; flown by a Mi-26 underslung from Rostvertol to Zernograd in 2016; stored at Zernograd by jun17; l/n in the Krasnoyarsk region 24jan24 |
| 34001212485 | CCCP-06262 | Mi-26T | Aeroflot | mfd | 28feb92 | line # 24-04; rgd 16jun92 to PANKh |
| | RA-06262 | Mi-26T | Aeroflot | Lyu | 21may93 | opb PANKh; in full Aeroflot c/s including titles plus small 'Omega Helicopter' titles and Red Cross |
| | RA-06262 | Mi-26T | PANKh | Lyu | 28aug93 | in basic Aeroflot c/s, no titles; l/n Lyubertsy 23sep94; canx 30jul96 as to Moldova |
| | ER-AHB | Mi-26T | Mikma | rgd | 05aug96 | f/n MCT 21aug96 on a fuel stop; canx 14oct97 |
| | XU-269 | Mi-26T | Cambodian AF | PNH | 21mar99 | owned by the Ministry of Defence, but operated by the Helicopter Squadron of the Air Force; seen PNH 09jan04; stored (as in need of overhaul) at PNH, seen nov05; offered for sale 2006/nov10 with t/t 384 hours |
| | MH-269 | Mi-26T | Cambodian AF | PNH | 12oct08 | c/n checked in the cockpit PNH 12oct08; in all-white c/s, no markings apart from the serial; sat wfu at PNH, seen oct08/dec24 |
| 34001212486 | CCCP-06194 | Mi-26 | Russian Army Avn | mfd | jul92 | line # 24-05; rgd 15jul92; opb 344 TsBP i PLS at Torzhok; in grey/green camo c/s |
| | 06194 | Mi-26 | United Nations | PNH | 15jun93 | operated by 344 TsBP i PLS of Russian Army Aviation at Torzhok for UNTAC in Cambodia; in full all-white UN c/s, carried code 'UN 94'; canx but date unknown; code "08" yellow assigned, but never painted on; sat wfu at Torzhok, in washed-out white c/s, seen aug05/2012 |
| 34001212487 | CCCP-06266 | Mi-26T | Russ. Independent | mfd | 24mar92 | line # 24-06; rgd 11aug92; not taken up; canx 22may95 |
| | not known | Mi-26T | North Korean AF | trf | 10apr96 | possibly '387'; based at Pukchang; t/t 15 hours by 26mar09 |
| 34001212488 | CCCP-06195 | Mi-26 | Russian Army Avn | mfd | 07jul92 | line # 24-07 confirmed; rgd 15jul92 |
| | CCCP-06195 | Mi-26 | United Nations | ph. | nov92 | in Cambodia; operated by 344 TsBP i PLS of Russian Army Aviation at Torzhok for UNTAC in Cambodia; in full white UN c/s with black exhaust areas, carried code 'UN 253' |
| | RA-06195 | Mi-26 | United Nations | rgd | 15jul95 | operated by 344 TsBP i PLS of Russian Army Aviation at Torzhok for UNTAC in Cambodia; f/n PNH nov93; canx from the Russian register before feb01, see next line |
| | no code | Mi-26 | Russian Air Force | GDZ | 07sep00 | c/n checked |
| | "96" red (1) | Mi-26 | Russian Air Force | Yel | 21dec06 | opb 325 ovp (redesignated 6974 AvB in 2009) at Yegorlykskaya; in olive drab/khaki camo c/s with light grey underside; l/n Yegorlykskaya jul07 |
| | "94" red (2) | Mi-26 | Russian Air Force | Yel | sep10 | opb 546 AvB at Rostov-na-Donu-Tsentralny from late 2010; in the same c/s as above |
| | RF-93094 | Mi-26 | Russian Air Force | Roc | 07jun11 | in olive drab/khaki camo c/s with light grey underside, also carried code "94" blue; opb 546 AvB at Rostov-na-Donu-Tsentralny; stored from 07jun11, awaiting overhaul; t/t 1,918 hours by 27jun12; l/n Rostov-na-Donu-Tsentralny 19aug12; arrived with Rostvertol from Zernograd for overhaul in late feb16 |
| | RF-93097 ? | Mi-26 | Russian Air Force | Ror | 2019 | c/n and line-number on a placard beneath the cockpit; also carried code "97" blue on the rear fuselage with only '097' visible on the tailboom; seen under overhaul with Rostov-Mil in 2019, partially stripped of paint with some areas repainted in 'digital' c/s and other areas in yellow and blue - possibly these were just paint trials and it should be noted that RF-93130/"97" blue c/n 34001212497 was present on overhaul at the same time |
| | RF-93094 | Mi-26 | Russian Air Force | Ror | dec20 | underwent test flights after overhaul dec20; named 'Vitali Pavlov' after a former commander of Army Aviation and received 'VKS Rossii' titles and Russian stars; f/n as such may21; l/n Rostov-Tsentralny 15jun21 |
| 34001212489 | RA-06263 | Mi-26T | Russ. Independent | mfd | 17apr92 | line # 24-08; in Aeroflot c/s; rgd 11aug92; canx 11dec92 as to Cyprus; f/n PFO 25jun93; l/n PFO 27mar95 |
| | 06263 | Mi-26T | no titles | PFO | 01nov95 | in basic Aeroflot c/s; l/n PFO 07nov95; flew to a Cypriot port 08nov95 and was shipped to Peru |
| | EP-706 | Mi-26T | Peruvian Army | DRW | jun00 | c/n checked; bought via Mobetek in 1995; opb Batallón de Asalto y Transporte Nº 811; in camo c/s |
| | EP-706 | Mi-26T | United Nations | | | operated by the Peruvian Army for UNTAET in East Timor in mid-2000/mid-2001; in all-white c/s, carried code 'UN-059' |
| | EP-706 | Mi-26T | Peruvian Army | LIM | 23oct03 | opb Batallón de Asalto y Transporte Nº 811; in all-white c/s with the code 'UN-059' still visible under the paint; wfu in mid-2003; sat wfu (without rotor) at LIM, seen nov07/jan16; offered for sale 22jan11 with t/t 589 (or 619) hours, but could not be sold; struck off charge 19jun20 and offered for sales as scrap metal; sold to GSL Aero Systems oct20 and stored at their compound, seen on Google Earth apr23 |
| 34001212490 | RA-06264 | Mi-26T | Russ. Independent | mfd | 30mar92 | line # 24-09; mfd also given as mfd 17apr92; in Aeroflot c/s; rgd 11aug92; canx 11dec92 as to Cyprus; f/n PFO 25jun93; l/n PFO 27mar95 |
| | 06264 | Mi-26T | Aeroflot c/s, n/t | PFO | 01nov95 | l/n PFO 07nov95; flew to a Cypriot port 08nov95 and shipped to Peru |
| | EP-705 | Mi-26T | Peruvian Army | LIM | apr96 | bought via Mobetek in 1995; opb Batallón de Asalto y Transporte Nº 811 |
| | EP-705 | Mi-26T | United Nations | | | operated by the Peruvian Army for UNTAET in East Timor jul00/mid-2001 |
| | EP-705 | Mi-26T | Peruvian Army | CIX | 04may06 | opb Batallón de Asalto y Transporte Nº 811; in all-white c/s with the unit badge below the cockpit; l/n active CIX 04may06; wfu in 2008; sat wfu (without rotor) at LIM (S12.017118 W77.112856), seen nov07/jul19; offered for sale 2006/22jan11 with t/t 619 (or 589) hours, but could not be sold; struck off charge 19jun20 and offered for sales as scrap metal; sold to GSL Aero Systems oct20 and stored at their compound, seen on Google Earth apr23 |
| 34001212491 | RA-06072 | Mi-26T | MChS Rossii | mfd | 20apr92 | line # 24-10; trf 20may95; also carried code "012" orange |
| | "212" red | Mi-26T | MChS Rossii | KJA | 04jul03 | opb 235 osae at Krasnoyarsk-Cheremshanka; named 'Vakil Makhmutov' after a pilot of the unit who died in an Mi-8 crash 06jul98; l/n KJA 09jul05 |
| | RF-31212 | Mi-26T | MChS Rossii | no | reports | opb 235 osae at Krasnoyarsk-Cheremshanka |
| | RF-31123 | Mi-26T | MChS Rossii | rgd | 26dec05 | opb 235 osae at Krasnoyarsk-Cheremshanka; named 'Vakil Makhmutov'; f/n Krasnoyarsk-Cheremshanka 20jun06; overhaul completed 25nov06; opb SOASO from 01jan08; reportedly severely damaged in a hard landing caused by excess payload (confiscated fish); l/n Novosibirsk-Severny 05jul08, probably awaiting repair; tender for overhaul published 05mar11, t/t 1,919 hours by then; l/n KJA 17oct24 |
| 34001212492 | RA-06265 | Mi-26T | Russ. Independent | mfd | 24apr92 | line # 25-01; in Aeroflot c/s; rgd 11aug92; canx 11dec92 as to Cyprus; f/n PFO 25jun93; l/n PFO 27mar95 |
| | 06265 | Mi-26T | Aeroflot c/s, n/t | PFO | 01nov95 | l/n PFO 07nov95; flew to a Cypriot port 08nov95 and shipped to Peru |
| | EP-707 | Mi-26T | Peruvian Army | | photo | bought via Mobetek in 1995; opb Batallón de Asalto y Transporte Nº 811; in camo c/s; wfu in 1997; offered for sale 22jan11 with t/t 142 hours, but could not be sold; sat wfu in Fuerte "Soldado Alfredo Vargas Guerra" at Iquitos (S03.76173 W73.25991), seen aug06/jan20; struck off charge 19jun20 and offered for sales as scrap metal; sold to GSL Aero Systems oct20 |
| 34001212493 | RA-06070 | Mi-26T | AFL/Leningrad | mfd | 30apr92 | line # 25-02; rgd 15feb93 |
| | RA-06070 | Mi-26T | United Nations | PNH | 1993 | operated for UNTAC in Cambodia; in full white UN c/s with black exhaust areas |
| | RA-06070 | Mi-26T | TyumenAviaTrans | rgd | 02jul01 | |
| | RA-06070 | Mi-26T | UTair | rgd | 28nov02 | f/n SGC 07sep06 |
| | RA-06070 | Mi-26T | United Nations | ph. | jul09 | also carried the code 'UN-059' |
| | RA-06070 | Mi-26T | UTair | rgd | 03apr09 | in white c/s with grey belly; f/n Kholmistoye 15aug08; t/t 4,193 hours by 01jan13; stored at SGC, seen mar12/may22; new CofR issued 26may16; contract for overhaul signed 16mar20 |
| 34001212494 | RA-06073 | Mi-26T | Rostvertol | mfd | 25may92 | line # 25-03; version correct ?, see below; rgd only 22dec93; canx 12jan95 |
| | "86" red | Mi-26TZO | Russian Air Force | AER | 14may96 | opb 325 ovp (later redesignated 6974 AvB) at Yegorlykskaya; in green/khaki camo c/s with light blue underside; underwent one overhaul; l/n Yegorlykskaya 16jul06; l/n Yegorlykskaya may10 |
| | "90" red (2) | Mi-26TZO | Russian Air Force | Yel | sep10 | based at Rostov-na-Donu-Tsentralny since late 2010; in the same c/s as above |
| | RF-93095 | Mi-26TZO | Russian Air Force | Roc | 19aug11 | also carried code "90" blue; based at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; f/f after overhaul by Rostvertol 03jul15, still in its faded old c/s; repainted in a very similar c/s, with the c/n on the inner side of the engine cowling painted on as '12644'; f/n as such Rostvertol 22jul15; l/n Rostov-na-Donu-Tsentralny 24aug17 |
| 34001212495 | RA-06271 | Mi-26T | Rostvertol | mfd | 29may92 | line # 25-04; trf 14apr93 |
| | RA-06271 | Mi-26T | PANKh | trf | 01sep97 | leased from Rostvertol; canx 23may00 as to Mexico; last overhaul completed 01nov00 |
| | 1902 | Mi-26T | Mexican Air Force | NLU | 2001 | c/n confirmed (photo proof); opb Escuadrón Aéreo N° 303 at Santa Lucía; grounded after the crash of 1901; sat wfu at NLU, seen sep09/apr17 in seemingly airworthy condition; t/t 383 hours; was offered for sale jan11 and sold to the KBH helicopter company; preserved in the Museo Militar de Aviación at Santa Lucia, seen apr19/mar24 |
| 34001212496 | "87" red | Mi-26 | Russian Air Force | Yel | 01jun96 | line # 25-05; opb 325 ovp (redesignated 6974 AvB in 2009) at Yegorlykskaya since being toc; initially in grey c/s, l/n as such Yegorlykskaya 01jun96; repainted in green/khaki camo c/s with light blue underside during overhaul, f/n as such AER 02aug06; stored at Yegorlykskaya by spring 2010 |
| | "95" red (2) | Mi-26 | Russian Air Force | Yel | sep10 | based at Rostov-na-Donu-Tsentralny from late 2010; in the same c/s as above |
| | RF-93096 | Mi-26 | Russian Air Force | Roc | 09nov11 | also carried code "95" blue; based at Rostov-na-Donu-Tsentralny; in faded olive drab/khaki camo c/s with light blue underside; l/n as such Rostov-na-Donu-Tsentralny 08jul15; titles changed to 'VKS Rossii'; f/n as such Ryazan-Dyagilevo 21aug21; l/n in the Kharkiv region sep22 |
| 34001212497 | RA-06071 | Mi-26T | Rostvertol | mfd | apr92 | line # 25-06; version given as such in Russian register, see below; rgd 12may93; canx 12jan95 |
| | "88" red | Mi-26 | Russian Air Force | Yel | 01jun96 | opb 325 ovp (redesignated 6974 AvB in 2009) at Yegorlykskaya; initially in grey c/s, l/n as such Yegorlykskaya 01jun96; repainted in olive drab/khaki camo c/s with light blue underside during overhaul, f/n as such overhead Moscow 13apr09; l/n Yegorlykskaya jun09 |
| | "97" red (2) | Mi-26 | Russian Air Force | Yel | jul10 | opb 546 AvB at Rostov-na-Donu-Tsentralny from late 2010; in partially faded camo c/s with light blue underside now, only the mid-fuselage section (at least on the right-hand side) remained in olive drab/khaki camo c/s while the rest of the surfaces turned medium grey/light grey; l/n Rostov-na-Donu-Tsentralny 04apr11; see c/n 34001212512 |
| | RF-93100(1) | Mi-26 | Russian Air Force | ph. | 22apr11 | this registration was initially painted on in error; also carried code "97" blue; opb 546 AvB at Rostov-na-Donu-Tsentralny; in the same strange c/s as above, with 'VVS Rossii' titles and Russian stars; f/n in the Mount Elbrus region 22apr11; l/n Rostov-na-Donu-Tsentralny 25may11; see c/n 34001212607 |
| | RF-93130 | Mi-26 | Russian Air Force | Roc | 19aug12 | in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "97" blue; initially opb 546 AvB at Rostov-na-Donu-Tsentralny; was stored at Rostov-Tsentralny, seen jul15; test-flown without code and with many spots in primer from Rostvertol sep20; received code "06" yellow and 'VKS Rossii' titles; f/n as such SVX 09may21; l/n OMS sep21 |
| 34001212498 | "89" red | Mi-26 | Soviet Air Force | mfd | 1990 | line # 25-07 |
| | "89" red | Mi-26 | Russian Air Force | ph. | jan00 | near Khankala; opb 325 ovp at Yegorlykskaya; in green/grey camo c/s with light blue underside; w/o 19aug02 on a flight from Mozdok to Khankala when was shot down by Chechen insurgents with an "Igla" shoulder-fire SAM during finals to Khankala, the right engine was hit, the helicopter caught fire and crashed into a minefield just outside the airfield, 124 of the 152 ! soldiers on board killed |
| 34001212499 | RA-06089 | Mi-26T | Rostvertol | mfd | 25aug92 | line # 25-08; seen FAB 05/11sep92 with 'Aeroflot' and 'Rostvertol' titles, version painted on as just 'Mi-26T' |
| | RA-06089 | Mi-26TM | Rostvertol | f/f | 13nov92 | flying crane version, featuring a gondola for the cargo hook operator under the fuselage, aft of the nose wheels; seen LBG jun93 in all-white c/s with large 'Mi-26TM' and 'Russia' titles, carrying exhibition number 'H-304'; l/n ZIA 05sep93 |
| | RA-06089 | Mi-26PK | Rostvertol | ZIA | 23aug97 | in all-white c/s with large 'Mi-26T' titles, featuring a gondola for the cargo hook operator on the side of the fuselage, next to the cabin door; canx 21jan99 as to Mexico; last overhaul completed 30dec99 |

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| | 1901 | Mi-26T | Mexican Air Force | NLU | nov01 | opb Escuadrón Aéreo N° 303 at Santa Lucía; w/o 04dec01 while hauling an inoperable Mi-17 on sling when crashed south of Ciudad Juárez (Chihuahua); t/t 994 hours |
| 34001212500 | "90" red (1) | Mi-26 | Russian Air Force | mfd | 1992 | line # 25-09; opb 325 ovp (later redesignated 6974 AvB) at Yegorlykskaya since being toc; in olive drab/khaki camo c/s with light blue underside, code outlined in yellow; underwent one overhaul; l/n operational ZIA 23aug03; stored at Yegorlykskaya by spring 2010, l/n sep10; stored at Rostov-na-Donu-Tsentralny, seen nov11/apr14 |
| | "98" red | Mi-26 | Russian Air Force | res | 2010 | not yet taken up by apr14 |
| 34001212501 | RA-06273 | Mi-26T | United Nations | mfd | 26aug92 | line # 25-10; rgd 19nov92; leased from Rostvertol; operated for UNTAC; f/n PNH nov93 |
| | RA-06273 | Mi-26T | Atruvera | rgd | 11jul01 | leased from UralAviaTrans 04may01/04may04; still in fleet list oct02 |
| | RA-06273 | Mi-26T | UralAviaTrans | Orn | 30oct02 | seen BKA aug03/jul04 with additional 'Osterman'/'Taubane Teknikk AS' titles; f/n with large 'UAT' titles and without the additional titles SGC 30jun05; l/n NUX 25jun10; t/t 1,976 hours by 01jan13 |
| | RA-06273 | Mi-26T | not known | rgd | 28aug15 | new CofRs issued 24dec20 and 12may23 |
| 34001212502 | RA-06274 | Mi-26T | Rostvertol | mfd | 22sep92 | line # 26-01; rgd 19nov92 |
| | RA-06274 | Mi-26T | Atruvera | rgd | 11jul01 | leased from UralAviaTrans 04may01/04may04; seen in all-white c/s without titles but with a 'Trezhlorni' (?) logo ZIA 28jun02 and BKA 29jun03 |
| | RA-06274 | Mi-26T | Vertikal-T | rgd | 07mar03 ? | |
| | RA-06274 | Mi-26T | United Nations | ph. | 18nov05 | in the DR Congo; opf for MONUC in the DR Congo; in all-white c/s, carried code 'UN-834'; l/n TSH 03jun06 |
| | RA-06274 | Mi-26T | Vertikal-T | DME | 06feb07 | initially in all-white c/s, no titles; l/n as such DME 06feb07; seen KDH 26oct07 in white c/s with blue/red cheatline, additional 'www.vertical-t.ru' titles and the coat-of-arms of Tver; rgd 19nov08 to Aviaremontnaya Baza-XXI; leased to DynCorp (Aust) Pty Ltd for operations in Afghanistan 13nov09/30oct10; t/t 4,051 hours by 01jan13; stored at Tver-Zmeyovo, seen aug12/feb17 |
| | RA-06274 | Mi-26T | Abakan Air | rgd | 03sep20 | in all-white c/s, no titles; f/n Messoyakha 01sep21; l/n Tukhard 05sep21; CofA expired 29oct21; canx 16feb23 as sold abroad |
| | EX-06001(2) | Mi-26T | MAK KG | rgd | 03mar23 | canx between 05sep23 and 26sep23; see c/n 34001212084 |
| | RA-06274 | Mi-26T | Abakan Air | rgd | 13jun23 | |
| 34001212503 | RA-06275 | Mi-26T | United Nations | mfd | 30sep92 | line # 26-02; rgd 19nov92; leased from Rostvertol; operated for UNTAC in Cambodia in 1992/93; in full all-white UN c/s, carried code 'UN 75'; f/n PNH 07sep93 |
| | RA-06275 | Mi-26T | not known | PFO | 24nov01 | in sand/olive drab camo c/s; l/n as such PFO 28aug02; seen PFO 25sep02 with a Russian flag on the fin |
| | RA-06275 | Mi-26T | United Nations | STR | 12apr03 | in full all-white UN c/s; seen with code 'UN-235' STR 12apr03 and with code 'UN 092' FNA 28jul03; l/n in Sierra Leone jun04, code not reported |
| | RA-06275 | Mi-26T | Titan | ph. | 04aug05 | at Karkloof; in all-white c/s with titles; repainted in grey c/s; f/n as such KBL 25jun06, titles not reported |
| | RA-06275 | Mi-26T | Vertikal-T | rgd | 10oct08 | to Lamotek Investments; already mentioned in a technical inspection document 28nov07; leased to the United Nations for operations in Afghanistan 24jul06/30aug10; f/n KDH mar09; t/t 3,082 hours by 01jan13; l/n in Afghanistan 23sep11; stored from dec12 |
| | EW-342TF | Mi-26T | Vertikal-T | Tve | apr14 | registration already mentioned in a customs declaration 31jul13; stored without registration at Tver-Zmeyovo, seen feb17 |
| | RA-06275 | Mi-26T | Vertikal-T ? | rgd | 28may20 | |
| | RA-06275 | Mi-26T | United Nations | JUB | 07jun21 | in full all-white UN c/s, carried code 'UNO-550P'; l/n JUB 16nov22; reported as owned by Abakan Air from 19sep22 |
| 34001212504 | RA-06276 | Mi-26T | Aeroflot | mfd | 31oct92 | line # 26-03; rgd 19nov92; photo in "Aviatsya i Vremya" magazine |
| | RA-06276 | Mi-26T | MChS Rossii | rgd | 14sep00 | last overhaul completed 11sep00; new CofR issued 21mar07; not current on register by aug10 |
| | RA-06276 | Mi-26T | Scorpion | Isd | 06sep00 | operated by MChS Rossii from 21oct10; in white c/s with blue/white/red cheatline; f/n Elefsis 17feb01; l/n as such HER jun06; t/t 2,381 hours by 01jan11; named 'Axos Creta'; f/n as such Souda (Crete) 30jul11; l/n Elefsis 08nov11 |
| | EW-329TF | Mi-26T | Scorpion | ph. | 23oct12 | at Elefsis; based permanently in Greece; in the same c/s as above; named 'Axos Creta'; sat wfu at VOL, seen sep18/sep23 |
| 34001212505 | RA-06075 | Mi-26T | Yenisei | mfd | 1992 | line # 26-04; rgd 29jan97; photo in full c/s exists; canx 11apr02 |
| | "212" yellow | Mi-26TP | MChS Rossii | HTA | 02may03 | opb Siberian Air Group; in full c/s with orange/blue cheatline; w/o 03may03 on a fire-fighting flight in the Chita region when a powerful gust of wind threw the underslung empty VSU-15 "Bambi Bucket" water container backwards and up into the tail rotor, the tailboom broke off and the helicopter crashed in the taiga near Novokruchininski (40 km east of Chita), all 7 crew and 5 passengers killed |
| 34001212506 | RDPL-34069 | Mi-26T | Laos Government | mfd | 27nov92 | line # 26-05; initially in dark green c/s with light blue underside, no titles; l/n as such Ban Sikhai 1995; repainted in grey/green camo c/s, no titles; f/n as such VTE 10mar00; sat wfu at VTE, seen dec12/may19; fuselage cut into pieces by nov19 |
| 34001212507 | "99" yellow | Mi-26T | FSB | mfd | 04dec92 | line # 26-06; opb 1 ottap at Yoshkar-Ola-Danilovo; t/t 420 hours by 2007 |
| | RF-06056 | Mi-26T | FSB | VKT | 05aug09 | opb AvB FSB (formerly 1 ottap) at Yoshkar-Ola-Danilovo; in green/khaki camo c/s with light blue underside, white stripe on rear fuselage; initially also carried code "99" yellow; l/n as such VKT 05aug09; f/n without code and with Russian stars Novosibirsk-Severny 16jan16; l/n Yoshkar-Ola-Danilovo 25sep19 |
| 34001212508 | RA-..... | Mi-26 | Russian AF/AFL c/s | mfd | 1992 | line # 26-07 confirmed; opb 793 otbvp at Kinel-Cherkassy; not flown due to a lack of equipment in the regiment; trf to 44 TsBP i PLS at Torzhok in summer 1994; code "11" yellow assigned, but not painted on; last overhaul completed 25aug04 |
| | "03" blue | Mi-26 | Russian Air Force | Tzk | 17aug05 | opb 344 TsBP i PLS at Torzhok (redesignated filial 4 TsBP i PLS in 2010); in green/khaki camo c/s with light blue underside; l/n with Rostvertol 27dec13 |
| | RF-93527 | Mi-26 | Russian Air Force | Tzk | feb16 | also carried code "05" yellow; opb filial 4 TsBP i PLS at Torzhok; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; took part in the fly-pasts over Moscow 09may20 and 24jun20; titles changed to 'VKS Rossii'; f/n as such Kubinka 16apr21; l/n Kubinka 19aug22 |
| 34001212509 | "100" yellow | Mi-26T | FSB | mfd | 28dec92 | line # 26-08; opb 1 ottap at Yoshkar-Ola-Danilovo; in olive drab/ochre camo c/s with light blue underside, white stripe on rear fuselage; t/t 950 hours by 2007; f/n CSY 09may08; airlifted the hulk of Tu-134A-3 RA-65043 out of GOJ 02feb12; l/n as such Novosibirk-Severny 07dec13; overhauled by NARZ in 2014/15 |
| | RF-06055 | Mi-26T | FSB | IKT | 16apr15 | based at PKC; in olive drab/khaki camo c/s with light blue underside, white stripe on rear fuselage; l/n PKC 20jan24 |
| 34001212510 | RA-06074 | Mi-26T | Aeroflot | mfd | 30jan93 | line # 26-09 |
| | RA-06074 | Mi-26T | Vostok | rgd | 07apr94 | to the Russian Federation; still in full Aeroflot c/s including titles; l/n Khabarovsk-Maly 12may95; operated in Malaysia in 1997 and for China Dragon until 2000; in a Rosoboronexport listing as delivered to the Malaysian Air Force; operated for Heli Aviation Resources Sdn Bhd in Malaysia in 1996 (but it is not known if as RA-06074 or as 09081); severely damaged 19oct96 on a flight with an underslung load of logs (under a contract with Rimbunan Hijau) to Mantan logging base (in the Kapitdisitrict of Sarawak) when was caught by a strong downstream, lost height rapidly and crash-landed 25 km from Mantan, the pilot (Russian Fyodor Kitson) was injured while the 2nd pilot (New Zealander Christopher John Podzhursky) was killed; CofA expired 02nov00; t/t 771 hours by 26mar09; current on on register 11mar22, with the rgd date 07apr94 |
| | 09081 | Mi-26T | Rostvertol | Ror | 25apr99 | in blue/white/light grey c/s with blue/white/red cheatline (basic Rostvertol c/s), no titles; flown by a military crew |
| 34001212511 | not known | Mi-26T | not known | mfd | 31jan93 | line # 26-10; no sightings; possibly might have become 09083, but this is just an assumption without any evidence |
| | RA- | Mi-26TS | MVD Rossii | ZIA | 16aug99 | c/n checked; version painted on as such; only carried the prefix 'RA-'; in red c/s with white cheatline and trim and the badge of the Moscow Fire Department; l/n as such ZIA 17aug99 |
| | RA- | Mi-26T | MVD Rossii | ZIA | 20aug99 | version changed now; in red c/s with white cheatline and trim and the badge of the Moscow Fire Department; handed over (obviously 'on paper') at ZIA 19aug99; l/n ZIA 21aug99; bought by GUVD g. Moskvy from Rostvertol only 23aug99 and handed over by Rostvertol to Aero-Kamov on behalf ofGUVD g. Moskvy 27aug99 |
| | RA-06285 | Mi-26T | MVD Rossii | Lyu | 29jul00 | based at Zhulebino; in red c/s with white cheatline and trim and the badge of the Moscow Fire Department |
| | RA-06285 | Mi-26T | MChS Rossii | rgd | 23apr01 | operated for the Moscow Fire Department, based at Tomilino; still in red c/s with white cheatline and trim and the badge of the Moscow Fire Department; f/n BKA 01jul02; l/n BKA 24aug03; stored at Zhulebino, seen in 2004 |
| | RA-06285 | Mi-26T | Moscow Avn Centre | BKA | 25jun05 | initially based at BKA and after its closure at OSF; initially in basic MChS c/s with a 'Pravitelstvo Moskvy - Moskovski aviatsionny tsentr' (Moscow government - Moscow Aviation Centre) badge; new CofRs issued 17apr10 and 05jul13; t/t 652 hours by 01jan13; l/n in its old colours OSF 03aug21; overhauled by NARZ and repainted in red c/s with blue top of fuselage and white cheatline, with a coat-of-arms of Moscow and badges of the Moscow Aviation Centre and the Moscow GOChSiPB department, no titles; f/n as such OVB 24jan22; l/n in the Moscow region 31aug24 |
| 34001212512 | "44" yellow | Mi-26 | Russian Air Force | mfd | 1993 | line # 27-01; opb 793 otbvp at Kinel-Cherkassy; l/n Berezniki 1994 |
| | "97" red (1) | Mi-26 | Russian Air Force | Tzk | aug12 | opb 325 ovp at Yegorlykskaya from 2000; trf to 344 TsBP i PLS at Torzhok around 2007; stored at Torzhok by 2008/aug12; see c/n 34001212497 |
| | "09" yellow | Mi-26 | Russian Air Force | Tzk | 23mar13 | in olive drab/khaki camo c/s with light grey underside and a 'polar bear' badge below the cockpit on the right side |
| 34001212513 | "45" yellow | Mi-26 | Russian Air Force | mfd | 1993 | line # 27-02; opb 793 otbvp at Kinel-Cherkassy; opb 490 ovp BiU at Tula-Klokovo until dec05; in greyish green/grey camo c/s with light blue underside; f/n TYA jun05; later based at Torzhok |
| 34001212514 | "73" yellow | Mi-26 | Russian Air Force | mfd | 25jun93 | line # 27-03; in olive drab/khaki camo c/s with light blue underside; initially opb 793 otbvp at Kinel-Cherkassy; opb 344 TsBP i PLS at Torzhok aug94/sep94; returned to 793 otbvp at Kinel-Cherkassy oct94; used in the Chechen campaign apr95; arrived by barge at Aksai and air-lifted by a Mi-26 to Rostvertol for overhaul 22sep09; f/n Rostvertol 05oct09; reflown after overhaul around 13dec13; l/n Rostvertol 13dec13, still in its faded old c/s |
| | "06" yellow | Mi-26 | Russian Air Force | Ror | 27dec13 | tie-up from a Torzhok Mi-26 listing; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; l/n Ryazan-Dyagilevo 08aug15 |
| | RF-95568 | Mi-26 | Russian Air Force | ph. | 06aug16 | also carried code "06" yellow; in grey c/s with 'VVS Rossii' titles and Russian stars; f/n Ryazan-Dubrovichi 06aug16; l/n as such Kubinka apr18; titles changed to 'VKS Rossii'; f/n as such Kubinka 04may18; l/n Kubinka aug21 |
| 34001212515 | "74" yellow | Mi-26T | Russian Air Force | mfd | 1992 | line # 27-04; opb 793 otbvp at Kinel-Cherkassy |
| | RF-95569 | Mi-26T | Russian Air Force | Ror | 16mar11 | also carried code "100" blue; last overhaul completed in early 2011; based at Rostov-na-Donu-Tsentralny from early 2011; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; recovered from Mt. Elbrus the wrecks of Mi-8AMTSh "88" blue 27oct11 and of Ka-27PS "23" red 28oct11; l/n with blue code Rostov-na-Donu-Tsentralny 25jan12; code changed to "100" red for a visit of President Putin to Korenovsk 14jun12, seen as such Korenovsk 14jun12 and Rostov-na-Donu-Tsentralny |

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| | | | | | | 18jun12; seen again Rostov-na-Donu-Tsentralny 23nov12 again as "100" blue; l/n Rostov-na-Donu-Tsentralny 06jul15 |
| 34001212516 | "50" yellow | Mi-26 | Russian Air Force | mfd | 1993 | line # 27-05; opb 793 otbvp at Kinel-Cherkassy; in olive drab/khaki camo c/s with light blue underside; stored at Kinel-Cherkassy from around 2005; arrived by barge at Rostvertol for overhaul oct09; reflown after overhaul 06dec13; l/n Rostvertol 13dec13, still in its faded old c/s |
| | "11" yellow | Mi-26 | Russian Air Force | Ror | 27dec13 | tie-up from a Torzhok Mi-26 listing; opb filial 4 TsBP i PLS at Torzhok; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; l/n Kubinka 04apr15 |
| | RF-95570(2) | Mi-26 | Russian Air Force | Kub | apr15 | also carried code "11" yellow; opb filial 4 TsBP i PLS at Torzhok; in grey c/s with 'VVS Rossii' titles and Russian stars; titles changed to 'VKS Rossii'; f/n as such Kubinka 01jul19; l/n Kubinka 19aug22; see c/n 34001212630 |
| 34001212517 | "30" yellow | Mi-26T | Russian MVD/VV | mfd | 1993 | line # 27-06; opb 685 osap on at Rostov-na-Donu-Tsentralny; in green/beige camo c/s with light grey underside, Russian flag on fin and white ring around tailboom; f/n Rostov-na-Donu-Tsentralny 26may07; l/n active Vyazma-Dvoyevka 04jun10; stored at Rostov-na-Donu-Tsentralny, seen aug13 |
| | RF-17556 | Mi-26T | Russian MVD/VV | rgd | 30jun06 | opb 685 osap on at Rostov-na-Donu-Tsentralny; see l/n date above |
| | RF-17556 | Mi-26T | Rosgvardiya | trf | 05apr16 | |
| 34001212518 | "24" yellow | Mi-26T | Russian MVD/VV | mfd | 1993 | line # 27-07; opb 685 osap on at Rostov-na-Donu-Tsentralny; in green/beige camo c/s with light blue underside, Russian flag on fin and white ring around tailboom, but no stars; f/n Rostov-na-Donu-Tsentralny 16sep10; l/n operational Rostov-na-Donu-Tsentralny 01jun11; stored at Rostov-na-Donu-Tsentralny, seen aug12/apr19 |
| | RF-17559 | Mi-26T | Russian MVD/VV | rgd | 18may06 | opb 685 osap on at Rostov-na-Donu-Tsentralny; see l/n date above |
| | RF-17559 | Mi-26T | Rosgvardiya | trf | 05apr16 | |
| 34001212519 | RA | Mi-26T | Aeroflot c/s | mfd | 1993 | line # 27-08; the prefix 'RA' and 'Aeroflot' titles became visible under faded paint jan23 |
| | "25" yellow | Mi-26T | Russian MVD/VV | | | opb 685 osap on at Rostov-na-Donu-Tsentralny; in green/beige camo c/s with light blue underside, a Russian flag on the fin and a white ring around the tailboom, but no stars; f/n Rostov-na-Donu-Tsentralny 25may07; was stored at Rostov-na-Donu-Tsentralny from 26jul07, seen aug12/aug13; flown underslung by Mi-26T RA-06028 in the Rostov region 12oct22; transported by ship on the rivers Don, Volga and Kama to Perm oct22; flown underslung by Mi-26T RA-06085 from Perm via Byngi to Tyumen jan23 (seen at Byngi 17jan23); see below |
| | RF-17557 | Mi-26T | Russian MVD/VV | rgd | 30jun06 | never taken up; see l/n date above |
| | RF-17557 | Mi-26T | Rosgvardiya | trf | 05apr16 | never taken up; offered for sale by auction jul21 |
| | RA-06240 | Mi-26T | UTair | rgd | 29jun22 | |
| 34001212520 | "27" yellow | Mi-26T | Russian MVD/VV | mfd | 1993 | line # 27-09; opb 685 osap on at Rostov-na-Donu-Tsentralny; in green/beige camo c/s with light blue underside, Russian flag on fin and white ring around tailboom, but no stars; f/n Rostov-na-Donu-Tsentralny 05mar11; l/n Rostov-na-Donu-Tsentralny 09nov13 |
| | RF-17551 | Mi-26T | Russian MVD/VV | rgd | 30jun06 | also carried code "27" yellow; opb 685 osap on at Rostov-na-Donu-Tsentralny; in green/beige camo c/s with light blue underside, Russian flag on fin and white ring around tailboom, but no stars; f/n Rostov-na-Donu-Tsentralny 10jun15 |
| | RF-17551 | Mi-26T | Rosgvardiya | trf | 05apr16 | also carried code "27" yellow; opb 685 osap on at Rostov-na-Donu-Tsentralny; f/n Rostov-Tsentralny 07apr19 |
| 34001212521 | "05" yellow | Mi-26 | Russian Air Force | no | reports | line # 27-10; opb 344 TsBP at Torzhok |
| 34001212522 | RA-06279 | Mi-26T | MChS Rossii | mfd | 19mar94 | line # 28-01; rgd 17jul97; opb 136 ovo at Krasnoyarsk-Cheremshanka; initially also carried code "80" blue; f/n ZIA 23aug97; l/n as such SXF 21sep97; canx 03feb99; new CofR issued 04apr03; code changed to "020" orange; f/n as such WAW 01aug03; l/n MRS 04sep03; canx 04mar04 |
| | RF-31215 | Mi-26T | MChS Rossii | Kjc | 17aug05 | opb 235 osae at Krasnoyarsk-Cheremshanka; in full c/s; l/n Krasnoyarsk-Cheremshanka 22aug05 |
| | RF-31124 | Mi-26T | MChS Rossii | Kjc | 20jun06 | opb 235 osae at Krasnoyarsk-Cheremshanka; in full c/s; t/t 1,420 hours by 02feb07; l/n KJA jul13 |
| | RF-31371 | Mi-26T | MChS Rossii | YKS | 30apr15 | in full c/s; l/n Khabarovsk-Tsentralny 20aug20 |
| 34001212523 | RA-06280 | Mi-26T | MChS Rossii | mfd | 19mar94 | line # 28-02; rgd 25dec95; canx 13mar97 as sold to Krechet, but probably only 'on paper'; seen Khabarovsk-Tsentralny 12aug01 still in MChS markings, also carried code "111" orange; seen Manily 05mar05 with large 'EMERCOM' titles |
| | RF-31352 | Mi-26T | MChS Rossii | Khb | 13aug06 | c/n confirmed by tender documents; also carried code "111" orange; in full c/s; registration without hyphen; based at Khabarovsk-Tsentralny; l/n as such Khabarovsk-Tsentralny 30sep07; f/n with the code painted out YKS 09sep08; tender for overhaul published 11dec09, t/t 1,704 hours by then; seen Nogliki 14jul11; l/n OHO 05dec14 |
| | RF-31372 | Mi-26T | MChS Rossii | KHV | 12aug15 | in full c/s; l/n UUS 15feb23 |
| 34001212524 | "91" red (1) | Mi-26T | Russian AF/AFL c/s | mfd | 05apr94 | line # 28-03; opb 325 ovp at Yegorlykskaya since being toc; in full Aeroflot c/s including titles; prefix 'RA-' without number on tailboom; stored at Yegorlykskaya from around 2007; f/n Yegorlykskaya 24sep07; ferried to Rostvertol for overhaul 27oct09 ? |
| | "91" red (1) | Mi-26T | Russian Air Force | Kub | 13apr10 | opb 6974 AvB at Yegorlykskaya; in green/khaki camo c/s with light blue underside; initially without titles and with Red Stars, l/n as such Kubinka 13apr10; seen with 'VVS Rossii' titles and Russian stars Kubinka 04may10; l/n overhead Moscow 09may10 |
| | "99" red | Mi-26T | Russian Air Force | Yel | sep10 | opb 546 AvB at Rostov-na-Donu-Tsentralny from late 2010; in partially faded camo c/s with light blue underside now, the forward and lower fuselage remained in olive drab/khaki camo c/s while the upper fuselage and tailboom turned medium grey/light grey; with Russian stars and 'VVS Rossii' titles; f/n Rostov-na-Donu-Tsentralny 01mar11; l/n Rostov-na-Donu-Tsentralny 14may11 |
| | RF-93132(1) | Mi-26T | Russian Air Force | Roc | 09jun11 | registration painted on in error; also carried code "99" blue; opb 546 AvB at Rostov-na-Donu-Tsentralny; in partially faded camo c/s in two shades each of olive drab and khaki; l/n Rostov-na-Donu-Tsentralny jul11; see c/n 066213 |
| | RF-93098(2) | Mi-26T | Russian Air Force | ph. | 27sep11 | at Chebarkul; also carried code "99" blue; opb 546 AvB at Rostov-na-Donu-Tsentralny; in the same c/s as above, with 'VVS Rossii' titles and Russian stars; t/t 1,775 hours by 27jun12; l/n Rostov-na-Donu-Tsentralny 08jul15; see c/n 066213 |
| 34001212525 | "92" red | Mi-26T | Russian AF/AFL c/s | mfd | 1995 ? | line # 28-04; opb 325 ovp at Yegorlykskaya since being toc; in full Aeroflot c/s including titles; prefix 'RA-' without number on tailboom; w/o 02dec01 when suffered dual engine failure and crashed on the outskirts of the stanitsa (cossack village) Stoderevskaya (Stavropol region), 1 of the 5 crew (the commander) killed and some others as well as some of the 12 passengers injured |
| 34001212526 | "26" yellow | Mi-26T | Russian MVD/VV | mfd | 25may94 | line # 28-05; opb 685 osap on at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, Russian flag on fin and white ring around tailboom, but no stars; f/n Rostov-na-Donu-Tsentralny 15feb11; l/n Rostov-na-Donu-Tsentralny dec14, flying |
| | RF-17558 | Mi-26T | Russian MVD/VV | rgd | 30jun06 | also carried code "26" yellow; opb 685 osap on at Rostov-na-Donu-Tsentralny; overhaul completed 01mar07, t/t 847 hours by then; in olive drab/khaki camo c/s with light blue underside, Russian flag on fin and white ring around the tailboom, but no stars; f/n oct15 |
| | RF-17558 | Mi-26T | Rosgvardiya | trf | 05apr16 | overhauled in 2020; also carried code "01" yellow; in olive drab/khaki camo c/s with light blue underside, Russian stars and a white ring around the tailboom; f/n Rostov-na-Donu-Tsentralny 07sep20; l/n 18oct21 location unknown |
| 34001212527 | "31" yellow | Mi-26T | Russian MVD/VV | mfd | 30jun94 | line # 28-06; opb 685 osap on at Rostov-na-Donu-Tsentralny; overhaul completed 26aug04, t/t 661 hours by then; in olive drab/beige camo c/s with light grey underside, Russian flag on fin and white ring around the tailboom; f/n Rostov-na-Donu-Tsentralny 26may07; stored at Rostov-na-Donu-Tsentralny, seen aug12/aug13 |
| | RF-17550 | Mi-26T | Russian MVD/VV | rgd | 30jun06 | opb 685 osap on at Rostov-na-Donu-Tsentralny; not taken up |
| | RF-17550 | Mi-26T | Rosgvardiya | trf | 05apr16 | opb 685 osap on at Rostov-na-Donu-Tsentralny; initially also carried code "31" yellow; initially in faded olive drab/beige camo c/s with light grey underside, Russian flag on fin and white ring around tailboom; test-flown as such after overhaul 15/17jul20; repainted in olive drab/khaki camo c/s with light blue underside, white ring around tailboom and Russian stars and code changed to "02" yellow; f/n as such with Rostvertol 04aug20; l/n Rostov-na-Donu-Tsentralny 17jan22 |
| 34001212528 ? | -- | Mi-26 | | | | line # 28-07; became export c/n 066211, see there |
| 34001212529 ? | -- | Mi-26 | | | | line # 28-08; became export c/n 066212, see there |
| 34001212530 ? | -- | Mi-26 | | | | line # 28-09; became export c/n 066213, see there |
| 34001212600 ? | -- | Mi-26 | | | | line # 28-10; became export c/n 066214, see there |
| 34001212601 ? | -- | Mi-26 | | | | line # 29-01; became export c/n 066215, see there |
| 34001212602 ? | -- | Mi-26T | | | | line # 29-02; became export c/n 066216, see there |
| 34001212603 | RA-06282 | Mi-26T | MChS Rossii | mfd | 04nov95 | line # 29-03; see export c/n 066217; rgd 09apr99; also carried code "005" orange; last overhaul completed 24apr02; f/n DME 17aug02 |
| | "005" orange | Mi-26T | MChS Rossii | CEQ | aug03 | c/n not confirmed; no 'RA-' or 'RF-' registration carried; opb 235 osae at Krasnoyarsk-Cheremshanka; l/n Krasnoyarsk-Cheremshanka 30oct03 |
| | RF-31005 | Mi-26T | MChS Rossii | Vla | 16aug05 | c/n confirmed; opb 172 osae at Vladimir-Dobrynskoye |
| | RF-32821 | Mi-26T | MChS Rossii | ZIA | 30jun06 | c/n checked on plates and in cockpit as 34001212603, but some assemblies carried 066217, see there; opb 172 osae at Vladimir-Dobrynskoye; tender for overhaul published 25dec07, t/t 1,875 hours by then; airlifted Tu-134A-3 RA-65144 from LED to the MChS Rossii training range at Rybatskoye 16apr09; named 'Vasili Merkulov', f/n as such ZIA 18aug09; used to transport bodies from the crash site of Polish Air Force Tu-154M '101' at Smolensk to DME 10apr10; l/n ZIA 25sep24 |
| 34001212604 | RA-06860 | Mi-26T | MChS Rossii | mfd | 04feb95 | line # 29-04 ?; c/n and line # not confirmed; c/n not given in the incident report (was supposed to end in 609 or 613); the mfd is for RA-06860; opb the Far Eastern Regional Centre |
| | RA- | Mi-26T | MChS Rossii | | photo | at Beringovski; identity reported as RA-06860, but only the prefix was painted on; also carried code "110" orange; in full c/s |
| | "110" orange | Mi-26T | MChS Rossii | TV | 03mar01 | at Chukotka; seen VVO 26aug04; shown on TV at Manily (Kamchatka) 11mar05 with large 'Emercom' titles |
| | RF-31110 | Mi-26T | MChS Rossii | Khb | 13aug05 | c/n not confirmed; also carried code "110" orange; registration without hyphen; opb 171 osae at Khabarovsk-Tsentralny; l/n PKC 01may06 |
| | RF-31351 | Mi-26T | MChS Rossii | TSN | 24may08 | opb 171 osae at Khabarovsk-Tsentralny from 2004; in full c/s; destroyed 04jul14 while being refuelled at Khabarovsk-Tsentralny when caught fire and burnt out within 7 minutes, 1 person was injured |
| 34001212605 | "93" red (1) | Mi-26TZ | Russian Air Force | mfd | 15dec95 | line # 29-05; toc 04jul96; opb 325 otbvp at Yegorlykskaya until 2004; overhauled by Rostvertol 18nov04/26aug05 |
| | "04" blue | Mi-26TZ | Russian Air Force | Khb | 03jun06 | opb 825 otbvp (redesignated 6986 AvB) at Khabarovsk-Garovka from 12dec05; in olive drab/khaki camo c/s with light blue underside; l/n Khabarovsk-Garovka dec16 |
| 34001212606 | "07" yellow | Mi-26 | Russian Air Force | mfd | 1996 | line # 29-06; initially opb 344 TsBP i PLS at Torzhok; opb 490 ovp BiU at Tula-Klokovo in 2000/dec05; later opb 344 TsBP i PLS at Torzhok; in olive drab/khaki camo c/s with light grey underside; f/n Torzhok |

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| | | | | | | 17aug05; l/n with Red Stars and without titles ZIA 23aug09; received 'VVS Rossii' titles and Russian stars; f/n as such Kubinka 09may10; l/n Torzhok 28jun14 |
| 34001212607 | "94" red (1) | Mi-26TZ | Russian Air Force | mfd | 1996 | line # 29-07; opb 325 ovp (later redesignated 6974 AvB) at Yegorlykskaya from being toc; in olive drab/khaki camo c/s with light grey underside; no overhaul yet; probably this is the one seen on German TV operating in Dagestan 12aug99; stored at Yegorlykskaya by spring 2010 |
| | "91" red (2) | Mi-26TZ | Russian Air Force | Yel | aug10 | left Yegorlykskaya for Rostov-na-Donu-Tsentralny aug10, ostensibly for overhaul, but seen just stored with Rostvertol nov11/mar16; see c/n 34001212524 |
| | RF-93100(2) | Mi-26TZ | Russian Air Force | Ror | 31mar18 | in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars; trf to 39 vp at Dzhankoi and code changed to "91" blue; f/n as such Dzhankoi 01jun19; l/n Il-Soletsk 26sep19; see c/n 34001212497 |
| 34001212608 | "10" yellow | Mi-26T | Russian Air Force | mfd | 1996 | line # 29-08; in olive drab/khaki camo c/s with light grey underside; f/n Torzhok 17aug05; seen Torzhok mar12, paint fading; l/n at an unknown location jun14, even further faded paint |
| 34001212609 | -- | Mi-26TM | | mfd | 04jul97 | line # 29-09; became export c/n 071217, see there |
| 34001212610 | "95" red (1) | Mi-26 | Russian Air Force | mfd | 1998 | line # 29-10; opb 325 ovp (later redesignated 6974 AvB) at Yegorlykskaya from being toc; in olive drab/khaki camo c/s with light grey underside; reportedly offered for sale feb99 with t/t 50 hours, mfd given as 1992 (but this c/n cannot have been built in 1992); stored at Yegorlykskaya by spring 2010 |
| | "96" red (2) | Mi-26 | Russian Air Force | Yel | jul10 | relocated to Rostov-na-Donu-Tsentralny after dec10, f/n there 09nov11; ferried to Rostvertol for overhaul 20sep13; l/n Rostvertol 31jan15 |
| | "96" blue | Mi-26 | Russian Air Force | Ror | 14feb15 | in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/f after overhaul 14feb15 |
| | RF-93099 | Mi-26 | Russian Air Force | Ror | may16 | also carried code "96" blue; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n in the Moscow region 2020 |
| 34001212611 | RA-06288 | Mi-26T | SNK | mfd | 04dec00 | line # 30-01; rgd 19dec00; bought by future Chukotka governor Roman Abramovich via Sibirskaya Neftyanaya Kompaniya and operated for him by Vertikal-T; based at Anadyr; used in Abramovich's election campaign |
| | RA-06288 | Mi-26T | Polartrans | rgd | 12mar02 | canx 20jul05 |
| | ER-MCV | Mi-26T | Pecotox Air | rgd | 16aug05 | f/n KIV aug05; used to lift Tu-134A-3 ER-65036 to its resting place as a monument at Chisinau 11sep05; l/n KIV 16feb06; current in nov06 fleet list; rgd 16jun06 to Cargo Helicopter Group Ltd. of the Seychelles; current on register by 31may07 |
| | ER-MCV | Mi-26T | Artic Group | ph. | 14aug07 | seen fire-fighting in Greece; seen KIV 22oct07 without titles and SKG 29jul08 again with titles |
| | ER-MCV | Mi-26T | Pecotox Air | KDH | 01mar09 | in white/red c/s, no titles; reported KDH 25may09 as Artic Group, but photoproof welcome; w/o 14jul09 on a flight with an external cargo from the British military camp "Bastion" to Sangin (Helmand province of Afghanistan) when was shot down by Taliban with a DShK heavy machine gun while on approach to the helipad at Sangin (62 km north-east of "Bastion"), the bullets hit the tailboom which came off, the helicopter crashed into a house and exploded, all 6 crew and 2 persons on the ground killed |
| 34001212612 | RA-06293 | Mi-26T | MChS Rossii | mfd | 17dec03 | line # 30-02 |
| | RA-06293 | Mi-26T | Rostvertol-Avia | rgd | 30jul04 | f/n INN 07jul05 |
| | RA-06293 | Mi-26T | UTair | ph. | 31may07 | at Stroganovka |
| | RA-06293 | Mi-26T | Rostvertol-Avia | rgd | 21mar08 | seen Rostvertol 26sep09 with additional 'Scorpion' titles; seen AER 27oct09 without additional titles; t/t 2,838 hours by 01jan13; l/n in the Samara region 12aug16 |
| | RA-06293 | Mi-26T | UTair | Tjp | 27may21 | in white c/s with black exhaust areas, initially with titles; l/n as such TOX 30may21; the titles were removed; f/n as such GSV 21feb23; canx 14mar23 as trf to the experimental aviation register |
| | RA-06293 | Mi-26T | not known | rgd | 09jun23 | CofA expired 17dec23 |
| 34001212613 | no reg | Mi-26T2 | Rostvertol | Ror | 17nov21 | line # 30-03; construction started in 2003, but was not completed before 2021; f/n 17nov21, test-flying at the factory; in grey c/s without markings |
| | RF-32820 | Mi-26T2 | MChS Rossii | Ror | 20jul22 | opb Krasnoyarski kompleksny ASTs at Krasnoyarsk-Cheremshanka; in full c/s; h/o dec22; l/n in the Rostov region 10dec22 |
| 34001212614 | 06299 | Mi-26T | Rostvertol-Avia | mfd | 05dec06 | line # 30-04; in white c/s with blue top and red/white/blue cheatline, no titles; f/n Verkhnekolvinsk 05may07; underwent trials at Istres around 06/20nov07; l/n ARW 22nov07 |
| | RA-06299 | Mi-26T | Rostvertol-Avia | rgd | 30nov07 | in white c/s with blue top and red/white/blue cheatline, with titles; f/n Novy Vasyugan 07jul08; new CofR issued 25mar10; t/t 1,500 hours by 01jan13; l/n MJZ 15jun15; current on register 13sep17 |
| | RA-06299 | Mi-26T | United Nations | UFA | 08may17 | in full all-white UN c/s; l/n without UN code UFA 08may17; f/n with code 'UNO-551P' in Africa 09aug17; l/n as such JUB 28jan18 |
| | RA-06299 | Mi-26T | not known | SGC | 31jul21 | in all-white c/s, no titles; l/n SGC 25sep22 |
| 34001212615 | RA-06291 | Mi-26T | MChS Rossii | mfd | 10feb04 | line # 30-05; rgd 04mar04; named 'Aleksei Semenkov' after the Soviet Air Force captain who transported the document of the unconditional surrender of Nazi Germany with his Li-2 from Berlin to Moscow 09may45 and later rose to become First Deputy Minister of Civil Aviation of the USSR and Deputy Chairman of the State Aviation Supervisory Board of the USSR; f/n BKA 26aug04; on a flight from Lausanne to Warsaw 12aug09 a precautionary landing was made at Eggenfelden (50 km east of MUC) following engine trouble, the helicopter awaited a new engine plus all the tools, filling 50 % of the ramp, with the small biergarten doing probably its best business ever until it departed 06sep09; l/n ODS sep10 |
| | RF-32822 | Mi-26T | MChS Rossii | Ure | 23aug11 | in full c/s; named 'Aleksei Semenkov'; t/t 1,454 hours by 14dec11; airlifted Tu-134AK RA-65604 underslung from GOJ to CKL 25jan13; airlifted a Mi-6 hulk underslung from ZIA to Chornoye 14may21; reported aug22; l/n ZIA 22sep23 |
| 34001212616 | "081" white | Mi-26T | Rostvertol | mfd | 20jul06 | line # 30-06; trials started feb06; tie-up not confirmed, but very likely; in a camo c/s of 3 shades of grey, no markings apart from the code; seen BKA 02dec06; the report of EV-0681 at Rostvertol 09oct06 is probably for "081" white, in fact |
| | EV-0681 | Mi-26T | Venezuelan Army | h/o | 26jan07 | in a camo c/s of 3 shades of grey, with 'Ejército de Venezuela' titles; landed in St. Petersburg harbour 05dec06 (the serial was carried at least on the nose); left St. Petersburg on board of a ship 27dec06 and arrived at Puerto Cabello 13jan07; handed over 26jan07; f/n in Venezuela 03feb07 at La Carlota; l/n operational La Carlota 26oct14; stored at La Carlota, seen feb23/mar23; was expected to become 00861, but this did not happen by 2023 |
| 34001212617 | EBV-07103 | Mi-26T | Venezuelan Army | mfd | 29feb08 | line # 30-07; seen LED 29feb08 on delivery from Rostov-na-Donu for shipping on to Venezuela; f/n in Venezuela 02may08 at La Carlota; l/n operational La Carlota 26oct14; stored at La Carlota, seen feb23/mar23; was expected to become 10073, but this did not happen by 2023 |
| 34001212618 | EBV-07104 | Mi-26T | Venezuelan Army | mfd | 29feb08 | line # 30-08; seen LED 29feb08/05mar08 on delivery from Rostov-na-Donu for shipping on to Venezuela; landed in St. Petersburg harbour 05mar08; f/n in Venezuela 02may08 at La Carlota; l/n operational La Carlota 26oct14; stored at La Carlota, seen feb23/mar23; was expected to become 10074, but this did not happen by 2023 |
| 34001212619 | 11001 | Mi-26TS | Rostvertol | mfd | 27jun07 | line # 30-09; export CofA issued 21aug07; handed over at the Rostvertol factory 03sep07; in orange red c/s with white trim and Russian flag on fin, titles taped over; ferried from Rostov-na-Donu to HRB 03/09sep07 |
| | B-7802 | Mi-26TS | Flying Dragon | HRB | 09sep07 | initially leased for 3 years, but bought may08; in orange red c/s with white trim, titles in Chinese only plus logo on fin; rgd 10sep07; was for maintenance at Rostvertol jan09, registration given in the Russian customs data base as again '11001'; l/n Zhengzhou-Xinzheng 09apr24, active |
| 34001212620 | "620" black | Mi-26TS | Rostvertol | f/f | jun09 ? | line # 30-10; in orange c/s with light grey underside and red/blue cheatline, no titles, Russian flag on fin; export CofA dated 19jun09; f/n Rostov-na-Donu-Severny 02jul09 |
| | B-7803 | Mi-26TS | Qingdao Helicopter | rgd | 20jun09 | Qingdao Helicopter Aviation Co. Ltd.; in orange c/s with light grey underside and red/blue cheatline, titles in Chinese only plus logo on fin; d/d jul09; f/n HLD 14jul09; l/n Dali 15sep21; still in a CAAC listing 18dec18 |
| 34001212621 | no reg | Mi-26TS | primer | Ror | 02jul09 | line # 31-01; incomplete fuselage only by jul09; seen flying at Rostvertol 21aug10, in red c/s with white cheatline and trim, no markings apart from Russian flag on fin; export CofA issued 24sep10 |
| | B-7807 | Mi-26TS | Flying Dragon | Ror | 12oct10 | owned by Lectern Aviation Supplies Co. Ltd.; handed over 12oct10; in orange red c/s with white cheatline and trim, initially no markings apart from Russian flag on fin; l/n as such OMS 15oct10; titles in Chinese only plus logo on fin; l/n TSN 05nov24 |
| 34001212622 | no reg | Mi-26TS | Rostvertol | f/f | oct15 | line # 31-02; construction started in the early 1990s, fuselage seen on the assembly line jul09/apr11; in grey c/s without any markings; f/n flying at Rostvertol 23oct15; ferried from MVZ im. Milya to Zhukovski 21dec15 |
| | "622" black | Mi-26TS | Rostvertol | ZIA | 24dec15 | in grey c/s, no markings apart from code; code painted on 23dec15; painted in red c/s with white trim; seen Rostvertol 04/05may16, test-flying with the titles and the Chinese registration taped over; seen again without code Rostvertol 05may16 |
| | B-70FW | Mi-26TS | Flying Dragon | rgd | 17jun16 | owned by Lectern Aviation Supplies Co. Ltd.; in red c/s with white trim; left Rostvertol for China 25jun16; seen OVB 28jun16, titles still taped over; seen with registration 14oct19, operational; l/n Jinan-Xueye 03oct24 |
| 34001212623 | no reg | Mi-26T | Rostvertol-Avia | f/f | jan13 | line # 31-03; construction started in 1995, seen on the assembly line apr11; first ground test of engines and power train 05jan13; initially in grey c/s, no titles; l/n as such Rostvertol 28feb13; repainted in full c/s; f/n as such Rostvertol 14may13; l/n Rostvertol 31may13 |
| | RA-06255 | Mi-26T | Rostvertol-Avia | Ror | 11jul13 | registration painted on at Rostvertol 11jul13; l/n Yoshkar-Ola-Danilovo 21apr15 |
| | RA-06255 | Mi-26T | Skol | rgd | 30mar15 | in basic Rostvertol-Avia c/s with own titles; f/n Protozanovo 27sep19; l/n UFA 21jul21 |
| | RA-06255 | Mi-26T | no titles | ph. | oct22 | at Pama (Burkina Faso); in white c/s with black exhaust areas; canx 13feb23 as sold abroad |
| | BF2225 | Mi-26T | Burkina Faso AF | ph. | jan23 | at Pama (Burkina Faso); in white c/s with black exhaust areas, with roundels; l/n OUA 23mar23 |
| 34001212624 | RA-06272 | Mi-26TS | Rostvertol-Avia ? | rgd | 30aug19 | line # 31-04; construction started in the early 1990s, seen in grey c/s without registration on the assembly line apr11/jan13 |
| | RA-06272 | Mi-26T | Aero-d ? | rgd | 28mar22 | canx 24aug22 as trf to the experimental aviation register |
| | 06272 | Mi-26T | not known | UFA | 30aug22 | in white c/s with black exhaust areas, no titles; version painted on as 'Mi-26T' |
| | RA-06272 | Mi-26T | not known | rgd | 22nov22 | canx 02jun23 as trf to a foreign register |
| | EX-06003(2) | Mi-26TS | MAK KG | rgd | 05apr23 | in white c/s with black exhaust areas, no titles; on a photo at Gbaran (Nigeria) in summer 2023; current on register 21may24; see c/n 34001212106 |
| 34001212625 | "05" blue | Mi-26 | Russian Air Force | Ror | 21oct11 | line # 31-05; seen without code on the assembly line 08apr11; opb AvGr 6983 AvB at Khabarovsk-Tsentralny; in medium grey c/s, with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom; handed over at Rostvertol 25oct11; l/n Khabarovsk-Tsentralny 23jan14 |
| | RF-06154 | Mi-26 | Russian Air Force | ph. | sep14 | in the Khabarovsk region; also carried code "05" blue; l/n 26aug16 location unknown |
| 34001212626 | "06" blue | Mi-26 | Russian Air Force | Ror | 28oct11 | line # 31-06; seen in primer on the assembly line 08apr11; f/n flying 18aug11, already painted up but without any markings; opb AvGr 6983 AvB at Khabarovsk-Tsentralny; in grey c/s with 'VVS Rossii' titles |

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| | | | | | | and Russian stars, had just 'RF-' on the tailboom; handed over at Rostvertol 25oct11; l/n operational Khabarovsk-Tsentralny 12aug12; stored at Khabarovsk-Tsentralny, seen aug16 |
| 34001212627 | "01" yellow | Mi-26 | Russian Air Force | f/f | 23nov11 ? | line # 31-07; seen without markings 23nov11; mfd 04dec11; opb 48 AvB at Uprun; in grey c/s with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom; f/n as such Rostvertol 24dec11; l/n Samara-Bobrovka 13feb13 |
| | RF-36019 | Mi-26 | Russian Air Force | ph. | may13 | also carried code "01" yellow; opb 48 AvB AA at Uprun; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n SVX early 2020OVB sep19 |
| 34001212628 | "02" yellow | Mi-26 | Russian Air Force | f/f | 17dec11 | line # 31-08; opb 48 AvB AA at Uprun; in grey c/s, with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom; f/n Rostvertol 24dec11; l/n Chelyabinsk-Shagol mar13 |
| | RF-36018 | Mi-26 | Russian Air Force | Aru | 30jul13 | also carried code "02" yellow; opb 48 AvB AA at Uprun; l/n OVB may19 |
| 34001212629 | "88" blue | Mi-26 | Russian Air Force | f/f | jan12 | line # 31-09; in grey c/s with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom; handed over 31mar12 or 01apr12; f/n Rostvertol 18may12; l/n Rostvertol 19aug12 |
| | RF-95571(2) | Mi-26 | Russian Air Force | Roc | may13 | also carried code "88" blue; opb 546 AvB at Rostov-na-Donu-Tsentralny; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Rostvertol 01jul14; see c/n 066211 |
| | RF-06152 | Mi-26 | Russian Air Force | ph. | 04dec14 | also carried code "88" blue; opb 546 AvB at Rostov-na-Donu-Tsentralny; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Rostov-na-Donu-Tsentralny 2021 active in faded c/s |
| 34001212630 | "87" blue | Mi-26 | Russian Air Force | f/f | 18may12 | line # 31-10; mfd 20jun12; in grey c/s with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom; ferried from Rostvertol to Rostov-na-Donu-Tsentralny 28jun12; f/n ZIA 06aug12; l/n ZIA 12aug12 |
| | RF-95570(1) | Mi-26 | Russian Air Force | Ror | 26dec12 | also carried code "87" blue; opb 546 AvB at Rostov-na-Donu-Tsentralny; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Rostvertol 01jul14; see c/n 34001212514 |
| | RF-06153 | Mi-26 | Russian Air Force | Roc | dec14 | also carried code "87" blue; opb 546 AvB at Rostov-na-Donu-Tsentralny; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Rostov-na-Donu-Tsentralny 08jul15 |
| 34001212631 | no code | Mi-26 | Russian Air Force | f/f | 06sep12 | line # 32-01; seen without markings 13sep12, left the paintshop 23oct12; in grey c/s with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom |
| | "07" blue | Mi-26 | Russian Air Force | YKS | 08apr14 | opb AvGr 6983 AvB at Khabarovsk-Tsentralny from 13dec12; in grey c/s with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom |
| | RF-06801 | Mi-26 | Russian Air Force | ph. | 21sep14 | at Shumshu Island; also carried code "07" blue; opb AvGr 6983 AvB at Khabarovsk-Tsentralny; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Tsugop 12sep18 |
| 34001212632 | no code | Mi-26 | Russian Air Force | f/f | 05nov12 | line # 32-02; seen without markings 03nov12; first 'real' flight 06nov12 |
| | "08" blue | Mi-26 | Russian Air Force | Ror | 24nov12 | code probably painted on in error, see below |
| | "10" blue | Mi-26 | Russian Air Force | Ror | 04dec12 | opb AvGr 6983 AvB at Khabarovsk-Tsentralny; in grey c/s, with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom; l/n YKS 08apr14 |
| | RF-06802 | Mi-26 | Russian Air Force | Khb | 06jun14 | also carried code "10" blue; opb AvGr 6983 AvB at Khabarovsk-Tsentralny; in grey c/s with 'VVS Rossii' titles and Russian stars |
| 34001212633 | no code | Mi-26 | Russian Air Force | f/f | 29nov12 | line # 32-03; seen without markings at Rostvertol 25/29nov12 |
| | "03" yellow | Mi-26 | Russian Air Force | Ror | 17dec12 | f/f reported as 03dec12, so the tie-up of either this line or the line above is not correct; mfd 14dec12; opb 48 AvB AA at Uprun; in grey c/s, with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom; l/n Azovskaya apr13 |
| | RF-36020 | Mi-26 | Russian Air Force | PEE | 14jun13 | also carried code "03" yellow; opb 48 AvB AA at Uprun; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n YKS jan19 |
| 34001212634 | no code | Mi-26 | Russian Air Force | f/f | 04dec12 | or 16dec12 ?; line # 32-04; seen without markings at Rostvertol 04/16dec12; mfd 23dec12 (or handed over 23dec12 ?) |
| | "04" yellow | Mi-26 | Russian Air Force | Ror | 21dec12 | opb 48 AvB AA at Uprun; in grey c/s, with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom; left Rostvertol 25jan13; l/n Azovskaya apr13 |
| | RF-36021 | Mi-26 | Russian Air Force | Roc | 25aug13 | also carried code "04" yellow; opb 48 AvB AA at Uprun; in grey c/s, with 'VVS Rossii' titles and Russian stars; l/n in the Novosibirsk region jun19 |
| 34001212635 | no code | Mi-26 | Russian Air Force | f/f | 24apr13 ? | line # 32-05; c/n checked; seen without markings 24apr/14may13; repainted in grey c/s with 'VVS Rossii' titles and Russian stars 24/27may13, had just 'RF-' on the tailboom; seen as such Rostvertol 27may13 |
| | "53" white | Mi-26 | Russian Air Force | Ror | 31may13 | opb 15 brigada AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; handed over 18jun13; l/n Kubinka 02apr14 |
| | RF-06806 | Mi-26 | Russian Air Force | Roc | 26apr15 | also carried code "53" white; opb 15 brigada AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Pogonovo 17jun17 |
| 34001212636 | no code | Mi-26 | Russian Air Force | r/o | 16jul13 | line # 32-06; f/f 25jul13; seen without markings at Rostvertol 17/27jul13; repainted in dark grey c/s; f/n as such Rostvertol 22aug13 |
| | "54" white | Mi-26 | Russian Air Force | h/o | 06nov13 | opb 15 brigada AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Ostrov-Veretye 25dec13; l/n Kubinka 02apr14 |
| | RF-06805 | Mi-26 | Russian Air Force | ARH | 10jul15 | also carried code "54" white; opb 15 brigada AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n as such Pushkin 09may17; code changed to "54" yellow and titles to 'VKS Rossii'; f/n as such Kubinka 05may21; took part in the fly-past over Moscow 07may22 |
| 34001212637 | no code | Mi-26 | Russian Air Force | f/f | sep13 | line # 32-07; seen on the assembly line 22aug13; seen without markings at Rostvertol 28sep13; f/n in grey c/s with 'VVS Rossii' titles and Russian stars 30oct13; left Rostvertol 30oct13 |
| | "55" white | Mi-26 | Russian Air Force | h/o | 06nov13 | opb 15 brigada AA at Ostrov-Veretye |
| | RF-06804 | Mi-26 | Russian Air Force | ph. | may14 | also carried code "55" white; opb 15 brigada AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n as such over St. Petersburg 18apr19; titles changed to 'VKS Rossii'; f/n as such 26jun20, flying |
| 34001212638 | no code | Mi-26 | Russian Air Force | f/f | 21nov13 | line # 32-08; seen on the assembly line 22aug13; seen without markings at Rostvertol 21/27nov13 |
| | "56" white | Mi-26 | Russian Air Force | h/o | dec13 | opb 15 brigada AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Ostrov-Veretye 25dec13 |
| | RF-06803 | Mi-26 | Russian Air Force | LED | 26may14 | also carried code "56" white; opb 15 brigada AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n as such over St. Petersburg 09may19; titles changed to 'VKS Rossii'; f/n as such over St. Petersburg 05sep20; seen GOJ aug21 now coded "56" yellow and still in grey c/s |
| 34001212639 | no code | Mi-26 | Russian Air Force | f/f | 16mar14 | line # 32-09; seen without markings at Rostvertol 16/18mar14 |
| | "80" red | Mi-26 | Russian Air Force | Ror | 30mar14 | based at Olenegorsk; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; probably later based at OVB; l/n OVB 06sep18 |
| | RF-13455 | Mi-26 | Russian Air Force | OVB | 20mar19 | also carried code "80" red; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; seen SXV aug19 |
| 34001212640 | no code | Mi-26 | Russian Air Force | f/f | 01apr14 | line # 32-10; seen in grey primer without markings at Rostvertol 01apr14; painted in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n as such (but still without code) at Rostvertol 01jul14 |
| | "81" red | Mi-26 | Russian Air Force | Ror | 22aug14 | based at Olenegorsk; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; l/n IKS 08apr17 |
| 34001212641 | "82" red | Mi-26 | Russian Air Force | mfd | 2014 | line # 33-01; based at Olenegorsk; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n YKS 18jan15; l/n IKS 08apr17 |
| | RF-13454 | Mi-26 | Russian Air Force | OVB | 30aug18 | also carried code "82" red; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n ABA jul21 |
| 34001212642 | no serial | Mi-26T2 | Rostvertol | f/f | 11feb15 | line # 33-02; the second Mi-26T2 from series-production; in sand/yellow camo c/s with light blue underside; seen at Rostvertol 11feb15/18mar15 without any markings whatsoever |
| | "903" black | Mi-26T2 | Rostvertol | Ror | 09apr15 | in identical c/s as above, no markings apart from serial and Russian flag on fin |
| | 06807 | Mi-26T2 | Rostvertol | EFL | 08jun15 | c/n not confirmed; in the same c/s as above, no markings apart from serial and Russian flag on fin; ferried from Rostvertol via CFU and EFL to QLD 07/09jun15 |
| | SL-24 | Mi-26T2 | Algerian Air Force | ph. | feb16 | c/n not confirmed, but in identical sand/yellow camo c/s as on early 2015 photos, with light blue underside and titles in Arab and English; f/n Biskra feb16 |
| 34001212643 | no serial | Mi-26T2 | Rostvertol | f/f | 25dec14 | line # 33-03; the first Mi-26T2 from series-production; in sand/yellow camo c/s with light blue underside; seen at Rostvertol 25dec14/18mar15 without any markings whatsoever |
| | "902" black | Mi-26T2 | Rostvertol | Ror | 26mar15 | in identical c/s as above, no markings apart from serial and Russian flag on fin; l/n Rostov-na-Donu-Tsentralny 09apr15 |
| | 06808 | Mi-26T2 | Rostvertol | EFL | 08jun15 | c/n not confirmed; in the same c/s as above, no markings apart from serial and Russian flag on fin; ferried from Rostvertol via CFU and EFL to QLD 07/09jun15 |
| | SL-22 | Mi-26T2 | Algerian Air Force | ph. | feb16 | c/n not confirmed, but in identical sand/yellow camo c/s as on dec14 photos, with light blue underside and titles in Arab and English; f/n Biskra feb16 |
| 34001212644 | 06809(1) | Mi-26T2 | Rostvertol | f/f | 24jul15 | line # 33-04; c/n confirmed; in sand/yellow camo c/s with light blue underside, Algerian markings taped over; f/n Rostvertol 21aug15; seen Bataisk 07nov15; ferried via CFU 22nov15; see RF-06809 c/n 34001212655 |
| | SL-32 | Mi-26T2 | Algerian Air Force | ph. | 2016 | c/n not confirmed; opb 15 RHTL; in sand/yellow camo c/s with light blue underside and titles in Arab and English; l/n Biskra 22mar22 |
| 34001212645 | 06810 | Mi-26T2 | Rostvertol | Ror | 21aug15 | line # 33-05; c/n confirmed; seen in grey primer without markings on the assembly line 01jul14; in sand/yellow camo c/s with light blue underside, Algerian markings taped over; l/n Rostvertol 17sep15; ferried via CFU 22nov15 |
| | SL-34 | Mi-26T2 | Algerian Air Force | ph. | 27feb20 | c/n not confirmed, but in identical sand/yellow camo c/s as '06810' with light blue underside and titles in Arab and English; opb 15 RHTL; f/n Biskra 27feb20; l/n Tamanrasset 16dec24 |
| 34001212646 | 06811 | Mi-26T2 | Rostvertol | Ror | 20mar16 | line # 33-06; in sand/yellow camo c/s with light blue underside, no markings apart from serial and Russian flag on fin; l/n Rostvertol 19apr16 |
| | SL-42 | Mi-26T2 | Algerian Air Force | ph. | jun23 | c/n not confirmed, but suggested by the c/s; opb 15 RHTL; in sand/yellow camo c/s with light blue underside and titles in Arab and English |
| 34001212647 | 06812 | Mi-26T2 | Rostvertol | Ror | 16mar16 | line # 33-07; in sand/yellow camo c/s with light blue underside, Algerian markings taped over; l/n Rostvertol 05may16 |
| | SL-44 | Mi-26T2 | Algerian Air Force | ph. | jan17 | c/n not confirmed, but suggested by the c/s; opb 15 RHTL; in sand/yellow camo c/s with light blue underside and titles in Arab and English; l/n aug22 |
| 34001212648 | RF-13381 | Mi-26 | Russian Air Force | f/f | 29mar18 | line # 33-08 ?; also carried code "79" white (outlined in red); opb 15 brigada AA at Ostrov-Veretye; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; later modified with a new defence system "Vitebsk"; seen on Kotelny island apr21; l/n apr23 |
| 34001212649 | "80" white | Mi-26 | Russian Air Force | h/o | mar17 | line # 33-09; opb 15 brigada AA |
| | RF-13382 | Mi-26 | Russian Air Force | Kub | 04apr17 | also carried code "80" white (outlined in red); opb 15 brigada AA, detached to Levashovo; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n Kubinka |

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| | | | | | | 07may17; arrived at Rostvertol 16aug17 for conversion, to be modified with the new defence system "Vitebsk" |
| | "80" yellow | Mi-26T2V | Russian Air Force | Ror | feb21 | the second prototype of this modernised military version; in faded olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; named 'Fyodor Prokopenko' after a distinguished Soviet fighter pilot of WWII and one of the first Soviet military helicopter pilots |
| | RF-13382 | Mi-26T2V | Russian Air Force | ph. | 05may21 | also carried code "80" yellow; in faded olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars; named 'Fyodor Prokopenko'; l/n Voronezh-Baltimor feb22 |
| 34001212650 | 06813 | Mi-26T2 | Rostvertol | f/f | jul16 | line # 33-10; seen in light grey primer without markings at Rostvertol 08jun16; later in sand/yellow camo c/s with light blue underside, Algerian markings taped over; ferried via TZX and Italy 30/31jan17 |
| | SL-48 | Mi-26T2 | Algerian Air Force | ph. | oct19 | opb 15 RHTL; in sand/yellow camo c/s with light blue underside and titles in Arab and English; l/n oct22 |
| 34001212651 | 06814 | Mi-26T2 | Rostvertol | f/f | 2016 | line # 34-01; in sand/yellow camo c/s with light blue underside, Algerian markings taped over; ferried via TZX and Italy 30/31jan17 |
| | SL-51 | Mi-26T2 | Algerian Air Force | ph. | 11aug21 | c/n not confirmed; opb 410 HTL; in sand/yellow camo c/s with light blue underside and titles in Arab and English; l/n aug22 |
| 34001212652 | 06815 | Mi-26T2 | Rostvertol | ph. | 27apr17 | line # 34-02, c/n and line # confirmed; seen in light grey primer without markings on the assembly line 23aug16; later in sand/yellow camo c/s with light blue underside, Algerian markings taped over; f/n Bataisk 27apr17; probably ferried after late apr17 |
| | SL-55 | Mi-26T2 | Algerian Air Force | ph. | 16aug21 | opb 15 RHTL; in sand/yellow camo c/s with light blue underside and titles in Arab and English |
| 34001212653 | 06816 | Mi-26T2 | Rostvertol | Ror | 23mar17 | line # 34-03; in sand/yellow camo c/s with light blue underside, Algerian markings taped over; probably ferried after late apr17 |
| | SL-58 | Mi-26T2 | Algerian Air Force | ph. | 23aug21 | opb 15 RHTL; in sand/yellow camo c/s with light blue underside and titles in Arab and English; l/n 01nov24 in the flypast over Algiers |
| 34001212654 | "70" red | Mi-26 | Russian Air Force | Ror | oct16 | line # 34-04; arctic version; seen in light grey primer without markings on the assembly line 23aug16; opb 33 otsap at Levashovo from oct16; in orange c/s with blue cheatline and trim, with Russian stars but no titles, had just 'RF-' on the tailboom; l/n over Arkhangelsk jan18 |
| | RF-04419 | Mi-26 | Russian Air Force | Lev | 12aug18 | also carried code "70" red; in orange c/s with blue cheatline and trim, with 'VKS Rossii' titles and Russian stars; l/n jul22, active |
| 34001212655 | "71" red | Mi-26 | Russian Air Force | Ror | 02oct19 | line # 34-05; arctic version; in orange c/s with dark blue cheatline and trim, with Russian stars; had just 'RF-' on the tailboom; left Rostvertol 02oct19; opb 33 otsap at Levashovo; l/n Levashovo jan20 |
| | RF-06809(2) | Mi-26 | Russian Air Force | Pus | jan21 | also carried code "71" red; opb 33 otsap at Levashovo; in orange c/s with dark blue cheatline and trim, with 'VKS Rossii' titles and Russian stars; l/n feb21; see c/n 34001212644 |
| 34001212711 | 06817 | Mi-26T2 | Rostvertol | EFL | 18sep17 | line # 34-06; in sand/yellow camo c/s with light blue underside, Algerian markings taped over; ferried via EFL 18sep17 |
| | SL-62 | Mi-26T2 | Algerian Air Force | ph. | 2021 | opb 15 RHTL; in sand/yellow camo c/s with light blue underside and titles in Arab and English |
| 34001212712 | 06818 | Mi-26T2 | Rostvertol | EFL | 18sep17 | line # 34-07; in sand/yellow camo c/s with light blue underside, Algerian markings taped over; ferried via EFL 18sep17 |
| | SL-66 | Mi-26T2 | Algerian Air Force | ph. | 29mar18 | c/n confirmed; opb 15 RHTL; in sand/yellow camo c/s with light blue underside and titles in Arab and English; f/n Chlef 29mar18; took part in the fly-past over Algiers 05jul22 |
| 34001212714 | "85" blue | Mi-26 | Russian Air Force | Ror | 08jun17 | line # 34-08; seen in grey primer without any markings whatsoever Rostvertol 01jun17; f/f 01jun17 ?; opb 18 brigada AA at Khabarovsk-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; arrived at Khabarovsk-Tsentralny 03aug17 |
| | "11" blue | Mi-26 | Russian Air Force | Khb | 15aug18 | opb 18 brigada AA at Khabarovsk-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom |
| | RF-13657 | Mi-26 | Russian Air Force | ph. | 29jan19 | also carried code "11" blue; opb 18 brigada AA at Khabarovsk-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n in Yakutia sep23 |
| 34001212715 | "12" blue | Mi-26 | Russian Air Force | Ror | 11oct17 | line # 34-09; opb 18 brigada AA at Khabarovsk-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; handed over 17oct17; seen on its ferry flight at OVB 31oct17; l/n 15feb18 |
| | RF-13658 | Mi-26 | Russian Air Force | Khb | 29apr20 | also carried code "12" blue; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles, Russian stars and an orange-and-black St. George's ribbon; l/n in the Kharkiv region sep22 |
| 340012127.. | 06819 | Mi-26T2 | Rostvertol | f/f | oct17 | line # 34-10; in sand/green/brown/olive drab/black camo c/s; initially no markings apart from serial; f/n Rostvertol 14oct17; later received a large falcon on the forward fuselage and a Jordanian flag on the fin; arrived as such at ADJ 17jan18 |
| | 701 | Mi-26T2 | Jordanian AF | no | reports | opb 7 Sqn at ADJ # line number confirmed |
| | 2601 | Mi-26T2 | Jordanian AF | ADJ | 08may18 | opb 26 Sqn at ADJ; in sand/green/brown/olive drab/black camo c/s with a large falcon on the forward fuselage; still carried the registration '06819' when seen Zarqa jun18 and AQJ 06mar19; f/n without the test registration LCA 21jul23; l/n RHO 30jul23 |
| 340012127.. | 06820 | Mi-26T2 | Rostvertol | f/f | dec17 | line # 35-01; in grey c/s; f/n Rostvertol 28dec17; seen Rostvertol 17dec18; arrived at ADJ 26dec18 |
| | 2602 | Mi-26T2 | Jordanian AF | RHO | 09aug22 | carried the small black serial '2602' in Arab digits on the rear fuselage and still the large white serial '06820' on the tailboom; in grey c/s with roundels, no titles; took part in fire-fighting on Rhodes island aug22 |
| 34001212725 | 06821 | Mi-26T2 | Rostvertol | f/f | nov17 | line # 35-02; initially in grey primer without registration; seen flying as such nov17; in sand/yellow camo c/s with light blue underside, Algerian markings taped over; f/n as such but still without registration Rostvertol 30nov17; f/n with registration Rostvertol 21dec17 |
| | SL-69 | Mi-26T2 | Algerian Air Force | ph. | jan20 | opb 15 RHTL; in sand/yellow camo c/s with light blue underside and titles in Arab and English; c/n checked Biskra 22mar22 |
| 34001212726 | 06822 | Mi-26T2 | Rostvertol | Ror | 22dec17 | line # 35-03; in sand/yellow camo c/s with light blue underside, Algerian markings taped over |
| | SL-72 | Mi-26T2 | Algerian Air Force | ph. | jan20 | opb 15 RHTL; in sand/yellow camo c/s with light blue underside and titles in Arab and English; c/n checked Laghouat 25jan24 |
| 34001212727 ? | 06823 | Mi-26T2 | Rostvertol | f/f | 27jan18 | line # 35-04; in grey c/s, no markings apart from serial and Russian flag on fin; seen Rostvertol 07mar19; ferried via RHO 26dec19; for the Jordanian AF |
| | 2603 | Mi-26T2 | Jordanian AF | LCA | 21aug24 | in grey c/s; also carried the red code '65' (probably for fire-fighting) |
| 34001212728 ? | 06824 | Mi-26T2 | Rostvertol | f/f | mar18 | line # 35-05; in grey c/s, no markings apart from serial and Russian flag on fin; seen Rostvertol 17dec18/17jun19; ferried via RHO 26dec19 |
| | 06824 | Mi-26T2 | Jordanian AF | LCA | 21jul23 | in grey c/s, no markings apart from serial and Jordanian flag on fin (was expected to become '2604'); l/n RHO 30jul23 |

## ***Mi-26T2V built by Rostvertol at Rostov-na-Donu-Severny from 2021 onwards***

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| 34090509010 | "910" white | Mi-26T2V | Russian Air Force | Kub | 24aug21 | line # 01-01; already seen in grey primer without serial on the assembly line in 2021; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars, had just 'RF-' on the tailboom |
| | "80" blue | Mi-26T2V | Russian Air Force | Kub | 19aug22 | in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; c/n checked Kubinka 24aug22 |
| 34090509011 ? | --- | Mi-26T2V | | | | line # 01-02; seen in grey primer without serial on the assembly line jul21 |
| 34090509012 ? | --- | Mi-26T2V | | | | line # 01-03; seen in grey primer without serial on the assembly line jul21 |

## ***Mi-26 with export numbers***

The export numbers consist of the Aviaexport country code (223 for India, 226 for Iraq and 066 for an unidentified country) and a three-digit sequential number starting with 201. (Interesting is that the entire c/n block ending in 200/299 is not used in the normal c/n sequence). Some Mi-26s, however, did not get exported due to a number of reasons (e.g. UN sanctions) or returned to Russia, and they entered the Soviet/Russian Federation register with their export numbers. Remarkable is that the export helicopters built from 2006 received normal construction numbers and no export numbers.

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| 223 201 | Z2897 | Mi-26 | Indian Air Force | mfd | 22mar86 | c/n 34001212056, line # 07-05; d/d may86; opb 126 Heli Flight at Chandigarh; carried code 'A'; sent for overhaul to Russia sep98; f/n IXC may99; seen with Rostvertol 12jun06; overhaul completed 31jul06; l/n operational Hindon 08oct07; t/t 2,215 hours by 26mar09; wfu aug14; stored at Arakkonam, seen oct20/feb22; to be overhauled in India starting in 2024 |
| 223 202 | Z2898 | Mi-26 | Indian Air Force | mfd | 09sep85 | c/n 34001212058, line # 07-07; d/d may86; opb 126 Heli Flight at Chandigarh; carried code 'B'; returned from overhaul in Russia dec98; f/n IXC 12jan00; overhaul completed 19aug05; l/n operational IXC 02feb09; t/t 2,168 hours by 26mar09; wfu sep13; stored at Arakkonam, seen oct20/feb22; to be overhauled in India starting in 2024 |
| 223 203 | Z3075 | Mi-26 | Indian Air Force | mfd | 15oct88 | c/n probably 34001212170 and line # 14-09; d/d feb89; opb 126 Heli Flight at Chandigarh; carried code 'C'; f/n IXC 15feb05; overhaul completed 02may07; t/t 899 hours by 26mar09; l/n active 13mar14; wfu in 2017; stored at Arakkonam, seen oct20/feb22; to be overhauled in India starting in 2024 |
| 223 204 | Z3076 | Mi-26 | Indian Air Force | mfd | nov88 | c/n probably 34001212171, line # 14-10 confirmed; d/d feb89; opb 126 Heli Flight at Chandigarh; carried code 'D'; f/n DXB nov00; last overhaul completed mar08; l/n IXC 01feb09; w/o 14dec10 on a cargo flight from Satwari to the Reasi district (with railway track laying machinery on board) when the counterfeit KAU-140 lateral channel control system (which had been installed two days before) failed while the helicopter was climbing out so that the helicopter banked to the left, the main rotor collided with the ground 50 metres from the runway and the helicopter broke up and came to rest on its left side, all 5 crew members and 4 passengers were injured; t/t 1,815 hours and 2,994 cycles |
| 226 205 | CCCP-06180 | Mi-26 | MAP Moscow | mfd | 31jan90 | c/n probably 34001212172 and line # 15-01; was originally built for Iraqi Army Aviation; rgd 12dec91 |
| | RA-06180 | Mi-26 | Aeroflot | Lyu | 01sep93 | l/n Lyubertsy 05sep93 |
| | RA-06180 | Mi-26 | Osterman Sweden | Lyu | 24may94 | |
| | RA-06180 | Mi-26 | Mi-Avia | Tml | 04jul94 | |
| | RA-06180 | Mi-26 | TyumenAviaTrans | rgd | 15mar00 | |
| | RA-06180 | Mi-26 | United Nations | JMY | 25may01 | in all-white c/s, carried code 'UN-091'; seen TSH 23aug05 with code '835'; l/n FBM 19oct06 |
| | RA-06180 | Mi-26T | UTair | rgd | 21jan03 | in white c/s with grey belly; f/n NOJ 19jul07; l/n active TOX 21aug08; t/t 4,199 hours; stored at Tyumen-Plekhanovo, seen aug09/jun22; new CofR issued 24may16 |
| 226 206 | CCCP-06110 | Mi-26T | MRP NPO "Vzlyot" | mfd | 25jan90 | c/n probably 34001212173 and line # 15-02; was originally built for Iraqi Army Aviation; rgd 16aug91 |
| | RA-06110 | Mi-26T | NPO "Vzlyot" | rgd | 19sep96 | sold to Technomart, then resold to Aerospace Technology and Consulting Corp. and finally to the Indonesian airline Skycrane; canx 11apr97 as to Malaysia (was intended for the Malaysian Air Force) |

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| | LZ-MOA | Mi-26T | Scorpion Air | rgd | unknown | operated on behalf of Galaxy Technical Service Ltd. for Rimbunan Hijau; w/o 20mar00 on a timber hauling flight near Belaga (53 miles from Kapit in the Landja region of Sarawak, Malaysia) when broke up at a height of some 100-120 metres while on approach to drop its load and crashed, 2 of the 4 crew killed and both survivors seriously injured; t/t 281 hours 30 minutes |
| 226 207 | CCCP-06111 | Mi-26T | MRP NPO "Vzlyot" | mfd | 25sep89 | c/n probably 34001212324 and line # 17-07; was originally built for Iraqi Army Aviation; rgd 16aug91 |
| | RA-06111 | Mi-26T | MVZ im. Milya | ph. | nov94 | at Tatranská Lomnica, no titles; leased to Air Transport Europe; canx 11apr97 as to Malaysia (was intended for the Malaysian Air Force) |
| | LZ-MOB | Mi-26T | Scorpion Air | rgd | unknown | owned by R.H. Skycrane SDN BHD; probably operated in Malaysia; canx 30jan07; t/t 445 hours by 26mar09 |
| 226 208 | CCCP-29109 | Mi-26T | MAP Rostov VPO | mfd | 05feb90 | not a Mi-26TS !; c/n probably 34001212325 and line # 17-08; was originally built for Iraqi Army Aviation; in Aeroflot c/s; rgd 16aug91; f/n Lyubertsy 09jun92; l/n SXF 21jun92, version painted on as such |
| | ROSS-29109 | Mi-25T | Rostvertol | ZIA | 16aug92 | prefix 'ROSSIYA'; in basic 'blue' Aeroflot c/s with own titles, version painted on as such |
| | CCCP-29109 | Mi-26T | United Nations | PNH | nov93 | operated by Rostvertol for UNTAC; in all-white c/s with small 'Rostvertol' titles on the upper rear fuselage and the code 'UN 09' left of the entry door, no 'United Nations' titles (photo proof of version, prefix, code and titles) |
| | RA-29109 | Mi-26T | Rostvertol | ZIA | 24aug95 | a demonstrator for Rostvertol; in all-white c/s, no titles, version on painted as such |
| | RA-29109 | Mi-26T | VertolService | ph. | 23aug96 | yellow logo with 'VertolService' titles still visible by aug10 |
| | RA-29109 | Mi-26T | PANKh | rgd | 13feb97 | to Rostvertol; in light grey c/s with 'PANH' and 'Rostvertol' titles; suffered structural damage during a hard landing, making a repair economically not viable; t/t 960 hours; CofA expired 17feb98; seen at the Rostvertol factory 18aug99; the hulk without cockpit sat at Rostvertol, seen may10/aug10, and was probably scrapped later; the cockpit was fitted with the avionics of the Mi-26T2 and presented at various exhibitions |
| 226 209 | CCCP-06181 | Mi-26 | MAP MVZ im. Milya | mfd | 05feb90 | c/n probably 34001212326 and line # 17-09; was originally built for Iraqi Army Aviation; rgd 12dec91 |
| | RA-06181 | Mi-26 | Mi-Avia | ph. | 30nov92 | at Västra Götaland (Sweden); leased by the power company Vattenfall via Osterman Helicopter; in basic 'blue' Aeroflot c/s with additional 'Osterman Sweden' and 'Vattenfall' titles; seen at Borås (Sweden) 09jul93; l/n as such in MVZ im. Milya 11may94 |
| | RA-06181 | Mi-26 | TyumenAviaTrans | rgd | 11jan00 | |
| | RA-06181 | Mi-26T | UTair | rgd | 21jan03 | |
| | RA-06181 | Mi-26T | United Nations | BUX | 20jul03 | leased from UTair; in full all-white UN c/s; seen BUX 20jul03 with code 'UN835'; seen in the DR Congo 18aug04 with code 'UN836'; seen FIH 01nov06, code not reported; an undated photo shows it with code 'UN092' |
| | RA-06181 | Mi-26T | UTair | rgd | 27dec07 | in white c/s with grey belly; f/n SGC 28jun08; CofA expired 05feb09; t/t 4,200 hours and 4,659 cycles by 01jan10; stored at Tyumen-Plekhanovo (awaiting overhaul), seen aug09/oct21 |
| 226 210 | CCCP-29112 | Mi-26TS | MAP Rostov VPO | mfd | 19jul90 | c/n probably 34001212407 and line # 18-07; was originally built for Iraqi Army Aviation; rgd 16aug91; in 'blue' Aeroflot c/s |
| | CCCP-29112 | Mi-26TS | United Nations | PNH | 02sep92 | carried code 'UN-950' |
| | RA-29112 | Mi-26TS | Rostvertol | DXB | 09nov95 | damaged 31dec93 on a positioning flight to Somalia when part of a main rotor blade came off in-flight and the helicopter made an emergency landing at Trabzon (Turkey); l/n DXB jan98 |
| | RA-29112 | Mi-26TS | Nutshell | trf | 24sep02 | f/n LEI nov98; l/n BKK 03dec99, en route to Medan |
| | RA-29112 | Mi-26TS | Heavy Copter | DYU | nov02 | l/n HER 28aug03 |
| | RA-29112 | Mi-26TS | Vertikal-T | KRT | 17jan06 | opf AUCFC (African Union Cease Fire Commission) at El Fasher (Sudan) in 2005; in all-white c/s with small 'AUCFC' titles (no 'Vertikal-T' titles); l/n as such KRT 17jan06; l/n KBL jun06; w/o 02dec06 on a flight from Kandahar to Tarin Kowt (Uruzgan province) when the weather deteriorated, the crew flew below minimum safe altitude in bad visibility (heavy snowfall) and the helicopter crashed at a height of 2,600 metres into a mountain slope 32.4 km from Tarin Kowt, all 8 crew killed; t/t 3,228 hours and 2,441 cycles; canx 31may07 |
| 066 211 | "75" yellow | Mi-26 | Russian Air Force | Ror | 05oct09 | c/n probably 34001212528, line # 28-07 confirmed; was originally built for export; d/d 1994; opb 793 otbvp at Kinel-Cherkassy; in olive drab/khaki camo c/s with light blue underside; arrived by barge at Aksai for rework oct09, air-lifted to Rostvertol by Mi-26 RA-06293 05oct09; test-flown after rework 10oct12, still in its old c/s |
| | "01" yellow | Mi-26 | Russian Air Force | Ror | 23dec12 | in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; already seen without serial Rostvertol 23oct12 |
| | RF-95571(1) | Mi-26 | Russian Air Force | Kub | 29apr13 | also carried code "01" yellow; opb filial 4 TsBP i PLS at Torzhok; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Kubinka 21may16; see c/n 34001212629 |
| 066 212 | "76" yellow | Mi-26 | Russian Air Force | mfd | 1994 | c/n probably 34001212529, line # 28-08 confirmed; was originally built for export; d/d 1995; opb 793 otbvp at Kinel-Cherkassy; in olive drab/khaki camo c/s with light blue underside; under overhaul with Rostvertol by apr11 |
| | "04" yellow | Mi-26 | Russian Air Force | Ror | 25jan13 | in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; ferried to Torzhok 04feb13 |
| | RF-95572 | Mi-26 | Russian Air Force | Kub | 27apr13 | also carried code "04" yellow; opb filial 4 TsBP i PLS at Torzhok; in the same c/s as above; l/n Ryazan-Dubrovichi 04aug18; titles changed to 'VKS Rossii'; f/n as such Kubinka aug20; l/n Kubinka 25mar21 |
| 066 213 | "77" yellow | Mi-26 | Russian Air Force | mfd | 25aug94 | c/n probably 34001212530, line # 28-09 confirmed; was originally built for export; d/d 1995; opb 793 otbvp at Kinel-Cherkassy; ferried to Rostvertol for overhaul in 2005 |
| | "83" red (2) | Mi-26 | Russian Air Force | rgd | 30jun09 | overhauled in 2009; opb 6974 AvB at Yegorlykskaya from 2009; in green/khaki camo c/s with light blue underside; f/n Yegorlykskaya 31mar10 |
| | "93" red (2) | Mi-26 | Russian Air Force | rgd | 30sep10 | opb 546 AvB at Rostov-na-Donu-Tsentralny from late 2010; f/n Yegorlykskaya sep10 |
| | RF-93098(1) | Mi-26 | Russian Air Force | no | reports | registration painted on in error; opb 546 AvB at Rostov-na-Donu-Tsentralny; see c/n 34001212524 |
| | RF-93132(2) | Mi-26 | Russian Air Force | Roc | 26sep11 | also carried code "93" blue; opb 546 AvB at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s (with several parts being in rather grey tones) with light blue underside, with 'VVS Rossii' titles and Russian stars; t/t 1,885 hours by 27jun12; l/n in the Krasnodar region 27sep19; see c/n 34001212524 |
| 066 214 | "78" yellow | Mi-26 | Russian Air Force | d/d | 1994 | c/n probably 34001212600, line # 28-10 confirmed; was originally built for export; opb 793 otbvp at Kinel-Cherkassy; in olive drab/khaki camo c/s with light blue underside; arrived by barge at Aksai for overhaul oct09, air-lifted to Rostvertol by Mi-26 RA-06293 05oct09, l/n there aug12; overhauled by Rostvertol starting in 2013 |
| | RF-95573 | Mi-26 | Russian Air Force | Kub | 28apr14 | also carried code "03" yellow; opb filial 4 TsBP i PLS at Torzhok; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Kubinka 10sep16; titles changed to 'VKS Rossii'; f/n as such Ryazan-Dyagilevo 21aug21 |
| 066 215 | "23" yellow | Mi-26T | Russian MVD/VV | mfd | 1995 | c/n probably 34001212601 and line # probably 29-01; was originally built for export; opb 685 osap on at Rostov-na-Donu-Tsentralny; in green/beige camo c/s with light grey underside, Russian flag on fin and white ring around tailboom; f/n Rostov-na-Donu-Tsentralny 26may07; l/n operational Rostov-na-Donu-Tsentralny aug11; stored at Rostov-na-Donu-Tsentralny, seen aug12/aug13 |
| | RF-17560 | Mi-26T | Russian MVD/VV | rgd | 18may06 | opb 14 oae at Mozdok; see l/n date above |
| | RF-17560 | Mi-26T | Rosgvardiya | trf | 05apr16 | |
| 066 216 | ".." yellow | Mi-26T | Russian MVD/VV | mfd | 1994 | c/n probably 34001212602 and line # probably 29-02; was originally built for export; opb 685 osap on at Rostov-na-Donu-Tsentralny; w/o 25sep99 on a resupply mission for Russian ground troops at Botlikh (Dagestan) with 5 tonnes of artillery rounds on board when approached the landing site too fast in turbulent air, the tail rotor touched the ground, the tailboom broke off, the helicopter rolled over onto its right side and caught fire, the artillery rounds detonated and the helicopter was completely destroyed, all crew and passengers escaped with minor injuries, possibly the helicopter had been hit by small arms fire from the ground during the landing |
| 066 217 | -- | Mi-26 | | | | c/n 34001212603, line # 29-03; was originally built for export; entered service in Russia under its c/n 34001212603, see there; 066217 could still be found on some assemblies of the helicopter by aug10 |
| 071 217 | HL9261 | Mi-26TM | Samsung | mfd | 14jul97 | c/n 34001212609, line # 29-09; handed over 13sep97; f/n SSN 27oct98; l/n GMP 09mar04, active |
| | RA-06295 | Mi-26TS | MChS Rossii | rgd | 06jul04 | |
| | RA-06295 | Mi-26TS | Scorpion | rgd | 07may07 | operated by MChS Rossii from 21oct10; f/n fire-fighting in Greece aug07; t/t 1,871 hours by 01jan11; l/n SOF 30jan12 |
| | EW-330TF | Mi-26TS | Scorpion | BBU | 16may12 | in white c/s with orange and blue trim, no titles; named 'Heraklio'; l/n Tanagra 06nov16 |
| 400 828 | RA-06242 | Mi-26T | not known | rgd | 06mar23 | what kind of c/n is this - does it indicate a version, or is it a fake - though official - c/n ?; canx 16jun23 as trf to the experimental aviation register |
| | 06242 | Mi-26T | not known | UFA | 20sep23 | in white c/s with black exhaust areas, no titles (the overpainted prefix 'RA-' was still visible) |

## ***Mi-26s with unknown c/ns***

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | "03" yellow | Mi-26 | Russian Air Force | Kub | 1994 | opb 344 TsBP i PLS at Torzhok; underwent trials as a medevac helicopter; in olive drab/khaki camo c/s with light blue underside, carried a large Red Cross behind the code |
| | RA-03 | Mi-26 | Russian Air Force | AAQ | sep96 | also carried code "03" yellow; in olive drab/khaki camo c/s with light blue underside, carried a large Red Cross behind the code |
| --- | RA-04 | Mi-26 | Russian Air Force | | photo | at Tula-Klokovo; also carried code "04"; was not based at Tula-Klokovo |
| --- | RA-05 | Mi-26T | Aeroflot | Vls | 1998 | in full 'blue' c/s with titles, but probably operated by a branch of the military |
| --- | RA-06 | Mi-26 | Russian Air Force | AAQ | sep96 | in white c/s with black exhaust areas; no markings apart from the 'registration' and a Russian flag on the nose ('UN' titles and UN code overpainted); had probably been used by UNTAC in Cambodia |
| --- | 06088 | Mi-26TM | Aeroflot | f/f | 15oct93 | flying crane version, featuring a gondola for the cargo hook operator under the rear loading ramp; there is a photo in full Aeroflot c/s with an overpainted 'CCCP-' prefix visible and the version painted on as just 'Mi-26T' |
| --- | CCCP-06118 | Mi-26 | no titles | | photo | registration on the Soviet/RF register as a Mi-8 1986/2003 !; in light grey c/s with blue cheatline |
| --- | RA-06134 | Mi-26 | not reported | Lyu | 23aug95 | sighting correct ?, registration on the Russian register as a Mi-8 by 1985/2003 ! |
| --- | RA-06137 | Mi-26 | United Nations | HGS | 21may01 | sighting correct ?, registration on the Russian register as a Mi-8 by 1980/2003 !; |
| --- | RA-21604 | Mi-26 | MChS Rossii | no | reports | opb 235 osae at Krasnoyarsk-Cheremshanka; serviced by Alrosa |
| --- | 09083 | Mi-26T | Rostvertol | Ror | 25apr99 | possibly c/n 34001212511, but that is just an assumption (may alternatively have become LZ-MOA or LZ-MOB); in blue/white/light grey c/s with blue/white/red cheatline (basic Rostvertol c/s), no titles; flown by a military crew |
| --- | "11" yellow | Mi-26 | Soviet Air Force | | | photo at Khodynka in 1989; possibly c/n 34001212047 |
| --- | "55" white | Mi-26 | Belarus Air Force | Kob | 03oct95 | opb 65 tbvb at Kobrin; l/n Kobrin 25aug96 |
| --- | "82" white | Mi-26 | Belarus Air Force | Kob | jul03 | derelict; was opb 65 tbvb at Kobrin; in green/khaki camo c/s with light blue underside; was later dismantled and carried by rail to an unknown destination |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| --- | | "26" blue | Mi-26 | Russian Air Force | Tzk | 01nov05 | opb 696 iivp 344 TsBP at Torzhok |
| --- | | "43" yellow | Mi-26 | Soviet Air Force | | aug88 | at Mogocha (Transbaikalian Defence District); the wheel chocks were marked 203813 but this is hardly the c/n |
| --- | | "44" yellow | Mi-26 | Russian Air Force | NSK | 13may95 | opb 50 otae at Norilsk; in olive drab/khaki camo c/s with light grey underside; seen NSK 13may95 |
| 34001200705 | ? | "48" red | Mi-26 | Soviet Air Force | | photo | c/n cannot be correct |
| --- | | "51" yellow | Mi-26 | Soviet Air Force | no | reports | opb 793 otbvp at Telavi; w/o 24jun87 on a support flight for 283 iad from Mikha-Tskhakaya to Vaziani (carrying technicians and equipment) when the ball-point bearing of the transmission for the tail rotor failed 20 minutes into the flight, the helicopter went out of control and crashed near Oli (Kutaisi district of Georgia), 4 of the 5 crew and all 13 passengers plus a child on the ground killed |
| --- | | "58" yellow(1) | Mi-26 | Soviet Air Force | ph. | ca 2000 | in olive drab/khaki camo c/s with light blue underside; used as a ground instructional airframe by Kirovskoye VATU at Kirov; probably scrapped in mid-2000s |
| --- | | "61" | Mi-26 | FSB | | photo | in olive drab/khaki camo c/s with light grey underside, white stripe on rear fuselage |
| --- | | "68" yellow | Mi-26 | Russian Air Force | Ovn | 2010 | in olive drab/khaki camo c/s with light grey underside; the hulk sat in NARZ at Novosibirsk-Severny, with the code looking on the left side rather like "60" yellow (either this was due to fading, or "60" yellow was a later code), l/n feb15, will probably be scrapped |
| --- | | "93" red | Mi-26 | Russian Air Force | Ovn | 29jul96 | most probably not 34001212157 as reported before, but might be c/n 34001212037 although the code of that one was reported as "93" yellow and this one as "93" red |
| --- | | "11" yellow | Mi-26 | Kazakh Air Force | DMB | 04may15 | in olive drab/khaki camo c/s with light grey undersides; stored without rotors at DMB, seen may15/may19 |
| --- | | "38" yellow | Mi-26 | Kazakh Air Force | trf | 1992 | opb military unit 14157 at Taraz; in olive drab/khaki camo c/s with light grey underside; stored at Taraz, seen jun13 |
| --- | | "64" black(1) | Mi-26 | United Nations | Kai | 14may97 | with standard window configuration; opb Ukrainian Army Aviation; in full all-white UN c/s; seen without UN code Novy Kalyniv 14may97 and 17aug97; seen with the code '160' on the nose IEV 27aug97 and Konotop jul98 (without rotors) |
| --- | | "79" red | Mi-26 | Uzbek Air Force | | photo | in olive drab/khaki camo c/s with light grey underside, Red Stars painted out; sat wfu at Chirchik, l/n jun19 |
| --- | | 9T-MIM/15 | Mi-26 | DR Congo Air Force | FIH | 15mar01 | l/n FBM sep05, operational; see f/n date next line |
| | | 9T-HM15 | Mi-26 | DR Congo Air Force | BKY | 07jul05 | ex 9T-MIM/15 ?, see l/n date above; reported as having been delivered in 2005; in green/grey camo c/s with medium blue underside; l/n FBM 12jun12 |
| --- | | not known | Mi-26 | Indian Air Force ? | | | in olive drab/khaki camo c/s; reportedly damaged beyond repair by a hurricane (blown over ?) at Chandigarh in 1998; a Mi-26 hulk lying on its right side was seen at Chandigarh (approximately at N30.66249 E76.80355) feb09, at which point in time all four Indian Mi-26s were still operational - 'A' was away, but seen in the years afterwards while the other three 'B', 'C' and 'D' were on the main ramp (photo-proof of all 3), the hulk was not visible on Google Earth may11 - was one of the original 4 Indian Mi-26s (perhaps Z2897 'A') damaged and replaced by a new one with the same serial ?, some reports suggest that the engines and other valuable equipment from the damaged one were installed into a new fuselage which retained the identity of the damaged one |
| --- | | 381 | Mi-26 | North Korean AF | ph. | aug23 | possibly c/n 34001212481 (otherwise either c/n 34001212436, 34001212476 or 34001212487); repainted in light greyish green/dark greyish green 'splinter' camo c/s with light blue underside; l/n Pakcheng-East 02aug24 |
| --- | | 387 | Mi-26 | North Korean AF | ph. | 27jul13 | possibly c/n 34001212487 (otherwise either c/n 34001212436, 34001212476 or 34001212481); based at Pukchang; took part in the fly-past above Pyongyang 27jul13 |
| --- | | not known | Mi-26 | United Nations | PNH | may92 | operated for UNTAC, probably leased from the Belarussian Air Force; in full all-white UN c/s with a small unreadable registration on the fin, carried code 'UN 256' |
| --- | | not known | Mi-26 | Soviet Air Force | | | opb 793 otbvp at Telavi; damaged (probably beyond repair) 11dec88 on a training flight to a helipad of limited size at Kvareli at night when came in too fast, failed to go around, slowed down too much on finals, entered vortex-ring mode, came down hard and rolled over onto its right side, the tailboom broke off 2 of the 4 crew members (among them the pilot, Major Georgi Tolbatovski) were killed |
| --- | | not known | Mi-26 | Soviet AF/PVO | | | opb 50 otae 22 d PVO at Norilsk-Alykel; damaged 24jan90 when both engines stalled while the helicopter was hovering at a height of 6 metres after take-off, the helicopter came down hard and suffered substantial damage, the crew (pilot: Captain A.A. Kovalyov) escaped |
| --- | | not known | Mi-26 | Soviet Air Force | | | based at Chirchik; written off 19jul91 on a cargo flight when the generator of the right engine caught fire some 50 minutes into the flight, the fire could not be extinguished, the helicopter made a forced landing at Chirchik, bounced 3 times and burnt out, all crew members (pilot: 1st Lieutenant S.V. Bezrukov) managed to leave the burning helicopter in time |
| --- | | not known | Mi-26 | Soviet Air Force | | | written off probably 15aug91 (date to be confirmed) on a flight with officers from the air defence command of the Central Asian Military District on board when an engine caught fire while the helicopter was flying at a height of 2,100 metres near Balkhash in the direction of Ayaguz, the pilot intented to make an emergency landing at Balkhash, but the fire could not be extinguished and the helicopter made a forced landing 50 km east of Balkhash and burnt out, all 18 occupants managed to leave the burning helicopter in time |
| --- | | not known | Mi-26 | FSB | | | w/o 17oct02 when crashed into the Russkaya harbour (Kamchatka) on a transport flight between Yelizovo and Petropavlovsk, 1 of the 6 occupants were killed |
| --- | | not known | Mi-26 | United Nations | ph. | 1993 | at Battambang; operated for UNTAC in Cambodia; in full white UN c/s with black exhaust areas and a Russian flag under the cockpit, with a small unreadable RA- registration on the fin, carried code 'UN 73'; with civilian Russian pilots |
| --- | | not known | Mi-26 | United Nations | | jan93 | at Battambang; operated for UNTAC in Cambodia; in full white UN c/s with black exhaust areas, carried the code 'UN 88' |
| --- | | not known | Mi-26 | United Nations | | photo | operated for UNTAC in Cambodia; in full white UN c/s with black exhaust areas and a Russian flag under the cockpit, with a small unreadable registration on the fin, carried the code 'UN 89' |
| --- | | not known | Mi-26 | United Nations | | photo | operated for UNTAC in Cambodia; in full white UN c/s with black exhaust areas, with a small unreadable registration on the fin, carried the code 'UN 90' |
| --- | | not known | Mi-26 | United Nations | | photo | operated for UNTAC in Cambodia; in full white UN c/s with black exhaust areas, with a small unreadable registration on the fin, carried the code 'UN 251' |

# Mil Mi-28

This helicopter gunship was the Soviet answer to the American Hughes AH-64 "Apache". It was to be built in large numbers and replace the Mi-24, but the downfall of the Soviet Union delayed its development and sharply reduced the numbers which the Armed Forces could afford. The prototype flew first on 10 November 1982, incidentally the day that Soviet leader Leonid Brezhnev died. Trials and modifications lasted for more than 20 years, and the joint state trials of the Mi-28N started only in 2002, with their first stage being completed on 4 March 2006 and the second stage on 26 December 2008. The type was officially commissioned by President Vladimir Putin on 15 October 2009. The following versions have been built: Mi-28 (izdeliye 280) - prototype, Mi-28A (izdeliye 286) - improved prototype, Mi-28N (izdeliye 294) - night-capable production version, Mi-28NE (izdeliye 2941) - export version of the Mi-28N, Mi-28NE (izdeliye 296) - export version of the Mi-28NM, Mi-28NE (izdeliye 298) - export version of the Mi-28NM with dual controls, Mi-28UB (izdeliye 296) - trainer version with dual controls and Mi-28NM (izdeliye 299) - improved version of the Mi-28N with mast-mounted N-025 radar.
The following units of the Russian Air Force have been equipped with the Mi-28N by late 2011: 344 TsBP i PLS (redesignated filial 4 TsBP i PLS in 2010) at Torzhok from 22 January 2008, 387 AvB at Budyonnovsk from 17 March 2009 and 393 AvB at Korenovsk from 13 October 2010. A contract for the production of 70 Mi-28Ns for the Russian Air Force until 2018 (worth 50.5 billion rubles) was signed in summer 2011.
The construction number of the series-production Mi-28s starts with the factory code (340), followed by the product code (128 for the Mi-28N) and the five-digit number.

## ***Mi-28 prototypes built by MVZ im. Milya at Tomilino from 1982 to 2007***

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 00-01 | | "012" yellow | Mi-28 | MVZ im. Milya | mfd | jul82 | first prototype, without weapons system; in Soviet Air Force c/s (olive drab/khaki camo c/s); f/f 10nov82; sat wfu in MVZ im. Milya (Mil Helicopter Plant) at Tomilino by 2006/may11 |
| 00-02 | ? | "022" yellow | Mi-28 | MVZ im. Milya | mfd | sep83 | second prototype, with experimental weapons system; in Soviet Air Force c/s (olive drab/dark green/ochre camo c/s); f/f late 1983; probably sat wfu in MVZ im. Milya at Tomilino by 2006 |
| 00-03 | | "032" yellow | Mi-28A | MVZ im. Milya | f/f | jan88 ? | first prototype of this improved version; construction started in 1985; in Soviet Air Force c/s (olive drab/green/brown camo c/s with light grey underside); trials started jan88; carried exhibition number 'H-390'; f/n LBG jun89; l/n LBG jun91 |
| | | "032" white | Mi-28A | MVZ im. Milya | ZIA | aug99 | in Russian Air Force c/s (olive drab c/s), Red Star with Russian flag; l/n ZIA aug01; sat wfu in MVZ im. Milya at Tomilino by 2006 |
| | | "032" yellow | Mi-28A | MVZ im. Milya | Tml | 31jul10 | in Russian Air Force c/s (olive drab/ochre camo c/s with light blue underside), now with standard Red Stars; preserved in the Mil Helicopter Plant (MVZ im. Milya) at Tomilino, seen jul10/jun18 |
| 00-04 | ? | "042" yellow | Mi-28A | MVZ im. Milya | mfd | jan91 | in Russian Air Force c/s (olive drab/khaki camo c/s with light blue underside); carried exhibition number 'H-315'; f/n LBG jun93; l/n ZIA aug97; sat wfu in MVZ im. Milya at Tomilino by 2006 |
| OP-1 | | "014" white | Mi-28N | MVZ im. Milya | f/f | 14nov96 | first prototype of this version, with mast-mounted radar; in Russian Air Force c/s (olive drab/khaki camo c/s), Red Star with Russian flag, code just outlined in white (camo colours inside); underwent factory trials from 30apr97 and joint state trials from 2001; carried exhibition number 'H-345'; f/n LBG jun97; l/n ZIA 22aug03 |
| | | "014" yellow | Mi-28N | MVZ im. Milya | | photo | in Russian Air Force c/s (olive drab/khaki camo c/s with light blue underside), now with standard Red Stars; took part in the exercise "Shchit Soyuza '06"; modified in 2010 to undergo the SUIT8-2A type trials; l/n Tomilino may11 |
| OP-1 (NM) | | no code | Mi-28NM | Russian Air Force | mfd | 2015 | the first prototype of this version (izdeliye 296); in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; f/n in MVZ im. Milya 19jul16; first hovering 29jul16 and first official hovering 09sep16 |
| | | "701" yellow | Mi-28NM | Russian Air Force | f/f | 12oct16 | from Tomilino; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n in MVZ im. Milya 17apr18 |
| | | RF-13633 | Mi-28NM | Russian Air Force | Tml | mar19 | also carried code "701" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; underwent trials in Syria mar19 (seen near Hama 21mar19); seen again at MVZ im. Milya may19; seen Akhtubinsk oct20; l/n in NTsV im. Milya i Kamova nov22, active |

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | "31" yellow ? | Mi-28N | MVZ im. Milya | mfd | 2006 | static test airframe (a total of 3 were built in 2006/07) |

## ***More than 180 Mi-28 built by Rostvertol at Rostov-na-Donu-Severny from 2004***

| | | | | | | |
|---|---|---|---|---|---|---|
| 34012830101 | "02" yellow | Mi-28N | MVZ im. Milya | f/f | 25mar04 | line # OP-2; second prototype of this version; with mast-mounted N-025 radar; in Russian Air Force c/s (olive drab/khaki camo c/s with light blue underside); completed factory trials 12jan05; underwent joint state trials starting jun05 |
| | "024" yellow | Mi-28N | MVZ im. Milya | ZIA | 19aug05 | received new rotor blades and new rotor head and underwent various modifications; in Russian Air Force c/s (olive drab/khaki camo c/s with light blue underside); took part in the exercise "Shchit Soyuza '06"; l/n operational ZIA 20aug07; stored with MVZ im. Milya, seen may11/may13 |
| 34012830102 | not known | Mi-28N | MVZ im. Milya | mfd | 2004 ? | line # OP-4 |
| 34012835101 | "32" yellow | Mi-28N | Russian Air Force | f/f | 27dec05 | line # 01-01; opb 344 TsBP i PLS (redesignated filial 4 TsBP i PLS in 2010) at Torzhok; in olive drab/khaki camo c/s with light grey underside, carried 'Night Hunter' titles at least late in its career; underwent state trials starting may06; handed over 29may06; took part in the exercise "Shchit Soyuza '06" |
| | "32" yellow | Mi-28NE | Russian Air Force | | | presented in Algeria 09/20jul07, version from customs data base; used as a ground instructional airframe by the VAIU Military Technical Aviation College at Voronezh-Baltimor from 2011, seen aug12 |
| 34012835102 | "33" yellow | Mi-28N | Russian Air Force | f/f | jun06 | line # 01-02; initially opb 344 TsBP i PLS (redesignated filial 4 TsBP i PLS in 2010) at Torzhok; in olive drab/khaki camo c/s with light grey underside; underwent trials with 929 GLITs at Akhtubinsk; f/n Akhtubinsk 04oct07; overhauled in late 2010 and trf to VVAIU at Voronezh-Baltimor; l/n Voronezh-Baltimor jun12 |
| 34012835103 | "34" yellow | Mi-28N | Russian Air Force | mfd | 2006 | line # 01-03; d/d jul06 ?; opb 344 TsBP i PLS (redesignated filial 4 TsBP i PLS in 2010) at Torzhok; in olive drab/khaki camo c/s with light grey underside; f/n CKL oct08; overhauled in 2011; l/n Torzhok 07jun11 |
| 34012835104 | "35" yellow | Mi-28N | Russian Air Force | f/f | aug06 | line # 01-04; probably opb 344 TsBP i PLS (redesignated filial 4 TsBP i PLS in 2010) at Torzhok; used for trials; in olive drab/khaki camo c/s with light grey underside; f/n ZIA 22aug07; modified in 2010; re-engined with VK-2500P engines in 2014; l/n in MVZ im. Milya 12oct15 active again |
| 34012835105 | "36" yellow | Mi-28N | Russian Air Force | mfd | 2007 | line # 01-05; the only Mi-28N with a working mast-mounted N-025 radar until 2011; opb 344 TsBP i PLS (redesignated filial 4 TsBP i PLS in 2010) at Torzhok; in olive drab/khaki camo c/s with light grey underside; f/n ZIA aug07; based at Tomilino for trials by 2010/13; l/n in MVZ im. Milya 24jul15, stored |
| 34012840201 | "37" yellow | Mi-28N | Russian Air Force | mfd | 2007 | line # 02-01; probably opb 344 TsBP i PLS (redesignated filial 4 TsBP i PLS in 2010) at Torzhok; in olive drab/khaki camo c/s with light blue underside; f/n ZIA 20aug07; l/n in MVZ im. Milya may11; converted by Rostvertol into the Mi-28UB prototype from apr12 |
| | OP-1 | Mi-28UB | Rostvertol | f/f | 31jul13 | in olive drab c/s with light blue underside, no titles; seen flying at Rostvertol 31jul13 |
| | "37" yellow | Mi-28UB | Russian Air Force | Ror | 09aug13 | with mast-mounted radar; in olive drab c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; presented to the public by Rostvertol 09aug13; repainted in olive drab/khaki camo c/s with light blue underside; f/n as such Kubinka 17jun15; l/n in MVZ im. Milya 24jul15 |
| 34012840202 | "38" yellow | Mi-28N | MVZ im. Milya | mfd | 2007 | line # 02-02; with a mast-mounted N-025 radar; in Russian Air Force c/s (olive drab/khaki camo c/s with light blue underside); f/n in MVZ im. Milya jul08; converted by MVZ im. Milya into the Mi-28NE prototype in 2010 |
| | 40202 | Mi-28NE | MVZ im. Milya | Tml | jul11 ? | in grey c/s, no markings apart from code |
| | "38" yellow | Mi-28NE | MVZ im. Milya | ZIA | 15aug11 | in grey c/s, no markings apart from code; l/n in MVZ im. Milya 18feb16 |
| 34012840203 | "41" yellow | Mi-28N | Russian Air Force | h/o | 22jan08 | line # 02-03; opb 344 TsBP i PLS (redesignated filial 4 TsBP i PLS in 2010) at Torzhok from 07feb08; in olive drab/khaki camo c/s with light blue underside; f/n ZIA 19aug09; initially without titles and with Red Stars, l/n as such ZIA 23aug09; f/n with 'VVS Rossii' titles and Russian stars Kubinka 09may10 |
| | RF-92557 | Mi-28N | Russian Air Force | Tzk | aug19 | c/n not confirmed; also carried code "41" orange; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| 34012840204 | "42" yellow | Mi-28N | Russian Air Force | h/o | 22jan08 | line # 02-04; opb 344 TsBP i PLS (redesignated filial 4 TsBP i PLS in 2010) at Torzhok from 07feb08; in olive drab/khaki camo c/s with light blue underside; f/n ZIA 16aug09; l/n Torzhok 07jun11 |
| 34012840205 | "43" yellow | Mi-28N | Russian Air Force | mfd | 2008 | line # 02-05; d/d jan08; opb 344 TsBP i PLS at Torzhok; in olive drab/khaki camo c/s with light blue underside; severely damaged 19jun09 on a training flight over the Gorokhovets training range when fired unguided rockets while hovering at about 40 metres altitude and the combustion gas made the engines flame out, the helicopter crash-landed and rolled over onto its left side, tailboom broke off, both crew escaped unhurt; hulk flown by a Mi-26 to Rostvertol and seen there 02jul09; rebuilt by Rostvertol in autumn 2011 |
| 34012840206 | "44" yellow | Mi-28N | Russian Air Force | mfd | 2008 | line # 02-06; d/d jan08; opb 344 TsBP i PLS (redesignated filial 4 TsBP i PLS in 2010) at Torzhok; in olive drab/khaki camo c/s with light blue underside; f/n ZIA 16aug09; l/n Torzhok 07jun11 |
| 34012840207 | "01" blue | Mi-28N | Russian Air Force | mfd | mar09 | line # 02-07; handed over 17mar09; opb 387 AvB at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside, with Russian stars |
| | RF-95632 | Mi-28N | Russian Air Force | ph. | 15mar15 | c/n not confirmed; also carried code "01" blue; opb 387 AvB at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; titles changed to 'VKS Rossii'; f/n as such Kubinka 02apr21 |
| 34012840208 | "02" blue | Mi-28N | Russian Air Force | h/o | 17mar09 | line # 02-08; opb 387 AvB at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside, with Russian stars; f/n Kubinka 28mar09 |
| | RF-95633 | Mi-28N | Russian Air Force | ph. | 19nov20 | c/n not confirmed; also carried code "02" blue; opb 387 AvB at Budyonnovsk; in a camo c/s of two shades of olive drab with light grey belly |
| 34012840209 | "03" blue | Mi-28N | Russian Air Force | h/o | 17mar09 | line # 02-09; opb 387 AvB at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside, with Russian stars; f/n Torzhok 08sep10 |
| | RF-95634 | Mi-28UB | Russian Air Force | ph. | 02sep21 | c/n not confirmed; also carried code "03" blue; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| 34012841210 | "04" blue | Mi-28N | Russian Air Force | h/o | 21apr09 | line # 02-10; opb 387 AvB at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; f/n Torzhok jul10 |
| | RF-95635 | Mi-28N | Russian Air Force | ph. | apr21 | c/n not confirmed; also carried code "04" blue; in olive drab/khaki camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars; l/n aug21 |
| 34012841211 | "05" blue | Mi-28N | Russian Air Force | h/o | 21apr09 | line # 03-01; opb 387 AvB at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside; initially without titles and with Red Stars; seen with 'VVS Rossii' titles and Russian stars Kubinka 09may10; dbr 15feb11 on a training flight when suffered a tail rotor gear-box failure some 15 minutes into the flight, spiralled down from a height of 400 metres and crash-landed in a field 3 km from Praskoveya (Budyonnovsk district of the Stavropol region), tailboom broke off, 1 of the 2 crew members killed; t/t 203 hours |
| 34012841212 | "06" blue | Mi-28N | Russian Air Force | h/o | 21apr09 | line # 03-02; opb 387 AvB at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside, with Russian stars |
| | RF-95637 | Mi-28N | Russian Air Force | Roc | 15nov13 | c/n not checked; also carried code "06" blue; opb 387 AvB at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| 34012841213 | "09" blue | Mi-28N | Russian Air Force | mfd | 2009 | line # 03-03; still with Rostvertol by 02jul09; opb 387 AvB at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside, with Russian stars; f/n Astrakhan-Privolzhski 19sep11 |
| 34012841214 | "07" blue | Mi-28N | Russian Air Force | mfd | 2009 | line # 03-04; still with Rostvertol by 02jul09; opb 387 AvB at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside, with Russian stars; f/n Rostov-na-Donu-Tsentralny 20nov13 |
| 34012841215 | "08" blue | Mi-28N | Russian Air Force | mfd | 2009 | line # 03-05; opb 387 AvB at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside, with Russian stars; f/n ZIA 16aug09 |
| 34012841216 | "10" blue | Mi-28N | Russian Air Force | mfd | 23jul09 | line # 03-06; opb 387 AvB at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; f/n Torzhok jul10 |
| 34012841217 | "11" blue | Mi-28N | Russian Air Force | mfd | 25jul09 | line # 03-07; the first Mi-28N with complete self-protection suite; opb 387 AvB AA at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; seen with Rostvertol 20mar16 (possibly with a registration) |
| 34012841218 | "12" blue | Mi-28N | Russian Air Force | mfd | 2009 | line # 03-08; handed over 2010; opb 387 AvB at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside |
| 34012841219 | "14" blue | Mi-28N | Russian Air Force | mfd | 11dec09 | line # 03-09; opb 387 AvB at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside |
| 34012841220 | "15" blue | Mi-28N | Russian Air Force | mfd | 2010 | line # 03-10; opb 387 AvB at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside; f/n Torzhok jan11; l/n Torzhok 07jun11 |
| 34012841221 | "16" blue | Mi-28N | Russian Air Force | mfd | 2010 | line # 04-01; opb 387 AvB at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside; f/n Torzhok 17jan11; l/n Torzhok 07jun11 |
| | RF-95645 | Mi-28N | Russian Air Force | ph. | 08sep16 | also carried code "16" blue; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars |
| 34012841222 | "17" blue | Mi-28N | Russian Air Force | mfd | 2010 | line # 04-02; opb 387 AvB at Budyonnovsk; in olive drab/khaki camo c/s with light grey underside, no titles; f/n Torzhok 06jun11; l/n 08sep16, still with Red Stars |
| 34012841223 | "01" white | Mi-28N | Russian Air Force | h/o | 13oct10 | line # 04-03; opb 393 AvB at Korenovsk |
| | "01" red | Mi-28N | Russian Air Force | r/r | jul11 | code in documents as "101"; opb 393 AvB at Korenovsk |
| | RF-95647 | Mi-28N | Russian Air Force | r/r | sep11 | also carried code "01" red; opb 393 AvB AA (redesignated 55 ovp AA 01dec15) at Korenovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; f/n Astrakhan-Privolzhski 22sep11 |
| 34012841224 | "02" white | Mi-28N | Russian Air Force | h/o | 13oct10 | line # 04-04; opb 393 AvB at Korenovsk |
| | "02" red | Mi-28N | Russian Air Force | r/r | jul11 | code in documents as "102"; opb 393 AvB at Korenovsk |
| | RF-95648 | Mi-28N | Russian Air Force | r/r | sep11 | also carried code "02" red; opb 393 AvB AA (redesignated 55 ovp AA 01dec15) at Korenovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; f/n Astrakhan-Privolzhski 22sep11; l/n Rostov region 26aug18 |
| 34012841225 | "03" white(1) | Mi-28N | Russian Air Force | h/o | 15oct10 | line # 04-05; opb 393 AvB at Korenovsk; see c/n 34012843290 |
| | "03" red | Mi-28N | Russian Air Force | r/r | jul11 | code in documents as "103"; opb 393 AvB at Korenovsk |
| | RF-95649 | Mi-28N | Russian Air Force | r/r | sep11 | also carried code "03" red; opb 393 AvB AA (redesignated 55 ovp AA 01dec15) at Korenovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; f/n Astrakhan-Privolzhski 22sep11; l/n Korenovsk 14jun12 |
| 34012841226 | "04" white(1) | Mi-28N | Russian Air Force | h/o | 15oct10 | line # 04-06; opb 393 AvB at Korenovsk; see c/n 34012843291 |
| | "04" red | Mi-28N | Russian Air Force | r/r | jul11 | code in documents as "104"; opb 393 AvB at Korenovsk |
| | RF-95650 | Mi-28N | Russian Air Force | r/r | sep11 | also carried code "04" red; opb 393 AvB AA (redesignated 55 ovp AA 01dec15) at Korenovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; f/n Astrakhan-Privolzhski 22sep11 |

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| 34012841227 | "05" white | Mi-28N | Russian Air Force | h/o | 15oct10 | line # 04-07; opb 393 AvB at Korenovsk |
| | "05" red | Mi-28N | Russian Air Force | r/r | jul11 | code in documents as "105"; opb 393 AvB at Korenovsk |
| | RF-95651 | Mi-28N | Russian Air Force | r/r | sep11 | also carried code "05" red; opb 393 AvB AA (redesignated 55 ovp AA 01dec15) at Korenovsk; in camo c/s |
| 34012841228 | "06" red | Mi-28N | Russian Air Force | mfd | 2010 | line # 04-08; code in documents as "106"; opb 393 AvB at Korenovsk |
| | RF-95652 | Mi-28N | Russian Air Force | r/r | sep11 | also carried code "06" red; opb 393 AvB AA (redesignated 55 ovp AA 01dec15) at Korenovsk; in camo c/s |
| 34012841229 | "07" red | Mi-28N | Russian Air Force | mfd | 2010 | line # 04-09; code in documents as "107"; opb 393 AvB at Korenovsk |
| | RF-95653 | Mi-28N | Russian Air Force | r/r | sep11 | also carried code "07" red; opb 393 AvB AA (redesignated 55 ovp AA 01dec15) at Korenovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; f/n in the Caucasus 14mar12 |
| 34012843250 | "08" red | Mi-28N | Russian Air Force | mfd | 2010 | line # 04-10; code in documents as "108"; opb 393 AvB at Korenovsk |
| | RF-95654 | Mi-28N | Russian Air Force | r/r | sep11 | also carried code "08" red; opb 393 AvB AA (redesignated 55 ovp AA 01dec15) at Korenovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; f/n Astrakhan-Privolzhski 22sep11; l/n Voronezh-Baltimor 10jun17 |
| 34012843251 | "09" red | Mi-28N | Russian Air Force | mfd | 2011 | line # 05-01; code in documents as "109"; opb 393 AvB at Korenovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Voronezh-Baltimor 16jul11 |
| | "09" yellow | Mi-28N | Russian Air Force | trf | jul11 | opb filial 4 TsBP i PLS at Torzhok; in the same c/s as above |
| | RF-93942 | Mi-28N | Russian Air Force | r/r | aug11 | exhaust/air mixer intake blanks marked '40204-43'; also carried code "09" yellow; opb filial 4 TsBP i PLS at Torzhok; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; registration painted on at the beginning of the MAKS airshow; f/n ZIA 18aug11; l/n Kubinka oct14 |
| | RF-92521 | Mi-28N | Russian Air Force | Kub | 17jun15 | also carried code "09" yellow; opb filial 4 TsBP i PLS at Torzhok; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n Torzhok 10jun17 |
| 34012843252 | "10" red | Mi-28N | Russian Air Force | mfd | 30mar11 | line # 05-02; code in documents as "110"; opb 393 AvB at Korenovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Voronezh-Baltimor 16jul11 |
| | "10" yellow | Mi-28N | Russian Air Force | trf | jul11 | opb filial 4 TsBP i PLS at Torzhok; in the same c/s as above |
| | RF-93943 | Mi-28N | Russian Air Force | Tzk | 27apr12 | also carried code "10" yellow; opb filial 4 TsBP i PLS at Torzhok; in the same c/s as above; l/n Torzhok jul12 |
| 34012843253 | "11" red | Mi-28N | Russian Air Force | mfd | 31mar11 | line # 05-03; the 39th Mi-28N built by Rostvertol; code in documents as "111"; opb 393 AvB at Korenovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; f/n Voronezh-Baltimor 16jul11; l/n Voronezh-Baltimor 17jul11; see c/n 34012843263 |
| | "11" yellow | Mi-28N | Russian Air Force | trf | jul11 | opb filial 4 TsBP i PLS at Torzhok |
| | RF-93944 | Mi-28N | Russian Air Force | Tml | 14may12 | also carried code "11" yellow; opb filial 4 TsBP i PLS at Torzhok; in the same c/s as above; l/n in MVZ im. Milya 13nov13 |
| 34012843254 | no code | Mi-28N | Rostvertol | f/f | 08apr11 | line # 05-04; in olive drab c/s with light grey underside, no markings whatsoever; f/n Rostvertol 08apr11; l/n Rostvertol 10may11 |
| | no code | Mi-28N | Russian Air Force | Vob | 16jul11 | code in documents as "112"; opb 393 AvB at Korenovsk; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom |
| | "12" yellow | Mi-28N | Russian Air Force | trf | jul11 | opb filial 4 TsBP i PLS at Torzhok; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Torzhok 25aug11; l/n in MVZ im. Milya 16dec13 |
| | RF-92130 | Mi-28N | Russian Air Force | Kub | 20apr16 | also carried code "12" yellow; opb filial 4 TsBP i PLS at Torzhok; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; l/n Kubinka 27aug17 |
| 34012843255 | "45" yellow | Mi-28N | Russian Air Force | Ror | 03oct11 | line # 05-05; seen in primer on the assembly line 08apr11; handed over 08oct11; opb filial 4 TsBP i PLS at Torzhok; in olive drab/ochre camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; l/n Torzhok 2014 |
| | RF-91093 | Mi-28N | Russian Air Force | ph. | 06may20 | also carried code "45" yellow; in olive drab/ochre camo c/s with light grey underside, with 'VKS Rossii' titles and Russian stars |
| 34012843256 | "46" yellow | Mi-28N | Russian Air Force | Ror | 03oct11 | line # 05-06; seen in primer on the assembly line 08apr11; handed over 08oct11; opb filial 4 TsBP i PLS at Torzhok; in olive drab/ochre camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; l/n in MVZ im. Milya 16dec13 |
| | RF-91092 | Mi-28N | Russian Air Force | Kub | 25aug15 | also carried code "46" yellow; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars; titles changed to 'VKS Rossii'; f/n as such ZIA 23jul21 |
| 34012843257 | "47" yellow | Mi-28N | Russian Air Force | Ror | 03oct11 | line # 05-07; seen in primer on the assembly line 08apr11; handed over 08oct11; opb filial 4 TsBP i PLS at Torzhok; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; l/n in MVZ im. Milya 02oct12 |
| | RF-91091 | Mi-28N | Russian Air Force | Kub | 27apr13 | also carried code "47" yellow; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Kubinka 30jun19 |
| 34012843258 | "48" yellow | Mi-28N | Russian Air Force | Ror | 06oct11 | line # 05-08; seen in primer on the assembly line 08apr11; handed over 08oct11; opb filial 4 TsBP i PLS at Torzhok; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; l/n Torzhok 27apr12 |
| | RF-91090 | Mi-28N | Russian Air Force | Tml | 16dec13 | also carried code "48" yellow; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Ryazan-Dubrovichi 02aug15 |
| 34012843259 | "49" yellow | Mi-28N | Russian Air Force | Ror | 06oct11 | line # 05-09; handed over 08oct11; opb filial 4 TsBP i PLS at Torzhok; in grey c/s, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; l/n in MVZ im. Milya 15apr13 |
| | RF-91089 | Mi-28N | Russian Air Force | ZIA | 26aug13 | also carried code "49" yellow; opb filial 4 TsBP i PLS at Torzhok; in the same c/s as above; l/n Ostrov-Veretye 25dec13 |
| 34012843260 | "50" yellow | Mi-28N | Russian Air Force | Ror | 06oct11 | line # 05-10; handed over 08oct11; opb filial 4 TsBP i PLS at Torzhok; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; l/n ZIA 12aug12 |
| | RF-91104 | Mi-28N | Russian Air Force | Tzk | 14mar12 | also carried code "50" yellow; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Torzhok 10jun17 |
| | RF-91088 | Mi-28N | Russian Air Force | Kub | 09may18 | c/n not confirmed; also carried code "50" yellow; in grey c/s with 'VKS Rossii' titles and Russian stars; l/n Kubinka 26aug18; registration used on a Mi-24 before |
| | RF-91104 | Mi-28N | Russian Air Force | ph. | 26aug20 | at Sevastopol-Yuzhny; also carried code "38" blue; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| 34012843261 | no code | Mi-28N | Rostvertol | mfd | oct11 | line # 06-01; in olive drab c/s with light grey underside, no markings whatsoever; made a forced landing at the Rostvertol airfield 14oct11 when the gear box failed |
| | "09" red | Mi-28N | Russian Air Force | Ror | 06jun12 | c/n not confirmed; opb 393 AvB at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; d/d jun12 |
| | RF-91094 | Mi-28N | Russian Air Force | GDZ | 04sep14 | c/n not confirmed; also carried code "09" red; opb 393 AvB AA (redesignated 55 ovp AA 01dec15) at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n as such Rostov-na-Donu-Tsentralny 04mar16; titles changed to 'VKS Rossii'; f/n as such 07may20 |
| 34012843262 | "10" red | Mi-28N | Russian Air Force | d/d | jun12 | c/n not confirmed; line # 06-02; opb 393 AvB at Korenovsk |
| | RF-91095 | Mi-28N | Russian Air Force | ph. | 07jul21 | c/n not confirmed; also carried code "10" red; opb 55 ovp AA at Korenovsk; in grey c/s with 'VKS Rossii' titles and Russian stars; f/n Korenovsk 07jul21 |
| 34012843263 | "11" red | Mi-28N | Russian Air Force | f/f | jan12 | c/n not confirmed; line # 06-03; d/d jun12; opb 393 AvB at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Korenovsk 2012; see c/n 34012843253 |
| | RF-91343 | Mi-28N | Russian Air Force | GDZ | 04sep14 | c/n not confirmed; also carried code "11" red; opb 393 AvB AA (redesignated 55 ovp AA 01dec15) at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n as such GDZ 26sep16; titles changed to 'VKS Rossii' and registration painted over an old one; f/n as such may20 |
| 34012843264 | no code | Mi-28N | Rostvertol | f/f | 20jan12 ? | line # 06-04; on the assembly line by sep11; in olive drab c/s with light grey underside, no markings whatsoever |
| | "12" red | Mi-28N | Russian Air Force | d/d | jun12 | c/n not confirmed; opb 393 AvB at Korenovsk |
| | RF-91344 | Mi-28N | Russian Air Force | ph. | 19feb16 | c/n not confirmed; also carried code "12" red; opb 55 ovp AA at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Korenovsk feb17 |
| 34012843265 | "06" yellow | Mi-28N | Russian Air Force | Tzk | 27jun12 | line # 06-05; opb filial 4 TsBP i PLS at Torzhok; l/n ZIA 12aug12 |
| | 43265 | Mi-28UB | Russian Air Force | Tml | 08aug16 | also carried code "39" black; with mast-mounted radar; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n in MVZ im. Milya 07sep17 |
| 34012843266 | "21" blue | Mi-28N | Russian Air Force | mfd | apr12 | line # 06-06; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | "201" blue | Mi-28N | Russian Air Force | LTK | 17mar16 | opb 16 brigada AA at Zernograd; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; deployed to Syria mar16, based at Shayrat; l/n over Palmyra/Tadmor 27mar16 |
| | RF-95302 | Mi-28N | Russian Air Force | Kub | 24aug18 | also carried code "201" blue; in grey c/s with 'VKS Rossii' titles and Russian stars; l/n Kubinka 26aug18 |
| 34012843267 | "22" blue | Mi-28N | Russian Air Force | mfd | apr12 | line # 06-07; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | "202" blue | Mi-28N | Russian Air Force | | | opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | RF-95303 | Mi-28N | Russian Air Force | ph. | 05nov15 | on a flat-bed trailer at Rostov; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in grey c/s with 'VVS Rossii' titles and Russian stars; seen with Rostvertol 20mar16; deployed to Syria in spring 2016; l/n LTK 22jun16 |
| 34012843268 | "23" blue | Mi-28N | Russian Air Force | | | line # 06-08; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | "203" blue | Mi-28N | Russian Air Force | | | opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| 34012843269 | "24" blue | Mi-28N | Russian Air Force | | | line # 06-09; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | "204" blue | Mi-28N | Russian Air Force | | | opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| 34012843270 | "25" blue | Mi-28N | Russian Air Force | | | line # 06-10; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | "205" blue | Mi-28N | Russian Air Force | | | opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| 34012843271 | -- | Mi-28N | Russian Air Force | d/d | mid-12 | line # 07-01; see "26" blue |
| 34012843272 ? | -- | Mi-28N | Russian Air Force | d/d | <nov12 | line # 07-02; still with Rostvertol by 11nov12 |
| 34012843273 ? | -- | Mi-28N | Russian Air Force | mfd | 2012 | line # 07-03 |
| 34012843274 ? | -- | Mi-28N | Russian Air Force | mfd | 2012 | line # 07-04 |
| 34012843275 ? | -- | Mi-28N | Russian Air Force | mfd | 2012 | line # 07-05 |
| 34012843276 ? | -- | Mi-28N | Russian Air Force | mfd | 2012 | line # 07-06 |
| 34012843277 ? | -- | Mi-28N | Russian Air Force | f/f | 05nov12 | line # 07-07; seen without markings 05nov12 |
| 34012843278 ? | -- | Mi-28N | Russian Air Force | mfd | 2012 | line # 07-08; underwent tests 11nov12; the last Mi-28 completed in 2012 |
| 34012843279 ? | -- | Mi-28N | Russian Air Force | mfd | 2013 | line # 07-09 |
| 34012843280 ? | -- | Mi-28N | Russian Air Force | mfd | 2013 | line # 07-01 ?; reported by russianplanes.net as "26" blue, "206" blue and RF-95330, but the tie-ups on the site tend to change |
| 34012843281 | "208" blue | Mi-28N | Russian Air Force | mfd | 2013 | line # 07-02; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | RF-91097 | Mi-28N | Russian Air Force | Roc | 17aug13 | also carried code "208" blue; initially opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Rostov-na-Donu-Tsentralny 01jul14; probably trf to 39 vp at Dzhankoi in 2015 and code changed to "3." blue |

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| 34012843282 | | "209" blue | Mi-28N | Russian Air Force | mfd | 2013 | line # 07-03; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | | RF-91098 | Mi-28N | Russian Air Force | Roc | 01jul14 | also carried code "209" blue; initially opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in grey c/s with 'VVS Rossii' titles and Russian stars; trf to 39 vp at Dzhankoi in 2015 and code changed to "32" blue |
| 34012843283 | | "210" blue | Mi-28N | Russian Air Force | mfd | 2013 | line # 07-04; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | | RF-91099 | Mi-28N | Russian Air Force | Ror | 16jul13 | also carried code "210" blue; initially opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Rostov-na-Donu-Tsentralny 09apr15; trf to 39 vp at Dzhankoi in 2015 and code changed to "33" blue; l/n Sevastopol 2018 |
| 34012843284 | | "211" blue | Mi-28N | Russian Air Force | mfd | 2013 | line # 07-05; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | | RF-91100 | Mi-28N | Russian Air Force | Kub | 27apr13 | in grey c/s with 'VVS Rossii' titles and Russian stars; initially opb 546 AvB AA at Rostov-na-Donu-Tsentralny; initially also carried code "211" blue; l/n as such GDZ 04sep14; trf to 39 vp at Dzhankoi in 2015 and code changed to "34" blue; f/n as such over Sevastopol 26jul18 |
| 34012843285 | | "212" blue | Mi-28N | Russian Air Force | Ror | 25dec12 | line # 07-06; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom |
| | | RF-91101 | Mi-28N | Russian Air Force | UKS | 03may14 | initially also carried code "212" blue; in grey c/s with 'VVS Rossii' titles and Russian stars; initially opb 546 AvB AA at Rostov-na-Donu-Tsentralny; trf to 39 vp at Dzhankoi in 2015 and code changed to "35" blue; f/n as such over Sevastopol 06jun16 |
| 34012843286 | ? | "213" blue | Mi-28N | Russian Air Force | mfd | 2013 | line # probably 07-07 (given before by Russianplanes as 08-06) |
| | | RF-91102 | Mi-28N | Russian Air Force | d/d | 2013 | initially opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in grey c/s with 'VVS Rossii' titles and Russian stars; initially also carried code "213" blue; f/n Achury aug13; l/n as such Rostov-na-Donu-Tsentralny 07may15; trf to 39 vp at Dzhankoi in 2015 and code changed to "36" blue; f/n as such jun16 |
| 34012843287 | ? | "214" blue | Mi-28N | Russian Air Force | mfd | 2013 | line # probably 07-08 |
| | | RF-91103 | Mi-28N | Russian Air Force | ph. | 24jul18 | c/n not confirmed; also carried code "37" blue; in grey c/s with 'VVS Rossii' titles and Russian stars; f/n near Stavropol 24jul18 |
| 34012843289 | ? | "02" white | Mi-28N | Russian Air Force | h/o | sep13 | line # probably 07-10; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Ostrov-Veretye 25dec13; see c/n 34012841224 |
| | | RF-95317 | Mi-28N | Russian Air Force | Lip | 28jul14 | also carried code "02" white; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Ryazan-Dubrovichi 06aug16; registration used on a Ka-52 at the same time |
| 34012843290 | ? | "03" white | Mi-28N | Russian Air Force | h/o | 06nov13 | line # probably 08-01; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Torzhok aug13; l/n Ostrov-Veretye 25dec13; see c/n 34012841225 |
| | | RF-95326 | Mi-28N | Russian Air Force | Rzd | 05aug15 | also carried code "03" white; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Kubinka jul19 |
| 34012843291 | ? | "04" white | Mi-28N | Russian Air Force | h/o | 06nov13 | line # 08-02; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/f 08jun13 ?; f/n ZIA 22aug13; l/n Ostrov-Veretye 25dec13; see c/n 34012841226 |
| | | RF-95322 | Mi-28N | Russian Air Force | Rzd | 02aug15 | opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; initially also carried code "04" white; l/n as such Ryazan-Dyagilevo 02aug15; code changed to "04" yellow; f/n as such Kubinka 12may18; registration used on a Ka-52 at the same time |
| 34012843292 | | "05" white | Mi-28N | Russian Air Force | h/o | 06nov13 | line # 08-03; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' n the otailboom; f/f 18jun13 ?; f/n Ostrov-Veretye 25dec13; see c/n 34012841227 |
| | | RF-95315 | Mi-28N | Russian Air Force | Kub | 29apr14 | opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; initially also carried code "05" white; l/n with 'VVS Rossii' titles Lipetsk 14jul18; titles changed to 'VKS Rossii'; f/n as such Kubinka 24aug18; l/n with code "05" white apr19; code changed to "05" yellow; f/n as such Kubinka 30jun19; took part in the fly-past over Moscow 09may20 and 07may21; registration used on a Mi-24P and a Mi-35M at the same time |
| 34012843293 | ? | "06" white | Mi-28N | Russian Air Force | h/o | 06nov13 | line # probably 08-04; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Ostrov-Veretye 25dec13; l/n Pribylovo 06mar14 |
| | | RF-95319 | Mi-28N | Russian Air Force | Kub | 25apr14 | also carried code "06" white; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Kubinka 03may14; registration used on a Ka-52 at the same time |
| 34012843294 | ? | "07" white | Mi-28N | Russian Air Force | h/o | dec13 | line # probably 08-05; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Ostrov-Veretye 27jan14 |
| | | RF-95324 | Mi-28N | Russian Air Force | Kub | 28apr14 | opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; initially also carried code "07" white; l/n as such Kubinka 09may16; code changed to "07" yellow; f/n as such Kubinka 09may18; titles changed to 'VKS Rossii'; f/n as such Kubinka 24aug18; l/n Kubinka apr21 |
| 34012843295 | | "08" white | Mi-28N | Russian Air Force | h/o | sep13 | line # 08-06; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Rostov-na-Donu-Tsentralny 25jan14 |
| | | RF-95320 | Mi-28N | Russian Air Force | Kub | 03apr15 | initially also carried code "08" white; opb 1 ve 15 brigady AA at Ostrov-Veretye; initially in grey c/s with 'VVS Rossii' titles and Russian stars; l/n as such over Moscow 09may19; repainted in olive drab/khaki camo c/s with light blue underside and code changed to "08" yellow; f/n as during the fly-pasts over Moscow 09may20 and 24jun20; l/n Kubinka 28aug20; registration used on a Ka-52 at the same time |
| 34012843296 | | "09" white | Mi-28N | Russian Air Force | h/o | 06nov13 | line # 08-07; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostvertol 27dec13 |
| | | RF-95313 | Mi-28N | Russian Air Force | Lip | 28jul14 | also carried code "09" white; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Ryazan-Dubrovichi 02aug15; registration used on a Mi-35M at the same time |
| 34012843297 | | "10" white | Mi-28N | Russian Air Force | h/o | 06nov13 | line # 08-08; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostvertol 27dec13 |
| | | RF-95323 | Mi-28N | Russian Air Force | Tzk | 28jun14 | opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; initially also carried code "10" white; l/n as such Kubinka apr19; code changed to "10" yellow; f/n as such Kubinka may19; registration used on a Ka-52 and a Mi-24P at the same time |
| 34012843298 | | "11" white | Mi-28N | Russian Air Force | h/o | 06nov13 | line # 08-09; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; f/n Ostrov-Veretye 27jan14 |
| | | RF-95325 | Mi-28N | Russian Air Force | Kub | 05may15 | opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; initially also carried code "11" white; f/n Kubinka 09may15; l/n as such Ryazan-Dyagilevo 05aug16; code changed to "11" yellow and titles to 'VKS Rossii'; f/n as such Kubinka 26jun19; l/n Kubinka apr21 |
| 34012843299 | | "12" white | Mi-28N | Russian Air Force | h/o | 06nov13 | line # 08-10; opb 1 ve 15 brigady AA at Ostrov-Veretye |
| | | RF-95318 | Mi-28N | Russian Air Force | Lip | 28jul14 | also carried code "12" white; opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; c/n read off two covers as '43299' at Kubinka 10sep16; registration used on a Ka-52 at the same time |
| 34012843300 | | "14" white | Mi-28N | Russian Air Force | h/p | dec13 | line # 09-01; opb 1 ve 15 brigady AA at Ostrov-Veretye |
| | | RF-95321 | Mi-28N | Russian Air Force | Kub | 05may15 | opb 1 ve 15 brigady AA at Ostrov-Veretye; in grey c/s with 'VVS Rossii' titles and Russian stars; initially also carried code "14" white; l/n as such Kubinka 09may15; code changed to "14" yellow; f/n as such Kubinka 12may18; titles changed 'VKS Rossii'; f/n as such Kubinka 24aug18; registration used on a Ka-52 at the same time |
| 34012843301 | | "15" white | Mi-28N | Russian Air Force | h/o | 25dec13 | line # 09-02; opb 1 ve 15 brigady AA at Ostrov-Veretye |
| | | RF-95316 | Mi-28N | Russian Air Force | Tzk | 28jun14 | also carried code "15" white; opb 1 ve 15 brigady AA at Ostrov-Veretye, but detached to 344 TsBP i PLS at Torzhok; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n Kubinka 09may15; w/o 02aug15 on a demonstration flight of the "Berkuty" aerobatics team during the "Aviamiks" show at the Dubrovichi training range (Ryazan region) when the transmission of the tail rotor failed, the helicopter spiralled down, came down very hard and caught fire, 1 of the 2 crew members was killed and the other one seriously injured; registration used on a Ka-52 and a Mi-35M at the same time |
| 34012843302 | ? | "70" white | Mi-28N | Russian Air Force | h/o | mar14 | line # 09-03; opb 15 brigada AA at Ostrov-Veretye; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostvertol 30mar14 |
| | | RF-95346 | Mi-28N | Russian Air Force | Kub | may15 | opb 15 brigada AA at Ostrov-Veretye; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n as such Kubinka 21apr17; titles changed to 'VKS Rossii'; f/n as such Kubinka 24aug18; initially also carried code "70" white; l/n as such Kubinka 16jun20; code changed to "70" yellow; f/n as such Kubinka 28aug20; registration used on a Mi-8AMTSh at the same time; l/n Kubinka 15may21 |
| 34012843303 | ? | "71" white | Mi-28N | Russian Air Force | d/d | 2014 | line # 09-03; opb 15 brigada AA at Ostrov-Veretye; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostvertol 30mar14 |
| | | RF-95345 | Mi-28N | Russian Air Force | Kub | 07may17 | in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "71" white; l/n as such Kubinka 17aug17; code changed to "71" yellow; f/n as such jun20; l/n Kubinka 28aug21; registration used on a Mi-8AMTSh at the same time |
| 34012843407 | ? | "215" blue | Mi-28N | Russian Air Force | d/d | 2014 | line # 10-03 according to russianplanes.net; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostvertol 01jul14; reported by russianplanes.net to have become "38" blue |
| 34012843408 | ? | "216" blue | Mi-28N | Russian Air Force | d/d | 2014 | line # 10-04 according to russianplanes.net; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; reported by russianplanes.net to have become "39" blue |
| 34012843409 | ? | "217" blue | Mi-28N | Russian Air Force | d/d | 2014 | line # 10-05 according to russianplanes.net; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | | "40" blue | Mi-28N | Russian Air Force | no | reports | |
| | | RF-91391 | Mi-28N | Russian Air Force | Kub | 27aug17 | also carried code "40" blue; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n in 2020 |
| 34012843410 | ? | "218" blue | Mi-28N | Russian Air Force | d/d | 2014 | line # 10-06 ? (c/n and line # reported by russianplanes.net); opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | | "41" blue | Mi-28N | Russian Air Force | no | reports | |
| | | RF-95576 | Mi-28N | Russian Air Force | Kub | 27aug17 | also carried code "41" blue; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| 34012843411 | ? | "219" blue | Mi-28N | Russian Air Force | d/d | 2014 | line # 10-07 according to russianplanes.net); opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostvertol 19dec14; l/n in MVZ im. Milya 27jan17 |
| | | "42" blue | Mi-28N | Russian Air Force | no | reports | |
| | | RF-95577 | Mi-28N | Russian Air Force | Roc | 02sep17 | also carried code "42" blue; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n Ryazan-Dyagilevo 04jul20 |
| 34012843418 | | "220" blue | Mi-28N | Russian Air Force | d/d | 2014 | line # 10-08; opb 549 AvB AA at Pushkin |

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| | | RF-13624 | Mi-28N | Russian Air Force | Pus | 12aug16 | initially opb 549 AvB AA at Pushkin; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "220" blue; l/n as such Kubinka 10sep16; code changed to "61" red; f/n as such Kubinka 19apr17; l/n Pushkin 04jun17 |
| 34012843419 | | "221" blue | Mi-28N | Russian Air Force | d/d | 2014 | line # 10-09; opb 549 AvB AA at Pushkin |
| | | RF-13625 | Mi-28N | Russian Air Force | Pus | 23nov16 | in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; initially opb 549 ovp AA at Pushkin; initially also carried code "221" blue; l/n as such Pushkin 23nov16; code changed to "62" red; f/n as such Pushkin 19may17; l/n Kubinka 28aug20 |
| 34012843420 | | "222" blue | Mi-28N | Russian Air Force | d/d | 2014 | line # 10-10; opb 549 AvB AA at Pushkin |
| | | RF-13626 | Mi-28N | Russian Air Force | Pus | 20jan17 | in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; initially opb 549 ovp AA at Pushkin and also carried code "222" blue; l/n as such Pushkin 02mar17; code changed to "63" red; f/n as such Pushkin 04jun17; titles changed to 'VKS Rossii'; f/n as such over St. Petersburg 30apr21 |
| 34012843421 | | "223" blue | Mi-28N | Russian Air Force | d/d | 2014 | line # 11-01 according to russianplanes.net, opb 549 AvB AA at Pushkin; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostvertol 19dec14 |
| | | RF-13627 | Mi-28N | Russian Air Force | Pus | 02mar17 | in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; initially opb 549 ovp AA at Pushkin and also carried code "223" blue; l/n as such Pushkin 19may17; code changed to "64" red in 2017; f/n as such over St. Petersburg 08may19 |
| 34012843422 | | "224" blue | Mi-28N | Russian Air Force | d/d | 2014 | line # 11-02 according to russianplanes.net; opb 549 AvB AA at Pushkin |
| | | RF-13628 | Mi-28N | Russian Air Force | | | in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; initially opb 549 ovp AA at Pushkin and also carried code "224" blue; code changed to "65" red in 2017; w/o probably 12may22 on a mission in the Kharkiv region when was shot down by the Ukrainian National Guard with a shoulder-fired SAM and crashed in a field near Elitne, both crew members were killed; photos of the wreck were shown 16may22 |
| 34012843423 | | "225" blue | Mi-28N | Russian Air Force | mfd | 2014 | line # 11-03 according to russianplanes.net; opb 549 AvB AA at Pushkin |
| | | RF-13629 | Mi-28N | Russian Air Force | Kub | 19apr17 | in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; initially opb 549 ovp AA at Pushkin and also carried code "225" blue; code changed to "66" red in 2017; f/n as such Kubinka 19apr17; titles changed to 'VKS Rossii'; f/n as such Kubinka 22aug18; ln Kubinka 24aug18 |
| 34012843412 | ? | "201" blue ? | Mi-28N | Russian Air Force | | | line # 11-06 according to russianplanes.net |
| | | RF-13630 | Mi-28N | Russian Air Force | ph. | oct17 | |
| 34012843413 | ? | "202" blue ? | Mi-28N | Russian Air Force | | | line # 11-07 according to russianplanes.net |
| | | RF-13631 ? | Mi-28N | Russian Air Force | | | reported by russianplanes.net |
| 34012843428 | | "203" blue ? | Mi-28N | Russian Air Force | d/d | 2014 | line # 11-08 according to russianplanes.net; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | | RF-13632 ? | Mi-28N | Russian Air Force | | | reported by russianplanes.net |
| 34012843429 | ? | "204" blue | Mi-28N | Russian Air Force | d/d | 2015 | line # 11-09 according to russianplanes.net; c/n not confirmed; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| 34012843430 | ? | not known | Mi-28N | Russian Air Force | d/d | 2015 | line # 11-10 according to russianplanes.net; "205" blue or "208" blue ?, see c/n 34012843433 |
| 34012843431 | ? | "206" blue | Mi-28N | Russian Air Force | d/d | 2015 | line # 12-01 according to russianplanes.net; c/n not confirmed; russianplanes.net); opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom |
| | | RF-13635 | Mi-28N | Russian Air Force | Roc | 02jun17 | also carried code "206" blue; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n Rostov-na-Donu-Tsentralny 02sep17 |
| 34012843432 | ? | "207" blue | Mi-28N | Russian Air Force | | | line # 12-02 according to russianplanes.net; c/n not confirmed; russianplanes.net); opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom |
| | | RF-13636 | Mi-28N | Russian Air Force | ph. | mar19 | also carried code "207" blue; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with Russian stars |
| 34012843433 | ? | "205" blue | Mi-28N | Russian Air Force | | | line # 12-03 R (from a sheet of paper attached to the helicopter on the assembly line); izdeliye 294; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside; seen with all markings apart from the code painted out at Rostov-na-Donu-Tsentralny 23oct20 - or is this c/n "208" blue ? |
| 34012843434 | ? | "209" blue | Mi-28N | Russian Air Force | | | line # 12-04 according to russianplanes.net; c/n not confirmed; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom |
| | | RF-13638 | Mi-28N | Russian Air Force | ph. | aug17 | also carried code "209" blue; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; f/n Kadamovski aug17; l/n 20jun19 |
| 34012843435 | ? | "210" blue | Mi-28N | Russian Air Force | ph. | 05aug16 | line # 12-05 according to russianplanes.net; c/n not confirmed; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom; f/n Ryazan-Dubrovichi 05aug16; l/n Ryazan-Dubrovichi 06aug16 |
| | | RF-13640 | Mi-28N | Russian Air Force | Vob | 24jun17 | initially opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "210" blue; l/n as such Rostov-na-Donu-Tsentralny 03sep17; code changed to "39" blue and titles to 'VKS Rossii'; f/n as such 02sep20 |
| 34012843436 | | "211" blue | Mi-28N | Russian Air Force | d/d | 2015 ? | line # 12-06 according to russianplanes.net; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | | RF-13641 | Mi-28N | Russian Air Force | ph. | feb18 | initially opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "211" blue; l/n as such Rostov-na-Donu-Tsentralny 19jul19; code changed to "40" blue and titles to 'VKS Rossii'; f/n as such 02sep20; l/n Ryazan-Dyagilevo 24aug21 |
| 34012843437 | | "212" blue | Mi-28N | Russian Air Force | mfd | 2015 | line # 12-07 according to russianplanes.net; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| | | RF-13645 | Mi-28N | Russian Air Force | ph. | mar18 | initially opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; initially also carried code "212" blue; l/n as such mar18; code changed to "41" blue (with the overpainted "212" still being visible) and titles to 'VKS Rossii'; f/n as such and with 'Z' markings may23 |
| 34012843438 | | not known | Mi-28N | Russian Air Force | mfd | 2017 | line # 12-08 according to russianplanes.net; under assembly oct17 |
| 34012843439 | | not known | Mi-28N | Russian Air Force | mfd | 2017 | line # 12-09 according to russianplanes.net |
| 34012843500 | | "70" red | Mi-28N | Russian Air Force | mfd | 2017 | line # 12-10 according to russianplanes.net |
| | | RF-13654 | Mi-28N | Russian Air Force | Pus | mar17 | also carried code "70" red; opb 332 ovp at Pushkin; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles (later changed to 'VKS Rossii') and Russian stars; seen Kubinka 28aug20; w/o 06may22 (or perhaps some days earlier) on a mission in the Kharkiv region when was shot down by soldiers of 92 ombr and crashed in a field near Bobrivka, both pilots were reported by the Ukrainians as killed (one of them was S.T. Kurzhumbayev) |
| 34012843501 | | not known | Mi-28N | Russian Air Force | mfd | 2018 | line # 13-01 according to russianplanes.net |
| 34012843502 | | not known | Mi-28N | Russian Air Force | mfd | 2018 | line # 13-02 according to russianplanes.net |
| 34012843503 | | not known | Mi-28N | Russian Air Force | mfd | 2018 | line # 13-03 according to russianplanes.net |
| 34012843504 | | not known | Mi-28N | Russian Air Force | mfd | 2018 | line # 13-04 according to russianplanes.net |
| 34012843505 | | "52" yellow | Mi-28N | Russian Air Force | Ror | 10sep19 | line # 13-05 according to russianplanes.net; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; ferried from the factory to its unit 10sep19 |
| | | RF-13492 | Mi-28N | Russian Air Force | MOW | 09may20 | also carried code "52" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars; took part in the fly-pasts over Moscow 09may20, 24jun20 and 07may22; c/n checked Kubinka 28aug21; l/n Klin 04may22 |

## ***Mi-28NE/UB/UBE built by "Rostvertol" at Rostov-na-Donu-Severny from 2014***

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 012 299 015 | ? | "915" black | Mi-28NE | Rostvertol | Ror | 16dec15 | line # 01-01 according to russianplanes.net; in sand/yellow camo c/s with light blue underside, no markings apart from the code and '9015' on the fin |
| | | SC-11 | Mi-28NE | Algerian Air Force | d/d | jun16 | c/n not confirmed; opb 14 RHC at Bou Saada; in sand/yellow camo c/s with light blue underside; f/n Aïn Oussera 29aug16 |
| 012 299 016 | ? | "916" black | Mi-28NE | Rostvertol | Ror | 29sep15 | line # 01-02 according to russianplanes.net; in sand/yellow camo c/s with light blue underside, no markings apart from the code and '9016' on the fin |
| | | SC-12 | Mi-28NE | Algerian Air Force | d/d | jun16 | c/n not confirmed; opb 14 RHC at Bou Saada; in sand/yellow camo c/s with light blue underside; f/n Aïn Oussera 29aug16 |
| 012 299 017 | | "917" black | Mi-28NE | Rostvertol | | | line # 01-03 according to russianplanes.net; in sand/yellow camo c/s with light blue underside, no markings apart from '9017' on the fin; f/n Rostvertol 19feb16 |
| | | SC-14 | Mi-28NE | Algerian Air Force | d/d | jun16 | c/n not confirmed; opb 14 RHC at Bou Saada; in sand/yellow camo c/s with light blue underside; f/n jun14; l/n Aïn Oussera 29aug16 |
| 012 299 018 | | "918" black | Mi-28NE | Rostvertol | Ror | 19feb16 | line # 01-04 according to russianplanes.net; in sand/yellow camo c/s with light blue underside, no markings apart from the code; l/n mar16 |
| | | SC-16 | Mi-28NE | Algerian Air Force | ph. | aug17 | c/n not confirmed; opb 14 RHC at Bou Saada; in sand/yellow camo c/s with light blue underside; f/n Aïn Oussera aug17 |
| 368 299 023 | | "1811" yellow | Mi-28NE | Russian Air Force | ZIA | 27aug15 | line # 01-05 according to russianplanes.net; initially in olive drab c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; received the additional small code "905" white on the tailboom; f/n as such ZIA 17jul17; l/n Kubinka aug17 |
| | | "1811" yellow | Mi-28NE | Vertolyoty Rossii | ZIA | 30aug19 | in 'digital' olive drab/khaki/brown camo c/s with 'Russian Helicopters' titles; c/n read off equipment 30aug19; underwent some modifications; f/n as such in NTsV im. Milya i Kamova 23jun20; l/n Kubinka 22aug21 |
| 34029808206 | ? | not known | Mi-28UB | Russian Air Force | mfd | 2016 | line # 02-01; reportedly a modified Mi-28NE; information from russianplanes.net |
| 012 299 024 | | no code | Mi-28NE | Rostvertol | Ror | 17mar16 | line # 02-06 according to russianplanes.net; in sand/yellow camo c/s with light blue underside, no markings apart from '9024' on the fin |
| | | SC-19 | Mi-28NE | Algerian Air Force | ph. | may17 | c/n not confirmed - looks like 9023 or 9032; opb 14 RHC at Bou Saada; in sand/yellow camo c/s with light blue underside; f/n Aïn Oussera may17 |
| 012 299 025 | | no code | Mi-28NE | Rostvertol | Ror | 16mar16 | line # 02-07 according to russianplanes.net; in sand/yellow camo c/s with light blue underside, no markings apart from '9025' on the fin |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | not known | Mi-28NE | Algerian Air Force | | | possibly SC-17 |
| 34029808213 | ? | "214" blue | Mi-28UB | Russian Air Force | d/d | 2017 | line # 02-08; information from russianplanes.net |
| | | RF-13663 | Mi-28UB | Russian Air Force | no | reports | also carried code "214" blue; reported by russianplanes.net |
| 34029808214 | ? | "215" blue | Mi-28UB | Russian Air Force | d/d | 2017 | line # 02-09; information from russianplanes.net; with mast-mounted radar; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostvertol 06oct17 |
| | | RF-13666 | Mi-28UB | Russian Air Force | ph. | mar21 | also carried code "215" blue; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| 012 299 040 | ? | no code | Mi-28NE | Rostvertol | Ror | 08jul16 | line # 02-10 according to russianplanes.net; in sand/yellow camo c/s with light blue underside, no markings apart from '9040' on the fin |
| | | SC-.. | Mi-28NE | Algerian Air Force | | | could be SC-21, see below |
| 012 299 042 | | "942" black | Mi-28NE | Rostvertol | Tzk | 10jun17 | line # 03-02 according to russianplanes.net; in sand/yellow camo c/s with light blue underside, no markings apart from the code, '9042' on the fin and a Russian flag on the fin |
| | | not known | Mi-28NE | Algerian Air Force | | | possibly SC-25 |
| 012 299 043 | ? | "943" black | Mi-28NE | Rostvertol | Tzk | 10jun17 | line # 03-03 according to russianplanes.net; in sand/yellow camo c/s with light blue underside, no markings apart from the code and '9043' on the fin |
| | | SC-21 | Mi-28NE | Algerian Air Force | ph. | oct16 | c/n not confirmed (the number on the fin looks like '9043' on a photo, but could possibly also be '9040'); opb 14 RHC at Bou Saada; in sand/yellow camo c/s with light blue underside |
| 012 299 047 | | SC-22 | Mi-28NE | Algerian Air Force | ph. | apr21 | line # 03-01 according to russianplanes.net; in sand/yellow camo c/s with light blue underside, carried '9047' on the fin; l/n Tamanrasset 16dec24 and c/n checked this date |
| 012 299 044 | ? | "944" black | Mi-28NE | Rostvertol | Tzk | 10jun17 | line # 03-04 according to russianplanes.net; in sand/yellow camo c/s with light blue underside, no markings apart from the code and '9044' on the fin |
| 012 299 053 | | SC-27 | Mi-28NE | Algerian Air Force | mfd | 2017 | line # 03-05 according to russianplanes.net; opb 14 RHC at Bou Saada; in sand/yellow camo c/s with light blue underside; f/n Chlef 19may22; took part in the fly-past over Algiers 05jul22 |
| 012 299 054 | ? | SC-28 | Mi-28NE | Algerian Air Force | ph. | oct17 | c/n not confirmed; opb 14 RHC at Bou Saada; in sand/yellow camo c/s with light blue underside; l/n oct18 |
| 012 299 055 | | SC-29 | Mi-28NE | Algerian Air Force | ph. | 30oct18 | opb 14 RHC at Bou Saada; in sand/yellow camo c/s with light blue underside; c/n checked Laghouat 25jan24 |
| 012 299 056 | | SC-31 | Mi-28NE | Algerian Air Force | ph. | 27feb20 | line # 03-06 according to russianplanes.net; opb 14 RHC at Bou Saada; in sand/yellow camo c/s with light blue underside; f/n Biskra 27feb20; l/n Biskra 01mar20 |
| 012 299 063 | | "963" black | Mi-28NE | Rostvertol | Ror | dec17 | line # 03-07 according to russianplanes.net; in sand/yellow camo c/s with light blue underside, no markings apart from the code and '9063' on the fin |
| | | not known | Mi-28NE | Algerian Air Force | | | |
| 012 299 074 | | SC-36 | Mi-28NE | Algerian Air Force | ph. | feb24 | in sand/yellow camo c/s with light blue underside; carried '9074' on the fin; took part in the fly-past over Algiers 01nov24 |
| 34029808224 | ? | "01" yellow | Mi-28UB | Russian Air Force | mfd | 2017 | line # 03-09; information from russianplanes.net |
| 34029808225 | ? | "02" yellow | Mi-28UB | Russian Air Force | mfd | 2017 | line # 03-10; information from russianplanes.net |
| 34029808226 | ? | "03" yellow | Mi-28UB | Russian Air Force | mfd | 2017 | line # 04-01; information from russianplanes.net |
| 34029808227 | ? | "04" yellow | Mi-28UB | Russian Air Force | mfd | 2017 | line # 04-02; information from russianplanes.net |
| 34029808228 | ? | "05" yellow | Mi-28UB | Russian Air Force | mfd | 2017 | line # 04-03; information from russianplanes.net |
| | | RF-13456 | Mi-28UB | Russian Air Force | Kub | 28aug21 | also carried code "05" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars; l/n Kubinka 19aug22 |
| 34029808229 | ? | "06" white | Mi-28UB | Russian Air Force | mfd | 2017 | line # 04-04; information from russianplanes.net |
| | | RF-13457 | Mi-28UB | Russian Air Force | Kub | 17apr19 | also carried code "06" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars; l/n Kubinka 22apr19 |
| 34029808230 | ? | "07" yellow | Mi-28UB | Russian Air Force | h/o | 09nov17 | line # 04-05; information from russianplanes.net; with mast-mounted radar; opb 344 TsBP i PLS at Torzhok; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; ferried from Rostvertol to Torzhok 16nov17 |
| | | RF-13659 | Mi-28UB | Russian Air Force | ZIA | 30aug19 | also carried code "07" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n Klin 04may22 |
| 34029808231 | | "08" yellow | Mi-28UB | Russian Air Force | h/o | 09nov17 | line # 04-06; information from russianplanes.net; with mast-mounted radar; opb 344 TsBP i PLS at Torzhok; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; ferried from Rostvertol to Torzhok 16nov17 |
| | | RF-13660 | Mi-28UB | Russian Air Force | Kln | 18apr20 | also carried code "08" yellow; in olive drab/khaki camo c/s with light blue underside, with Russian stars |
| 34029808232 | | "15" red | Mi-28UB | Russian Air Force | d/d | 2017 | line # 04-07; information from russianplanes.net; with mast-mounted radar; opb 55 ovp AA at Korenovsk; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostvertol 06oct17 |
| | | RF-13662 | Mi-28UB | Russian Air Force | Kts | 03nov18 | also carried code "15" red; opb 55 ovp AA at Korenovsk; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars; l/n Korenovsk 07jul21 |
| 012 299 075 | | SC-37 | Mi-28NE | Algerian Air Force | ph. | 28jun22 | line # 04-08; information from russianplanes.net; in sand/yellow camo c/s with light blue underside; took part in the fly-past over Algiers 05jul22 |
| 012 299 076 | | SC-38 | Mi-28NE | Algerian Air Force | ph. | 2020 | line # 04-09; information from russianplanes.net; serial partially covered on the photo; opb 14 RHC at Bou Saada; in sand/yellow camo c/s with light blue underside; carried '9076' on the fin; took part in the fly-past over Algiers 03jul22 |
| 012 299 077 | | SC-39 | Mi-28NE | Algerian Air Force | ph. | 2021 | line # 04-10; information from russianplanes.net; opb 14 RHC at Bou Saada; in sand/yellow camo c/s with light blue underside, carried '9077' on the fin; l/n took part in the fly-past over Algiers 01nov24 |
| 012 299 117 | | SC-41 | Mi-28NE | Algerian Air Force | ph. | 25apr24 | at Ain Arnat Setif; in sand/yellow camo c/s with light blue underside, carried '9117' on the fin |
| 012 299 119 | ? | no serial | Mi-28NE | Rostvertol | Ror | 09feb18 | line # 05-01; information from russianplanes.net; in sand/yellow camo c/s with light blue underside, no markings apart from '9119' on the fin |
| | | SC-.. | Mi-28NE | Algerian Air Force | | | probably SC-42 |
| 012 299 120 | ? | no serial | Mi-28NE | Rostvertol | Ror | 27dec17 | line # 05-02; information from russianplanes.net; in sand/yellow camo c/s with light blue underside, no markings apart from '9120' on the fin; l/n Rostvertol 09feb18 |
| | | SC-.. | Mi-28NE | Algerian Air Force | | | possibly SC-45 |
| 012 299 122 | | SC-46 | Mi-28NE | Algerian Air Force | ph. | mar20 | line # 05-03; information from russianplanes.net; opb 14 RHC at Bou Saada; in sand/yellow camo c/s with light blue underside |
| 012 299 131 | | SC-51 | Mi-28NE | Algerian Air Force | ph. | jun22 | opb 14 RHC at Bou Saada; in sand/yellow camo c/s with light blue underside; carried '9131' on the fin; took part in the fly-past over Algiers 01nov24 |
| 012 299 132 | | SC-52 | Mi-28NE | Algerian Air Force | ph. | 17feb23 | line # 05-05; information from russianplanes.net; in sand/yellow camo c/s with light blue underside, carried '9132' on the fin; f/n Mechria 17feb23 |
| 012 299 13. | ? | SC-54 ? | Mi-28NE | Algerian Air Force | | | line # 05-06; information from russianplanes.net |
| 012 299 136 | | SC-56 | Mi-28NE | Algerian Air Force | ph. | 05mar21 | line # 05-07; information from russianplanes.net; opb 14 RHC at Bou Saada; in sand/yellow camo c/s with light blue underside; carried '9136' on the fin; f/n Mecheria 05mar21 |
| 012 299 139 | ? | SC-.. | Mi-28NE | Algerian Air Force | ph. | 21aug20 | line # 05-08 ?; in sand/yellow camo c/s with light blue underside, carried '9139' on the fin |
| 34029808244 | | "17" red | Mi-28UB | Russian Air Force | mfd | 05nov19 | line # 05-09; opb 55 ovp AA at Korenovsk; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars; had just 'RF-' on the tailboom; dbr 11dec19 - the regular crew of the helicopter had made a precautionary landing in a field near Platnirovskaya 12 km south of Korenovsk airfield after three unsuccessful approaches due to fog, the commander of 55 ovp AA then ordered the two most experienced pilots of the regiment, Lieutenant-Colonel Aleksandr V. Sklyankin and Major Ruslan A. Kushnirenko, to ferry the helicopter to Korenovsk airfield in order to avoid having to post a guard at the landing site over night, they took off in thick fog at night, flew very low and crashed in a field 2.5 km from the runway threshold 8 minutes after take-off, coming to rest upside down (reportedly the gun had got entangled in a power-line), both pilots were killed; t/t 20 hours and 29 cycles |
| 36829410404 | | no serial | Mi-28NE | Iraqi Army Avn | mfd | 16aug14 | izdeliye 2941; in olive drab/sand camo c/s without any markings; f/n ROV 25aug14; delivered to BGW by an An-124-100 28aug14 (Delalande reports d/d 26aug14); l/n BGW 29aug14, serial still taped over |
| | | YI-801 | Mi-28NE | Iraqi Army Avn | ph. | oct15 | opb 28 Attack Heli Sqn; in olive drab/sand camo c/s with 'Iraqi Army Aviation' titles; l/n jan16; still on charge in 2024 |
| 36829410405 | | no serial | Mi-28NE | Iraqi Army Avn | mfd | 22aug14 | in olive drab/sand camo c/s without any markings; f/n ROV 25aug14; delivered to BGW by an An-124-100 28aug14 (Delalande reports d/d 26aug14); l/n BGW 29aug14, serial still taped over |
| | | YI-802 | Mi-28NE | Iraqi Army Avn | ph. | dec14 | opb 28 Attack Heli Sqn; in olive drab/sand camo c/s with 'Iraqi Army Aviation' titles; l/n jan16; still on charge in 2024 |
| 36829410406 | | no serial | Mi-28NE | Iraqi Army Avn | mfd | 22aug14 | in olive drab/sand camo c/s without any markings; f/n ROV 25aug14; delivered to BGW by an An-124-100 28aug14 (Delalande reports d/d 26aug14); l/n BGW 29aug14, serial still taped over |
| | | YI-803 | Mi-28NE | Iraqi Army Avn | ph. | apr15 | opb 28 Attack Heli Sqn; in olive drab/sand camo c/s with 'Iraqi Army Aviation' titles; l/n oct15; still on charge in 2024 |
| 36829410414 | | YI-805 | Mi-28NE | Iraqi Army Avn | mfd | 30dec14 | delivered 02feb15 ?; with mast-mounted radar; opb 28 Attack Heli Sqn; in olive drab/sand camo c/s with 'Iraqi Army Aviation' titles; f/n apr15; l/n oct15; still on charge in 2024 |
| 36829410415 | | YI-806 | Mi-28NE | Iraqi Army Avn | mfd | 30dec14 | delivered 02feb15 ? (Delalande reports d/d 01feb15); opb 28 Attack Heli Sqn; in olive drab/sand camo c/s with 'Iraqi Army Aviation' titles; f/n apr15; l/n may15; still on charge in 2024 |
| 36829410416 | | YI-807 | Mi-28NE | Iraqi Army Avn | mfd | 31dec14 | delivered 02feb15 ?; with mast-mounted radar; opb 28 Attack Heli Sqn; in olive drab/sand camo c/s with 'Iraqi Army Aviation' titles; f/n oct15; l/n jan16; still on charge in 2024 |
| 36829410417 | | YI-804 | Mi-28NE | Iraqi Army Avn | mfd | 30dec14 | delivered 02feb15 ?; initially without mast-mounted radar; opb 28 Attack Heli Sqn; in olive drab/sand camo c/s with 'Iraqi Army Aviation' titles; f/n jan16; the mast-mounted radar was installed in 2016/17; still on charge in 2024 |
| 36829410424 | | YI-811 | Mi-28NE | Iraqi Army Avn | mfd | 24oct15 | opb 28 Attack Heli Sqn; in olive drab/sand camo c/s with 'Iraqi Army Aviation' titles; still on charge in 2024 |
| 36829410425 | | YI-808 | Mi-28NE | Iraqi Army Avn | mfd | 27oct15 | without mast-mounted radar; opb 28 Attack Heli Sqn; in olive drab/sand camo c/s with 'Iraqi Army Aviation' titles; f/n mar17; still on charge in 2024 |
| 36829410426 | | YI-809 | Mi-28NE | Iraqi Army Avn | mfd | 12nov15 | without mast-mounted radar; opb 28 Attack Heli Sqn; still on charge in 2024 |
| 36829410427 | | YI-810 | Mi-28NE | Iraqi Army Avn | mfd | 24oct15 | without mast-mounted radar; opb 28 Attack Heli; still on charge in 2024 |
| 368 299 027 | | YI-815 | Mi-28NE | Iraqi Army Avn | mfd | 23jun16 | still on charge in 2024 |
| 368 299 028 | | YI-812 | Mi-28NE | Iraqi Army Avn | mfd | 30apr16 | still on charge in 2024 |
| 368 299 029 | | YI-813 | Mi-28NE | Iraqi Army Avn | mfd | 23jun16 | still on charge in 2024 |
| 368 299 030 | | YI-814 | Mi-28NE | Iraqi Army Avn | mfd | 24jun16 | still on charge in 2024 |

## ***Mi-28NM numbers built by "Rostvertol" at Rostov-na-Donu-Severny from 2019***

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 34029607020 | | RF-13489 | Mi-28NM | Russian Air Force | f/f | 17apr19 ? | still in olive drab primer; line # 01-01 according to russianplanes.net; the first production helicopter of this version; also carried code "70" red; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars; f/n with Rostvertol jun19; h/o jun19; l/n ZIA 30aug19 |
| 34029607021 | ? | RF-13490 | Mi-28NM | Russian Air Force | Ror | jun19 | line # 01-02 according to russianplanes.net; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars; h/o jun19; initially also carried code "71" red; l/n as such Rodninki 10oct20; code changed to "721" yellow; f/n as such in NTsV im. Milya i Kamova 19jan22 |

## ***Mi-28 with export numbers built by "Rostvertol" at Rostov-na-Donu-Severny from 2015***

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 012 299 0.. | ? | -- | Mi-28NE | -- | Ror | 23aug16 | line # 02-10; seen in olive drab primer without markings on the assembly line 23aug16; for Algerian Air Force |
| 012 299 0.. | ? | -- | Mi-28NE | -- | | | line # 04-02; for Algerian Air Force |
| 340128434.. | ? | "52" red | Mi-28N | Russian Air Force | d/d | 2014 | line # 10-0.; opb 549 AvB AA at Glebychevo-Pribylovo; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostvertol 02apr14 |
| 340128434.. | ? | "215" blue | Mi-28N | Russian Air Force | d/d | 2014 | line # 10-0.; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostvertol 01jul14 |
| 340128434.. | ? | "217" blue | Mi-28N | Russian Air Force | d/d | 2014 | line # 10-0.; opb 546 AvB AA at Rostov-na-Donu-Tsentralny |
| 340128434.. | ? | "219" blue | Mi-28N | Russian Air Force | d/d | 2014 | line # 10-0.; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light grey underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostvertol 19dec14; l/n in MVZ im. Milya 27jan17 |
| --- | | RF-06807 | Mi-28UB | Russian Air Force | Kub | 17oct19 | also carried code "03" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars |
| --- | | RF-06808 | Mi-28UB | Russian Air Force | Kub | 17oct19 | also carried code "84" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars |
| --- | | RF-13378 | Mi-28N | Russian Air Force | ph. | 29jun19 | also carried code "218" blue; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; f/n over Sevastopol 29jun19; l/n Sevastopol aug21 titles not visible |
| --- | | RF-13450 | Mi-28UB | Russian Air Force | Roc | oct20 | also carried code "01" white; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| --- | | RF-13453 | Mi-28N | Russian Air Force | ph. | 08sep18 | also carried code "72" red; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; f/n Sertolovo 08sep18; l/n Dubrovichi 10aug19 |
| --- | | RF-13458 | Mi-28UB | Russian Air Force | Roc | 08may20 | also carried code "46" blue; opb 39 vp at Dzhankoi; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars |
| --- | | RF-13479 | Mi-28UB | Russian Air Force | ZIA | 20jul21 | with mast-mounted radar; also carried code "82" red; in a camo c/s of two shades of olive drab with light blue underside, with 'VKS Rossii' titles and Russian stars; l/n ZIA 22jul21 |
| --- | | RF-13491 | Mi-28N | Russian Air Force | Kub | 28aug20 | also carried code "51" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars; l/n Kubinka 28aug21 |
| --- | | RF-13493 | Mi-28UB | Russian Air Force | ph. | mar21 | also carried code "80" red; in a camo c/s of two shades of olive drab with light blue underside, with 'VKS Rossii' titles and Russian stars |
| --- | | RF-13623 | Mi-28N | Russian Air Force | ph. | 19sep17 | also carried code "60" red; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n as such over St. Petersburg 09may20; titles change to 'VKS Rossii'; f/n as such in early 2021; seen with 'Z' markings may23 |
| --- | | "26" blue | Mi-28N | Russian Air Force | d/d | mid-12 | was reported by russianplanes.net initially as c/n 34012843271 and later as c/n 34012843280; opb 546 AvB AA at c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on Rostov-na-Donu-Tsentralny; in grey the tailboom; f/n Rostov-na-Donu-Tsentralny 19aug12 |
| --- | | "208" blue | Mi-28N | Russian Air Force | | | line # 11-10 according to russianplanes.net; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; had just 'RF-' on the tailboom |
| | | RF-13637 | Mi-28N | Russian Air Force | Vob | 24jun17 | initially also carried code "208" blue; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n as such Rostov-na-Donu-Tsentralny 03sep17; probably carried the code "31" blue in between; code changed to "81" red and titles to 'VKS Rossii'; f/n as such 09may21 |
| --- | | "71" red | Mi-28N | Russian Air Force | Ror | 23aug16 | in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars |
| | | RF-13655 | Mi-28N | Russian Air Force | Pus | mar17 | also carried code "71" red; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars; l/n Chernigova 13jul17; l/n Kubinka 28aug20 |
| --- | | "14" red | Mi-28UB | Russian Air Force | d/d | 2017 ? | line # 03-0.; with mast-mounted radar; opb 55 ovp AA at Korenovsk; in olive drab/khaki camo c/s with light blue underside, with 'V.S Rossii' titles and Russian stars; f/n Korenovsk 19feb19 (possible registration not visible on photo) |
| | | RF-13661 | Mi-28UB | Russian Air Force | ph. | 25apr19 | also carried code "14" red; opb 55 ovp AA at Korenovsk; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars |
| --- | | RF-13668 | Mi-28N | Russian Air Force | Rzd | aug21 | also carried code "43" blue; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars; w/o 25feb22 on a mission in the Kiev region of Ukraine when was shot down by Ukrainian forces and crashed just outside the perimeter fence at Gostomel, the wreckage was shown 26apr22 |
| --- | | RF-13801 | Mi-28NM | Russian Air Force | Kub | 18aug23 | registration not visible on the photo; also carried code "45" yellow; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars |
| --- | | RF-91105 | Mi-28N | Russian Air Force | ph. | 30jul17 | initially also carried code "01" blue; initially in grey c/s with 'VVS Rossii' titles and Russian stars; l/n as such over Sevastopol 30jul17; repainted in olive drab/khaki camo c/s with light grey grey underside, with 'VKS Rossii' titles and Russian stars and code changed to "62" red; f/n as such on the Crimea 01jun19 |
| --- | | "03" red | Mi-28N | Russian Air Force | ph. | 14jun12 | at Korenovsk; opb 393 AvB at Korenovsk; in grey c/s with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; probably trf to filial 4 TsBP i PLS at Torzhok jun12; l/n Torzhok 28jun12 |
| | | RF-93275 | Mi-28N | Russian Air Force | Kln | 01aug12 | in grey c/s with 'VVS Rossii' titles and Russian stars; initially also carried code "03" yellow; l/n as such NAL 10sep13; probably trf to Rostov-na-Donu-Tsentralny; code changed to "203" blue; seen as such GDZ 04/05sep14; code changed to "30" blue; f/n as such jun18 |
| --- | | RF-95328 | Mi-28N | Russian Air Force | ph. | 12feb21 | also carried code "204" blue; in grey c/s with 'VKS Rossii' titles and Russian stars |
| --- | | RF-95330 | Mi-28N | Russian Air Force | Kub | 24aug18 | reported by russianplanes net as c/n 34012843280, but the tie-ups on the site tend to change; also carried code "206" blue; opb 546 AvB AA at Rostov-na-Donu-Tsentralny; in grey c/s with 'VKS Rossii' titles and Russian stars; l/n Kubinka 26aug18 |
| --- | | "01" white | Mi-28UB | Russian Air Force | d/d | 2017 | line # 03-0.; with mast-mounted radar; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostvertol 19oct17 |
| --- | | "06" white | Mi-28UB | Russian Air Force | d/d | 2017 | line # 03-0.; with mast-mounted radar; in olive drab/khaki camo c/s with light blue underside, with 'VVS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Rostvertol 19oct17 |
| --- | | "87" red | Mi-28UB | Russian Air Force | d/d | 2020 | with mast-mounted radar; opb 332 opv at Pushkin; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars, had just 'RF-' on the tailboom; f/n Pushkin 09jul20 |
| --- | | "203" blue | Mi-28N | Russian Air Force | ph. | 2018 | in olive drab/khaki camo c/s with light blue underside; deployed to Syria in 2018 |
| --- | | "731" yellow | Mi-28NM | Russian Air Force | ZIA | 16jul21 | with mast-mounted radar; in olive drab/khaki camo c/s with light blue underside, with 'VKS Rossii' titles and Russian stars, had just 'RF-' on the tailboom |
| --- | | "1707" yellow | Mi-28NE | Vertolyoty Rossii | Kub | 21aug18 | equipped with VK-2500-01 engines and 9M123M "Khrizantema-VM" ATGMs; in 'digital' light grey/medium green/dark brown camo c/s with 'Vertolyoty Rossii'/'Russian Helicopters' and 'Rostvertol' titles; l/n over the Volga in Nizhny Novgorod 24jun20 |
| --- | | not known | Mi-28N | Russian Air Force | | | damaged 16aug12 on take-off from Mozdok when the engines lost power while the helicopter was hovering 6 metres over the runway and it came down hard, both crew escaped unhurt |
| --- | | not known | Mi-28N | Russian Air Force | | | opb 487 ovp AA at Budyonnovsk; w/o in the early hours of 12apr16 while flying low and fast at night near Homs when collided with an obstacle and crashed, both pilots were killed |
| --- | | SC-17 | Mi-28NE | Algerian Air Force | | photo | in sand/yellow camo c/s with light blue underside |
| --- | | SC-23 | Mi-28NE | Algerian Air Force | ph. | 2023 | in sand/yellow camo c/s with light blue underside |
| --- | | SC-25 | Mi-28NE | Algerian Air Force | | photo | in sand/yellow camo c/s with light blue underside |
| --- | | SC-35 | Mi-28NE | Algerian Air Force | ph. | 2023 | opb 14 RHC at Bou Saada; in sand/yellow camo c/s with light blue underside |
| --- | | SC-42 | Mi-28NE | Algerian Air Force | ph. | oct18 | opb 14 RHC at Bou Saada; in sand/yellow camo c/s with light blue underside |
| --- | | SC-44 | Mi-28NE | Algerian Air Force | ph. | 2024 | in sand/yellow camo c/s with light blue underside |
| --- | | SC-45 | Mi-28NE | Algerian Air Force | | photo | in sand/yellow camo c/s with light blue underside |
| --- | | SC-54 | Mi-28NE | Algerian Air Force | ph. | jun22 | in sand/yellow camo c/s with light blue underside |
| --- | | no serial | Mi-28UB | Rostvertol | Ror | 27dec17 | in sand/yellow camo c/s with light blue underside, no markings apart from '9120' on the fin; for Algeria |
| --- | | no serial | Mi-28NE | Iraqi Army Avn | Ror | 05dec14 | with a mast-mounted N-025E radar; in olive drab/sand camo c/s without any markings; 2 delivered to BGW by an An-124-100 01feb15 and seen flying with Iraqi flags 07mar15 |
| --- | | no serial | Mi-28NE | Iraqi Army Avn | d/d | 27jun16 | by an An-124-100 to BGW (as 1 of 4); izdeliye 298; in olive drab c/s; handed over 28jun16; to become YI-812 ? |
| --- | | AF-911 | Mi-28N | Uganda Air Force | EBB | aug23 | without mast-mounted radar; in olive drab/khaki camo c/s with light blue underside |
| --- | | AF-919 | Mi-28N | Uganda Air Force | ph. | 16jun22 | without mast-mounted radar; in olive drab/khaki camo c/s with light blue underside; took part in the rehearsal of the Independence Day parade over Kampala 06oct22; l/n EBB aug23 |
| --- | | AF-923 | Mi-28N | Uganda Air Force | ph. | 16jun22 | in olive drab/khaki camo c/s with light blue underside; took part in the rehearsal of the Independence Day parade over Kampala 06oct22; l/n Kololo 09oct22 |
| --- | | AF-931 | Mi-28N | Uganda Air Force | ph. | 16jun22 | with mast-mounted radar; in olive drab/khaki camo c/s with light blue underside; l/n EBB aug23 |
| --- | | AF-9.. | Mi-28N | Uganda Air Force | | | w/o 02jan24 on a flight from Saaka airfield at Fort Portal (Kabarole district) to the DR Congo when hit the rooftop of a house on a mountain slope in nearby Nyamisigiri village (on the border between Kabarole and Ntoroko in Bwanika parish of Kichwamba sub-county) and crashed, both pilots (Lieutenants Allan Tukamuhabwa Kapando and Swadiq Aroma) and a man in the house were killed |

# Mil Mi-34

The Mi-34 was a light utility helicopter developed as a replacement for the Mi-1 and Mi-2. It was to be used for training, liaison, medevac, VIP transport and various patrolling duties. The standard version which was powered by one Vedeneyev M-14V-26 radial engine could carry three to four passengers or up to 250 kg of cargo. Development of the Mi-34 started in 1980, and the prototype flew first on 26 December 1986. The helicopter was first displayed at the Paris Air Show in 1987, while series production started at AAK "Progress" in Arsenyev in 1989. However, the first production Mi-34 took off only in late 1993. In the late 1980s, it had been planned to produce the Mi-34 at the Transcarpathian Helicopter Factory (ZVPO) at Dubovo (western Ukraine). However, nothing came of this when the Soviet Union split up.
Two versions were produced: The Mi-34S (sertifitsirovanny, i.e. certified) as the main variant and the Mi-34P police patrol helicopter with special equipment. Other versions planned included the Mi-34V (or Mi-34VAZ) with two VAZ-430 wankel engines and capable of carrying up to 340 kg of cargo in the cabin (more than 500 kg on external sling). The Mi-34M military version for reconnaissance and targeting was also be equipped with the VAZ-430 engines, whereas the Mi-34A was to be powered by one Allison 250-C20R turboshaft engine.
Production was running very slowly: Only 21 Mi-34s were built between 1993 and early 2003, whereas plans from the early 1990s foresaw the production of more than 400 of these light helicopters until the end of the century. Five prototypes were built by MVZ and 22 production helicopters by Progress. Of those, eight were delivered to the Nigerian Air Force (two of them crashed), four to Bashkortostan, two each to a Kazakh Government agency (in January 2003), to Omsk and to the Moscow Police and one to Bosnia. Three production Mi-34s remained with MVZ im. Milya for tests. Contrary to these figures, a table seen in the "Progress" factory in September 2011 stated that only 13 production Mi-34s were completed, five of which were exported. All Mi-34s were withdrawn from use after a mere 300 flying hours as some assemblies only have a useful service life of 300 hours and there are problems with rework. The Mi-34 programme was eventually stopped in 2012.
The construction numbers are explained as follows: 978 is the factory code of "Progress", probably obtained by playing around with the factory's former number 116 (and kept distinct from the combat helicopters built with a factory code of 353). 300 resp. 303 is the Mil OKB product code (izdeliye 300 or 303 = Mi-34, izdeliye 3031 = Mi-34S1), followed by the quarter of production and the year of production Of the last five digits the first two indicate the batch number (starts with 01 for both versions 300 and 303 !), and the last three are the number in the batch.

## 5 ? Mi-34 prototypes built by MVZ im. Milya (former Factory No. 329) at Tomilino

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | no reg | Mi-34S1 | MVZ im. Milya | GOJ | 15aug10 | full-scale mock-up without engine; in red/black c/s with 'Mi-34S1' titles |
| OP-1 | "01" black | Mi-34 | MAP MVZ im. Milya | f/f | 26dec86 | the first prototype, line # 00-01; in DOSAAF c/s; w/o 27feb89 when crashed near Chkalovski |
| OP-2 | "02" black | Mi-34 | MAP MVZ im. Milya | mfd | 1987 ? | the second prototype, line # 00-02; in DOSAAF c/s |
| | "34" white | Mi-34VAZ | MVZ im. Milya | ZIA | 15aug92 | c/n not confirmed; the prototype of the version with 2 VAZ-426 Wankel engines; in white/black c/s with light blue trim, no titles (with just a 'Mi' logo) |
| OP-3 | -- | Mi-34 | MAP MVZ im. Milya | mfd | 1985 ? | initially the dynamic test airframe for fatigue trials, line # 00-03; in white c/s with orange cheatline and trim, no titles; displayed at LBG jun87; converted to the third prototype after the crash of the first prototype |
| | CCCP-06145 | Mi-34 | MVZ im. Milya | f/f | 1989 | c/n not confirmed; in white c/s with orange cheatline and trim, no titles |
| | CCCP-13001 | Mi-34 | MVZ im. Milya | DXB | nov91 | c/n not confirmed; in white c/s with orange cheatline and trim, no titles; seen Kubinka 11apr92; l/n ZIA 15aug92 |
| | RA-13001 | Mi-34 | MVZ im. Milya | FAB | 12sep92 | c/n not confirmed; initially in greyish blue c/s with yellow and black trim, no titles; l/n as such FAB 12sep92; repainted in white c/s with black trim and red stars, carried the exhibition number 'H314'; seen as such LBG jun93; l/n ZIA 31aug93 |
| S1/OP-1 | "343" black | Mi-34S1 | Russian Air Force | ZIA | 16aug11 | the military prototype of this version; also carried code "34" orange; in metallic grey c/s with 'VVS Rossii' titles and Russian stars; had not yet flown by aug11 |
| S1/OP-2 | "342" orange | Mi-34S1 | MVZ im. Milya | ZIA | 16aug11 | the civil prototype of this version, with M9FV engine; in black c/s with orange trim, no titles; f/f 04aug11 from Tomilino (first hovering some days before); seen with an Avialesookhrana badge in MVZ im. Milya 27jan12; l/n flying in MVZ im. Milya 14mar12; reportedly stored from 2013; converted to the prototype of the Mi-34M1 in 2024 |
| | "1002" black | Mi-34M1 | NTsV im. Milya | ph. | 15oct24 | the prototype of this modernised version, with VK-650V engine; in primer, no titles; made its first hovering in NTsV im. Milya i Kamova at Tomilino 15oct24 |
| S1/OP-3 | no reg | Mi-34S1 | MVZ im. Milya | ph. | 21may12 | in red/black c/s, no titles; preserved in the Mil Helicopter Plant (MVZ im. Milya) at Tomilino, seen may12/jul15 |

## 22 Mi-34 built by AAK "Progress" (former Factory No. 116) at Arsenyev from 1993 to 2001

The construction numbers are prefixed by 97830.

| | | | | | | |
|---|---|---|---|---|---|---|
| #0 43 01001 | RA-01001 | Mi-34 | | f/f | 04nov93 | c/n not confirmed; line # 01-01; first production helicopter; photo in Mil anniversary book |
| | RA-04001 | Mi-34S | L. Vertolyoty Mi | rgd | 22dec95 | c/n confirmed; Lyogkiye Vertolyoty Mi (owned by MVZ im. Milya); impounded 20oct04; current on register by aug10, with a current CofA |
| #0 14 01002 | RA-04002 | Mi-34S | L. Vertolyoty Mi | mfd | 08aug95 | line # 01-02; Lyogkiye Vertolyoty Mi (owned by MVZ im. Milya); f/f 1993 ?; rgd 22dec95; CofA expired 08aug98; t/t 258 hours and 412 cycles by 01jul02; impounded probably 20oct04; current on register by aug10 |
| #0 .. 01003 | no code | Mi-34 | L. Vertolyoty Mi | ZIA | aug97 | line # 01-03; c/n and line # not confirmed; f/f 1993 ?; in blue/white police c/s with 'Lyogkiye Vertolyoty Mi' titles |
| | "01" white | Mi-34 | Moscow Police | Tno | 14aug99 | c/n not confirmed; police patrol helicopter (but without loud-hailer); in blue/white c/s with 'Militsiya' and 'Moskva' titles plus Moscow coat-of-arms; l/n ZIA 17aug99; recoded to, see next line |
| | "012" white | Mi-34 | Moscow Police | ZIA | 17aug01 | as above; the "2" is definitely a late addition !; wfu around 2002; the hulk (in poor condition) was transported on a flat-bed trailer to NTsV im. Milya i Kamova at Tomilino 30oct24 |
| #0 15 01004 | 51301 | Mi-34 | Bosnian Feder. AF | d/d | late98 | line # 01-04 |
| | VF-3601 | Mi-34 | Bosnian Feder. AF | f/n | mar01 | in all-white c/s; f/n wfu in a hangar at Rajlovac apr02; seen without prefix may11/mar18 |
| #0 15 01005 | RA-04003 | Mi-34S | Bashkirian Al | mfd | 05jun96 | line # 01-05; rgd 03nov97; leased from the factory 03aug98 until 03aug08; operated by Malaya Aviatsiya Bashkortostana; in white/dark blue c/s with 'BAL' titles; seen UFA 1998 |
| | YR-XFC | Mi-34S | Kobo-Coop '96 Kft. | ph. | 17jul07 | at Györszentiván-Böny; initially in full Bashkirian Airlines c/s including 'BAL' titles; repainted in white c/s with blue trim, no titles; l/n Györszentivan-Böny 23mar08; w/o 12jul08 on a sight-seeing flight from Mosonmagyaróvár (Hungary) when struck a high-voltage power-line near Magyarkimle and crashed into the Danube river, the tailboom broke off, the pilot and all 3 passengers managed to swim ashore, one of them with serious injuries |
| #0 35 02001 | RA-04006 | Mi-34S | Bashtransgaz | mfd | 24aug95 | line # 02-01; rgd 28dec98; seen Borki 23aug05, only wearing the 'R' of the registration |
| | YR-ITA | Mi-34S | Kobo-Coop '96 Kft. | no | reports | |
| | YR-XFA | Mi-34S | Kobo-Coop '96 Kft. | ph. | 23jan08 | at Györszentiván-Böny; in full Bashkirian Airlines c/s including 'BAL' titles; l/n Györszentivan-Böny 15sep08 |
| #0 25 02002 | RA-04004 | Mi-34S | Bashkirian Al | mfd | 24oct96 | line # 02-02; rgd 03nov97; leased from the factory 03aug98/03aug08, but in register as owned by BashTransGaz; operated by Malaya Aviatsiya Bashkortostana in Malaysia; CofA expired 28sep00; no titles; seen BKA 19aug02; stored at Myachkovo, seen 09may03; current on register by aug10, see below |
| #0 35 02003 | RA-04005 | Mi-34S | Bashkirian Al | mfd | 24oct96 | line # 02-03; rgd 03nov97; leased from the factory from 03aug98 until 03aug08; operated by Malaya Aviatsiya Bashkortostana in Malaysia |
| | YR-XFB | Mi-34S | Kobo-Coop '96 Kft. | ph. | 22jul07 | at Tannheim (Germany); operated under a Hungarian CofA; in white c/s with dark blue and black trim, no titles; l/n Tannheim 28aug11 |
| #0 .. 02004 | "02" white | Mi-34P | Moscow Police | ZIA | 22aug95 | line # 02-04; c/n and line # not confirmed; police patrol version with loud-hailer; f/f 1997 ?; in blue/white c/s with 'Militsiya' and 'Moskva' titles plus Moscow coat-of-arms; used call-sign RA-34295; l/n ZIA 18aug01; struck off charge and sold to a private person probably in 2002; rebuild date 22dec02; reflown oct17 and may18; offered for sale 15nov17/23apr19 with t/t 77 hours, but could not be sold |
| #3 47 01001 | NAF552 | Mi-34S | Nigerian Air Force | d/d | 2000/01 | line # 01-01; probably 1 of the 3 which were taken on charge 03apr01; wfu around 2003 and stored at Enugu; offered for sale 15jul11 and sold to New Zealand in 2013, arrived at Christchurch in early dec13; sat wfu in a shed, seen mar23 |
| #3 37 01002 | RA-04007 | Mi-34S | Bashkirian Al | mfd | 24sep97 | line # 01-02; as can be seen from the c/n, this is a new version (izdeliye 303), and apparently the batch numeration started anew for this version, hence the duplication of the final digits, see RA-04002; rgd 25jul01; opf Sibirskaya Neftyanaya Kompaniya; t/t 24 hours and 111 cycles by 01jan03; CofA expired 20jun03 |
| | RF-67739 | Mi-34S | RUSHeliTeam | ph. | 22jun07 | arrived by road at Northampton-Sywell (UK) 22jun07; registration without hyphen; in orange c/s with blue trim, carried a multitude of stickers and advertising; l/n active near Moscow 17may08; registration also used on an R44 |
| | RA-04007 | Mi-34S | Rus. Vertol. Syst. | rgd | 24apr09 | Russkiye vertolyotnye sistemy (Russian Helicopter Systems); current on register aug10 |
| #3 37 01003 | NAF550 | Mi-34S | Nigerian Air Force | d/d | 2000/01 | line # 01-03; probably 1 of the 3 which were taken on charge 03apr01; wfu around 2003 and stored at Enugu; offered for sale 15jul11 and sold to New Zealand in 2013, arrived at Christchurch in early dec13; gone by mar23 |
| #3 47 01004 | no reg | Mi-34S | MVZ im. Milya | mfd | 31oct97 | line # 01-04; in purple c/s, no titles; f/n ZIA aug99; l/n ZIA 14aug01 (a Mil OKB representative on site quoted the c/n as ending in 01004) |
| | FLARF01838 | Mi-34S | L. Vertolyoty Mi | Mya | 01aug02 | Lyogkiye Vertolyoty Mi; registration painted on as '1838-FLARF'; in purple c/s; l/n Myachkovo 19aug02 |
| | RA-04008 | Mi-34S | Avialine | rgd | 11nov02 | c/n confirmed; seen Myachkovo 22aug03 |
| | RA-1838K | Mi-34S | Chkalovets | no | reports | Otd. FLA RF "Chkalovets"; c/n confirmed; included in a listing of FLA aircraft dated 13aug04; based at Tushino |
| | RF-38382 | Mi-34S | privately owned | trf | apr05 | in purple c/s, no titles; f/n Borki 17sep06, flying; stored without rotors at Borki, seen jun08/jun24 |
| #3 40 02001 | NAF553 | Mi-34S | Nigerian Air Force | d/d | 2000/01 | line # 02-01; wfu around 2003 and stored at Enugu; offered for sale 15jul11 and sold to New Zealand in 2013, arrived at Christchurch in early dec13; gone by mar23 |
| | ZK-HCV | Mi-34S | P.A. Jury | rgd | 14mar23 | P.A. Jury of New Plymouth (NZ) |
| #3 40 02002 | NAF554 | Mi-34S | Nigerian Air Force | d/d | 2000/01 | line # 02-02; damaged, details unknown; stored at Enugu; offered for sale 15jul11 and sold to New Zealand in 2013, arrived at Christchurch in early dec13; sat wfu in the open (in poor condition), seen mar23 |

| | | | | | | |
|---|---|---|---|---|---|---|
| #3 41 02004 | NAF556 | Mi-34S | Nigerian Air Force | d/d | 2002 | seen hangared at Myachkovo 01aug02, gone by 11aug02; wfu around 2003 and stored at Enugu; offered for sale 15jul11 and sold to New Zealand in 2013, arrived at Christchurch in early dec13; sat wfu in a shed, c/n checked mar23 |
| #3 41 02005 | NAF557 | Mi-34S | Nigerian Air Force | mfd | 28nov01 | line # 02-05; in sand/medium green/dark green camo c/s with light blue underside; seen hangared at Myachkovo 01aug02, gone by 11aug02; wfu in 2003 with t/t 127 hours and stored at Enugu; offered for sale 15jul11 and sold to New Zealand in 2013, arrived at Christchurch in early dec13; overhauled by Heli Maintenance at Christchurch in early 2014, underwent its first engine run 19mar14; seen there (still in full Nigerian) c/s 29may17; was with Heli Maintenance at Christchurch IAP by mar23 |
| | ZK-HUN | Mi-34S | L.A. Williamson | rgd | 01dec14 | Lindsay A. Williamson of Christchurch; obviously never taken up |
| #3 42 03001 | "01" white | Mi-34S | Almaty Police | rgd | 04dec02 | line # 03-01; rgd given as 12apr02 in one document; mfd 10dec02; d/d apr03; initially operated by ao GUVD g. Almaty; last flight 20feb04, t/t 57 hours 36 minutes and 226 cycles by then; on a photo in white/blue c/s with 'Politsiya' titles and badge on the door; trf to the Almaty Rescue Service (Sluzhba spaseniya g. Almaty) 11jul05; stored with ARZ No. 405 at Almaty from aug06; offered for sale by Torgovy soyuz 16jan08, but could not be sold; value assessed 19may11 as 27 million Tenge; sold at an auction aug16, for 17.6 million Tenge |
| #3 42 03002 | "02" white | Mi-34S | Almaty Police | rgd | 18dec02 | line # 03-02; mfd 19dec02; d/d apr03; initially operated by ao GUVD g. Almaty; last flight 23apr04; t/t 77 hours 15 minutes and 239 cycles by then; trf to the Almaty Rescue Service (Sluzhba spaseniya g. Almaty) 11jul05; stored with ARZ No. 405 at Almaty from aug06; offered for sale by Torgovy soyuz 16jan08, but could not be sold; value assessed 19may11 as 27 million Tenge; was not sold at a subsequent auction aug16 priced at just over 20 million Tenge |
| #3 .. 03003 | no reg | Mi-34S1 | no titles | Asp | 08sep11 | line # 03-03; in grey c/s with red/orange cheatline, no markings whatsoever; was stored with AAK "Progress" and restored by the factory in summer 2020, seen 17jul20; preserved in the Far Eastern Aviation Museum at Arsenyev (N44.151081 E133.267323), seen sep22 |
| #3 .. 03004 | -- | Mi-34S1 | primer | Asp | 08sep11 | line # 03-04; on the assembly line; offered for sale jan21, can only be used as an exhibit |
| #3 .. 03005 | -- | Mi-34S1 | primer | Asp | 08sep11 | line # 03-05; on the assembly line; offered for sale jan21, can only be used as an exhibit |
| #3 .. 04001 | -- | Mi-34S1 | primer | Asp | 08sep11 | line # 04-01; on the assembly line; offered for sale jan21, can only be used as an exhibit |
| #3 .. 04002 | -- | Mi-34S1 | primer | Asp | 08sep11 | line # 04-02; on the assembly line; offered for sale jan21, can only be used as an exhibit |

## ***Mi-34 helicopters with unknown c/ns include***

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | "015" black | Mi-34S | MVZ im. Milya | ZIA | aug09 | in white c/s with blue and red trim, 'Vertolyoty Rossii' titles |
| --- | no reg | Mi-34 | no titles | ph. | 18apr18 | probably a mock-up; in white c/s with green trim, no markings apart from 'Mi-34'; preserved (on 'high legs') at the dacha site "Vertolyot" of MVZ im. Milya at Antsiferovo (N55.576586 E38.763030), seen apr18/aug23 |
| --- | NAF551 | Mi-34S | Nigerian Air Force | d/d | 2000/01 | probably 1 of the 3 which were taken on charge 03apr01; in sand/medium green/dark green c/s with light blue underside; a photo exists; stored at Enugu; offered for sale 15jul11 |
| --- | NAF555 | Mi-34S | Nigerian Air Force | d/d | 2002 | seen hangared at Myachkovo 01aug02, gone by 11aug02; stored at Enugu; offered for sale 15jul11 |
| --- | NAF558 | Mi-34S | Nigerian Air Force | d/d | 2002 ? | stored at Enugu; offered for sale 15jul11 |
| --- | no reg | Mi-34S | no titles | ph. | 25jul20 | in natural metal c/s with red cheatline and trim, no markings apart from 'MI-34'; preserved on the premises of the "Reduktor-PM" factory at Perm from summer 2020, seen jul20/jul23 |

# *Mil Mi-38*

This new medium utility helicopter was developed to replace the good old Mi-8 in all its roles. The Mi-38, which can carry 30 passengers or five to seven tonnes of payload, is destined mainly for the international market as the Mi-8 will be soldering on in Russia for many years to come. According to the original planning, the Mi-38 was to be powered by two Klimov TVa-3000 turboshaft engines, but their development was delayed even more than that of the helicopter itself. So it was decided to replace them with two Pratt&Whitney Canada PW-127T/S turboshafts.
First design studies were conducted under the designation Mi-8M in 1981. The programme was eventually renamed Mi-38 in 1983, and actual projecting work began in 1987. The decree of the Central Committee of the Communist Party of the Soviet Union and the Council of Ministers of the USSR ordering the development of the Mi-38 was eventually issued in 1989. A full-scale mock-up was completed in August 1991, it was presented during the MAKS-92 and 95 airshows. Although construction of the first two prototypes started at the Kazan Helicopter Factory (KVZ) back in 1993, none of them was to fly within the next ten years. As many other late Soviet designs the Mi-38 suffered severely from financial problems...
In 1992, Eurocopter joined the Mil Design Bureau and the Kazan Helicopter Factory in an effort to speed up development of the Mi-38, but their tripartite joint venture Euromil set up in 1994 had to be closed down in 2003 because Russian legislation passed in 1998 does not allow foreign investors to own more than 25 % of the shares of Russian aerospace companies.
The first flight was planned for 1995, but delayed many times. It eventually happened on 22 December 2003. Four prototypes were built, and the type certificate was awarded on 30 December 2015 (certification was along US FAR-29 and European JAR-29 requirements). Series-production at the Kazan Helicopter Factory started in 2016. Two basic versions are to be built, the Mi-38-1 with PW-127T/S engines and the Mi-38-2 with TV7-117V engines.
The letters OP in the c/n mean 'opytnoye proizvodstvo', prototype construction shop.

## ***9 prototypes and production helicopters built by the Kazan Helicopter Factory (KVZ) at Kazan***

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | no reg | Mi-38 | MVZ im. Milya | mfd | aug91 | full-scale mock-up; in all-blue c/s; f/n ZIA 15aug92; then modernised, f/n in this condition ZIA aug95 |
| OP-1 | no reg | Mi-38 | Euromil | r/o | 20nov03 | tge first prototype, initially with PW-127/5 engines; construction started in 1993; in primer without registration or titles; f/f 22dec03 from Kazan; factory trials started 25aug04 |
| | RA-38011 | Mi-38 | Euromil | KZN | 01oct04 | in white/blue c/s, with registration and titles; presented to the public at KZN 01oct04; 18 flights by jun05; factory trials completed in 2010; stored with MVZ im. Milya at Tomilino, l/n may10 |
| | 38011 | Mi-38-2 | Vertolyoty Rossii | ZIA | 17aug11 | re-engined with TV7-117V turboshafts; initially in dark blue c/s with red, white and light blue trim, with titles, version painted on as 'MI-382'; l/n as such in MVZ im. Milya 03apr14; repainted in white c/s with red and grey trim, with titles; f/n as such in MVZ im. Milya 29apr14; l/n in MVZ im. Milya 26dec14 |
| | no reg | Mi-38-2 | Vertolyoty Rossii | ZIA | 21aug15 | non-flying demonstrator of the VIP version with bigger windows; in black/red c/s with white trim, with titles, version painted on as 'MI-38-2'; l/n GDZ 09sep18 |
| OP-2 | RA-38012 | Mi-38 | MVZ im. Milya | mfd | aug10 | second prototype, with PW-127/5 engines; construction started in 1993; in dark blue c/s with light blue 'wave', no titles; presented to the public at KZN 10sep10; f/f 03nov10; ferried to MVZ im. Milya at Tomilino 24dec10 |
| | 38012 | Mi-38 | MVZ im. Milya | Tmk | 18may11 | now with many stickers |
| | 38012 | Mi-38-1 | Vertolyoty Rossii | ZIA | 14aug11 | established a world record at Drakino 26aug12, climbing to a height of 8,600 metres; l/n in its old c/s Drakino 26aug12; repainted in stylish bordeaux/black c/s with white trim; f/n as such in MVZ im. Milya 19sep13; l/n flying Tomilino 19jun14; stored in MVZ im. Milya, seen 06aug14; relegated to ground tests in 2015; l/n in NTsV im. Milya i Kamova 23sep22, stored |
| OP-3 | 38013 | Mi-38-2 | Vertolyoty Rossii | mfd | 2012 | pre-production Mi-38 with TV7-117V engines; seen in primer without registration on the assembly line 24aug09/27apr12; ground trials started in 2012; in stylish Bordeaux red/black c/s with white trim; f/n as such in MVZ im. Milya 17aug13; first hovering 13nov13 (at Tomilino) and first real flight 29nov13; displayed during the "HeliRussia 2016" exhibition at the Crocus City IEC in Moscow l/n as such in NTsV im. Milya i Kamova 07may20; received a new tail rotor; f/n as such in Sevastopolski ARZ 13dec20; l/n in NTsV im. Milya i Kamova 03feb23 |
| OP-4 | 38014 | Mi-38-2 | Vertolyoty Rossii | f/f | 16oct14 | from Kazan; pattern helicopter for series production, with TV7-117V engines; construction started in 2011; in white c/s with turquoise and olive drab trim, with titles; l/n in NTsV im. Milya i Kamova jun24 |
| OP-5 ? | -- | Mi-38 | MVZ im. Milya | mfd | 2014 | static test airframe |
| OP-6 ? | -- | Mi-38 | MVZ im. Milya | mfd | 2014 | dynamic test airframe for fatigue trials |
| 26 001 | 38015 | Mi-38T | Vertolyoty Rossii | f/f | 03nov18 | line # 01-01; already seen in primer on the assembly line sep15/aug17; in light grey c/s, no markings apart from the registration; first hovering 03nov18 and first real flight 23nov18; l/n in MVZ im. Milya 19aug19 |
| | "71" yellow | Mi-38T | Russian Air Force | h/o | 31dec19 | in light grey c/s; used for service trials |
| 26 002 | no code | Mi-38T | Vertolyoty Rossii | Kzp | 13may19 | line # 01-02; in 'digital' medium green/dark green camo c/s, with 'VKS Rossii' titles and Russian stars |
| | RF-04529 | Mi-38T | Russian Air Force | Tml | 24aug19 | also carried code "72" red; in 'digital' medium green/dark green camo c/s, with 'VKS Rossii' titles and Russian stars; seen in MVZ im. Milya 01sep19; h/o for service trials before 02dec19; l/n ZIA 22jul21 |
| 26 003 | RF-19097 | Mi-38T | Russian Air Force | CKL | 31jul20 | line # 01-03; VIP version ?; also carried code "73" red; in light grey c/s with 'VKS Rossii' titles and Russian stars; stored with NTsV im. Milya i Kamova, seen jan22/2023 |
| 26 004 | RA-14340 | Mi-38-4 | Vertolyoty Rossii | Kzh | 04sep20 | line # 01-04; passenger version; in full Rossiya c/s, but never taken on charge; not included in the 2021 insurance tender of Rossiya; l/n in NTsV im. Milya i Kamova nov23 |
| | RA-14340 | Mi-38-4 | Aviatsiya Kolymy | ph. | 04mar24 | in black and white 'orca' c/s with an 'Aviatsiya Kolymy' logo, no titles; ferried from Kazan to Magadan-Sakharnaya Golovka 04/07mar24; l/n Magadan-Sakharnaya Golovka 27mar24 |
| 26 005 | "265" white | Mi-38-2 | Vertolyoty Rossii | Tml | 21aug19 | line # 01-05; VIP version; in dark blue/white c/s with grey trim and 'Russian Helicopters' titles; presented at the Dubai Air Show at DWC 17/21nov19 |
| | 14341 | Mi-38-2 | Vertolyoty Rossii | Kzh | 14feb20 | in dark blue/white c/s with grey trim and 'Russian Helicopters' titles; h/o to Gazprombank Leasing 26feb20 |
| | RA-14341 | Mi-38-2 | RVS | rgd | 23dec19 | Russkiye Vertolyotnyye Sistemy; owned by Gazprombank Leasing; in dark blue/white c/s with grey trim and 'Russian Helicopters' titles; f/n KLF 05aug20; displayed at the "MAKS-2021" airshow at Zhukovski 20/25jul21; l/n at KVZ 18mar22 |
| | Z-LCT | Mi-38-2 | Zimbabwe Gvmt | ph. | 27jul23 | c/n not confirmed; received a defence suite; in dark blue/white c/s with grey trim, no titles; donated by Russian president Vladimir Putin to Zimbabwean president Emmerson Mnangagwa and displayed at the Russia-Africa Summit at St. Petersburg 27/28jul23; already seen without registration 26jul23; to be delivered in late summer 2023 |
| 26 006 | RA-14343 | Mi-38-4 | Vertolyoty Rossii | ZIA | 18jul21 | in full Rossiya c/s with additional 'Vertolyoty Rossii'/'Russian Helicopters' titles, but never taken on charge by Rossiya; displayed at the "MAKS-2021" airshow at Zhukovski 20/25jul21, c/n checked; l/n KZN 18mar22, now without the additional titles |

| | | | | | | |
|---|---|---|---|---|---|---|
| | RA-14343 | Mi-38-4 | Aviatsiya Kolymy | ph. | 04mar24 | in black and white 'orca' c/s with an 'Aviatsiya Kolymy' logo, no titles; ferried from Kazan to Magadan-Sakharnaya Golovka 04/07mar24; l/n near Magadan 27mar24 |
| 26 014 | "384" black | Mi-38-4 | primer | mfd | 2021 | line # 02-04; the cockpit was seen on the assembly line in 2020; ferried to NTsV im. Milya i Kamova mar21; f/n in NTsV im. Milya i Kamova 15jan22; l/n in NTsV im. Milya i Kamova mar22, flying; for FSO Rossii |
| 26 015 | -- | Mi-38 | -- | mfd | 2021 | line # 02-05; ferried to NTsV im. Milya i Kamova aug21; for FSO Rossii |
| 26 017 | -- | Mi-38 | -- | mfd | 2021 | line # 02-07; ferried to NTsV im. Milya i Kamova dec21; for FSO Rossii |
| --- | RA-14342 | Mi-38-4 | Vertolyoty Rossii | KZN | 22oct24 | in black c/s with additional 'Rostec' titles; presented during the 16th BRICS summit at Kazan 22/24oct24 |
| --- | RF-27252 | Mi-38 | Kazan Helicopters | ph. | 05aug24 | in glossy olive drab c/s, no markings apart from the registration |

# Mil Mi-54

The project was closed down in 2011 due to a lack of funding.

| | | | | | | |
|---|---|---|---|---|---|---|
| --- | RA-58125 | Mi-54 | MVZ im. Milya | ZIA | 15aug05 | full-scale mock-up; in white c/s with green trim; l/n ZIA 20aug05 |
| | no reg | Mi-54 | MVZ im. Milya | ZIA | 25aug07 | in white c/s with flowers on the tailboom |