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Additions and corrections are welcome at sovtransresearch@yahoo.com**

CSS-12 and MD-12

The Polish aircraft industry suffered heavily during WW2. Almost all its factories were destroyed by the bitter fighting at the Eastern front, and there was not much left to start from anew. Nevertheless, the industry began to revive in the late 1940s and took up several projects. One of them was the CSS-12, a short-range transport for ten passengers designed by Leszek Duleba from the Centralny Studium Samolotów (CSS) experimental design bureau. The aircraft was powered by two Argus As 411A-1 piston engines which had been left over from the German occupation of Poland.

The prototype flew first on 22 November 1950. Unfortunately, trials were suspended in October 1951 when the CSS was closed down as part of a restructuring of the Polish aircraft industry. Trials finally resumed on 30 March 1955 by the Instytut Lotnictwa (I.L.) aviation institute. These lasted until 10 November 1955, and as a result the aircraft received new tail surfaces. Trials continued then from 28 September until 20 December 1956. Although the CSS-12 was considered a successful design and recommended for series production, the insufficient number of wartime Argus engines prevented this. Also there was a much reduced perceived demand for an aircraft of this category. Apart from that, the Polish aircraft industry had to concentrate on military types at that time and did not have enough free capacities to build civil transports. The sole CSS-12 was cancelled in 1960 and scrapped. Its cockpit section was handed over to the NOT technical museum in Warsaw and was passed on in February 1967 to the MLIa aviation museum in Kraków where it remains in storage. The rest of the aircraft went as a 'children's plaything' to the WSM Sady Zoliborskie area of Warsaw, and was presumably scrapped long ago!

1 CSS-12 prototype built by WSK Warszawa-Okecie at Okecie in 1950

1	SP-BAR SP-BAR	CSS-12 CSS-12	CSS Inst. Lotnictwa	f/f	22nov50	no CoFR and thus no rgd; trials suspended oct51; stored; trials resumed 30mar55, completed 20dec56; established world record 28dec56; canx 03oct60 as scrapped; cockpit section to NOT technical museum in Warsaw, passed on to MLIa museum in Kraków feb67; rest of the aircraft as 'children's plaything' to WSM Sady Zoliborskie area of Warsaw, presumably scrapped
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At the end of 1954, the Instytut Lotnictwa under the direction of Franciszek Misztal produced preliminary designs for two twin-engined airliners, the FM-11 and FM-12. The former was to carry 12 passengers using two 450 h.p. Narkiewicz WN-5 engines, whereas the larger FM-12 for 16 passengers was to be powered by two 615 h.p. Shvetsov ASH-21s. Neither was built and the design team now headed by Leszek Duleba was absorbed into the I.L. and a new project, the MD-12, emerged. Information obtained from the trials of the CSS-12 was applied in the design process, and although the MD-12 was initially a twin-engined design, the lack of ASH-21 engines forced a change to four indigenous Narkiewicz WN-3s as used in the TS-8 "Bies" trainer. With more power available the design was enlarged to carry 20 passengers or 1,900 kg of cargo.

After completion of a static test airframe, the first flying prototype of this short-range airliner and transport made its maiden flight on 21 July 1959. The second aircraft built was the passenger version MD-12P, first flying on 7 January 1961. This last Polish-designed airliner underwent trials with LOT on the Warsaw-Rzeszów route in September 1961 and was also chartered by LOT for the Poznań-Warsaw route during the Poznań International Trade Fairs in 1961 and 1962. However, the MD-12P never entered full service with the airline and was scrapped after an accident in 1965. The third aircraft was built as an aerial survey version MD-12F. It had a crew of seven and was equipped with four cameras and a dark room. Although the MD-12F was also demonstrated in Hungary and Romania, this version did not enter production either. When the prototype MD-12 crashed on 17 September 1963 due to tail-plane flutter and structural failure all work on the type was eventually stopped.

2 MD-12 prototypes and 2 pre-production aircraft built by WSK Warszawa-Okecie at Okecie in 1959-62

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01	SP-PAL	MD-12	WSK Okecie	f/f	21jul59	prototype; no CoFR and thus no rgd; crashed 17sep63 due to tail-plane flutter and structural failure; canx 25sep63
02	SP-PBD	MD-12P	WSK Okecie	f/f	07jan61	passenger version; rgd 18may61; trials with LOT on Warsaw - Rzeszów route 28aug/30sep61, also chartered by LOT for Poznań-Warsaw route during Poznań Intl. Trade Fairs in 1961 and 1962, but never entered full service; damaged in autumn 1965, wfu before 02may67 (inspection date); canx 14sep67 and scrapped
03	SP-PBL	MD-12F	WSK Okecie	f/f	21jul62	aerial survey version; no CoFR and thus no rgd; demos in Hungary and Romania; canx 02oct68, but already put on display at MLIa museum in Kraków (N50.077733 E19.92258) 19apr67; seen jul18, natural metal c/s without markings or titles and carries registration under its wing; l/n may24

PZL M-15 "Belphegor"

On 1 March 1971 an agreement was concluded in Warsaw between the Soviet and Polish governments regarding development and production of new aviation 'products' including agricultural aircraft, light helicopters and sailplanes. The USSR had not manufactured any specialised agricultural aircraft after transfer of An-2 production to Poland except for small number of An-2Ms.

As a consequence, the development of the M-15 was authorised together with associated agricultural and ground-support equipment. The Soviet government indicated a requirement for 3000 aircraft and an agreement was signed on 2nd December 1971 for large-scale production.

Design of the M-15 was undertaken at PZL Mielec by Soviet consulting engineer R.A. Ismailov and Polish designer K. Gocyla. The specialised agricultural equipment was jointly developed by the Aviation Institute in Warsaw and the Soviet Research Institute of Special and Utility Aviation at Krasnodar.

To test power-unit and equipment the Aviation Institute drastically modified an An-2 as LALA-1 (Latajace Laboratorium-1 = Flying Laboratory-1) which first flew on 10th February 1972. The M-15 is unique in configuration being a jet-powered biplane and a mock-up was approved in June 1972. A prototype which used wings and undercarriage from the An-14, (An-14s c/n 700301 CCCP-81569, c/n 601505 CCCP-81560 and c/n 601703 CCCP-81568 were canx as sold to Poland 03aug72) was designated LL-M15 (Latajace Laboratorium-M15) and was first flown on 27 May 1973. The full-size mock-up wore the spurious marks CCCP-1972. The first 'real' M-15 was flown on 9th January 1974.

A prototype reported as 1SP01-07 with spurious marks 'SP-1974' was shown at a Polish industrial exhibition in Moscow in 1974 commemorating the 30th anniversary of the post-war Polish state and an unidentified production aircraft was shown at the POLTRANSMASZ exhibition in Moscow in 1977. The type was also displayed at International Trade Fairs at Poznań in 1975 and 1976 and SP-DCA was at Paris in June 1977, the only time the type was shown in the 'west'. Extensive ag-aircraft trials took place at Ketrzyn-Wilamowo in 1975 and poor-quality photos show either 1SP01-03 or 1SP01-05 (or perhaps both), unregistered.

In April 1975 five pre-series aircraft went to the USSR for evaluation and Soviet acceptance tests were completed in 1976 and a provisional certificate of airworthiness was awarded, a full certificate being awarded later and marked by a ceremony in April 1979. Operating trials were conducted at Pyatigorsk, Voronezh, Poltava and Maykov and also in August 1979 at Damgarten, DDR. Far from the 3000 initially envisaged, no more than 165 production aircraft were completed and the type seems to have been withdrawn in 1983/84 if the data from Pyatigorsk is representative of other bases. Presumably it did not live up to the designers' expectations. There were a large number of unregistered trials airframes concerning which little is known and also a gap in production, blocks 10, 11 and 12 not being built.

The c/n is explained as follows: 1 indicates it is an aircraft (Polish production designation), S stands for M-15 (Polish production designation and is C in Cyrillic) followed by the three digit batch number and the two digit number in the batch. Remarkable is that most Soviet aircraft were officially registered several years after being delivered.

M-15 prototypes and pre-production aircraft

PP0-00	12832	LaLa-1	Polish Air Force	f/f	10feb72	technology demonstrator, converted from An-2 c/n 1G128-32
---	CCCP-1972	LL-M-15	Aeroflot c/s			full-size mock-up; photo in "Skrzydła Polska" # 2/73
XM-15	no serial	LL-M-15	PZL	f/f	27may73	carried Polish Air Force checkerboards but no other marks
P01-01	--	M-15				static test airframe
P01-02	no reg	M-15-00				prototype; f/f 09jan74; flight-trials a/c
P01-03	no reg	M-15-01				spraying-equipment trials in Poland and USSR
P01-04	no reg	M-15-40				not flown, fireproof testing
P01-05	no reg	M-15				dusting-equipment trials in Poland and USSR
P01-06	no reg	M-15				general handling trials
P01-07	SP-1974	M-15				'SP-1974' at exhibition, Moscow 1974; photo in "Flieger-Revue" # 11/74 & "TLIA" # 11/77; aerodynamic trials; tested at TsAGI and Instytut Lotnictwa; supposedly renumbered to 1S001-01 later, a 'paperwork' exercise ?
P01-08	0108	M-15-00		photo		c/n also given as 1SP001-08; ready for certification test 30apr75; took part in state trials in USSR in 1975/76; was displayed at the '50 Years of PZL' exhibition in Warsaw sep78, no registration but c/n clearly visible; supposedly renumbered to 1S001-02 later, a 'paperwork' exercise ?

165 M-15 built by PZL Mielec from 1975 to 1982

1S001-01	not known	M-15	history unknown			ex c/n P01-07 to be confirmed
1S001-02	not known	M-15	history unknown			ex c/n P01-08 to be confirmed
1S001-03	not known	M-15	history unknown			
1S001-04	--	M-15-40		f/f	30dec75	prototype of this two-seater version; probably had no registration at time of f/f

1S001-05	CCCP-15215	M-15-40	AFL/N.Kavkaz-Mai	toc	27oct76	resource (cycles) used up by sep82; soc 20may83 as life-time expired
1S001-05	--	M-15				dynamic test airframe for fatigue trials
1S002-01	0201	M-15-01		f/f	25apr75	dynamic test airframe for fatigue trials
	0201	M-15-01	VNII Skh	toc	unknown	first production M-15-01 with spraying equipment; ready for certification test 31may75 on charge as of 01jan75 (but date from MGA document is earlier than the f/f); was not yet paid for by the MGA to the GUSANT although it to took part in state trials by the MGA in USSR in 1975/76; photo exists; according to Russian sources this aircraft became CCCP-15598, but not mentioned as such in any documents; see c/n 1S005-06
1S002-02	0202	M-15-01	AFL/GosNII GA	toc	01sep75	took part in state trials in 1975/76
1S002-03	CCCP-15599	M-15-01	AFL/N.Kavkaz-Pya	trf	unknown	on charge as of 01oct78; f/n Pyatigorsk 1978; soc 20may83 as life-time expired
	CCCP-15216	M-15-00	AFL/N.Kavkaz-Mai	toc	27oct76	took part in state trials in the USSR in 1976; took part in critical angle of attack trials in Poland (later ?); useful lifetime expired sep82; soc 20may83 as life-time expired
1S002-04	0204	M-15-00	AFL/GosNII GA		photo	ready for certification test 30jun75; took part in state trials in USSR in 1975/76
1S002-05	CCCP-15217	M-15-00	AFL/N.Kavkaz-Mai	toc	27oct76	took part in state trials in the USSR in 1976; useful lifetime expired sep82; soc 28jun83 as life-time expired
1S003-01	CCCP-15218	M-15-00	AFL/Centr.Reg.-VOZ	toc	21oct76	rgd 06jun79; soc 18mar83 as life-time expired
1S003-02	CCCP-15219	M-15-00	AFL/Ukraine-PLV	mfd	28feb76	toc 19oct76; opb 102 LO; w/o 09sep77 on a crop-spraying flight from the airstrip of the "Sovkhoz im. Goloborodko" state farm (Karlovk district of the Poltava region) when the pilot forgot to extend the flaps before take-off (or the flaps retracted uncommandedly), the pilot forced the aircraft to lift off at a speed of 115 km/h but it fell back to the runway twice, the pilot then decided to abort the take-off but rethought soon after and applied full power, the aircraft crashed at a speed of some 75-85 km/h into bushes and trees behind the runway, nosed over and caught fire, pilot killed; t/t 36 hours and 77 cycles; soc 18nov77
1S003-03	CCCP-15220	M-15-00	AFL/Centr.Reg.-VOZ	toc	21oct76	rgd 06jun79; soc 18mar83 as life-time expired
1S003-04	CCCP-15221	M-15-00	AFL/Ukraine-PLV	toc	19oct76	rgd 07dec79; photo exists; soc 19apr83 as life-time expired
1S003-05	CCCP-15222	M-15-00	AFL/N.Kavkaz-Mai	toc	27oct76	registration in Soviet register without c/n and rgd; resource (cycles) used up by sep82; soc 20may83 as life-time expired
1S003-06	CCCP-15223	M-15-00	AFL/N.Kavkaz-Mai	toc	27oct76	registration in Soviet register without c/n and rgd; resource (cycles) used up by sep82; soc 20may83 as life-time expired
1S003-07	CCCP-15224	M-15-00	AFL/Ukraine-PLV	toc	19oct76	rgd 09jan80; soc 19apr83 as life-time expired
1S004-01	CCCP-15225	M-15-00	AFL/Centr.Reg.-VOZ	toc	21oct76	rgd 06jun79; soc 18mar83 as life-time expired
1S004-02	CCCP-15226	M-15-00	AFL/Centr.Reg.-VOZ	toc	21oct76	rgd 06jun79; soc 18mar83 as life-time expired
1S004-03	CCCP-15227	M-15-00	AFL/Ukraine-PLV	toc	19oct76	rgd 09jan80; soc 19apr83 as life-time expired
1S004-04	CCCP-15228	M-15-00	AFL/Ukraine-PLV	toc	19oct76	rgd 09jan80; soc 19apr83 as life-time expired
1S004-05	CCCP-15229	M-15-00	AFL/N.Kavkaz-Pya	toc	13oct76	rgd 13feb80; soc 20may83 as life-time expired
1S005-01	CCCP-15230	M-15-00	AFL/Centr.Reg.-VOZ	toc	21oct76	rgd 13aug80; became a dynamic test airframe for fatigue trials feb78; transferred 16jun82 to the Riga aviation institute (RKIIGA) and became a ground instructional airframe; soc 18oct84 as worn out; scrapped in 1991
1S005-02	CCCP-15231	M-15-00	AFL/N.Kavkaz-Pya	toc	13oct76	rgd 13feb80; soc 20may83 as life-time expired
1S005-03	CCCP-15232	M-15-00	AFL/N.Kavkaz-Pya	toc	22apr77	rgd 13feb80; soc 20may83 as life-time expired
1S005-04	CCCP-15233	M-15-01	AFL/N.Kavkaz-Mai	toc	29may78	rgd 13aug80; resource (cycles) used up by sep82; soc 28jun83 as life-time expired
1S005-05	CCCP-15234	M-15-01	AFL/N.Kavkaz-Pya	toc	21jan77	rgd 13feb80; soc 20may83 as life-time expired
1S005-06	CCCP-15598	M-15-01	AFL/GosNII GA	toc	22jan78	short-nosed version; photo in "Skrzydłata Polska" # 52-53/1978; see remark with c/n 1S002-01
1S006-01	not known	M-15-40	AFL/Central Region	trf	06jun80	soc 18mar83 as life-time expired
1S006-02	not known	M-15-40		f/f	19jul76	broken up; tail used for the repair of c/n 1S006-03
		M-15-03		f/f	23aug76	brochure photo as '0602'; photo at Fort Rogowo dec06; photo at Wolin jul11; remains seen at the Muzeum Narodowe Rolnictwa (Agricultural Museum) at Szreniawa 06apr12, fully covered, fuselage and wings separated; photo 19jul14 at the ag-museum Szreniawa being assembled
	'SP-DFA'	M-15-03		ph.	09nov14	preserved at the Muzeum Narodowe Rolnictwa (Agricultural Museum) at Szreniawa (N52.312513 E16.794792) with this fake registration; see c/n 1S008-05; l/n aug18 in good condition; seen 09oct21 in Museum of Agriculture in Szreniawa, near Poznan; in Jun24
1S006-03	no reg	M-15-03		f/f	09oct76	never registered; arrived at Muzeum Lotnictwa in Kraków 14jul81 (was damaged during transport and repaired with the tail of c/n 1S006-01) and preserved there since, l/n aug24
1S007-01	--	M-15-00				to USSR, probably for trials or spares
1S007-02	CCCP-15100	M-15-00	VNII PANKh	toc	03jun77	in Aeroflot c/s; took part in trials at Krasnodar in 1977/78
1S007-03	CCCP-15100	M-15-00	AFL/N.Kavkaz-Mai	trf	23jan81	rgd 21jan80; soc 20may83 as life-time expired
	CCCP-15101	M-15-00	AFL/N.Kavkaz-Mai	toc	19jul77	force-landed at Khmelnytsky during ferry flight from Lviv to Maikop 23jun77 due to an electronic malfunction; damaged 02aug78 on a crop-spraying flight by bird-strike, had to force-land; CoFR renewal 17dec81; resource (cycles) used up by dec82; soc 20may83 as life-time expired
1S007-04	CCCP-15102	M-15-00	AFL/N.Kavkaz-Pya	toc	08jun77	rgd 12feb80; soc 20may83 as life-time expired
1S007-05	CCCP-15103	M-15-00	AFL/N.Kavkaz-Pya	toc	08jun77	rgd 13feb80; soc 20may83 as life-time expired
1S007-06	CCCP-15104	M-15-00	AFL/N.Kavkaz-Mai	toc	15jul77	suffered an electronic malfunction on the ferry flight to Maikop; opb Maikopski OAO; dbr 29jun78 on a positioning flight to Maikop when a sensor failed, resulting in a fake indication that the braking system was not working, the pilot planned a landing without using the brakes but made a mistake in calculating the touch-down point so that the aircraft came down very hard and suffered substantial damage, no casualties; soc 27dec78
1S007-07	SP-DCA	M-15-00	WSK-Mielec	rgd	23may77	f/n LBG 11jun77 with exhibition code '325'; l/n GRQ 14jun77; canx 12jul77 but restored 14jul77; canx 16jun82
1S007-08	CCCP-15106	M-15-00	AFL/N.Kavkaz-Pya	toc	19jul77	rgd 13feb80; this aircraft (or possibly CCCP-15103) was w/o 01feb77 when the hatch of the chemicals reservoir opened while the aircraft was flying at low altitude, became uncontrollable, the pilot was seriously injured in the crash; soc 25feb81
1S007-09	CCCP-15107	M-15-00	AFL/Ukraine-PLV	toc	unknown	on charge as of 01jul78; rgd 07dec79; soc 19apr83 as life-time expired
1S007-10	CCCP-15108	M-15-00	AFL/Ukraine-PLV	toc	unknown	on charge as of 01jul78; rgd 07dec79; soc 19apr83 as life-time expired
1S008-01	CCCP-15109	M-15-00	AFL/N.Kavkaz-Mai	toc	29may78	rgd 17dec81; last flight jun83; soc 28jun83 as life-time expired
1S008-02	CCCP-15110	M-15-00	AFL/N.Kavkaz-Mai	toc	29may78	was equipped with a special sprayer which emitted small droplets; rgd 19feb81; partially disassembled sep82 when the technical condition of the M-15 park was assessed; soc 20may83 as life-time expired
1S008-03	CCCP-15111	M-15-00	AFL/N.Kavkaz-Mai	toc	29may78	rgd 10feb81; soc 20may83 as life-time expired
1S008-04	CCCP-15112	M-15-00	AFL/N.Kavkaz-Mai	toc	29may78	rgd 27may80; soc 20may83 as life-time expired
1S008-05	SP-DFA	M-15-00	WSK-Mielec	rgd	25jul77	canx 02jan79 after accident, details unknown; see c/n 1S006-02
1S008-06	SP-DFB	M-15-00	WSK-Mielec	rgd	30aug77	underwent trials at ACZ Damgarten (East Germany) 20apr/03aug79; photo SXF jun79; canx 03jun82
1S008-07	CCCP-15115	M-15-00	AFL/N.Kavkaz-Mai	toc	05jun78	rgd 27may80; aborted take-off 05may82 when one of the wheels almost came off the amortisator leg; soc 20may83 as life-time expired
1S008-08	CCCP-15116	M-15-00	AFL/N.Kavkaz-Mai	toc	05jun78	rgd 27may80; soc 20may83 as life-time expired
1S008-09	CCCP-15117	M-15-00	AFL/N.Kavkaz-Mai	toc	05jun78	was equipped with a special sprayer which emitted small droplets; rgd 13nov81; last flight jun83; soc 28jun83 as life-time expired
1S008-10	SP-DFC	M-15-00	CNPSZ-ZUA	rgd	13oct77	canx 16jun82
1S009-01	CCCP-15119	M-15-00	AFL/N.Kavkaz-Mai	toc	09jun78	rgd 10feb81; wfu sep82 because of corrosion; soc 20may83 as life-time expired
1S009-02	CCCP-15120	M-15-00	AFL/N.Kavkaz-Mai	toc	09jun78	rgd 17dec81; soc 20may83 as life-time expired
1S009-03	SP-DFD	M-15-00	Zaklad Uslug Agro.	rgd	28nov77	canx 16jun82
1S009-04	CCCP-15122	M-15-00	AFL/N.Kavkaz-Mai	toc	09jun78	rgd 17dec81; soc 28jun83 as life-time expired
1S009-05	CCCP-15123	M-15-00	AFL/N.Kavkaz-Mai	toc	05jun78	rgd 17dec81; soc 20may83 due to its poor technical condition
1S009-06	CCCP-15124	M-15-00	AFL/N.Kavkaz-Mai	toc	05jun78	rgd 17dec81; soc 28jun83 as life-time expired
1S009-07	CCCP-15125	M-15-00	AFL/N.Kavkaz-Mai	toc	09jun78	rgd 17dec81; soc 20may83 as life-time expired
1S009-08	CCCP-15126	M-15-00	AFL/N.Kavkaz-Mai	toc	09jun78	rgd 17dec81; soc 28jun83 as life-time expired
1S009-09	CCCP-15127	M-15-42	AFL/N.Kavkaz-Mai	toc	30sep80	improved two-seater version; rgd 20oct80; soc 19apr83 as life-time expired
1S009-10	CCCP-15128	M-15-00	AFL/N.Kavkaz-Mai	toc	25sep78	rgd 17dec81; soc 20may83 as life-time expired
1S013-01	CCCP-15105	M-15-01	AFL/N.Kavkaz-Pya	toc	26jun80	f/n Mielec oct78; rgd 28jul80; soc 27dec83 as life-time expired; preserved in the Air Force museum at Monino (N55.833287 E38.188010) since aug83, l/n jul22/aug23 partly stripped of paint
1S013-02	CCCP-15113	M-15-01	AFL/N.Kavkaz-Mai	toc	25sep78	first M-15-01 with improved corrosion protection; rgd 03jan80; soc 28jun83 as life-time expired
1S013-03	CCCP-15114	M-15-01	AFL/N.Kavkaz-Mai	toc	25sep78	was equipped with a special sprayer which emitted small droplets; rgd 17dec81; last flight jun83; soc 23nov83 as life-time expired
1S013-04	CCCP-15118	M-15-01	AFL/N.Kavkaz-Mai	toc	28mar78	had a thicker layer of paint for experimental reasons; rgd 03jan80; last flight jun83; soc 23nov83 as life-time expired
1S013-05	SP-DFE	M-15-01	Zaklad Uslug Agro.	rgd	22mar78	canx 30jan79 as to the military; fate unknown
1S013-06	CCCP-15121	M-15-01	AFL/N.Kavkaz-Mai	toc	09may79	rgd 20jun79; soc 20may83 due to its poor technical condition
1S013-07	CCCP-15129	M-15-01	AFL/N.Kavkaz-Mai	toc	09may79	rgd 20jun79; soc 28jun83 due to its poor technical condition
1S013-08	CCCP-15130	M-15-01	AFL/N.Kavkaz-Mai	toc	09may79	rgd 09jul79; right slat damaged 21apr80 when collided on the ground with CCCP-15154; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
1S013-09	CCCP-15131	M-15-01	AFL/N.Kavkaz-Mai	toc	09may79	rgd 20jun79; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
1S013-10	CCCP-15132	M-15-01	AFL/N.Kavkaz-Mai	toc	09may79	rgd 20jun79; soc 28jun83 as life-time expired
1S013-11	CCCP-15133	M-15-01	AFL/N.Kavkaz-Mai	toc	15jul79	damaged 07may79 when a screw-nut from the windscreen wiper was sucked in by the engine; rgd 24sep79; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
1S013-12	CCCP-15134	M-15-01	AFL/N.Kavkaz-Mai	toc	25may79	rgd 20jun79; had to force-land 27sep80 because of engine surging as residues of dry chemicals had accumulated on the compressor blades; soc 28jun83 as life-time expired
1S013-13	CCCP-15135	M-15-01	AFL/N.Kavkaz-Mai	toc	25may79	rgd 09jul79; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
1S013-14	CCCP-15136	M-15-01	AFL/N.Kavkaz-Mai	toc	06jul79	rgd 21sep79; partially disassembled sep82 when the technical condition of the M-15 was assessed; soc 28jun83 as life-time expired
1S013-15	CCCP-15137	M-15-01	AFL/N.Kavkaz-Mai	toc	25may79	rgd 09jul79; soc 21sep83 as life-time expired
1S014-01	CCCP-15138	M-15-01	AFL/N.Kavkaz-Mai	toc	10jun79	rgd 20jun79; had to force-land on a rice-field 04jul80 because of engine problems as residues of chemicals had accumulated in the fuel system; resource (cycles) used up by sep82; soc 28jun83 as life-time expired
1S014-02	CCCP-15139	M-15-01	AFL/N.Kavkaz-Mai	toc	10jun79	rgd 09jul79; resource (cycles) used up by sep82; soc 28jun83 as life-time expired
1S014-03	CCCP-15140	M-15-01	AFL/N.Kavkaz-Mai	toc	10jun79	rgd 09jul79; resource (cycles) used up by sep82; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
1S014-04	CCCP-15141	M-15-01	AFL/N.Kavkaz-Mai	toc	10jun79	rgd 20jun79; resource (cycles) used up by sep82; soc 28jun83 due to its poor technical condition
1S014-05	CCCP-15142	M-15-01	AFL/N.Kavkaz-Mai	toc	10jun79	rgd 20jun79; had to force-land 15aug80 because the electrical system failed in-flight; soc 28jun83 due to its poor technical condition

1S014-06	CCCP-15143	M-15-01	AFL/N.Kavkaz-Mai	toc	10jun79	rgd 09jul79; had to force-land at Krasnodar 20may80 because the braking system failed; soc 28jun83 as life-time expired
1S014-07	CCCP-15144	M-15-01	AFL/N.Kavkaz-Mai	toc	10jun79	rgd 09jul79; had to force-land 09jul80 because of a technical malfunction; was officially under repair until sep82 when it was officially wfu; soc 28jun83 due to its poor technical condition
1S014-08	CCCP-15145	M-15-01	AFL/N.Kavkaz-Mai	toc	06jul79	rgd 21sep79; had to force-land 04feb81 when the engine power dropped in flight because of a malfunction in the fuel system; soc 28jun83 due to its poor technical condition
1S014-09	CCCP-15146	M-15-01	AFL/N.Kavkaz-Mai	toc	06jul79	rgd 21sep79; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
1S014-10	CCCP-15147	M-15-01	AFL/N.Kavkaz-Mai	toc	06jul79	rgd 21sep79; soc 20may83 as life-time expired
1S014-11	CCCP-15148	M-15-01	AFL/N.Kavkaz-Mai	toc	06jul79	rgd 21sep79; damaged 18may80 on a crop-spraying flight by bird-strike; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
1S014-12	CCCP-15149	M-15-01	AFL/N.Kavkaz-Mai	rgd	21sep79	on charge as of 01oct79; damaged by fire 06aug80 when fuel spilled from the tank into the engine core as the aircraft was parked on an incline; was officially under repair until sep82 when it was officially wfu; soc 28jun83 due to its poor technical condition
1S014-13	CCCP-15150	M-15-01	AFL/N.Kavkaz-Mai	rgd	21sep79	on charge as of 01oct79; soc 28jun83 due to its poor technical condition
1S014-14	CCCP-15151	M-15-01	AFL/N.Kavkaz-Mai	toc	29jul79	rgd 21sep79; soc 21sep83 as life-time expired
1S014-15	CCCP-15152	M-15-01	AFL/N.Kavkaz-Mai	toc	29jul79	rgd 21sep79; soc 28jun83 as life-time expired
1S014-16	CCCP-15153	M-15-01	AFL/N.Kavkaz-Mai	toc	29jul79	rgd 21sep79; soc 28jun83 as life-time expired
1S014-17	CCCP-15154	M-15-01	AFL/N.Kavkaz-Mai	toc	09sep79	rgd 24sep79; damaged 21apr80 when was hit by CCCP-15130 whilst parked, left aileron damaged; last crop-spraying flight jun83; soc 23nov83 as life-time expired; was ferried to Ulyanovsk 23/24aug83 and preserved in the Museum of Civil Aviation (N54.289909 E48.233100) since and seen there sep93/aug24
1S014-18	CCCP-15155	M-15-01	AFL/N.Kavkaz-Mai	toc	25sep79	rgd 11nov79; collided with a hangar while taxiing, date unknown; was officially under repair until sep82 when it was officially wfu; soc 28jun83 as life-time expired
1S014-19	CCCP-15156	M-15-01	AFL/N.Kavkaz-Mai	toc	29jul79	rgd 21sep79; resource (cycles) used up by sep82; soc 28jun83 as life-time expired
1S014-20	CCCP-15157	M-15-01	AFL/N.Kavkaz-Mai	toc	29jul79	rgd 21sep79; damaged on a crop-spraying flight when fire broke out in the APU compartment, date unknown; was officially under repair until sep82 when it was officially wfu; soc 28jun83 as life-time expired
1S015-01	CCCP-15158	M-15-01	AFL/N.Kavkaz-Mai	rgd	25jun80	on charge as of 01jul80; was equipped with a special sprayer which emitted small droplets; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
1S015-02	CCCP-15159	M-15-01	AFL/N.Kavkaz-Mai	toc	25sep79	rgd 11nov79; soc 21sep83 as life-time expired
1S015-03	CCCP-15160	M-15-01	AFL/N.Kavkaz-Mai	toc	25sep79	rgd 11nov79; soc 28jun83 as life-time expired
1S015-04	CCCP-15161	M-15-01	AFL/N.Kavkaz-Mai	toc	25sep79	rgd 11nov79; damaged 05apr82 when the left main wheel came off the amortisator leg during the take-off run; soc 28jun83 due to its poor technical condition
1S015-05	CCCP-15162	M-15-01	AFL/N.Kavkaz-Mai	toc	25sep79	rgd 11nov79; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
1S015-06	CCCP-15163	M-15-01	AFL/N.Kavkaz-Mai	toc	25sep79	rgd 11nov79; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
1S016-01	CCCP-15164	M-15-42	AFL/N.Kavkaz-Mai	toc	03oct79	rgd 05dec79; suffered an electronic malfunction 16nov81; soc 28jun83 as life-time expired
1S016-02	CCCP-15165	M-15-42	AFL/N.Kavkaz-Mai	toc	03oct79	rgd 05dec79; soc 28jun83 due to its poor technical condition
1S016-03	CCCP-15166	M-15-42	AFL/N.Kavkaz-Mai	toc	03oct79	rgd 05dec79; soc 28jun83 due to its poor technical condition
1S016-04	CCCP-15167	M-15-42	AFL/N.Kavkaz-Pya	toc	24apr80	rgd 02jun80; soc 16nov84 as worn out
1S016-05	CCCP-15168	M-15-42	AFL/Ukraine	toc	08jun80	rgd 18sep80; soc 27aug85 as life-time expired
1S017-01	CCCP-15169	M-15-01	AFL/N.Kavkaz-Pya	toc	14may80	rgd 05jun80; soc 28jun83 due to its poor technical condition
1S017-02	CCCP-15170	M-15-01	AFL/N.Kavkaz-Mai	toc	03nov79	rgd 05dec79; last flight jun83; soc 28jun83 as life-time expired
1S017-03	CCCP-15171	M-15-01	AFL/N.Kavkaz-Mai	toc	03nov79	rgd 05dec79; resource (cycles) used up by sep82; soc 28jun83 as life-time expired
1S017-04	CCCP-15172	M-15-01	AFL/N.Kavkaz-Mai	toc	03nov79	rgd 05dec79; resource (cycles) used up by sep82; soc 28jun83 as life-time expired
1S017-05	CCCP-15173	M-15-01	AFL/N.Kavkaz-Pya	toc	24apr80	rgd 02jun80; soc 20may83 as life-time expired
1S017-06	CCCP-15174	M-15-01	AFL/N.Kavkaz-Pya	toc	14may80	rgd 05jun80; soc 20may83 as life-time expired
1S017-07	CCCP-15175	M-15-01	AFL/N.Kavkaz-Pya	toc	24apr80	rgd 02jun80; soc 20may83 as life-time expired
1S017-08	CCCP-15176	M-15-01	AFL/N.Kavkaz-Pya	WAW	nov79	toc 14may80; rgd 05jun80; soc 20may83 as life-time expired
1S017-09	CCCP-15177	M-15-01	AFL/N.Kavkaz-Pya	toc	jun80	rgd 16jul80; wfu aug83; soc 21feb84 as life-time expired
1S018-01	CCCP-15193	M-15-42	AFL/N.Kavkaz-Pya	toc	01dec80	rgd 05jun81; wfu aug83; soc 18jun84 as worn out
1S018-02	CCCP-15194	M-15-42	AFL/Kazakhstan	rgd	18dec80	on charge as of 01apr81; improved two-seater version; soc 18oct85 as life-time expired
1S018-03	CCCP-15195	M-15-42	AFL/Kazakhstan	rgd	18dec80	on charge as of 01apr81; soc 18oct85 as life-time expired
1S018-04	CCCP-15196	M-15-42	AFL/N.Kavkaz-Mai	rgd	23apr81	on charge as of 01oct81; last flight jun83; soc 23nov83 as life-time expired
1S018-05	CCCP-15197	M-15-42	AFL/Ukraine	toc	12mar81	rgd 10jun81; soc 02dec85 as life-time expired
1S018-06	CCCP-15198(1)	M-15-42				reported in a Mielec listing, but not on the Soviet register or MGA document and possibly crashed before delivery; see c/n 15020-01
1S019-01	CCCP-15178	M-15-01	AFL/N.Kavkaz-Pya	toc	jun80	rgd 16jul80; soc 20may83 as life-time expired
1S019-02	CCCP-15179	M-15-01	AFL/N.Kavkaz-Pya	toc	jun80	rgd 16jul80; soc 28jun83 due to its poor technical condition
1S019-03	CCCP-15180	M-15-01	AFL/Ukraine	toc	24jun80	rgd 18jul80; soc 27may85 as life-time expired
1S019-04	CCCP-15181	M-15-01	AFL/N.Kavkaz-Pya	toc	jun80	rgd 16jul80; wfu aug83; soc 21feb84 as life-time expired
1S019-05	CCCP-15182	M-15-01	AFL/N.Kavkaz-Pya	toc	26jun80	rgd 28jul80; wfu aug83; soc 21feb84 as life-time expired; was preserved near building 10 of the Kuibyshev Aviation Institute (later Samara State Aerospace University), seen 1993/aug10; scrapped in late 2010
1S019-06	CCCP-15183	M-15-01	AFL/N.Kavkaz-Pya	toc	26jun80	rgd 28jul80; wfu aug83; soc 21feb84 as life-time expired; was preserved near building 10 of the Kuibyshev Aviation Institute (later Samara State Aerospace University), seen 1993/aug10; scrapped in late 2010
1S019-07	CCCP-15184	M-15-01	AFL/N.Kavkaz-Pya	toc	jun80	rgd 04aug80; wfu aug83; soc 27dec83 as life-time expired
1S019-08	CCCP-15185	M-15-01	AFL/Ukraine-OZH	toc	18may80	rgd 14jul80; soc 18mar85 as life-time expired
1S019-09	CCCP-15186	M-15-01	AFL/Ukraine	toc	18may80	rgd 14jul80; soc 18mar85 as life-time expired
1S019-10	CCCP-15187	M-15-01	AFL/Ukraine-LWO	toc	01nov80	rgd 20nov80; t/t 13 hours; donated to Hungary in autumn 1983; soc 18mar85 as life-time expired; f/n Budakeszi 15aug89; seen in poor condition at Budaörs in 1992, later went to Csepel; was preserved in Repüléstörténeti Múzeum (Aircraft Museum) at Szolnok, l/n feb01; seen at Szolnok-Szandaszőlös airfield oct01, no registration or titles; finally mounted on a 'pole' (N47.151258 E20.195226) f/n may03, l/n sep10; was to leave Szolnok around 17mar14 for PZL Mielec for static display there and an official unveiling ceremony was held 28aug15 at the factory after rebuild
1S019-11	CCCP-15188	M-15-01	AFL/Ukraine	toc	11sep80	rgd 26sep80; soc 27aug85 as life-time expired
1S019-12	CCCP-15189	M-15-01	AFL/Ukraine	toc	07aug80	rgd 28aug80; soc 27aug85 as life-time expired
1S019-13	CCCP-15190	M-15-01	AFL/Ukraine	toc	07aug80	rgd 28aug80; soc 27aug85 as life-time expired
1S019-14	CCCP-15191	M-15-01	AFL/Ukraine	toc	11sep80	rgd 26sep80; soc 27aug85 as life-time expired
1S019-15	CCCP-15192	M-15-01	AFL/Ukraine	toc	01nov80	rgd 20nov80; soc 27aug85 as life-time expired
1S020-01	CCCP-15198(2)	M-15-01	AFL/Ukraine	toc	04nov81	rgd 19nov81; soc 23dec85 as life-time expired; see c/n 15018-06
1S020-02	CCCP-15199	M-15-01	AFL/Ukraine	toc	04nov81	rgd 19nov81; soc 23dec85 as life-time expired
1S020-03	CCCP-15050	M-15-01	AFL/Ukraine	toc	12mar81	rgd 15jun81; soc 23dec85 as life-time expired
1S020-04	CCCP-15051	M-15-01	AFL/Ukraine	toc	12mar81	rgd 09jun81; soc 23dec85 as life-time expired
1S020-05	CCCP-15052	M-15-01	AFL/Ukraine-OZH	toc	12mar81	rgd 09jun81; soc 23dec85 as life-time expired
1S020-06	CCCP-15053	M-15-01	AFL/Ukraine	toc	12mar81	rgd 09jun81; soc 23dec85 as life-time expired
1S020-07	CCCP-15054	M-15-01	AFL/Ukraine	toc	12mar81	rgd 15jun81; soc 23dec85 as life-time expired
1S020-08	CCCP-15055	M-15-01	AFL/Ukraine	toc	12mar81	rgd 09jun81; soc 02dec85 as life-time expired
1S020-09	CCCP-15056	M-15-01	AFL/Ukraine	toc	12mar81	rgd 15jun81; soc 02dec85 as life-time expired
1S020-10	CCCP-15057	M-15-01	AFL/Ukraine	toc	12mar81	rgd 09jun81; soc 02dec85 as life-time expired
1S020-11	CCCP-15058	M-15-01	AFL/Ukraine	toc	12mar81	rgd 10jun81; soc 14feb86 as life-time expired
1S020-12	CCCP-15059	M-15-01	AFL/Ukraine	toc	12mar81	rgd 10jun81; soc 14feb86 as life-time expired
1S020-13	CCCP-15060	M-15-01	AFL/Ukraine-OZH	toc	12mar81	rgd 09jun81; soc 14feb86 as life-time expired
1S020-14	CCCP-15061	M-15-01	AFL/Ukraine	toc	12mar81	rgd 10jun81; soc 14feb86 as life-time expired
1S020-15	CCCP-15062	M-15-01	AFL/Ukraine	toc	12mar81	rgd 10jun81; soc 26mar86 as life-time expired
1S020-16	CCCP-15063	M-15-01	AFL/N.Kavkaz-Mai	unknown		on charge as of 01oct81; rgd 26oct81; soc 28jun83 as life-time expired
1S020-17	CCCP-15064	M-15-01	AFL/N.Kavkaz-Mai	unknown		on charge as of 01jan82; rgd 05nov81; soc 21jul83 as life-time expired
1S020-18	CCCP-15065	M-15-01	AFL/Ukraine	toc	04nov81	rgd 19nov81; soc 29oct86 as life-time expired
1S020-19	CCCP-15066	M-15-01	AFL/Ukraine	toc	04nov81	rgd 19nov81; soc 29oct86 as life-time expired
1S020-20	CCCP-15067	M-15-01	AFL/Ukraine	toc	04nov81	rgd 19nov81; soc 29oct86 as life-time expired
1S020-21	CCCP-15068	M-15-01	AFL/N.Kavkaz-Mai	unknown		on charge as of 01oct81; rgd 26oct81; soc 21jul83 as life-time expired
1S020-22	CCCP-15069	M-15-01	AFL/Ukraine	toc	04nov81	rgd 19nov81; soc 29oct86 as life-time expired
1S020-23	CCCP-15070	M-15-01	AFL/Ukraine	toc	04nov81	rgd 19nov81; soc 29oct86 as life-time expired
1S020-24	CCCP-15071	M-15-01	AFL/Ukraine	toc	12apr82	rgd 05may82; soc 26nov86 as life-time expired
1S020-25	CCCP-15072	M-15-01	AFL/Ukraine	toc	12apr82	rgd 05may82; soc 26nov86 as life-time expired
1S020-26	CCCP-15073	M-15-01	AFL/Ukraine	toc	12apr82	rgd 05may82; soc 31dec86 as life-time expired
1S020-27	CCCP-15074	M-15-01	AFL/Ukraine	toc	09jun82	rgd 14jul82; soc 31dec86 as life-time expired
1S020-28	CCCP-15075	M-15-01	AFL/Ukraine	toc	09jun82	rgd 14jul82; soc 25mar87 as life-time expired
1S020-29	CCCP-15076	M-15-01	AFL/Ukraine	toc	09jun82	rgd 14jul82; soc 25mar87 as life-time expired
1S020-30	CCCP-15077	M-15-01	AFL/Ukraine	toc	09jun82	rgd 14jul82; soc 25mar87 as life-time expired

PZL M-20 "Mewa"

The "Mewa" (Polish for 'seagull') is a licence-built version of the 1975 Piper PA-34-200T "Seneca" II. Piper and Pezetel signed a co-operation agreement in January 1977 envisaging the production of parts for the "Seneca" in Poland in exchange for the documentation and licence for this twin-engined business and utility aircraft. PZL Mielec was granted the right to produce the aircraft, to sell it in Eastern Europe and to improve its construction. The Poles decided to adapt the six-seater to local conditions; the most important change being the replacement of the original Continental TSIO-360 engines with the PZL-Franklin F-6A-350-C1 / F-6AS-350-A. All modifications were carried out by a team led by Krzysztof Piwek.

The first prototype M20-00 made its maiden flight on 25 July 1979. It was one of five aircraft assembled from "Seneca II" kits delivered by Piper, but later "Mewas" were built completely from parts manufactured by PZL Mielec. There are several versions of the M20 (the designation of which was written as M-20 until the 1990s): The M20-01 which flew first on 22 September 1982 did not leave the prototype stage (five were built), while the M20-04 with a take-off weight increased to 2,156 kg was never completed. The first series-production model was the M20-02 with modernised electrical installation; it flew first on 10 October 1985. This version was replaced by the M20-03 with Teledyne Continental TSIO/LTSIO-360-KB engines (as used on the PA-34-220T "Seneca" III) as there were problems with the production of the PZL-Franklin

at Debica. The M20-03 flew first on 13 October 1988 and is a dedicated ambulance aircraft developed to replace the ageing L-200 fleet of Poland's medical aviation (Lotnictwo Sanitarne).

PZL Mielec tried to sell the M20 worldwide starting in the 1990s, but without much success. The "Mewa" was considerably cheaper than the "Seneca" IV or V, but it was no longer state-of-the-art, and its quality does not reach the standard of its US counterpart. 18 M20s had been built by 1993, but afterwards production stagnated. There were plans to develop a new model called "Mewa" 2000 featuring a modified engine cowl, new avionics kit and undivided windshield, and which could optionally be powered by SMA Morane-Renault MR 250 diesel engines. However, nothing has come of this. As far as is known, no new "Mewas" have been completed within the past few years.

The c/n is of conventional PZL Mielec format, with the figures simply representing the batch number followed by the number in the batch. This is prefixed by '1AH' where 1 stands for aircraft and AH for M20 (34rd product built by PZL Mielec), respectively by '1AHP' where AH stands for M20 and P indicates prototype.

Some 30 M20 built by PZL Mielec at Mielec from 1979 to 1997

1AHP 01-01	SP-PKA	M-20-00	OBR Mielec	f/f	25jul79	first prototype; assembled from kit delivered by Piper, but Piper c/n unknown; construction started in spring 1978; rgd 06aug79
	SP-DMA	M-20-00	OBR Mielec	rgd	11jan84	converted to, see next line
	SP-DMA	M-20-02	OBR Mielec	f/f	10oct85	version with modernised electrical installation
	SP-DMA	M-20-02	Kido	rgd	23apr90	
	SP-DMA	M-20-02	Aerogryf	rgd	23mar93	in white c/s with rainbow cheatline, small 'Aerogryf' titles and large 'PZL M20' titles on fin; l/n SZZ 29apr09; arrived in the Kraków museum 26aug11 with a CofA valid till 12sep11; canx 29sep11 as to the Kraków museum; l/n aug24
1AHP 01-02	SP-PKB	M-20-00	OBR Mielec	rgd	08apr80	second prototype; assembled from kit delivered by Piper, but Piper c/n unknown
	SP-TUA	M-20-00	OSPL Rzeszów	rgd	21may84	converted to, see next line
	SP-TUA	M-20-02	OKL Rzeszów	RZE	26sep96	in white c/s with blue/red/blue cheatline, no titles; CofA expired 15aug00; canx 03nov05 as sold to Ukraine
1AHP 01-03	SP-PKC	M-20-00	OBR Mielec	rgd	30may80	assembled from kit delivered by Piper, but Piper c/n unknown
	SP-PKC	M-20	WSK Mielec	rgd	20mar81	
	SP-KMA	M-20	WSK Rzeszów	rgd	02apr84	converted to M20-03 25mar92
	SP-FMD	M-20-03	Aerotechnika	rgd	14apr92	owned by Jerzy Domicz of Poznan; in white/blue c/s, no titles; damaged at Okęcie 20jun95, but repaired; l/n Kolobrzeg-Bagicz 09jul10
1AHP 01-04	SP-PKD	M-20-01	WSK Mielec	rgd	11aug80	assembled from kit delivered by Piper, but Piper c/n unknown; f/n FAB sep80 in white c/s with cheatline in three shades of grey, no titles; converted to M20-03 19apr93
	SP-TUB	M-20-01	OSPL Rzeszów	rgd	16jul84	converted 19apr93 to, see next line
	SP-TUB	M-20-03	OKL Rzeszów	RZE	26sep96	in white c/s with light green/dark green/black cheatline, no titles; l/n Kraków Pobiednik Wielki 26jun15 active
1AH 002-01	--	M-20	PZL Mielec			static test airframe
1AH 002-02	SP-PKE	M-20-01	OBR Mielec	f/f	22sep82	first newly-built M20-01; rgd 26oct82
	SP-TUC	M-20-01	OSPL Rzeszów	rgd	27oct83	converted 22aug91 to, see next line
	SP-TUC	M-20-03	OKL Rzeszów	RZE	26sep96	in white c/s with a cheatline in 3 shades of blue, no titles; l/n as such Mielec 31aug97; repainted in white c/s with green/white/blue cheatline, no titles; f/n as such WRO 08dec00; l/n operational RZE 21may07; canx 30oct09 as wfu; used as a ground instructional airframe by the Aerospace Engineering Faculty of Politechnika Rzeszowska (Rzeszów Technical College) at Rzeszów (N50.017175 E21.986419), seen may09/aug23
1AH 002-03	SP-MRA	M-20-01	Huta Stalowa Wola	rgd	23jan84	converted 20dec88 to, see next line
	SP-PRA	M-20-03	Huta Stalowa Wola	no	reports	test-reg used briefly at Mielec after '03' conversion, entry in Mielec flight-test log
	SP-MRA	M-20-03	SkyTaxi	rgd	21jul00	registered to Aeroklub Stalowa Wola; in yellow c/s with black/blue cheatline, no titles; f/n Opole-Polska Nowa Wies sep00; seen with 'HSW' titles WRO 21jul03; reserved for SkyTaxi Sp. z o.o. 16mar05; l/n Wroclaw-Szymanow 26aug17
1AH 002-04	SP-TUD	M-20-01	OSPL Rzeszów	rgd	27oct83	converted 21feb90 to, see next line
	SP-TUD	M-20-03	OKL Rzeszów	RZE	26sep96	in white c/s with cheatline in 3 shades of blue, no titles; l/n POZ 23jul09, flying; CofA expired 19sep09; canx 30oct09 as wfu
1AH 002-05	'SP-TUI'	M-20-03		ph.	09jul22	stands on display in front of the main building of the Rzeszów University of Technology; l/n 18may24
	SP-PUE	M-20-01	OBR Mielec	rgd	15may85	converted 02dec88 to, see next line
	SP-TUE	M-20-03	OBR Mielec		photo	photo evidence for usage (presumably at Mielec), but not in register; was stored at the factory most of the time 1985/89
	SP-NEA	M-20-03	KGHM	rgd	19may89	in white c/s with red/green/black cheatline, no titles; seen Lubin 23sep96
	SP-NEA	M-20-03	Pol-Miedz Trans	rgd	07feb97	in white c/s with red/green/black cheatline, no titles; seen Lubin 11jul99
	SP-NEA	M-20-03	KGHM Polska S.A.	rgd	18oct00	in white c/s with green/black/orange stripes on fin and titles; f/n WRO 14nov02; l/n as such WRO 21aug07; seen WRO 22jan10 with 'Bisec' titles on the tail; canx 19jul16 as sold to Ukraine
1AH 002-06	SP-PKF	M-20-01	WSK Mielec	rgd	25mar87	in white c/s with light blue/dark blue/black cheatline, no titles; canx 24may90; seen at the factory at Mielec, wfu in ever- deteriorating condition 27sep96; l/n 26mar07, derelict; fuselage only seen jul08
1AH 002-07	SP-FFB	M-20-03	PPU "Kido"	ntu		never delivered, see previous line
	YU-BPK	M-20-03	Villas Trading			export date 26jul90; painted-up, but never registered; stored; photo at PortoroP dated 1989 (?), in all-white c/s with black titles
	SL-BPK	M-20-03	Villas Trading	rgd	18jun92	registered for ferry flight to Graz (Austria); canx 30jun92
	SP-FME	M-20-03	FFC Inc.	rgd	14may93	in all-white c/s, no titles, 'ffc' badge on fin; f/n Lubin 23sep96
	SP-FME	M-20-03	A. Konarzewski	rgd	09sep98	based at Bydgoszcz
	SP-FME	M-20-03	Ramsat Telesystem	WAW	jun03	rgd by apr03; in white c/s with dark blue/red/dark blue cheatline, no titles but badge on fin; l/n Bemowo 09may19, active
1AH 002-08	SP-DMB	M-20-03	WSK Mielec	rgd	07sep90	
	SP-MXA	M-20-03	CZLS	rgd	22apr91	based at Warsaw; f/n Warsaw-Bemowo 10aug99; trf to ZLS Kraków may01; in white c/s with blue cheatline and Red Cross, no titles; l/n WRO 22jun04
	SP-MXA	M-20-03	Lotn. Pogot. Rat.	KRK	06mar05	renamed officially already 03mar00; in white c/s with red cheatline, blue ambulance symbol and titles; l/n Kolobrzeg-Bagicz 28feb08
	SP-MCA	M-20-03	P.W. "BISEK"	rgd	28may09	in the same basic c/s as above; f/n WRO 21oct09; l/n as such Bemowo 17oct19
	SP-MCA	M-20-03	Royal Star Aero	Mie	23sep20	active
1AH 002-09	SP-FMI	M-20-03	Instalbud	rgd	30nov90	in white c/s with three-coloured cheatline; l/n KRK apr93
	SP-MXD	M-20-03	CZLS	rgd	20jan94	in white c/s with light blue/dark blue/black cheatline and Red Cross, no titles; f/n WRO 20oct00; dbr 28may02 on landing at Okęcie, no casualties; CofA expired 05jun02; canx 13jul04 as scrapped
1AH 002-10	SP-DMC	M-20-03	OBR Mielec	rgd	13mar91	in white c/s with olive/orange/brown cheatline, no titles; f/n POZ 24aug91
	SP-FMF	M-20-03	K. Janiszewski	rgd	28sep93	in silvery/dark grey c/s, no titles; based at Poznan; converted to increased weight M20-03 version 18oct94; f/n THF 30may94; l/n WAW 26sep99
1AH 002-11	SP-FMF	M-20-03	Aerotechnika	POZ	20sep04	owned by Jerzy Domicz of Poznan; in same c/s as above, no titles; l/n POZ 09jul09
	SP-DMD	M-20-03	OBR Mielec	rgd	05nov91	in white c/s with red/black/red cheatline; l/n Mielec 1992
	N333GA	M-20-03	Aeronaut. Systems	rgd	04nov92	in white c/s with red/black/red cheatline; l/n LBG jun93
	N2114	M-20-03	Aeronaut. Systems	rgd	28jul93	sold via Denver Air Center
	N2114	M-20-03	Sancap Aircraft	rgd	24jun94	in white c/s with red/brown/red cheatline; offered for sale on the internet by Canton Aircraft Sales with t/t 850 hours
1AH 002-12	N2114	M-20-03	T.A. Patterson	rgd	10aug16	
	SP-MXB	M-20-03	CZLS	rgd	11dec91	in white c/s with cheatline in 3 shades of blue and Red Cross, no titles; f/n Mielec 27sep96; l/n SZZ 18feb03
	SP-MXB	M-20-03	Lotn. Pogot. Rat.	rgd	31aug00	renamed officially already 03mar00; in white c/s with red cheatline, blue ambulance symbol and titles; f/n WAW 08mar04; l/n flying Rzeszow 23dec06; seen stored/wfu in photo Bemowo sep09/may24; CofA expired 04feb08; canx 22feb11; restored 06apr21; seen Bemowo 29sep24 & 19oct24
1AH 002-13	SP-KFE	M-20-01	PZL Rzeszów	rgd	22jun95	in white c/s with cheatline in 3 shades of blue, 'WSK PZL Rzeszów S.A.' titles; f/n RZE 26sep96
	SP-KFE	M-20-01	IBEX-Uslugi Lotn.	rgd	31oct01	owned by Malkom S.C.; in same c/s as above, no titles; f/n Warsaw-Bemowo 11nov03; l/n Mielec 17may24, operational
1AH 002-14	SP-MXC	M-20-03	CZLS	rgd	29jul93	in white c/s with cheatline in 3 shades of blue and Red Cross, no titles; f/n Warsaw-Bemowo 02jul97; l/n POZ 28jun05
	SP-MXC	M-20-03	Lotn. Pogot. Rat.	rgd	18dec00	renamed officially already 03mar00; aircraft never repainted; l/n active GDN 24jul05; CofA expired 21may07; canx 03feb10; stored at Warsaw-Bemowo, l/n mar10
1AH 002-15	215	M-20-03	Polish MoI	i/s	1995	Polish Ministry of Interior and Administration; opb 103. pl NJW MSW at Warsaw-Bemowo; in white c/s with white/red/yellow cheatline, black code; damaged 24oct95 in an accident at Warsaw-Bemowo, but repaired; f/n BZG 30aug97; l/n Radom-Sadków 10sep00
	PL-50YG	M-20-03	Pol. Border Guard	trf	21dec00	opb Morski Oddział at GDN; in white c/s with yellow/red/yellow belt around the fuselage; l/n Pruszcz Gdanski 24aug03
	SN-50YG	M-20-03	Pol. Border Guard		30aug03	at Radom-Sadków; opb Morski Oddział at GDN; in the same c/s as above; l/n GDN 18jan10; damaged on landing at GDN 08mar10 when the crew forgot to lower the gear, all 3 occupants escaped unhurt
	SP-VSA	M-20-03	Pol. Border Guard	rgd	11may11	f/n Gdansk-Rebiechowo 07may11, probably on roll-out/presentation after major overhaul at Krosno; in silver c/s with red bands fuselage/wings, round Polish checkerboard, 'Border Guard' titles in English and Polish; canx 31dec13, restored 08jan14 and canx 09jan14
1AH 002-16	SN-50YG	M-20-03	Pol. Border Guard	GDN	12aug18	l/n GDN 13jan21
	SP-KAS	M-20-03	Elektrim S.A.	rgd	04sep96	in white/blue c/s; f/n KRK 23apr97
	SP-KAS	M-20-03	Plus Discount	rgd	29apr98	in same c/s as above, no titles; f/n WRO 23feb01
	SP-KAS	M-20-03	Teng Sp.z o.o.	rgd	12jun03	
	SP-KAS	M-20-03	Teng Air Sp.z o.o.	rgd	11may04	f/n KRK 26jul04 in the same c/s as above, no titles; l/n KRK 23jan07; advertised for sale sep11 reportedly sitting at Wroclaw Strachowice
	SP-KAS	M-20-03	Egeria Sp.z.o.o	rgd	22jun07	for sale on planecheck.com by Skyfleet Aviation Consulting, still same white/blue c/s; current 31dec11; l/n WRO 08sep17; canx 12oct17 as to Turkey
1AH 002-17	TC-ASN	M-20-03		ph.	20may20	in white/blue c/s at Adana and still there 25apr23
	D-GHCH	M-20-03	Flugdienst Parchim	rgd	08jun95	delivered to Parchim 08sep95 without permit to fly which was only issued 06oct95
	D-GHCH	M-20-03	H.C. Hummelbrunner	rgd	28dec95	Hummelbrunner was PZL sales agent; based at Karlshofen and later at Lübeck; in white c/s with white/red/yellow stripe and trim; f/n SXF may96 with exhibition number '181'

	D-GHCH	M-20-03	Deckers-Giese	rgd	jan97	Isf Leasinggesellschaft der Sparkasse; based at Hildesheim; in all-blue c/s with yellow trim; f/n HAJ 29mar97; no ownership info after aug99 due to German data-protection laws; l/n DTM 15jun24
1AH 003-01	--	M-20-04	PZL Mielec	no	reports	prototype of version M20-04 (with increased take-off weight); never completed; scrapped ?
1AH 003-02	--	M-20				stored incomplete; scrapped ?
1AH 003-03	--	M-20				stored incomplete; scrapped ?
1AH 003-04	--	M-20				stored incomplete; scrapped ?
1AH 003-05	--	M-20				
1AH 003-06	D-GFGP	M-20	Flugdienst Parchim	res	08jun95	seen Mielec 27sep96 incomplete; never delivered; scrapped ?
1AH 003-07	D-GELB	M-20-03	H.C. Hummelbrunner	rgd	22apr97	seen Mielec 27sep96 incomplete; ferried from factory apr97; in all-blue c/s with yellow trim; f/n FDH apr97; Isf KG CDL-Leasing since sep98; at SXF 10jun00 with exhibition number '162'; seen FNB 27dec12/aug14 in all-silver c/s
						fuselage seen Mielec 30aug97; an uncompleted M-20 was on sale end 2018 at Lotniskowa in all primer with "308" painted on probably being the last three digits of the c/n
						fuselage seen Mielec 30aug97; scrapped ?
1AH 003-08	--	M-20				
1AH 003-09	--	M-20				
1AH 003-10	--	M-20				
1AH 003-11	--	M-20				
1AH 003-12	--	M-20				fuselage seen Mielec 30aug97; scrapped ?

Aircraft with unknown construction numbers include

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PZL Swidnik "Kania"

The "Kania" (Kitty Hawk) is a follow-up to the Mi-2 developed for the US market. The GTD-350 engines were replaced by the Allison 250-C20B, avionics were changed, the forward fuselage was re-shaped and interior re-arranged. Work started in the late 1970s, and the prototype first flew on 3 June 1979. Certification according to FAR-29 was obtained, but the programme was not a success. The c/n consists of three pairs of numbers giving the version, batch number and number in the batch. A further development called "Taurus" was intended to use more powerful Allison 250-C28 engines. These required a modified and enlarged air-intake. A full-size mock-up was completed in 1980; however, no prototype was built. This mock-up still existed in external storage at Swidnik by 1996.

19 PZL "Kania" built by PZL Swidnik from 1979 to 2006

90 01 01	no reg	Kania	PZL Swidnik	f/f	03jun79	later used for ground testing
90 01 02	SP-PSA	Kania	PZL Swidnik	f/f	03jun79	rgd 31jan80
	SP-SSC	Kania	PZL Swidnik	r/r	13jun86	ditched near Lungi, Sierra Leone, 18sep88; canx 02jan89
90 01 03	SP-SSA	Kania	PZL Swidnik	rgd	15sep82	f/n HAJ 25may84; l/n Kbely 11sep93; canx 02mar98
	OK-MIK	Kania	Helicopter	rgd	18mar98	l/n KLV 13nov03; canx 06feb06 as to Poland and stored at Swidnik and still stored Swidnik oct07/jul17
90 01 04	SP-SSB	Kania	Heliseco/PZL	rgd	21apr83	did wear 'Kon Tiki Tours' and named 'Stanley' from its time in Sierra Leone in the late 1980s and was in blue/green/white c/s; CofA expired 10oct88, seen Swidnik may90 dismantled; canx 06sep96 used for ground tests/trials, noted Swidnik 30sep96; l/n Swidnik 27oct07 stored, 'Kon Tiki Tours' and name 'Stanley' were still visible
90 02 01	SP-SSD	Kania	PZL Swidnik	rgd	09mar88	canx 11aug90 ?; sported a green/white/blue c/s; ditched near Freetown 14jul90
90 02 02	SP-SSE	Kania	PZL Swidnik	rgd	09jun88	seen PRG 21nov91; canx 21jan93
	B-3211	Kania	Czech MoI (LS FPS)	h/o	13apr92	Letecká sluPba Federálního policejního sboru; c/n checked; leased from PZL Swidnik; underwent trials with LS FPS 01sep92/01aug93; f/n PRG sep92; l/n PRG oct92
	B-3211	Kania	Czech Police	trf	01jan93	underwent trials with LS FPS 01sep92/01aug93
	SP-SSE	Kania	PZL Swidnik	rgd	26aug93	canx 24aug94
	OM-TFA	Kania	Bel Air	rgd	24aug94	f/n KRK 21feb95; l/n BTS 21may95
	OM-TFA	Kania	Air Transp. Europe	BRQ	05jun98	initially in white/blue c/s; l/n as such TAT 11oct07; repainted in mainly red c/s with white trim, as such on undated photo; canx mid-2010; seen TAT 28nov11 in good condition but without rotor; preserved on the premises of Craemer Slovakia at Liptovský Mikuláš seen 2013/2019; f/n mar19 at Heliport Liptov (N49.101894 E19.574887) at Liptovský Mikuláš; l/n sep24
90 02 03	SP-SSF	Kania	PZL Swidnik	rgd	19jul89	canx 29aug90
	YV-633CP	Kania	Helicaribe	d/d	1990	owner reported as Comercializadora Aeropolka in 1996, was it Helicaribe first ??; photo 09dec90 in red/white c/s, no titles
	YV-862C	Kania	Helicaribe	Swd	30sep96	but no certificate of registration, so no canx date; del to Czechia the same date, 23jan97
	SP-SSF	Kania	PZL Swidnik	rgd	23jan97	d/d 22feb97; crashed in Krkonose mountains 30sep97; canx 19oct98
	OK-WIM	Kania	Helicopter	rgd	02feb97	at Kalo Lakatamia 26mar95; seen PFO nov01/oct06, serial painted out and no rotors
90 02 04	204	Kania	Cyprus Nat. Guard	e/d	13jun90	at Kalo Lakatamia 26mar95; seen PFO nov01/oct06, serial painted out and no rotors; seen with rotors at the fire dump at PFO feb14/sep24, abeam the threshold RW11 (N34.720611 E32.47112) and has just '205' painted on
90 02 05	205	Kania	Cyprus Nat. Guard	e/d	11jun90	also carried code/call-sign '32-01'; based at Poznan; in blue/light grey c/s with white cheatline and 'Policja' titles; f/n Deblin-Irena 30aug98; l/n KRK 16oct98
90 03 01	PL-51XP	Kania	Polish Police	d/d	nov96	also carried code/call-sign 'U020'; in blue/light grey c/s with white cheatline and 'Policja' titles; f/n POZ 19jun04; f/n with new code 'G020' KRK 10jul09; l/n Kraków-Rakowice (at the territory of the museum) 14sep21/aug24
	SN-51XP	Kania	Polish Police	r/r	03dec02	also carried code/call-sign '18-01'; based at Kraków; in blue/light grey c/s with white cheatline and 'Policja' titles; f/n KRK 16oct98; l/n KRK 26jun02
90 03 02	PL-52XP	Kania	Polish Police	d/d	nov96	also carried code/call-sign 'G-002'; in blue/light grey c/s with white cheatline and 'Policja' titles; f/n KRK 01apr05; preserved at Muzeum Ratownictwa, Tomaszowice, Poland (N50.135165 E19.843503) 14may17/aug24 stored, rotorless
	SN-52XP	Kania	Polish Police	r/r	03dec02	call-sign SG-01; crashed Bialystok 14apr98 and seen there wrecked 28sep98
90 03 03	PL-21XG	Kania	Pol. Border Guard	d/d	nov96	painted as such
90 03 04	PL-22XG	Kania	Pol. Border Guard	rgd	10may96	for ILA Berlin, in full Polish Border Guard c/s with titles; canx 03jul96
	SP-SSG	Kania	PZL Swidnik	d/d	nov96	call-sign SG-02; l/n Swidnik 07may02, on overhaul
	PL-22XG	Kania	Pol. Border Guard	Rad	30aug03	call-sign SG-02; l/n Lublin 22apr07
	SN-22XG	Kania	Pol. Border Guard	rgd	16dec11	f/n Bialystok 18jan12; l/n Bialystok 03apr12; canx 31dec13
90 03 05	SP-VSG	Kania	Pol. Border Guard	rgd	19jul96	seen OSR 31dec97; photo PRG aug98, all dark blue c/s with 'LZS' titles
	OK-VIL	Kania	Awas Air	rgd	19jul96	
	OK-VIL	Kania	Helicopter	rgd	03nov03	
	OK-VIL	Kania	Tabz Helicopter	rgd	14nov05	
90 04 01	SN-23XG	Kania	Pol. Border Guard	Swd	05jul00	seen jun07/apr18 Hošin, no rotors, stored in a hangar; current apr19
	SP-VSH	Kania	Pol. Border Guard	res	may11	stored incomplete (pod only); handed over 30dec02; photo at Bieszczady 12jan06, operational
	SN-23XG	Kania	Pol. Border Guard	Bern	27jul21	rgd 16dec11; canx 31dec13
90 04 02	SN-24XG	Kania	Pol. Border Guard	Swd	05jul00	l/n Warsaw-Bemowo 21sep22
						stored incomplete (pod only), l/n as such 07may03; seen Swidnik 24feb06 ready for delivery; l/n Swidnik 02jul11, active
	SP-VSI	Kania	Pol. Border Guard	rgd	09nov11	canx 31dec13
	SN-24XG	Kania	Pol. Border Guard	Bia	15mar15	l/n Bialystok 23apr20
90 04 03	SN-25XG	Kania	Pol. Border Guard	Swd	05jul00	stored incomplete (pod only), l/n as such 07may03; seen Swidnik 24feb06 ready for delivery; l/n Ketrzyn 30apr11
	SP-VSK	Kania	Pol. Border Guard	rgd	04aug12	canx 31dec13
	SN-25XG	Kania	Pol. Border Guard	GDN	22mar14	
	SP-VSK	Kania	Pol. Border Guard	rst	mid14	
	SN-25XG	Kania	Pol. Border Guard	Bia	11sep20	f/n Bialystok-Krywlany 24jun14 and l/n there 31aug17
90 04 04	SN-26XG	Kania	Pol. Border Guard	Swd	05jul00	l/n Bialystok 29may21
						stored incomplete (pod only), l/n as such 07may03; seen 24feb06 nearing completion; opb Podlaski Oddzial SG at Bialystok-Krywlany; in white c/s with yellow/red/yellow band around fuselage, 'Straz Graniczna' and 'Polish Border Guard' titles; f/n Bialystok-Krywlany 26may06; l/n Bialystok-Krywlany 26aug09; w/o 31oct09 on a border patrol flight from Bialystok to Mielnik when crashed in fog near Klukowicze on the Polish-Belarusian border (200 metres into Belarusian territory), all 3 crew killed
90 04 05	SN-27XG	Kania	Pol. Border Guard	Swd	24feb06	nearing completion; l/n 14dec07, active
	SP-VSL	Kania	Pol. Border Guard	rgd	24jan12	f/n Huwniki 01oct19

PZL Swidnik W-3 "Sokol" (Eagle)

Work on the "Sokol" commenced in 1973 initially in co-operation with the Mil Design Bureau and was considered as a Mi-2 derivative. However, the resultant design was much larger and heavier and almost on a par with the Mi-8. Development was rather protracted and the widely-quoted first flight of 16 November 1979 was in fact no more than a brief 'hop'. The real first flight occurred on 6 May 1982, but trials and development proceeded very slowly; first customer deliveries, to Aeroflot, not taking place until the late 1980s. The Polish type certificate for the W-3 was awarded on 26 September 1988, the Russian one on 17 December 1992 and the FAA type certificate (according to FAR-29) for the W-3A on 31 May 1993.

The W-3s delivered to Aeroflot machines saw little service and all, except two lost in accidents, returned to Poland in 1992/1993 with very few hours flown. They never appeared on the Soviet or Russian Federation registers that we have received. Soviet exploitation trials (with ten helicopters) took place on the base of the Kotlas Flight Unit of the Arkhangelsk CAD between 28 October 1988 and 15 July 1990.

Large numbers were delivered to the Polish Air Force, Army and Navy. Other military customers are Myanmar and Czechia, with small civil sales having been made to South Korea. The Heliseco company in Poland operates the ex-Aeroflot machines in addition to others, offering helicopter services world-wide.

The c/n consists of three pairs of numbers giving the version (30 - W-3 prototypes, 31 - W-3 and W-3T versions certified to Russian standards, 32 - W-3R version 'with optional equipment' (or ambulance version ?), 33 - military version for Myanmar, 34 - version 'with optional equipment', 35 - military version 'with specialised equipment' (W-3RR "Procion" ?), 36 - W-3W, W-3WA, W-3WARM, W-3ASRR-10 and W-3U versions for the Polish military, 37 - W-3A, W-3AM and W-3A2 version certified to FAR-29 requirements, 38 - W-3PPD-2 "Gipsówka" command version, 39 - W-3RM "Anakonda" maritime SAR version), batch number and number in the batch.

30 01 01	---	SP-ELF	W-3	PZL Swidnik	mfd	1976	full-size mock-up static test airframe prototype for ground trials; registration SP-PSA quoted by PZL Swidnik, but no hard evidence that it was ever used, photos show only 'SP-' painted on (it is likely that SP-PSA was reserved, but without the old reservation books it is hard to prove); completed the ground resonance trials with a hovering 26oct79; stored in orange/green c/s without markings at Swidnik, seen sep07/jul15
30 01 02	--	SP-	W-3	PZL Swidnik	mfd	1978	
30 01 03		SP-PSB	W-3	PZL Swidnik	rgd	25feb82	
30 01 04		SP-PSC	W-3	PZL Swidnik	f/f	24jul84	first flying prototype; f/f 06may82; damaged on a test flight 12sep86, trying to land with only one engine working, when both engines went to idle and the helicopter came down so hard that the tailboom broke off, both pilots escaped unhurt; canx 15may87; repaired, but relegated to ground duties; used as a ground trainer (marked 'W3-TR') at Swidnik, seen as such 30sep96/09jun18
30 01 05		SP-PSD no reg	W-3	PZL Swidnik	f/f	04jun84	second flying prototype; rgd 31aug84; canx 10nov89; seen Swidnik sep96/oct07 in poor condition; photo 10feb14, wreck at Kochice (N50.694461 E18.685062)
30 01 06		SP-PSE	W-3	PZL Swidnik	f/f	26nov84	third flying prototype; rgd 26jun84; took part in 'high and hot' trials in the Pamir Mountains aug/sep90
30 02 01		SP-PSF SP-SUC SP-SUC	W-3 W-3 W-3WA	PZL Swidnik PZL Swidnik Heliseco	f/f rgd rgd	29nov86 15may91 03apr97	CofA expired 08mar92; canx 28feb97; seen in use as a ground-based engine-test airframe at Swidnik jun01, c/n painted on instead of the registration; l/n 25apr24
		SP-SUC	W-3WA	Hispánica de Avn	ph.	24jul15	fourth flying prototype; rgd 30nov84; took part in 'high and hot' trials in Tajikistan aug/sep85 and in 'cold' trials in Yakutiya; CofA expired 31dec95; seen stored at Swidnik aug00/jun01; canx 04mar02
31 02 02		SP-PSH CCCP-04101	W-3 W-3	PZL Swidnik AFL/Arkhangel.-KSZ	rgd	09jan88 10aug88	the first series-production W-3; rgd 02jun87; took part in state trials 13dec88/31may89
31 02 03		SP-PSG 203	W-3 W-3RR	PZL Swidnik Polish Army	rgd d/d	02oct87 1995	leased to Tatrzanskie OPR for SAR duties initially in white c/s with red trim; seen with '81 Bombers' titles QSA 24jun07 and 20jul08; seen with 'M.A.R.M.' titles Cascais 16oct08; seen without titles near Algete 06may09; seen with 'D.G.P.C.' titles Embalse de Navacerrada 22jul09 and Bustarviejo de la Sierra 18aug09; repainted in yellow c/s with grey trim, with titles; seen with additional 'D.G.P.C.' titles La Iglesia 06apr12; seen with additional 'MAGRAMA' titles León-Base de Camposagrado 17sep12
31 02 04		CCCP-04102 SP-SYA SP-SYA	W-3 W-3 W-3	Aeroflot Aviazakaz Heliseco	LWO rgd lsd	aug88 04jun93 23jun95	near Valdemorillo (Spain); in yellow c/s with grey trim and 'HASA' titles; operated for the BRIF (Brigada de Refuerzo de Incendios Forestales) on the Spanish island of La Palma in 2015/16, based at Puntagorda; l/n SPC 04aug16; dbr 10aug16 on a fire-fighting mission at Puente Roto at the foot of the volcano El Cabrito near Tigalate (Mazo) when the tail rotor touched a tree on the slope of the volcano and the helicopter crashed, coming to rest on its left side, both pilots slightly injured
31 02 05		SP-PSI CCCP-04103 SP-SUH SP-SUH	W-3 W-3 W-3 W-3AS	PZL Swidnik Aeroflot Aviazakaz Heliseco	rgd rgd rgd	09jan88 27may93 31dec96	canx 10aug88 dbr 13jan89 on a flight from Ukhta to Kotlas when crash-landed near Yaryensk and turned over; used as ground instructional airframe by the Vyborg technical school, seen jul06/jul13, rear part of tailboom and rotors missing but otherwise intact
		EC-LMO	W-3AS	Hispánica de Avn	rgd	31may11	took part in state trials 13dec88/31may89 and in check tests 07/27jul90; canx 25sep95
31 02 06		CCCP-04104 SP-SUY SP-SUY	W-3 W-3 W-3AS	Aeroflot Aviazakaz Heliseco	LWO rgd rgd	aug88 04jun93 20dec96	owned by Ministry of Defence; prototype of the W-3RR "Procion" Elint version; f/n Swidnik sep96; modernised from "Procion-2" to "Procion-3" standard in 2005; l/n Tomaszów Mazowiecki 05may10; reported Tomaszów Mazowiecki 08sep12 as '0203'
		SP-SUY EC-JPC	W-3AS W-3AS	HIHA Hispánica de Avn	ACE rgd	08jul05 30may06	and later rgd 31dec96; l/n TFN 01aug07 with large M.M.A. titles; l/n la Palma 21feb11; crashed 24feb11 in the Caldera de Taburiente national park on the island of La Palma
31 02 07		CCCP-04105 RA-04105 SP-SUZ SP-SUZ	W-3 W-3 W-3 W-3AS	Aeroflot Aeroflot Aviazakaz Heliseco	rgd photo rgd	18jun93 31dec96	canx 10aug88
		EC-LUV	W-3AS	Hispánica de Avn	rgd	13feb13	photo Swidnik 28oct96, in basic ex Aeroflot c/s with Helisca titles; l/n KLV 21oct05; l/n WRO 06jun09; canx 30may11 as to Spain
31 02 08		SP-SUA SP-SUA	W-3 W-3	PZL Swidnik Heliseco	rgd KLV	10jan89 21oct05	a temporary 3-month registration; finally registered 19sep11; f/n Tabuyo del Monte 20sep11; photo 17sep12; w/o jul16 or aug16 when it was flying with a bambu bucket full of water and the ashes caused the engines to fail; seen at a scrap dealer 01nov18 for scrapping; l/n Palma del Rio 03apr24 with 'Gobierno de Canarias' titles, wfu and dismantled
31 02 09		0209	W-3T	Polish Navy	toc	28jul89	opb Helica in Spain during the 1996 fire season according to official document
32 02 10		SP-SZS SP-FXA SP-SUE SP-SXU SP-SXU	W-3 W-3 W-3 W-3 W-3	PZL Swidnik Cen. Cardio. Hosp. PZL Swidnik Polish Air Rescue Heliseco	rgd r/r rgd rgd OSR	14oct88 14mar89 29may91 11feb94 06nov99	f/n KLV 19jun98; seen Swidnik 31may99 and WRO 24oct03 in full Heliseco c/s, no titles; sold to Hispánica de Aviación at Madrid 30jun05
		SP-SSU EC-JPJ	W-3 W-3A	Hispánica de Avn Hispánica de Avn	rgd rgd	26jun05 30may06	canx 23jan06 as to Spain
31 03 01		SP-PUI SP-SUI SP-SUI	W-3 W-3 W-3AS	PZL-Inst. Laczno. Telecom Institute Heliseco	rgd r/r rgd	03sep90 03apr92 24feb95	l/n off-airport at Queimadelos 10aug06, in yellow/grey c/s, with 'M.M.A.' titles (Ministry of the Environment); l/n Remolinos 20aug09, in same c/s with 'M.A.R.M.' titles (Ministry of the Environment, Rural and Maritime Affairs); current nov14; l/n without rotors Vergiate, Italy, 09mar17 with 'Magrama' titles; canx 24mar17 as to Italy
31 03 02		CCCP-04106 SP-SUK SP-SUK SP-SUK	W-3 W-3 W-3 W-3	Aeroflot PZL Swidnik/ZEUS Aviazakaz Heliseco	rgd rgd rgd	02jun92 05may93 31dec96	seen GRO 06jun96, no titles
		EC-KBG	W-3AS	Hispánica de Avn	rgd	20jun07	seen Swidnik 07may03 under modification to W-3AS; l/n off-airport at Combarro, Spain, 13aug10; canx 11feb13 as to Spain
31 03 03		CCCP-04107 SP-SUL SP-SUL SP-SUL SP-SUL EC-JPA	W-3 W-3 W-3 W-3 W-3AS W-3AS	Aeroflot PZL Swidnik/ZEUS Aviazakaz Heli Sureste Heliseco Hispánica de Avn	rgd rgd lsd rgd rgd	08jun92 05may93 1995 18feb97 29may06	temporary registration; full rgd 06may13; f/n active near Madrid 09jul13 yellow/silver c/s, small 'Proteccion Ciudadana Incendios Forestales' inscription, large black reg; l/n off airport 05aug19
31 03 04		0304 0304	W-3T W-3WA	Polish Navy Polish Navy	toc	31aug89	l/n Swidnik 07may03, titles not noted
31 03 05		CCCP-04108 SP-SUM (1) SP-SUM (1) SP-SUM (1) SP-SUM (1)	W-3 W-3 W-3 W-3 W-3AS	Aeroflot PZL Swidnik/ZEUS Aviazakaz Heli Sureste Heliseco	rgd rgd lsd rgd	03jun92 27may93 1995 22jul97	and KLV 13oct06; seen Minsk Mazowiecki 19may07, with only 'MMA' titles on the engines; SEEN Swidnik 08nov13, three-tone blue/white c/s, active; l/n Swidnik 25apr24, stored
		EC-LVE	W-3AS	Hispánica de Avn	rgd	08mar13	equipped with an LPG-150M winch; l/n QYD 04apr01; the hulk was seen 17apr14 traveling on a flatbed loader; converted to W-3WA in 2015/1016; seen Swidnik 12may16 active in grey and dayglo c/s l/n PED 03jun18
31 03 06		CCCP-04109 SP-SUN SP-SUN SP-SUN	W-3 W-3 W-3 W-3AS	Aeroflot PZL Swidnik/ZEUS Aviazakaz Heliseco	rgd rgd rgd	03jun92 10may93 22jul97	ambulance version belonged to the Cardiological Centre at Zabrze
							f/n Poznan aug91; l/n SXF 19jun92
							f/n Lublin 26aug95
							was never rgd to Heliseco, probably leased to them and sub-leased in Spain; f/n Lublin-Radawiec 05jul00; CofA expired 13dec99; canx 13jul04 as 'scrapped' !, but sold to Hispánica de Aviación at Madrid 30jun05
							canx 23jan06 as to Spain
							f/n at La Guancha Heliport (Tenerife) 14jul07, with large 'BRIFOR' (Forest Fire Brigade) titles; seen on Tenerife Island 19jul10; canx 24mar17 as to Italy; stored at Lublin, seen jul17; used as a ground instructional airframe by the Aerospace Engineering Faculty of Politechnika Rzeszowska (Rzeszów Technical College) at Rzeszów (N50.017175 E21.986419), seen 27aug23
							operated for Panstwowa Inspekcja Radiowa i Telekomunikacji; equipped with a special retractable aerial mast
							seen Swidnik 07may03 under modification to W-3AS; seen WRO 21oct08, with additional 'WARM' titles; l/n as such WRO 06jun09; crashed after take-off for a forest inspection flight at Tabuyo del Monte, Leon, 18jun11
							l/n Swidnik 05jul00; canx 11mar02; seen stored at Swidnik nov04; modified to W-3AS and restored 01jul05 to Hispánica de Aviacion; sold to Spain mid-2006, still operating with this registration for Hispánica; current dec06; canx 02feb07
							f/n Base forestal de Valdemorillo 30aug08 in yellow/grey c/s, with additional 'Comunidad de Madrid' titles; seen Embalse de Navacerrada 22jul09, as such; l/n Swidnik 25apr24, stored
							canx 23jan06 as to Spain
							l/n LJU 14oct04; sold to Hispánica de Aviación at Madrid 30jun05; canx 23jan06 as sold to Spain
							photo 31mar08, location unknown, in yellow/grey c/s, with additional 'M.M.A.' titles (Ministry of the Environment); l/n LCG 01apr12; canx 24mar17 as to Italy
							equipped with an LPG-150M winch; l/n as such Babie Doly 30jun13
							converted in 2015/16; l/n Ketrzyn 03aug19
							see c/n 370812
							opb Helica in Spain during the 1996 fire season according to official document
							f/n Swidnik 07may03 as W-3AS, titles not noted; l/n PED 16oct03; seen WRO 21oct07 with 'MMA' titles; l/n as such Colmar, France, 07jun08; seen KLV 04jun10 with 'MARM' titles; canx 05mar13 as to Spain
							a temporary 3-month registration; finally registered 09may13; seen Santo Domingo, Chile, 07jan17, no titles; seen again Avila Puerto el Pico 07jul18 with titles
							seen Madrid-Cuatro Vientos 02oct95, opb ICONA, coded '10'
							seen Swidnik 07may03 under modification to W-3AS in full Heliseco c/s, titles not visible as panels removed

	SP-SUN EC-LQA	W-3AS W-3AS	Swidnik Poland Hispanica de Avn	WRO rgd	06oct06 24feb12	titles as reported; l/n Swidnik 27oct07, titles not reported; l/n WRO 20jun08 a temporary 3-month registration till 24may12; f/n LCG 01apr12 with additional MARM titles; finally registered 14may12; photo 22aug12; current nov14
31 03 07	CCCP-04110 SP-SUT SP-SUT SP-SUT SP-SUT SP-SUT SP-SUT	W-3 W-3 W-3 W-3AS W-3 W-3AS W-3AS	Aeroflot PZL Swidnik/ZEUS Aviazakaz Aeroflot Heli Sureste Heliseco SG Equipment Lease	rgd rgd ph. lsd rgd rgd	08jun92 24jun93 1993 1995 22jul97 12dec07	taken in Spain in all-white c/s with blue trim, no titles photo 10jun01 in Heliseco c/s with old 'Helicsa' titles; l/n KLV 21oct05 opb LPU Heliseco; seen WRO 21oct07 no titles; l/n WRO 06jun09 with 'MARM' titles; arrived disassembled Melilla Airport, Montevideo, ' in jan12 and fully assembled in photos 20jan12, yellow c/s, silver bands, black 'M.A.R.M.' titles plus black 'Z2' code and small 'Heliseco' titles; l/n as such Angel S Adami 12jan12; canx 30jan13 as to Spain a temporary 3-month registration; finally registered 24apr14
31 03 08	EC-LUQ CCCP-04111 SP-SUF SP-SUF	W-3AS W-3 W-3 W-3AS	Hispanica de Avn Aeroflot Aviazakaz Heliseco	rgd GYG rgd rgd	31jan13 03jul92 29jun93 01apr98	opb Helicsa in Spain during the 1996 fire season according to official document seen Swidnik 07may03 under modification to W-3AS; l/n WRO 06oct07; l/n Swidnik 27oct07 titles not reported; l/n Sandomierz 29may10; canx 23apr15 as exported to Spain was a three-month temporary registration and was ntu as such received another three-month temporary CoFR on 30oct15; seen 01feb17 in Tenerife harbour in the process of being shipped; seen active Las Palmas 11aug18; seen Palma del Rio 13mar23, wfu and completely dismantled
31 03 09	EC-MGJ EC-MIP	W-3AS W-3AS	Heliseco Heliseco Espana	rgd rgd	27apr15 nov15	was to be opb Severokamchetskoye AO Kamchatavii at Korf-Tilichiki; w/o 23jul90 on the leg from Olyokminsk to Yakutsk-Magan of its delivery flight from Kremenchug to Korf-Tilichiki with the MTOW exceeded by 800 kg and the speed exceeding the limitations, leading to a dramatic decrease of the useful life of the push rods of the main rotor so that one push rod failed while the helicopter was flying at a height of some 2,000 metres along the river Lena, the respective rotor blade collided with the tailboom and the helicopter crashed on Udamik island in the river (N61°06' E126°22'), all 3 crew and both passengers (aircraft mechanics) killed; t/t 90 hours in full Aeroflot c/s; on charge as of 01jan93
31 03 10	CCCP-04113 SP-SYB SP-SYB EC-JPB	W-3 W-3 W-3AS W-3AS	Kamchatavia Aviazakaz Heliseco Hispanica de Avn	rgd rgd lsd rgd	photo 24jun93 23jun95 30may06	opb Helicsa in Spain during the 1996 fire season according to official document; photo exists, date unknown in blue/white c/s with 'Comunidad Castilla La Mancha' titles later rgd 31dec96; l/n KLV 08oct98, opb Heliseco; sold to Hispanica de Aviacion, Madrid 30jun05; photo in white/red c/s with small 'Helicsa' titles and large D.G.C.N titles; canx 23jan06 as to Spain f/n TF5 27apr06, see rgd date !; in yellow/grey c/s with additional large 'BRIFOR' titles (Forest Fire Brigade); l/n Base forestal de Puerto el Pico 30aug08; canx 23may17 as 'change of owner' and seen stored Lublin 27jul17; preserved at Muzeum Ratownictwa, Tomaszowice, Poland (N50.135165 E19.843503) on jun23; l/n oct24 on charge as of 01jan93
31 03 11	CCCP-04114 SP-SYC SP-SYC SP-SYC	W-3 W-3 W-3AS W-3AS	Kamchatavia Aviazakaz Heliseco MARM	rgd rgd rgd ph.	18jun93 31dec96 01sep10	l/n Igualada Odena, Spain, 08jun07, with large '80 Bombers' titles; seen WRO 06jun09, red/white c/s, no titles at Laza, near Ourense, northern Spain, all yellow c/s with red bands now painted silver and with 'MARM' titles; canx 23apr15 as exported to Spain owned by Abanca Corporacion Bancaria S.A; f/n SPC 22aug20 with 'Gobierno de Canarias' titles on charge as of 01jan93
31 03 12	EC-MGR CCCP-04115 SP-SYD SP-SYD EC-LMM	W-3AS W-3 W-3 W-3AS W-3AS	Heliseco Kamchatavia Aviazakaz Heliseco Hispanica de Avn	rgd rgd lsd rgd	13may15 02jul93 23jun95 23may11	and later rgd 11jun97; f/n GRO 26jun96, in basic ex Aeroflot c/s, no titles; seen TFN 27jul07 with large 'M.M.A.' titles; l/n GRQ 15may10; canx 09may11 as sold to Spain a temporary 3-month registration; finally registered 16sep11; f/n Tenerife Sur-Reina Sofia with small 'Heliseco' and large 'Magrama' titles; seen Tenerife 10aug16 with adverts; l/n Palma del Rio 03apr24 with 'Brifor' titles, wfu and dismantled
31 03 13	CCCP-04116 SP-SUG SP-SUG	W-3 W-3 W-3AS	Aeroflot Aviazakaz Heliseco	GYG rgd rgd	03jul92 02jul93 01apr98	photo Swidnik 28oct96, in basic ex Aeroflot c/s with Helicsa titles and coded '7' l/n GRO 26jun04; seen WRO 21oct07 with 'MMA'; l/n as such Lyon-Bron 08jun08; seen Wlodawek-Kruszyn 20may09, red/white c/s, 'MARM' logo/title plus small 'Poland Swidnik' and 'www.heliseco.lublin.pl', operational; seen León-Base de Camposagrado 20aug12, in yellow/silver c/s with additional 'Magrama' titles; l/n Chocznia 01may23, no titles Chocznia jun23; c/n not confirmed; in all yellow/silver c/s; not listed on the Estonian register by jan24
31 03 14	ES-AXE SP-SUO CCCP-04117 SP-SUO SP-SUO SP-SYR I-SOKO 315	W-3AS W-3 W-3 W-3 W-3AS W-3AS W-3AS W-3	Heliseco PZL Swidnik/ZEUS Kamchatavia Aviazakaz Heliseco PZL Swidnik Eliwork Polish MoI	photo rgd rgd rgd rgd rgd rgd toc	15may92 27may93 31dec96 05apr05 16may05 02apr90	on charge as of 01jan93; operator not confirmed, but confirmed was operated in the Far East of Russia seen GRO 05apr02, with titles; l/n Swidnik 07may03, titles not noted; canx 10nov04 as sold canx 28apr05 d/d 01jun05; f/n Brig, Switzerland, 14nov08; l/n Monza 13sep09; canx 07may15 opb 103. pl NJW MSW at Warsaw-Bemowo (disbanded 31dec00) for Straz Pozarna (fire brigade); equipped with Ireco "Leo-400" observation system in 1994; l/n Deblin-Irena 30aug98 also carried code/call-sign 'N-010'; based at Gdansk; in blue/light grey c/s with white cheatline and 'Policja' titles; l/n GDN 16may03 also carried code/call-sign 'N-010'; in blue/light grey c/s with white cheatline and 'Policja' titles; f/n Pruszcz Gdanski 23aug03; l/n Gliwice 17dec18
33 03 16	681 6501	W-3 W-3	Myanmar Air Force Myanmar Air Force	e/d r/r	19nov00 unknown	photo exists; in dark olive drab c/s prototype of the armed version W-3U "Salamandra"; owned by PZL Swidnik; underwent trials in 1991, but rejected by the Polish Air Force because of its Soviet-origin armament and equipment; l/n PRG 21nov91; converted to transport version from Gdynia
36 03 17	0317	W-3U	Polish Air Force	f/f	17mar90	
36 03 18	695 ? 6515 SP-SUW ZU-AGU SP-SUW	W-3UT W-3UT W-3K W-3K W-3WB	Myanmar Air Force Myanmar Air Force PZL Swidnik Denel PZL Swidnik	d/d r/r r/r rgd rgd	27may92 29mar93 19jul93 12aug94	canx 21may93 converted to armed version by Kentron (a division of Denel) and underwent trials in South Africa in 1993/94; canx 09aug94 seen GRO jun06, no titles; used for trials of the HOT-3/VIVIANE anti-tank missile in 1999; l/n St. Petersburg-Gorskaya 15may04; canx 03feb06, reason ?; l/n Swidnik 27oct07, titles not reported
31 03 19	CCCP-04118 SP-SUP SP-SUP SP-SUP SP-SUP SP-SWA EC-KIR	W-3 W-3 W-3 W-3AS W-3AS W-3AS W-3AS	Aeroflot PZL Swidnik/ZEUS Aviazakaz Heliseco Helibravo Avn SA Helibravo Avn SA	rgd rgd lsd rgd rgd	20may92 09jun93 23jun96 04apr06 07dec07	opb Helicsa in Spain during the 1996 fire season according to official document and later rgd 01apr98; f/n seen GRO 26jun96 with additional 'Gobierno de Canarias' titles; seen KLV 20jun98 as Heliseco; photo 10jun01 in Heliseco c/s plus 'Castilla la Mancha' titles; canx 10nov04 as sold to Helibravo of Portugal; l/n Swidnik jan06 f/n Swidnik 24feb06, so before being registered !; l/n Igualada Odena 09jul06, in two-tone yellow c/s with white trim; canx 20jul07 as sold to Spain f/n 17dec07 Mallorca-Son Bonet, small 'Sky Helicópteros' titles in two-tone yellow c/s with white trim; seen Lubria 24aug08, with additional 'M.A.R.M.' titles (Ministry of the Environment, Rural and Maritime Affairs); l/n Mallorca-Son Bonet 22oct10 as such; seen Mallorca-Son Bonet 30may14, no rotors, hangared and covered; found abandoned 04apr15 Fernán Pérez, near Nijar (Almeria region) having rolled over and was believed to have been smuggling drugs from Morocco; canx jan21
31 03 20	CCCP-04396 SP-SUR SP-SUR SP-SUR SP-SUR EC-LMC	W-3 W-3 W-3 W-3AS W-3AS	Aeroflot PZL Swidnik/ZEUS Aviazakaz Heliseco Hispanica de Avn	rgd rgd rgd rgd rgd	27may92 10may93 unknown 04may11	l/n Remolinos 21aug09; canx 28apr11 as sold to Spain a temporary 3-month registration; seen over Tenerife 09sep11 with additional 'Brifor' titles; rgd 16sep11; l/n 06jun12 Tenerife-La Guancha Heliport, operational, typical silver/yellow c/s; current nov14
31 03 21	CCCP-04397 SP-SUS SP-SUS SP-SUS EC-LMD	W-3 W-3 W-3 W-3AS W-3AS	Aeroflot PZL Swidnik/ZEUS Aviazakaz Heliseco Hispanica de Avn	rgd rgd rgd rgd rgd	11may92 29jun93 01apr98 04may11	seen GRO 26jun96, untitled l/n KLV 21oct05; seen WRO 21oct07, no titles; l/n as such l/n Lyon-Bron 08jun08; canx 28apr11 as sold to Spain a temporary 3-month registration; finally registered 19sep11; seen La Guancha-Tenerife 14jun12 in all- yellow c/s with silver trim/bands around the fuselage; l/n Tenerife Sur-Reina Sofia jul12; current nov14; l/n Palma del Rio 03apr24 with 'Gobierno de Canarias' titles, wfu and dismantled
33 03 22	682 6502	W-3 W-3	Myanmar Air Force Myanmar Air Force	e/d r/r	16nov90 unknown	f/n 13oct16 Sittwe airport, Rakhine state probably toc 05mar91
31 03 23	683 6503	W-3 W-3	Myanmar Air Force PZL Swidnik	e/d ph.	13nov90 14jan93	in dark olive drab c/s; the photo shows the inscription 'We Did it! 6503 1000 hours 5.3.91 to 14.1.93' cockpit section only, used as simulator; delivered to IAI in Israel cockpit section only, used as simulator; delivered to PZL Warszawa
03 24 03 25	-- --	W-3 W-3	PZL Swidnik PZL Swidnik			
31 04 01	684 6504	W-3 W-3	Myanmar Air Force Myanmar Air Force	e/d r/r	12nov90	
31 04 02	685 6505	W-3 W-3	Myanmar Air Force Myanmar Air Force	e/d r/r	14nov90	
31 04 03	686 6506	W-3 W-3	Myanmar Air Force Myanmar Air Force	e/d r/r	16nov90	seen preserved in Defence Services Museum at Yangon oct00, l/n oct12; since moved to Defence Services Museum at Naypyitaw, l/n aug17
31 04 04	687 6507	W-3 W-3	Myanmar Air Force Myanmar Air Force	e/d ph.	19mar91 1998	preserved in the Defence Services Museum at Naypyitaw, l/n aug17

31 04 05	688	W-3	Myanmar Air Force	e/d	28jan91	
	6508	W-3	Myanmar Air Force	r/r		
33 04 06	689	W-3	Myanmar Air Force	e/d	13feb91	
	6509	W-3	Myanmar Air Force	r/r		
33 04 07	690	W-3	Myanmar Air Force	e/d	31jan91	
	6510	W-3	Myanmar Air Force	r/r		
30 04 08	--	W-3RM	PZL Swidnik			static test airframe for this version
33 04 09	691	W-3	Myanmar Air Force	e/d	08apr91	VIP version
	6511	W-3	Myanmar Air Force	r/r		
33 04 10	692	W-3	Myanmar Air Force	e/d	08apr91	VIP version
	6512	W-3	Myanmar Air Force	r/r		
39 04 11	0411	W-3RM	Polish Navy	f/f	apr91	prototype of the W-3RM "Anakonda" SAR version; owned by PZL Swidnik and leased to the Polish Navy; f/n ZIA 16aug92
	SP-SYG	W-3RM	PZL Swidnik	rgd	15sep95	seen Swidnik 07may03 in Heliseco c/s and with small 'PZL' logo; modified for ship-based operations in 2004; CofA expired 01jan07; seen Swidnik oct07/jul11, titles not reported; l/n Swidnik 25apr24, ground running
31 04 12	SP-SUB	W-3	PZL Swidnik	rgd	18jun91	seen during ILA at SXF jun92 in green/white German Police c/s with 'Polizei' titles, retained this c/s until at least 1996, but the registration had replaced 'Polizei' on the tail-boom
	SP-SUB	W-3	Heliseco	rgd	24feb97	seen GRQ 05oct02, with titles; l/n PED 16oct03; w/o 13jul05 when crashed on a fire-fighting mission at Concejo de Tineo (Asturias); finally canx 04feb10
31 04 13	SP-SUD	W-3	PZL Swidnik	rgd	03jun91	f/n LBG 21jun91 show number 'H340' in full Okada c/s including titles; l/n DRS 20sep91; canx 29nov91
	5N-UYI	W-3	Okada Air	e/d	02dec91	seen mar93 at BNI; Okada has no contact with the factory for many years and no spares were bought for this !; l/n BNI 31may10, derelict
31 04 14	SP-SUU	W-3	PZL Swidnik	rgd	06jul92	canx 06nov92
	414	W-3	Polish MoI	toc	18aug93	VIP helicopter; opb 103. pl NJW MSW at Warsaw-Bemowo; used for the Pope's visit 22aug/12sep93; seen RIX 09sep93
	SP-SUU	W-3	PZL Swidnik	rgd	16jun94	canx again 21oct94; returned to Ministry of the Interior
	414	W-3	Polish MoI			re-converted to standard transport helicopter; opb 103. pl NJW MSW at Warsaw-Bemowo
	SP-SUU	W-3	Heliseco	rgd	21jun95	l/n Swidnik 12oct95; canx again 25oct95; returned to Ministry of the Interior
	414	W-3	Polish MoI	Bem	31mar96	opb 103. pl NJW MSW at Warsaw-Bemowo (disbanded 31dec00); l/n Warsaw-Bemowo 28sep99
	PL-30XG	W-3	Pol. Border Guard	trf	21dec00	f/n jan01; l/n Radom 07sep02
	SN-30XG	W-3	Pol. Border Guard	r/r	03dec02	f/n Radom 30aug03; modernised with PolyTech UF275-C observation system in 2004; l/n Gdansk-Rebiechowo 04aug10
	SP-VSM	W-3	Pol. Border Guard	rgd	01mar12	f/n Eblag 04jun12; l/n GDN 07sep12; canx 15feb13 as 'transferred to military'
	SN-34XP	W-3	Polish Police	Bem	18mar13	and 24apr13, full normal Border Guard c/s and titles, reg. taped on (suffix 'XP' is Police), identity quoted in photo caption and photo LCJ 14jun14 with 'Policja' titles but registration not visible; l/n Nowy Targ 15aug15; seen Kraków Rakowice 19aug16 now coded 'G002'; l/n Nowy Targ 09jul23 as such; seen 31aug24 stored inside Police hangar (N50.077864 E19.990240) at the Polish Aviation Museum, Kraków
31 04 15	0415	W-3T	Polish Air Force	toc	07jul93	l/n Minsk Mazowiecki 08jun24
31 04 16	SP-SXT	W-3	Tatrzańskie OPR	rgd	10feb93	photo at KKK 1993 with various sponsors titles painted on; w/o 11aug94 on SAR mission when crashed in the Dolina Olczyńska valley near Zakopane, all 4 crew killed; canx 07sep94
31 04 17	0417	W-3T	Polish Air Force	toc	07jul93	first W-3 commissioned by the Polish Air Force; f/n Laupheim 02jul94; converted for SAR duties; l/n Inowrocław-Latkowo 01jul20
31 04 18	0418	W-3T	Polish Air Force	rgd	07jul93	converted by WZL-1 in 1995 to, see next line
	0418	W-3T (R)	Polish Air Force	KRK	29sep99	ambulance version; l/n Minsk Mazowiecki 30sep13
31 04 19	0419	W-3T	Polish Air Force	toc	07jul93	converted by WZL-1 in 1995 to, see next line
	0419	W-3T (R)	Polish Air Force	Now	30aug98	ambulance version; l/n Nowa Wies 01jun21
30 04 20	SP-PSK	W-3A	PZL Swidnik	f/f	28jul92	c/n also given as 310420; prototype of the W-3A version; rgd 30jul92; l/n LBG 15jun93; see rgd below
	SP-SSK	W-3A	PZL Swidnik	rgd	03jun93	canx 11jan94; sold to Ministry of the Interior 14jun94
	420	W-3A	Polish MoI	lsd	aug93	VIP helicopter; opb 103. pl NJW MSW at Warsaw-Bemowo; used for the Pope's visit 22aug/12sep93; seen RIX 09sep93; l/n SXF 04jun94; see dates above
	SP-SSK	W-3A	PZL Swidnik	rgd	09aug94	canx 16nov94
	420	W-3A	Polish MoI	rep	nov94	reconverted to standard transport helicopter; opb 103. pl NJW MSW at Warsaw-Bemowo; l/n jun95
	SP-SSK	W-3A	Heliseco	rgd	21jun95	seen in military colours Swidnik 12oct95; canx 25oct95
	420	W-3A	Polish MoI	rep	jan96	opb 103. pl NJW MSW at Warsaw-Bemowo (disbanded 31dec00); l/n aug96
	PL-32XP	W-3A	Polish Police	toc	09may01	also carried code/call-sign 'A-013'; based at Warsaw; in blue/light grey c/s with white cheatline and 'Policja' titles; l/n GDN 15may03
	SN-32XP	W-3A	Polish Police	r/r	03dec02	also carried code/call-sign 'A-013'; in blue/light grey c/s with white cheatline and 'Policja' titles; f/n KTW 28jun03; l/n Bemowo 22jan21
31 05 01	0501	W-3T	Polish Air Force	toc	07jul93	converted by WZL-1 in 1998 to, see next line
	0501	W-3RL	Polish Air Force	LCJ	31aug98	used for SAR duties; l/n Swidwin 28jul21
31 05 02	0502	W-3T	Polish Air Force	toc	07jul93	converted by WZL-1 in 1998 to, see next line
	0502	W-3RL	Polish Air Force	Dbl	30aug98	opb 2. eltr for Lotnicze Górskie Pogotowie Ratunkowe for SAR duties; l/n Swidwin 11aug21
37 05 03	D-HSNA	W-3A	Polizei Sachsen	rgd	10mar94	based at Dresden; l/n Schönhagen 27sep09; canx 08oct10 as exported
	SP-SYT	W-3A	LPU Heliseco	rgd	09jun11	seen Tabuyo del Monte 20sep10; canx 09may12 as sold to Spain
	EC-LRO	W-3A	Heliseco	rgd	27sep12	operator Hispanica de Aviacion; photo 20aug12; seen active 25jul16 over the Canary Islands; l/n Santa Cruz de la Palma 17aug21 with 'Gobierno de Canarias' titles; l/n la Palma 16apr22
31 05 04	0504	W-3P	Polish Air Force	mfd	23may93	toc 07jul93; opb 36. split at WAW; l/n WAW 18apr98
	504	W-3P	Polish Air Force	r/r	dec98	opb 36. split at WAW (disbanded 31dec11); l/n WAW 31oct10; opb 1 BLT at WAW from 01jan12
	0504	W-3P	Polish Air Force	Swi	10apr13	seen WAW 04jul14 with 'Republic of Poland' titles; l/n Radom 26aug23
39 05 05	0505	W-3RM	Polish Navy	toc	17jul92	opb 29 el MW at Darlowo; l/n WAW 03jul19
39 05 06	0506	W-3RM	Polish Navy	toc	17jul92	opb 29 el MW at Darlowo; l/n Radom 26aug23
37 05 07	SP-SYE	W-3A	PZL Swidnik	rgd	24aug95	seen with 'United Indian Airways' titles LBG 12jun95 show number 'H340'; l/n Swidnik 12oct95, still with these titles
	SP-SXZ	W-3A	Tatrzańskie OPR	rgd	25jan96	dbt 29jan03 in an auto-rotation landing at Murzasichle after both engines had failed; the remains went to the 'Ambulance' Museum at Kraków 09dec05, fuselage seen there oct09/aug17; canx only 05mar08; see c/n 370908
37 05 08	SP-SYO	(1) W-3A2	PZL Swidnik	res	12jun97	prototype of the W-3A2 version with Smith SN350 autopilot; not taken up
	SP-PSL	W-3A2	PZL Swidnik	rgd	15may98	f/n Swidnik 11may98; l/n Goraszka 17may03
	SP-SSL	W-3A2	Helibravo	rgd	10sep03	f/n KLV 19sep03; sold to Spain and departed Swidnik 19sep03 but seen again Goraszka 17apr04 without titles; photo Bustarviejo heliport 19sep04 with small Helibravo and Matinsa titles with additional 'Comunidad de Madrid' sticker; canx 13jun08 as to Spain
	EC-KSQ	W-3A2	Hispánica de Avn	rgd	31oct08	
	EC-KSQ	W-3A2	Sky Helicópteros	trf	dec09	rgd 12feb10 as leased from Banco Popular Español, S.A; f/n Mallorca-Son Bonet 21may10 in white/yellow c/s with additional 'M.A.R.M.' titles (Ministry of the Environment, Rural and Maritime Affairs); l/n Mallorca-Son Bonet 22oct10; seen Mallorca 05aug11 with large code 'H-01'; l/n as such Mallorca-Son Bonet 05sep14; seen Mallorca-Son Bonet 10aug19 without code; l/n Mallorca-Son Bonet 22jun22
	EC-KSQ	W-3A2	Kitz-Air	ph.	07jul23	at Kufstein, Austria; in basic ex Sky Helicópteros c/s with titles
	OE-XKH	W-3A	Kitz Air GmbH.	rgd	2024	
37 05 09	SP-SYH	(3) W-3AM	PZL Swidnik	mfd	28sep96	rgd 28sep96; canx 10oct96; photo exists taken at Swidnik wearing both SP-SYH and HL9256 with Daewoo titles
	HL9256	W-3AM	Daewoo	rgd	18nov96	
	HL9256	W-3AM	Heli Korea	rgd	17oct01	l/n 21oct06 at Sacheon, South Korea; canx 14jun07
	N649LH	W-3A	Lloyd Helicopters	rgd	22jun07	canx 28jun07 as to Spain, version as such on FAA register
	EC-KHB	W-3AM	Hispánica de Avn	rgd	16nov07	f/n Madrid-Cuatro Vientos 16dec07 with additional 'DGB' titles; l/n AGP 30mar08 as such
	EC-KHB	W-3AM	Sky Helicópteros	trf	mar10	in full c/s Mallorca-Son Bonet 21may10, without registration and titles; seen Mallorca-Son Bonet 22oct10 with registration and titles; seen Ibiza 28may11 with titles and coded 'H02'; seen El Berriel 08dec15 and 31mar16 without code; seen 01feb17 in Tenerife harbour in the process of being shipped; canx 13sep18
	OE-XKB	W-3A	Kitz Air GmbH.	rgd	13sep18	damaged 14jan19 near Fieberbrunn, Bürglkopf, Trixlegseen, after the right engine failed and loss of power at low altitude while performing an inspection of high-voltage power lines for an electrical network supplier, the main rotor blades were severely damaged and severed by contact with a tree and the vertical fin and tail rotor blades were severely damaged; seen dismantled Swidnik 26mar22; still current on register mar24
31 05 10	510	W-3RM	Polish MoI	toc	29apr93	c/n checd as such (not 390510) at Langkawi dec95; opb 103. pl MSW at Warsaw-Bemowo; converted to a W-3SP in 1998
	0510	W-3SP	Polish MoI	r/r	01jul98	unofficial designation; opb the GROM special forces unit; w/o 21aug98 when crashed on a training flight at Rembertów
39 05 11	0511	W-3RM	Polish Navy	toc	14apr93	l/n Babie Doly 21aug21
39 05 12	0512	W-3RM	Polish Navy	toc	14apr93	dbt 12mar97 after ditching in the Baltic Sea
39 05 13	0513	W-3RM	Polish Navy	h/o	17oct96	funded and owned by LOTOS Petrobaltic; opb 1. dLMW (redesignated 28. eLMW 01jan03 and 43. BLotM 01jan11) at Gdynia-Babie Doly from 17oct96; in white/red SAR c/s with 'Polish Navy' titles; l/n operational Gdynia-Babie Doly 19sep12; wfu 2014; sold to Ukraine in 2015; either this c/n or c/n 370703/370704 was converted by Motor Sich to the MSB-6 demonstrator with MS-14V engines, seen in blue/white c/s with pink trim and with titles on the assembly line nov17
37 05 14	HL9220	W-3AM	Citi Air	rgd	18dec95	w/o 10jan97 when crashed near Yejujngbu City; canx 13mar97
37 05 15	SP-FSO	W-3AM	Daewoo Cars	res	21dec96	not taken up
	0515	W-3A	Polish Air Force	WAW	12may97	probably leased for Pope's visit
	SP-FSO	W-3A	Daewoo Cars	res	19oct98	not taken up; leased by Daewoo to Polish Air Force
	0515	W-3A	Polish Air Force	WAW	23feb99	see previous line !
	SP-FSU	W-3A	PZL Swidnik	rgd	06jul00	already f/n Swidnik 05jul00; l/n Swidnik dec00; canx 13dec01
	101	W-3A	Ras al-Khaimah Pol		19dec01	arrived at Ras al-Khaimah on board II-76 EP-CFB and f/n there 22dec01; was only rgd 11jul04; f/n at Ras al-Khaimah Police HQ 22jul04; l/n sep04
	A6-SAA	W-3A	Saud bin Saqr	rgd	28dec04	full name Sheikh Saud bin Saqr al-Qasimi; delivered back to Swidnik apr05; canx 02may05; seen stored at Swidnik jun05/24feb06 in all-yellow c/s with only registration on
	SP-FSU	W-3A	Hispánica de Avn	rgd	21jun06	Hispánica de Aviación; opb Heliseco; seen Campiño Heliport 13aug06 with just 'MMA' titles on; canx 25oct06

	HL9298 EC-KGT	W-3A W-3A	Helikorea Hispánica de Avn	rgd rgd	16nov06 12nov07	canx jun07 Hispanica de Aviación; l/n Lugo 11aug11, in all-yellow c/s with silver trim/bands around the fuselage; canx between 01jul21 and 01aug21
36 05 16	0516	W-3W	Polish Air Force	toc	12may94	used for training; l/n Inowroclaw-Latkowo 05dec19
36 05 17	0517	W-3W	Polish Air Force	toc	12may94	used for training; l/n Nowy Glinnik 24aug12; on temporary deployment to the Polish Navy in 2015
36 05 18	0518	W-3W	Polish Air Force	toc	12may94	used for transport; l/n Powidz 09jun15
36 05 19	0519	W-3W	Polish Air Force	toc	12may94	converted for SAR duties; l/n 07may03; l/n Swidnik 09jun18
36 05 20	0520	W-3W	Polish Air Force	toc	12may94	used for SAR; f/n Radom aug03; l/n Leszno 16jun23
36 06 01	0601	W-3W	Polish Army	h/o	02sep94	opb 47. Szkolny Pulk Smiglowców 02sep94/oct95 and by 7. Dywizjon Lotniczy from oct95; converted from jan12 to, see next line
	0601	W-3PL	Polish Army	Swd	28jul15	opb 56. Baza Lotnicza at Inowroclaw-Latkowo from late 2015 or early 2016; in olive drab c/s; l/n Inowroclaw 18may19
36 06 02	0602	W-3W	Polish Army	toc	sep94	opb 66. Dywizjon Lotniczy; l/n Gliwice 09may18
36 06 03	0603	W-3W	Polish Army	toc	sep94	opb 66. Dywizjon Lotniczy; l/n Katowice-Muchowice 13aug19
36 06 04	0604	W-3W	Polish Army	toc	sep94	opb 66. Dywizjon Lotniczy; l/n Inowroclaw-Latkowo 20may23
36 06 05	0605	W-3W	Polish Army	toc	sep94	opb 66. Dywizjon Lotniczy; l/n Inowroclaw-Latkowo 05dec19
36 06 06	0606	W-3W	Polish Army	h/o	02sep94	opb 47. Szkolny Pulk Smiglowców 02sep94/oct95 and by 7. Dywizjon Lotniczy from oct95; in dark green/dark brown camo c/s; l/n Minsk Mazowiecki 15aug08; converted from jan12 to, see next line
	0606	W-3PL	Polish Army	Lub	09oct14	opb 56. Baza Lotnicza at Inowroclaw-Latkowo from late 2015 or early 2016; in olive drab c/s; l/n Warsaw-Bemowo 08jul16; w/o 22jun17 on a flight from Rivolto (Italy) during the APROC exercise when the main gear box failed and a fire erupted in the engine compartment, the helicopter made a forced landing on a meadow of the Agriverde farm at Massanzago and burnt out, all 6 occupants escaped basically unhurt
36 06 07	0607	W-3W	Polish Army	toc	jan95	opb 66. Dywizjon Lotniczy; reportedly crashed 10aug96; used as ground instructional airframe at Olesnica, but seen Swidnik 07may03 and Tomaszów Mazowiecki 08apr09; l/n Deblin-Irena 01aug18
36 06 08	0608	W-3W	Polish Army	toc	jan95	opb 66. Dywizjon Lotniczy; l/n KRK 29oct09
36 06 09	0609	W-3W	Polish Army	h/o	20dec94	opb 47. Szkolny Pulk Smiglowców 20dec94/oct95 and by 7. Dywizjon Lotniczy from oct95; l/n Tomaszów Mazowiecki 05may10; converted to, see next line
	0609	W-3PL	Polish Army	Swd	28jul15	opb 56. Baza Lotnicza at Inowroclaw-Latkowo from late 2015 or early 2016; in olive drab c/s; l/n Radom 26aug23
36 06 10	0610	W-3W	Polish Army	toc	jan95	opb 66. Dywizjon Lotniczy; l/n Radom 26aug23
36 06 11	0611	W-3W	Polish Army	toc	1995	opb 66. Dywizjon Lotniczy; l/n Rudniki 12may21
36 06 12	0612	W-3W	Polish Army	toc	1995	opb 66. Dywizjon Lotniczy; l/n Radom 26aug23
36 06 13	0613	W-3W	Polish Army	toc	aug95	opb 66. Dywizjon Lotniczy; l/n Swidnik 27jul16
36 06 14	0614	W-3W	Polish Army	toc	aug95	opb 66. Dywizjon Lotniczy; l/n Tomaszów Mazowiecki 15jul13
36 06 15	0615	W-3W	Polish Army	h/o	03aug95	opb 47. Szkolny Pulk Smiglowców 03aug95/oct95 and by 7. Dywizjon Lotniczy from oct95; converted to, see next line
	0615	W-3PL	Polish Army	Swd	27jun16	opb 56. Baza Lotnicza at Inowroclaw-Latkowo from late 2015 or early 2016; in olive drab c/s; l/n PZN 15jun24
36 06 16	0616	W-3W	Polish Army	toc	aug95	opb 66. Dywizjon Lotniczy; l/n Kepa 08may21
36 06 17	0617	W-3W	Polish Army	toc	aug95	opb 66. Dywizjon Lotniczy; l/n Bemowo 06jul16
36 06 18	0618	W-3WA	Polish Air Force	toc	1996	the first W-3WA (complying with FAA requirements); initially opb 47. SzPS; later opb 36. spl't at WAW (disbanded 31dec11); opb 1 BLT at WAW from 01jan12; seen WAW 30jun14, with 'Republic of Poland' titles; l/n WRO 06sep18
36 06 19	0619	W-3WA	Polish Air Force	toc	1996	initially opb 47. SzPS; later opb 36. spl't at WAW (disbanded 31dec11); opb 1 BLT at WAW from 01jan12; seen WAW 30jun14, with 'Republic of Poland' titles; l/n Lask 21oct17
36 06 20	0620	W-3WA	Polish Air Force	toc	1996	opb 47. SzPS; f/n Beauvechain 03sep99; l/n Powidz 09jun15
36 07 01	0701	W-3WA	Polish Air Force	toc	jul96	opb 47. SzPS; converted for SAR duties; l/n Radom 27aug23
36 07 02	0702	W-3WA	Polish Air Force	SXF	11may96	opb 47. SzPS
	0702	W-3WA	PZL Swidnik	rgd	11may96	seen SXF 11may96 carrying this registration; 'paper' registration for ILA 1996, see date above; canx 04jun96
37 07 03	SP-SYH HL9221 HL9221	(1) W-3AM W-3AM W-3AM	PZL Swidnik Citi Air Hanyang Aviation	mfd rgd rgd	25feb96 21feb96 03aug01	opb 47. SzPS; seen Powidz 23jul14; on temporary deployment to the Polish Navy in 2015; l/n Warsaw-Babice 10jun19
37 07 04	SP-SYH HL9222 HL9222	(2) W-3AM W-3AM W-3AM	PZL Swidnik Citi Air Hanyang Aviation	mfd rgd rgd	19mar96 03may96 03aug01	rgd 28feb96; first W-3AM (for operations over water); canx 12mar96 as sold to Korea before Polish cancellation date but confirmed by Korean CAA
37 07 05	SP-SYI SP-SYI CS-HFA	W-3AM W-3AM W-3AM	Heliseco Helizeco Aviacao Helizeco Aviacao	rgd trf rgd	18jul96 20apr00 05jul01	l/n GMP 06mar04; seen GMP 04feb10, no rotors; current oct14 but no longer current on the dec14 register; probably sold to Motor-Sich of Ukraine in late 2014 or early 2015 (for new engines to be installed) rgd 29mar96; canx 30mar96 as sold to Korea
	I-SOKL	W-3AM	Eliwork	rgd	28aug06	l/n GMP 28oct98
	EC-MGN	W-3AS	Heliseco	rgd	13may15	seen GMP 04feb10, no rotors; current oct14 but no longer current on the dec14 register; probably sold to Motor-Sich of Ukraine for in late 2014 or early 2015 (for new engines to be installed)
37 07 06	SP-SYL HL9255	(1) W-3AM W-3AM	PZL Swidnik Daewoo	rgd rgd	05sep96 15oct96	f/n BZG 24aug96, in white/red c/s with Rescue titles; l/n KLV 08oct98
37 07 07	SP-SYL HL9257 HL9257 EC-JUM EC-JUM	(2) W-3AM W-3AM W-3AM W-3AM W-3AM	PZL Swidnik Daewoo Daewoo Heli Korea Hispánica de Avn Sky Helicópteros	mfd rgd rgd rgd trf	26sep96 14jan97 26oct01 30oct06 may08	opb Heliseco; canx 26jun01
37 07 08	SP-SYM D-HSNB	W-3A W-3A	PZL Swidnik Polizei Sachsen	rgd Swd	26mar97 sep96	f/n Cascas 30apr02, in red/white c/s with blue trim and HB (Helibravo) logo; l/n in Portugal 04aug05, coded '01 Bombeiros'
37 07 09	0709	W-3A	Czech Air Force	d/d	27sep96	f/n Monza sep06; l/n Talamona 18dec13, operational, mostly yellow/white c/s, red titles plus a couple smaller logos 'HB Helibravo' and 'Matinsa'; canx 07may15
37 07 10	0710	W-3A	Czech Air Force	d/d	27sep96	seen in Santa Cruz docks 02nov15; opb Helisuperficie de Operaciones de Respuesta Aérea Tenerife with just 'HASA' titles; l/n after a successful emergency landing on the beach of San Marcos in Icod de los Vinos, in the North of the island of Tenerife 29jun17; seen Tenerife 08dec20 with 'Gobierno de Canarias' titles and the emergency telephone number '112' on its tail; l/n La Palma 17jun21; l/n Palma del Rio 03apr24 with 'Gobierno de Canarias' titles, wfu and dismantled
37 07 11	0711	W-3A	Czech Air Force	d/d	01nov96	canx 19sep96
37 07 12	0712	W-3A	Czech Air Force	d/d	01nov96	d/d 20sep96; w/o 08mar98 on a fire-fighting flight when crashed near Ponghwa-gun; canx 04may98
37 07 13	0713	W-3A	Czech Air Force	Kbe	mar97	rgd 28sep96; canx 18nov96
37 07 14	0714	W-3A	Czech Air Force	Kbe	mar97	
37 07 15	0715	W-3A	Czech Air Force	Hrd	29aug98	seen in Spain off-airport at Puertecaldelas 08aug06, in white c/s with green top and blue stripes
37 07 16	0716	W-3A	Czech Air Force	POV	27aug98	f/n Mallorca-Son Bonet in white c/s with green top and blue stripes with small titles; seen Mallorca-Son Bonet 11feb09 coded 'H01' with small 'Governo de Les Illes Balears' titles in white/yellow c/s; l/n as such off airport-Sa Rapita 15mar11; was rgd 25may10 as leased from Bancala; l/n stored Lublin 27jul17; canx between 01jul21 and 01aug21
37 07 17	0717	W-3A	Czech Air Force	Kbe	mar97	canx 18apr97
37 07 18	0718	W-3A	Czech Air Force	BRQ	10may97	finally rgd 10jul97; based at Dresden; badly damaged 05nov97 at Dresden Heliport, but repaired; new CoFA issued 18sep00; l/n DRS 23mar04; w/o 17jan05 when crashed in a wooded area near Thalheim (Saxony), 2 of the 5 policemen aboard killed; canx 31oct05
37 07 19	0719	W-3A	Czech Air Force	BRQ	10may97	l/n OSR 17sep23
36 07 20	0720	W-3RR	Polish Army	d/d	1998	opb 63. VrLt 6. ZDL; seen BRQ 02may99; damaged beyond repair 12feb01 while practising auto-rotation procedures when crashed near the village of Skvorec (19 km east of Prague), during recovery from auto-rotation the tail rotor collided with the ground, but the pilot lifted off again, climbing to around 50 metres, at this point the helicopter became uncontrollable due to the tail rotor damage and crashed back to the ground, all 3 crew members were seriously injured
31 08 01	-- RA-10801	W-3 W-3	for Daewoo not known	Swd mfd	05jul00 31jul03	l/n Kbel 22jul17
	RA-04399	W-3	PANKh	rgd	12sep03	l/n Prague-Kbel 17jan23
37 08 02	--	W-3AM	primer	Swd	05jul00	l/n Leszno-Strzyzewice 22jun24
	SP-SYP	W-3A2	PZL Swidnik	rgd	09nov01	l/n KLV 04oct03; damaged 27feb02 in forced landing but repaired; l/n Leopoldsborg 13sep21
	Daegu 002	W-3A2	Daegu Fire Depart.	rgd	21dec01	l/n Zeltweg 07sep24
37 08 03	SP-SYN HL9259	(1) W-3AM W-3AM	PZL Swidnik Citi Air	rgd rgd	30may97 01jul97	l/n OSR 14sep23
37 08 04	SP-SYN VN-417	(2) W-3AM W-3AM	PZL Swidnik TCT Bay Dich Vu	mfd rgd	26jun97 05jan98	opb 233 VL; l/n Leopoldsborg 11sep22
						l/n Line 26aug98; reportedly crashed at Line 24sep02, obviously repaired; seen KLV 06apr04; l/n Chievres 19jun24
						opb 233 VL; l/n Ostrava 02mar21
						"Procjon-3" Elint version; owned by Ministry of Defence; underwent factory trials at Swidnik 1999/2001; l/n KRK 20jul16
						green shell only, still present 07may03; order cancelled
						ordered by the administration of the Krasnodar region, but reportedly privately owned; left Swidnik for Russia 01aug03
						to the Krasnodar region; in white/blue/red c/s with 'PANKh' logo on the engine cowling; impounded 26jan06; f/n KRR 21sep06; not included in a Russian CAA listing 15oct13; l/n AER 22jan14, operational; seen wfu KRR 19jun20
						the green shell only was seen on the assembly line jul00/aug01; was intended for the Polish Navy as '0802', but the order was cancelled and the helicopter not delivered
						test registration for the ferry flight; ferried to Bremerhaven 12nov01 (to be shipped to South Korea); canx 27nov01
						opb the Daegu Fire-fighting Department at Daegu-Gimpu; dbr 18jan03 on a flight from Daegu-Gimpu to test the newly-installed SN530 auto-pilot when the crew performed the manoeuvres 'Transition Down' and 'Transition Up' while flying low over the surface of lake Hapch'on-ho, but the helicopter lost speed and height (while flying against the low sun), crashed into the lake some 100 metres from the shore, sank within 5 minutes and came to rest upside-down at a depth of 35 metres, 2 of the 3 crew members were killed while the 3rd one and all 4 passengers were slightly injured, spent the night on an island and were rescued only the next day; t/t 152 hours 14 minutes; the wreck was recovered from the lake later
						canx 31may97; registered for one day for delivery flight to a ship (to be shipped to South Korea)
						w/o 29oct00 when crashed shortly after take-off from Hyunpo Lighthouse; canx 08jan01
						rgd 27jun97; registered only for delivery flight to a ship (shipped to Vietnam); canx 27oct97; photo exists wearing 'TCT Bay Dich Vu Viet Nam' titles
						owner also reported as N.S.F.C.; f/n HAN 1998

	HL9265 HL9265 EC-JUN EC-JUN		W-3AM W-3AM W-3AM	Daewoo Heli Korea Hispánica de Avn Sky Helicópteros	d/d rgd rgd trf	25dec98 17oct01 30oct06 may08	rgd 10feb99; leased to Citi Air
							seen active off-airport at Puenteacdelas 08aug06 in white/yellow c/s with blue trim, with just 'MMA' titles f/n Sant Llorenç des Cardassar (Mallorca) 14aug08 with 'Sky Helicópteros' titles, coded 'H02' with small 'Govern de Les Illes Balears' titles in white/yellow c/s with blue trim; repainted by mar09 in white/yellow c/s with same code and titles; rgd 20oct09 as leased from Sa Nostra; l/n Mallorca-Son Bonet 22oct10, with same c/s and titles; seen Santander 13mar11 with large 'MARM' and small 'Inaer' titles; crashed 02jul12 whilst assisting in tackling the forest fire at Cortes de Pallás; current nov14
37 08 05	SP-SYN HL9262 HL9262 EC-JUL	(3)	W-3AM W-3AM W-3AM W-3AM	PZL Swidnik Daewoo Heli Korea Hispánica de Avn	mfd rgd rgd rgd	27oct97 07mar98 17oct01 jul06	rgd 30oct97; canx 02dec97 f/n SSN 26oct98; leased to Citi Air f/n dec04 on overhaul in Poland photo as such exists; confirmed by Spanish CAA it had only a temporary registration and was never fully registered in Spain canx 14jun07 canx 28jun07 as to Spain; version as such on FAA register temporary registration only (registration was not accomplished until 16nov07, so the operator filed another application); photo exists in red/white c/s with blue trim, with additional 'DGB' titles on engine cowling; canx 16nov07
	HL9296 N646LH EC-KHG		W-3AM W-3A W-3AM	Lloyd Helicopters Hispánica de Avn	rgd rgd rgd	25oct06 22jun07 02jul07	in same c/s as above, with large 'MARM' (Ministry of Agriculture) and small 'Sky Helicópteros' titles; arrived at Mallorca-Son Bonet oct08; repainted to white/yellow c/s; rgd 19oct09 as leased from Caixa D'Estalvis De Catalunyar, S.A; seen Mallorca-Son Bonet 05jun10, with additional 'M.A.R.M.' titles (Ministry of the Environment, Rural and Maritime Affairs); l/n Mallorca-Son Bonet 22oct10; canx 24mar17 as to Italy
	EC-KSI		W-3AM	Sky Helicópteros	rgd	23oct08	
36 08 06	0806		W-3WA	Polish Army	d/d	24sep97	opb 66. Dywizjon Lotniczy; l/n WAW 16aug23
36 08 07	0807		W-3WA	Polish Army	d/d	24sep97	opb 66. Dywizjon Lotniczy; l/n Inowroclaw-Latkowo 18may19
36 08 08	0808		W-3WA	Polish Army	d/d	24sep97	opb 66. Dywizjon Lotniczy; l/n Piotrkow Trybunalski 03jul16
36 08 09	0809		W-3WA	Polish Army	d/d	24sep97	opb 66. Dywizjon Lotniczy; l/n Zamosc 30jul21
36 08 10	0810		W-3WA	Polish Army	d/d	28oct97	opb 66. Dywizjon Lotniczy; l/n Tomaszow Mazowiecki 02sep24
36 08 11	0811		W-3WA	Polish Army	h/o	24sep97	opb 7 Dywizjon Lotniczy from 24sep97, by 56. Pulk Smiglowców Bojowych late 2010/31dec11 and by 56. Baza Lotnicza from 01jan12; converted to, see next line
							opb 56. Baza Lotnicza at Inowroclaw-Latkowo; in olive drab c/s; l/n Inowroclaw-Latkowo 05dec19 rgd 23nov98; seen Swidnik 28sep98 under assembly; canx 09dec98
37 08 12	0811 SP-SYO HL9264 HL9264 N647LH EC-KHF	(2)	W-3PL W-3AM W-3AM W-3AM W-3A W-3AM	Polish Army PZL Swidnik Daewoo Heli Korea Lloyd Helicopters Hispánica de Avn	Mis mfd rgd rgd rgd rgd	09aug11 18nov98 20jan99 17oct01 22jun07 02jul07	l/n POZ 17dec05; canx 14jun07 canx 28jun07 as to Spain; version as such on FAA register temporary registration only (registration was not accomplished until 16nov07, so the operator filed another application)
	EC-KSA		W-3AM	Sky Helicópteros	rgd	13oct08	leased from Banco de Crédito Balear, S.A; f/n Mallorca-Son Bonet feb09, no titles and may09 with small titles; seen Mallorca-Son Bonet 21may10 with additional 'M.A.R.M.' titles (Ministry of the Environment, Rural and Maritime Affairs); l/n Mallorca-Son Bonet 22oct10; canx between 01jul21 and 01aug21 in white c/s with three shades of blue stripes, no titles; see c/n 310305 named 'City of Puck'; l/n PZN 27aug16 under assembly; not delivered but transferred to, see next line
36 08 13	SP-SUM 0813	(2)	W-3AM	Polish Navy	Swd	04jun23	handed over 08dec99; same c/n as previous line but type in c/n changed from 36 to 37; opb Choong Nam Fire Department (South Korea); d/d 27dec99; rgd 10dec99 with the registration 'Choongnam 001' but
36 08 14	0814		W-3WARM	Polish Navy	Swd	28sep98	carries just '119' which is the emergency telephone number in South Korea
37 08 14	119		W-3AM	Choong Nam Fire D.	mfd	19nov99	ex '001'; probably is the W-3 that crashed 19mar11 into a reservoir in Seosan, some 277 kilometres south of Seoul after taking off for an extinguishing operation in the nearby Mont Gaya region; canx 09aug11 as destroyed
	HL9449		W-3AM	Choong Nam Fire D.	rgd	06dec07	l/n Radom 26aug23 prototype of the W-3PPD-2 "Gipsówka" command version; f/n Swidnik 28sep98; underwent factory trials at least 1999/2000; l/n Swidnik 24feb06; converted in 2006 to, see next line
36 08 15	0815		W-3WARM	Polish Navy	d/d	13aug99	PSOT stands for "Powietrzne Stanowisko Obserwacji Terenu" (Airborne Observation Post); l/n Tomaszów Mazowiecki 05may10
36 08 16	0816		W-3PPD-2	Polish Army	d/d	1998	opb 66. Dywizjon Lotniczy; f/n Swidnik 28sep98; l/n Radom 23aug23
	0816		W-3PSOT	Polish Army	d/d	30sep98	opb 66. Dywizjon Lotniczy; f/n Swidnik 28sep98; l/n Radom 23aug15
36 08 17	0817		W-3WA	Polish Army	d/d	30sep98	opb 7 Dywizjon Lotniczy from 30sep98, by 56. Pulk Smiglowców Bojowych late 2010/31dec11 and by 56.
36 08 18	0818		W-3WA	Polish Army	d/d	30sep98	Baza Lotnicza from 01jan12; f/n Swidnik 28sep98; converted to, see next line
36 08 19	0819		W-3WA	Polish Army	h/o	30sep98	opb 56. Baza Lotnicza at Inowroclaw-Latkowo; in olive drab c/s; l/n Radom 27aug23
	0819 0820		W-3PL W-3WA	Polish Army Polish Army	Mis h/o	10aug11 30sep98	opb 7 Dywizjon Lotniczy from 30sep98, by 56. Pulk Smiglowców Bojowych late 2010/31dec11 and by 56. Baza Lotnicza from 01jan12; in dark green/dark brown camo c/s; f/n Swidnik 28sep98; l/n POZ 19may05; converted to, see next line
36 09 01	0820 0901		W-3PL W-3WA	Polish Army Polish Army	BZG h/o	21may11 31aug99	opb 56. Baza Lotnicza at Inowroclaw-Latkowo; in olive drab c/s; l/n Inowroclaw-Latkowo 05dec19 opb 7 Dywizjon Lotniczy from 31aug99, by 56. Pulk Smiglowców Bojowych late 2010/31dec11 and by 56. Baza Lotnicza from 01jan12; f/n Swidnik 28sep98; converted to the first W-3PL (seen under conversion at Swidnik 24feb06)
36 09 02	0901 0902		W-3PL W-3WA	Polish Army Polish Army	Mis	30aug08 31aug99	opb 56. Baza Lotnicza at Inowroclaw-Latkowo; in olive drab c/s; l/n Inowroclaw 20may23 opb 66. Dywizjon Lotniczy; f/n Swidnik 28sep98; l/n Tomaszów Mazowiecki 08sep00; opb Samodzielna Grupa Powietrzno-Szturmowa in Iraq in 2003/04; dbr 15dec04 when made an emergency landing near Kerbela (Iraq); 3 killed and 4 injured; wreck l/n in Iraq in 2005
36 09 03	0903		W-3WA	Polish Army	d/d	11may00	opb 66. Dywizjon Lotniczy; opb Samodzielna Grupa Powietrzno-Szturmowa in Iraq in 2003/05; l/n Glimice 05dec18
36 09 04	0904		W-3WA	Polish Army	d/d	11may00	opb 66. Dywizjon Lotniczy; opb Samodzielna Grupa Powietrzno-Szturmowa in Iraq in 2003/05; l/n Nowy Tarq 21jul21
36 09 05	0905		W-3WA	Polish Army	d/d	11may00	opb 66. Dywizjon Lotniczy; l/n Szczecin 27sep24
36 09 06	--		W-3	Polish Army	Swd	05jul00	green pod only; intended for Korea, but not delivered
	0906		W-3WARM	Polish Navy	h/o	18jan02	f/n Kiel 28jun03; l/n Babie Doly 23feb15
36 09 07	--		W-3	Polish Army	Swd	07may03	green pod only
	0907		W-3RR	Polish Army	d/d	2005	"Procion-3" Elint version; f/n Swidnik 26feb06; l/n Tomaszów Mazowiecki 17may12
37 09 08	SP-SXW		W-3	Tatrzańskie OPR	mfd	10nov04	some parts of c/n 370507 used; rgd 08feb05; d/d 19feb05; in red/white c/s with 'TOPR' titles; l/n at Zakopane Heliport 31aug22
36 09 09	0909		W-3WA	Polish Army	d/d	30nov00	seen on the assembly line 05jul00; opb 66. Dywizjon Lotniczy; opb Samodzielna Grupa Powietrzno- Szturmowa in Iraq in 2003/05, f/n sep03, l/n feb05; l/n Szczecin-Dabie 27sep24
36 09 10	0910		W-3WA	Polish Army	d/d	30nov00	seen on the assembly line 05jul00; opb 66. Dywizjon Lotniczy; opb Samodzielna Grupa Powietrzno- Szturmowa in Iraq in 2003/05, l/n OSR 18sep23
36 09 11	0911		W-3WA	Polish Army	d/d	30nov00	seen on the assembly line 05jul00; opb 66. Dywizjon Lotniczy; opb Samodzielna Grupa Powietrzno- Szturmowa in Iraq in 2003/05; l/n Bemowo 15may21
37 09 12	-- 0912		W-3A W-3A	primer Iraqi Army Avn	Swd Dbl	07may03 16nov06	a green pod only by may03; seen on the assembly line 26feb06; l/n Swidnik 26jun06, almost complete in sand/brown/green camo c/s with black code, no insignia yet; never delivered as the contract was cancelled jun06; stored with serial '912' at Swidnik, seen jul15
37 09 13	9A-HGA -- SN-33XG SP-VSN SN-33XG		W-3A W-3 W-3WARM W-3 W-3WARM	HeliFOR Pol. Border Guard Pol. Border Guard Pol. Border Guard	res Swd d/d res DRS	nov08 26feb06 18jul06 may11 17dec20	ntu under assembly; bought by Polish Border Guards in 2004 f/n GDN 19jul06; l/n active 14may11 finally rgd 07jun13; seen GDN 26may14; l/n Gdansk-Rebiechowo 05sep17
37 09 14	-- 0914		W-3A W-3A	primer Iraqi Army Avn	Swd Swd	26feb06 nov06	l/n Bemowo 20sep22 on the assembly line; l/n Swidnik 26jun06, almost complete in sand/brown/green camo c/s with black code, no insignia yet; never delivered as the contract was cancelled jun06; stored without serial at Swidnik, seen nov09/jul15
36 09 15	9A-HNI 0915		W-3A W-3A	HeliFOR Polish Air Force	res Swd	nov08 05nov08	ntu opb 36. splt at WAW (disbanded 31dec11); in red/white c/s with 'Republic of Poland' titles; opb 1 BLT at WAW from 01jan12; l/n WAW 14feb22
36 09 16	0916		W-3A	Polish Air Force	ph.	06aug09	flying over Poland; opb 36. splt at WAW (disbanded 31dec11); opb 1 BLT at WAW from 01jan12; seen WAW 30jun14 with 'Republic of Poland' titles; l/n WAW 30oct23
37 09 17	SP-SYS		W-3A	Corp.Nac.Forestal		11aug10	seen on a low loader near Poznan; all yellow c/s with green trim and small stylish 'CONAF' titles; photo 15sep10 taken at Vina del Mar-Rodelillo, Chile; l/n there 23sep10
37 09 18	CC-ACJ --		W-3A W-3A	Corp.Nac.Forestal primer	rgd Swd	28sep10 02jul11	f/n 30sep10 on certification flight; l/n Santiago Eulogio Sanchez 08jan13
31 09 19	-- SP-SWZ SP-SWZ		W-3A W-3A W-3A	primer PZL Swidnik Philippine AF	Swd Swd rgd	02jul11 02jul11 05aug11	on the assembly line on the assembly line in olive drab c/s with 'Philippine Air Force' titles but no serial or nationality marks yet; canx 22feb12 as to the Philippines
	310919		W-3A	Philippine AF	RZE	27jan12	in full c/s with titles and nationality marks and serial in the tail and '919' on the nose; delivered ex Rzeszów 13feb12 by An-124 RA-82044; performed an emergency landing in a field in Moncada, Tarlac, 13jun24 due to an engine failure, no injuries
31 09 20	-- SP-SWI		W-3A W-3A	primer PZL Swidnik	Swd rgd	02jul11 05aug11	seen flying 13sep11 with Philippine Air Force titles but no serial or nationality marks yet; l/n Swidnik jan12; canx 22feb12 as to the Philippines
	310920		W-3A	Philippine AF	RZE	27jan12	in full c/s with titles and nationality marks and serial in the tail and '920' on the nose; delivered ex Rzeszów 13feb12 by An-124 RA-82044; l/n Clark AFB 13mar12
31 09 21	-- SP-SWP		W-3A W-3A	primer PZL Swidnik	Swd rgd	02jul11 30sep11	on the assembly line in olive drab c/s with 'Philippine Air Force' titles, but no serial or nationality marks yet; seen as such Swidnik jan12; canx 22feb12 as to the Philippines
	310921		W-3A	Philippine AF	RZE	27jan12	in olive drab c/s with roundels and 'Philippine Air Force' titles, full serial on the tail and '921' on the nose; still carried the Polish registration SP-SWP when seen RZE 27jan12; delivered from RZE 13feb12 by An- 124-100 RA-82044; severely damaged 07aug14 on a flight from Camp Ranao at Marawi City to Cagayan de Oro City when went out of control shortly after take-off and came to rest on its right side, 1 of the 4

31 09 22	-- SP-SWE SP-SWE	W-3A W-3A W-3A	primer PZL Swidnik Philippine AF	Swd rgd Swi	02jul11 18oct11 jan12	crew and 1 person on the ground injured while all 7 passengers escaped unhurt, a technical malfunction was ruled out on the assembly line
	310922	W-3A	Philippine AF	RZE	26jan12	in olive drab c/s with 'Philippine Air Force' titles but no serial or nationality marks yet; canx 22feb12 as to the Philippines
31 09 23	-- SP-SWC 310923	W-3A W-3A W-3A	primer PZL Swidnik Philippine AF	Swd rgd RZE	02jul11 09jul12 nov12	in full c/s with titles and nationality marks and serial in the tail and '922' on the nose; delivered ex Rzeszów 13feb12 by An-124 RA-82044; l/n Koakan 09nov18
31 09 24	SP-SWI	W-3A	PZL Swidnik	Swd	02jul11	on the assembly line; probably to be delivered nov12
31 09 25	310924 -- SP-SWP 310925	W-3A W-3A W-3A	Philippine AF primer PZL Swidnik Philippine AF	RZE Swd rgd d/d	nov12 02jul11 12dec12 14feb13	arriving Clarke AFB 26nov12; crashed 22nov18 into a ravine on approach to a helipad in a mountainous area
31 09 26	-- SP-SWZ 310926	W-3A W-3A W-3A	primer PZL Swidnik Philippine AF	Swd rgd d/d	02jul11 14jan13 14feb13	on the assembly line without registration; rgd 03sep12; probably to be delivered nov12; canx 04jan03 as to the Philippines
37 09 27	--	W-3A	primer	Swd	02jul11	arriving Clarke AFB 26nov12; l/n CRK 09apr16
37 10 01	AT-12 SP-SWL	W-3A W-3A	Algerian Air Force PZL Swidnik	Swd Swd rgd	nov12 nov12 03dec12	on the assembly line; probably to be delivered nov12
37 10 02	SP-SIC AT-14	W-3A W-3A	PZL Swidnik Algerian Air Force	rgd Swd	24may13 23aug13	canx 22mar13 as to the Philippines
37 10 03	SP-SIE AT-18	W-3A W-3A	PZL Swidnik Algerian Air Force	rgd Swd	16jul13 23aug13	left this day by An-124
37 10 04	SP-SIF AT-22	W-3A W-3A	PZL Swidnik Algerian Air Force	rgd	09oct13 27may15	on the assembly line; probably to be delivered nov12
37 10 05	SP-SII AT-28	W-3A W-3A	PZL Swidnik Algerian Air Force	rgd	10dec13 27may15	canx 22mar13 as to the Philippines
37 10 06	SP-SIL AT-32	W-3A W-3A	PZL Swidnik Algerian Air Force	rgd	19dec13 08mar14	canx 22mar13 as to the Philippines
37 10 07	SP-SIN AT-36	W-3A W-3A	PZL Swidnik Algerian Air Force	rgd PMI	18feb14 31may14	seen Lyons-Bron 14apr14 on delivery; l/n Ain Amat
37 10 08	SP-SIO AT-42	W-3A W-3A	PZL Swidnik Algerian Air Force	rgd PMI	01apr14 31may14	f/n Swidnik 31oct13; also marked AT-22; seen as such Lyons-Bron 19jan14 on delivery; canx 29jan14 at Ain Amat
37 10 09	SP-SIP SX-MAG	W-3A W-3A	PZL Swidnik Ugandan Police	rgd h/o	25jun15 17dec15	f/n Swidnik 31dec13, also marked AT-28; seen as such Lyons-Bron 19jan14 on delivery; canx 29jan14 at Ain Amat; l/n 01nov24 in the flypast over Algiers
37 10 10	SP-SIS EC-MJH	W-3A W-3A	PZL Swidnik Heliseco	Swi rgd	28jul15 15dec15	f/n Swidnik 20dec13; canx 21mar14
37 10 11	-- SP-SIR EC-MJI	W-3A W-3A W-3A	PZL Swidnik Heliseco	Swi rgd rgd	28jul15 25nov15 17dec15	seen Karlsruhe and Lyons-Bron 08mar14 on delivery
37 10 12	SP-SIW EC-MJJ	W-3A W-3A	PZL Swidnik Heliseco	rgd rgd	03dec15 17dec15	canx 18dec13
37 10 13	--	W-3A				seen Lyons-Bron 14apr14 on delivery; l/n Ain Amat
36 10 14	1014	W-3A	Polish Air Force	Swd	nov12	f/n Swidnik 31dec13, also marked AT-28; seen as such Lyons-Bron 19jan14 on delivery; canx 29jan14 at Ain Amat; l/n 01nov24 in the flypast over Algiers
36 10 15	1015	W-3A	Polish Air Force	d/d	29may13	f/n Swidnik 20dec13; canx 21mar14
36 10 16	1016	W-3A	Polish Air Force	Swd	02jul13	seen Karlsruhe and Lyons-Bron on delivery also marked SP-SIL; l/n 01nov24 in the flypast over Algiers
36 10 17	1017	W-3A	Polish Air Force	Swd	27oct13	f/n Swidnik 15feb14, also marked AT-36; canx 17jun14
36 10 18	1018	W-3A	Polish Air Force	Swd	23nov13	on delivery, also marked SP-SIN; l/n 01nov24 in the flypast over Algiers

PZL SW-4 "Puszczyk" and Leonardo AW009

The "Puszczyk" (Tawny Owl) is a light utility helicopter developed to replace the Mi-2 in 80 % of its roles. It can be used for transport, training, crop-spraying, law enforcement, liaison, ambulance and patrolling duties, or even as a flying crane. The standard version which is powered by one Allison 250-C20R/2(SP) turboshaft engine can carry four passengers or 400 kg of cargo in the main cabin and a further 150 kg in the luggage compartment (or up to 700 kg as an external underslung load). An alternative engine would be the Turboméca TM-319 while original plans from the 1980s to install the PZL-built GTD-350M1 have been shelved in the meantime.

When its development started in 1985, the SW-4 stood in direct competition with the Mi-34 (both are the first Eastern helicopters with a skid-type landing gear, incidentally). Two decades later it is obvious that neither of these two helicopters became a real success. This is partly to blame on the political and economical changes which shook Eastern Europe since the late 1980s, but partly also on technical problems.

Design of the SW-4 was initially led by Stanisław Trebacz who was succeeded by Krzysztof Bzówka in 1990. The draft project was completed in 1987, and a full-scale mock-up was built in the same year. However, work continued very slowly due to financial difficulties, and a major re-design had to be conducted in 1991 as there were severe technical problems. A ground-test airframe was completed in December 1994, but the first flight of the prototype did not take place before 26 October 1996 as ground trials revealed that the main rotor had to be re-designed. The type certificate in accordance with FAR-27 / JAR-27 requirements was granted on 14 November 2002, and the first production helicopter made its maiden flight in November 2004. It is the first of 30 (according to other sources 47) SW-4s ordered by the Polish Armed Forces which wanted to use them for flying training and liaison duties. Although there are reports about agreements with possible clients in the UK and Russia, no firm orders had been placed by the end of 2004. Nevertheless, PZL Swidnik planned to deliver about ten SW-4s to civilian operators each year starting from 2005.

The civil version was redesignated Finmeccanica AW009 in early 2016, while the military version retained the designation SW-4. The factory received marks SP-SWV for each SW-4 they want to sell (only for test flight), they do not register any of these SW-4s.

The c/n is explained as follows: the first two digits (60 or 66) seem to stand for the version (as is the case with the Mi-2); they are followed by the batch number and the number in the batch.

SW-4s built by PZL Swidnik at Swidnik since 1994

---	no reg	SW-4	PZL Swidnik	mfd	1987	full-scale mock-up of the GTD-350 powered original version; in white c/s with red cheatline and trim, no titles; stored behind one of the factory halls until 1996, then scrapped
60 01 01	--	SW-4	PZL Swidnik	mfd	1994	static test airframe; still present Swidnik aug09
60 01 02	--	SW-4	PZL Swidnik	mfd	dec94	ground test airframe, never flew; in all-white c/s with blue 'SW-4' titles; l/n Swidnik aug13
60 01 03	no reg SP-PSW	SW-4	PZL Swidnik	f/f rgd	26oct96 21nov96	first prototype; in all-red c/s with white 'SW-4' titles; l/n Swidnik 29oct96
60 01 04	no reg	SW-4	PZL Swidnik	f/f	19oct98	f/n Deblin-Irena 30aug98; seen SXF jun02 with exhibition number '363'; l/n Mielec 03may03; canx 03feb06 because it needed some repairs and modifications and the factory saved paying insurance while this work was taking place; l/n Swidnik 26oct07, titles not reported
	SP-PSZ	SW-4	PZL Swidnik	rgd	21oct98	second prototype; in yellow c/s with blue 'SW-4' titles; f/n LBG 16jun97, with the exhibition number 'H-321'; l/n Swidnik sep98
	SP-SSZ SP-PSZ	SW-4 SW-4 Solo	PZL Swidnik Agusta Westland	Swd	19oct13	f/n Goraszka may99, still with the exhibition number 'H-321'; seen LBG jun01 with the new exhibition number 'H-344'; involved in a minor accident at Swidnik 17apr02, but repaired; seen Goraszka 17may03 without exhibition number; l/n Swidnik 26oct07
66 02 01	0201	SW-4	Polish Air Force	f/f	08nov04 ?	reserved, but not taken up
66 02 02	6601 SP-PSY	SW-4 SW-4	Polish Air Force PZL Swidnik	LCJ mfd	19mar07 27may05	SW-4 Solo RUAS/OPH (Unmanned Aerial System/Optionally Piloted Helicopter) technology demonstrator, developed under the UK Ministry of Defence's Rotary Wing Unmanned Aerial System (RWUAS) Capability Concept Demonstration (CCD) contract; in matt-black c/s with 'Agusta Westland' titles on the upper tailboom and the inscription 'RUAS' below the rotor-head; f/n Swidnik 19oct13, flying; pilotless trials at Llanbedr (North Wales) in late May 2015 included 27 hours of demonstration flying and 22 automatic simulated deck landings onto a towed trailer that replicated the deck of a frigate (there is a photo of the helicopter flying with no 'driver' 19may15); l/n Swidnik 12may16; canx 22nov17 as sold
66 02 03	HL9402 0203 6602	SW-4 SW-4 SW-4	Ace Air Polish Air Force Polish Air Force	SSN Krz Dbi	01feb08 09nov06 19jun10	first production helicopter; in all-green c/s, no titles; presented to the public Swidnik 15nov04; was to undergo military qualification trials dec04/apr05; was to be handed over to the Air Force Flying School (WSO SP) at Deblin apr05; l/n Deblin-Irena 16nov06, with 'Puszczyk' (Tawny Owl) painted on
66 02 04	6603	SW-4	Polish Air Force	Swd	26oct07	c/n not confirmed; l/n Deblin 18aug17
66 02 05	6604	SW-4	Polish Air Force	Swd	26oct07	rgd 06jun05; initially in all-white c/s, no titles; f/n QYD 15jul05; seen Paderborn 14jul06 in white/red c/s, no titles; l/n as such FAB 21jul06; seen SSN 17oct07 in white/red/black c/s, no titles; canx 19oct07, 06dec07 and 10jan08 !

66 03 01	6605	SW-4	Polish Air Force	Msl	30aug08	in primer on the assembly line 26oct07; l/n Plock 12aug23
66 03 02	6606	SW-4	Polish Air Force	Dbl	24jun08	in primer on the assembly line 26oct07; l/n Radom 26aug18
66 03 03	6607	SW-4	Polish Air Force	Gzk	06jun08	l/n Radom 26aug18
66 03 04	6608	SW-4	Polish Air Force	Dbl	11jun08	in primer on the assembly line 26oct07; l/n Deblin 01aug18
66 03 05	6609	SW-4	Polish Air Force	Swd	09jun08	under final assembly; in camo c/s; l/n Deblin 27feb19
66 03 06	6610	SW-4	Polish Air Force	Dbl	09jun09	l/n Deblin 18aug17
66 03 07	6611	SW-4	Polish Air Force	Dbl	09jun09	in primer on the assembly line 09jun08; l/n Deblin 18aug17
66 03 08	6612	SW-4	Polish Air Force	Dbl	11aug09	in primer on the assembly line 09jun08; l/n Deblin 01aug18
66 03 09	6613	SW-4	Polish Air Force	ph.	12nov08	in primer on the assembly line 09jun08; l/n Deblin 29sep23
66 03 10	6614	SW-4	Polish Air Force	ph.	12nov08	in primer on the assembly line 09jun08; l/n Deblin 29sep23
66 03 11	6615	SW-4	Polish Air Force	Dbl	may09	l/n Radom 26aug23
66 03 12	6616	SW-4	Polish Air Force	QFO	19sep09	l/n Deblin 23may23
66 03 13	6617	SW-4	Polish Air Force	Dbl	11aug09	l/n Zielona Gora 16jun24
66 03 14	6618	SW-4	Polish Air Force	Swd	aug09	l/n Radom 26aug18
66 03 15	6619	SW-4	Polish Air Force	Swd	aug09	l/n Deblin 17sep16
66 03 16	6620	SW-4	Polish Air Force	WAW	04dec09	l/n Deblin 18aug17
66 03 17	6621	SW-4	Polish Air Force	Dbl	19jun10	l/n Radom 26aug23
66 03 18	6622	SW-4	Polish Air Force	SXF	08jun10	l/n Radom 26aug23
66 03 19	6623	SW-4	Polish Air Force	Dbl	19jun10	l/n WAW 17may21
66 03 20	6624	SW-4	Polish Air Force	Dbl	19jun10	l/n Deblin 18aug17
60 03 21	SP-SWV (1)	SW-4	no titles	mfd	04mar08	f/n Swidnik 09jun08; in white/red/black c/s
60 03 22	SP-SWV (2)	SW-4	Yech'on Astronom	rgd	15dec09	to Yech'on Astronomical Space Center; w/o 06feb12, probably as a result of a hard landing; canx 27dec12
	UR-SASW	SW-4	no titles		photo	test registration; seen in primer on the assembly line 09jun08; photo in silver/blue c/s, date unknown
			privately owned	Swd	30oct08	in silver/blue c/s, no titles; left Swidnik 30oct08 on its delivery flight; based at IEV; l/n IEV 25jul10; no longer on register 30jan12
	UR-SAS	SW-4	privately owned	rgd	26jun13	to Jortrom Enterprises of Cyprus; imported from Cyprus to Ukraine 22jul13 and exported from Ukraine to PZL Swidnik 09nov13; canx between 28mar14 and 28jun14; offered for sale by SpetsAvia, for \$ 750,000; seen Swidnik 28jul15 without any markings
						and rgd 07oct18; f/n Krakow Pobiednik Wielke 07oct18
60 03 23	SP-TKW	SW-4	Bona Vista Deve.	rgd	12dec17	in white/orange c/s
	SP-SWV (3)	SW-4	no titles	Swd	28oct09	at Jiujiang; c/n not confirmed but in the same c/s
	B-1125L	SW-4	Chinese titles		26feb10	Tianyi Helicopter Xinjiang Airlines Company; current on register 27jan23
60 03 24	B-7790	SW-4	THXAC	rgd	29oct10	in red/white c/s; l/n Swidnik 13nov09
	SP-SWV (4)	SW-4	no titles	Swd	28oct09	Tianyi Helicopter Xinjiang Airlines Company; crashed on a spraying mission 16jun13 in Shandong province, the accident was attributed to the poor visibility which led the pilot to lose visual reference and the sudden failure of the GPS; the pilot was killed; canx jan14
	B-7791	SW-4	THXAC	rgd	29oct10	
66 03 25 ?	6625	SW-4	Polish Air Force	d/d	14apr10	seen flying Zamosc-Mokre 11jun11 all-white c/s, black reg. and small PZL SW-4 titles; l/n Swidnik 02jul11;
60 04 01	SP-SSW	SW-4	PZL Swidnik	rgd	21apr10	badly damaged at Fairbanks International Airport, AK on 15jan12 during cold-weather trials; canx 29sep15 as permanently wfu, see next line
						displayed at the MSPO 2012 fair at Kielce with 'Agusta Westland' titles on the upper tailboom, as an armed version; l/n Radom 24aug13; is this a real chopper or a mock-up or just a display item after the Fairbanks mishap ?
	0401	SW-4	Polish Air Force	ph.	03sep12	reported with given c/n; was displayed at the MSPO at Kielce
60 04 02	I-UASG	SW-4	RUAS	ph.	04sep18	f/n FAB 16jun10; l/n FAB 26jul10; canx 26jul11 as 'sold abroad'
	SP-SST	SW-4	PZL Swidnik	rgd	12jul10	Tianyi Helicopter Xinjiang Airlines Company; current on register 27jan23
60 04 03	B-7792	SW-4	THXAC	rgd	14dec11	in black/golden c/s; displayed at the Latin American Business Aviation Conference & Exhibition (LABACE) at São Paulo-Congonhas 11/13aug11; canx 11oct11
	SP-SWV (5)	SW-4	PZL Swidnik	rgd	21jul11	in black/golden c/s, no titles; f/n BFH 29mar12; l/n BFH 11aug17
60 04 04	PP-MHJ	SW-4	N. Correia Constr.	rgd	17nov11	seen on the assembly line 02jul11; opb PZL Swidnik
	SP-SWY	SW-4	Agusta Westland	rgd	30sep11	displayed at the "HAI HELI-EXPO 2014" helicopter exhibition in the Anaheim Convention Center 24/27feb14
	I-ATWA	SW-4	Agusta Westland	ph.	26feb14	in black c/s with multi-coloured trim; displayed at the "HAI HELI-EXPO 2016" helicopter exhibition in the Kentucky Exposition Center at Louisville 29feb16/03mar16
	SP-SWY	AW009	Fimmechanica	ph.	01mar16	
60 04 05	SP-SWO	SW-4	PZL Swidnik	res	end2011	opb PZL Swidnik; photo 26mar12 at Biala Podlaska all-white c/s, blue/red sunburst trim, 'Agusta Westland' titles; l/n as such active Swidnik 21jun18
60 04 07	SP-SWN	SW-4	Agusta Westland	res	end2011	f/n Hradec Kralove 11may13; l/n Depulycze Krolewskie 09aug21
						under assembly for 'Tuncang' company, China
60 04 08	SP-SWN	SW-4	PZL Swidnik	rgd	27mar13	canx 05jul17 as to China
	--	SW-4		Swi	28jul15	current on register 27jan23
	SP-SIV	SW-4	PZL Swidnik	rgd	24may16	under assembly for 'Tuncang' company, China
	B-70XQ	SW-4	Tunchang G.A.	rgd	23nov17	was already seen flying Swidnik 06apr16; l/n Swidnik 12may16; canx 30may16 as to China
60 04 09	--	SW-4		Swi	28jul15	to Hubei Tuncang General Aviation Co. Ltd; current on register 27jan23
	SP-SIT	SW-4	PZL Swidnik	rgd	08apr16	in black/golden c/s, no titles; f/n Depulycze Królwskie 11jun17; l/n Radom 25aug18
60 04 10	B-70PF	SW-4	PZL Swidnik	rgd	14dec16	Tuncang General Aviation (Hubei) Co. Ltd; current on register 27jan23
	SP-SIA	SW-4	PZL Swidnik	rgd	29sep16	
	B-703V	SW-4	Tuncang General Av	rgd	aug20 ?	

PZL-44 "Wicher"

The "Wicher" (Polish for 'gale') was a twin-engined passenger aircraft designed by Wsiewolod Jakimiuk in 1936/37. It was powered by two Wright "Cyclone" GR-1820-G2 engines and could carry 14 passengers. The prototype flew first on 20 March 1938 and was handed over to LOT for service trials in December of the same year. Upon completion of the trials in April 1939, the airline refrained from an order as the price of the "Wicher" was much higher than that of the comparable Lockheed L-14 "Super Electra", five of which had already been delivered by that time. For lack of a customer, the planned production run of ten aircraft had to be cancelled. The prototype ended up in the Soviet Union in September 1939, but was probably never put into service.

1 PZL-44 prototype built by PZL at Warsaw-Okecie in 1938

---	SP-BPJ	PZL-44	PZL	f/f	20mar38	the prototype; rgd mar38 ?; underwent trials with the ITL until oct38; displayed at the XVI Salon de l'Aviation at Paris nov38/dec38; underwent service trials with LOT dec38/apr39; canx apr39 ?; a photo with this registration exists, but the aircraft is devoid of all markings on most photos
	SP-WHR	PZL-44	LOT	rgd	apr39 ?	no photo with this registration is known; evacuated from Grójec to Lwów-Skniliv (now Lviv-Skniliv) 04sep39 (or 01sep39), but was abandoned due to damage to the landing gear; captured by Soviet troops around 19sep39 and transported to Moscow; was to be repaired and test-flown
	no reg	PZL-44	GVF	no	reports	was on charge of Eskadriya osobogo naznacheniya GU GVF (Special Duty Squadron of the Main Directorate of the Civil Air Fleet) by 01jul40, but was probably never put into service as it was not on the Soviet civil aircraft register; fate unknown, but probably just scrapped

89 SM-2 built by WSK "PZL Swidnik" at Swidnik

89 SM-2 built by WSK "PZL Swidnik" at Swidnik

Regarding the SM-2s: The first flying helicopter was c/n S201002 on 18 November 1959, wearing serial 'S2-002' as seen on some photos. The first production machine was c/n S201004 and 89 were built, mostly for the Polish military, with four delivered to Romania and one each going on to the Polish and Czechoslovakian civil registers. Most were delivered to the Polish Air Force and their original serial is unknown and later changed to 4-digit serials which correspond to the construction number.

S2 01 001	--	SM-2	WSK Swidnik			static test airframe
S2 01 002	no reg	SM-2	WSK Swidnik	f/f	18nov59	marked 'S2-002'
S2 01 003	not known	SM-2	history unknown			
S2 01 004	not known	SM-2	Polish Air Force	toc	09mar61	soc 30mar63 after an accident
S2 01 005	15	SM-2	Polish Air Force	mfd	09mar61	toc mar61; initially opb 36, splt at WAW; in olive drab c/s with light blue underside; opb 23rd Training Squadron of the Officer's Aviation School from 23jan62; opb 47. PLLS from 01apr65
	1005	SM-2	Polish Air Force	r/r	unknown	opb 56th Aviation Regiment; soc 24oct78; last flight 15jul78 (to Drzonów); preserved in Lubuskie Muzeum Wojskowe at Drzonów, l/n jul17
S2 01 006	1006	SM-2	Polish Air Force	toc	23jan62	soc 21dec77
S2 01 007	1007	SM-2	Polish Air Force	toc	31jan62	soc 21dec77
S2 01 008	not known	SM-2	Polish Air Force	toc	22mar62	soc 08nov67 after an accident
S2 01 009	1009	SM-2	Polish Air Force	toc	23mar62	soc 21dec77
S2 01 010	1010	SM-2	Polish Air Force	toc	23mar62	soc 24oct78
S2 02 001	2001	SM-2	Polish Air Force	toc	10apr62	soc 31dec76
S2 02 002	2002	SM-2	Polish Air Force	toc	09apr62	soc 03sep73
S2 02 003	2003	SM-2	Polish Air Force	toc	11apr62	soc 31dec76
S2 02 004	2004	SM-2	Polish Air Force	toc	13apr62	soc 24oct78
S2 02 005	not known	SM-2	Polish Air Force	toc	28may62	soc 24sep62 after an accident
S2 02 006	2006	SM-2	Polish Air Force	toc	10apr62	soc 24oct78
S2 02 007	--	SM-2	--			not built
S2 02 008	--	SM-2	--			not built

S2 02 009	2009	SM-2	Polish Air Force	toc	14apr62	soc 24oct78
S2 02 010	--	SM-2				not built
S2 02 011	2011	SM-2	Polish Air Force	toc	14apr62	18apr66
	SP-SXY	SM-2	ZLS	rgd	29apr66	crashed 02feb73 and canx 26apr74
S2 02 012	not known	SM-2	Polish Air Force	toc	11apr62	soc 16jan67 acc. ?
S2 02 013	2013	SM-2	Polish Air Force	toc	11apr62	soc 24oct78
S2 02 014	2014	SM-2	Polish Air Force	toc	17apr62	soc 31dec76
S2 02 015	not known	SM-2	Polish Air Force	toc	14apr62	soc 18apr66
	SP-SXZ	SM-2	ZLS	rgd	29apr66	canx 20nov75
S2 02 016	SP-SAP	SM-2	WSK Swidnik	rgd	30apr64	had probably either a different identity before or was unregistered; canx 20apr72; delivered 27aug75; preserved in Muzeum Lotnictwa Polskiego at Kraków with '504032' stencilled on the tailboom, seen sep09/aug24
S2 02 017	2017	SM-2	Polish Air Force	toc	14apr62	soc 27nov71
S2 02 018	2018	SM-2	Polish Air Force	toc	08may62	soc 18aug76
S2 02 019	2019	SM-2	Polish Air Force	toc	11apr62	soc 01oct79; reported Seckowo (N54.34724, E16.54123) mar11 but no serial worn !
S2 02 020	--	SM-2				not built
S2 02 021	2021	SM-2	Polish Air Force	toc	11apr62	soc 28sep81
S2 02 022	2022	SM-2	Polish Air Force	toc	07jun62	soc 30jan74
	SP-SCA	SM-2	ZLS	rgd	03apr74	canx 31jan76
S2 02 023	2023	SM-2	Polish Air Force	toc	28may62	soc 18aug76
S2 03 001	3001	SM-2	Polish Air Force	toc	08jan63	soc 24oct78
S2 03 002	3002	SM-2	Polish Air Force	toc	12dec62	soc 31dec76
S2 03 003	3003	SM-2	Polish Air Force	toc	12dec62	soc 16sep70
S2 03 004	3004	SM-2	Polish Air Force	toc	31dec62	soc 21dec77
S2 03 005	3005	SM-2	Polish Air Force	toc	12dec62	soc 28apr72
S2 03 006	05	SM-2	Polish Air Force	toc	12dec62	possibly re-serialled from 3006; reportedly opb 36. splt at WAW; struck off charge 16dec74; in olive drab c/s with light blue underside; preserved in the Helicopter Museum at Weston-super-Mare from 10jun91, l/n jan22
S2 03 007	3007	SM-2	Polish Air Force	toc	12dec62	soc 21dec77
S2 03 008	3008	SM-2	Polish Air Force	toc	31dec62	soc 08nov67 after an accident
S2 03 009	OK-BYK (2)	SM-2	Czech MoI (LO MV)	f/f	15nov62	rgd 12jan63; toc 14jan63; in dark green c/s with light blue underside; wfu 08apr70; canx 13apr70; see Mi-1 OK-BYK (1) with unknown c/n
	OK-RUV	SM-2	Slov-Air	rgd	13apr70	overhauled by LOT Trencin in 1970 and painted in light blue c/s with yellow belly; ferried to Prague-Kbely 20may75; t/t some 1,200 hours; canx 04oct77; was stored with the aviation museum (Letecké muzeum) at Prague-Kbely from 1975 to 2021; restored by LOM Praha and displayed in the aviation museum at Prague-Kbely from 14apr22, l/n aug24
S2 03 010	3010	SM-2	Polish Air Force	toc	09jan63	struck off charge 21dec77; arrived in Muzeum Oreza Polskiego at Kolobrzeg 07mar78, but it is not known when it was repainted with the fake serial '417'
	'417' 3010	SM-2	Polish Air Force	ph.	apr92	preserved with this fake serial in Muzeum Oreza Polskiego at Kolobrzeg, seen apr92/jun01
		SM-2	Polish Air Force	ph.	11aug08	in olive drab c/s with light blue underside; preserved (now with its correct serial) in Muzeum Oreza Polskiego at Kolobrzeg (N54.17428 E15.57441), seen aug08/jul22
S2 03 011	3011	SM-2	Polish Air Force	toc	17dec62	soc 31dec76 after an accident on 27jul72
S2 03 012	3012	SM-2	Polish Air Force	toc	08jan63	soc 18aug76
S2 03 013	3013	SM-2	Polish Air Force	toc	10jan63	soc 30dec72
S2 03 014	3014	SM-2	Polish Air Force	toc	31dec62	soc 21dec77
S2 03 015	3015	SM-2	Polish Air Force	toc	10jan63	soc 31dec76
S2 03 016	16	SM-2	Romanian Air Force	mfd	23dec62	initially opb Regimentul 108 Aviatie Transport at Pipera; opb Regimentul 94 Elicoptere at Alexeni from sep65; overhauled in Poland 15sep70/02jul71; relocated to Boboc in 1972; struck off charge in 1975
S2 03 017	17	SM-2	Romanian Air Force	mfd	22dec62	initially opb Regimentul 108 Aviatie Transport at Pipera; opb Regimentul 94 Elicoptere at Alexeni from sep65; overhauled in Poland 23may69/29apr70; relocated to Boboc in 1972; struck off charge in 1975
S2 03 018	3018	SM-2	Polish Air Force	toc	10jan63	soc 13nov71
	SP-SFA	SM-2	ZLS	rgd	26may72	canx 15nov78
S2 03 019	3019	SM-2	Polish Air Force	toc	12jan63	soc 21dec77
S2 03 020	3020	SM-2	Polish Air Force	toc	20jan63	soc 02feb74 after an accident on 17nov73
S2 03 021	3021	SM-2	Polish Air Force	toc	20jan63	soc 21dec77
S2 03 022	3022	SM-2	Polish Air Force	toc	27jan63	soc 21dec77
S2 03 023	3023	SM-2	Polish Air Force	toc	20jan63	soc 21dec77
S2 03 024	3024	SM-2	Polish Air Force	toc	27jan63	soc 31dec76
S2 03 025	3025	SM-2	Polish Air Force	toc	20jan63	soc 18aug76; was used as a ground instructional airframe at Warsaw-Bemowo, l/n aug93; preserved at Lodz; seen jul00; reported in a hangar at Goraszka oct01 for rebuild, the tailboom carried the serial '3026' altered to read '3025' (the boom of 3026 ?), l/n jan04; stored in immaculate condition at Goraszka, seen aug05/jun12; preserved in the "White Eagle Museum" at Skarzynsko-Kamienna (N51.087369 E20.850915), seen mar22
S2 03 026	3026	SM-2	Polish Air Force	toc	20jan63	soc 21dec76
S2 03 027	3027	SM-2	Polish Air Force	toc	27jan63	soc 18aug76
S2 03 028	3028	SM-2	Polish Air Force	toc	20jan63	soc 21dec77
S2 03 029	3029	SM-2	Polish Air Force	toc	27jan63	soc 01oct79
S2 03 030	3030	SM-2	Polish Air Force	toc	27jan63	soc 21dec77
S2 04 001	4001	SM-2	Polish Air Force	toc	27jan63	soc 31dec76
S2 04 002	4002	SM-2	Polish Air Force	toc	27jan63	soc 21dec77
S2 04 003	4003	SM-2	Polish Air Force	toc	29jan63	soc 21dec77
S2 04 004	4004	SM-2	Polish Air Force	toc	22jan63	soc 18aug76
S2 04 005	4005	SM-2	Polish Air Force	toc	22jan63	soc 24oct78
	'405'	SM-2	Polish Air Force	ph.	apr92	preserved with this fake serial in Muzeum Sil Powietrznych at Deblin, seen apr92/jun01
	'845'	SM-2	Polish Air Force	ph.	may06	preserved with this fake serial in Muzeum Sil Powietrznych at Deblin, seen may06/sep24
S2 04 006	4006	SM-2	Polish Air Force	toc	21mar63	soc 01oct76
S2 04 007	4007	SM-2	Polish Air Force	toc	21mar63	soc 18aug76
S2 04 008	4008	SM-2	Polish Air Force	toc	19mar63	soc 31dec76
S2 04 009	not known	SM-2	Polish Air Force	toc	26mar63	soc 14aug68 after an accident
S2 04 010	4010	SM-2	Polish Air Force	toc	22mar63	in olive drab c/s with light grey underside; soc 06feb81; seen Piotrków Trybunalski aug81
	no serial	SM-2	PZL Swidnik			preserved at PZL Swidnik; initially in olive drab c/s, l/n as such 2010; repainted in white c/s with red and blue trim, no markings apart from 'SM-2'; f/n as such jun11; l/n aug23
S2 04 011	4011	SM-2	Polish Air Force	toc	22mar63	soc 24oct78
S2 04 012	4012	SM-2	Polish Air Force	toc	21mar63	soc 18aug76
S2 04 013	4013	SM-2	Polish Air Force	toc	22mar63	soc 24oct78
S2 04 014	4014	SM-2	Polish Air Force	toc	26mar63	soc 01oct79
S2 04 015	4015	SM-2	Polish Air Force	toc	26mar63	in olive drab c/s with light blue underside; photo in 1978; soc 11jan80
S2 04 016	4016	SM-2	Polish Air Force	toc	26mar63	soc 01oct79
S2 04 017	4017	SM-2	Polish Air Force	toc	06may63	soc 31dec76
S2 04 018	not known	SM-2	Polish Air Force	toc	03apr63	soc 03oct68; crashed 26jul68
S2 04 019	not known	SM-2	Polish Air Force	toc	03apr63	soc ?
S2 04 020	4020	SM-2	Polish Air Force	toc	03apr63	soc 29jul72
S2 04 021	4021	SM-2	Polish Air Force	toc	06may63	soc 18aug76
S2 04 022	4022	SM-2	Polish Air Force	toc	29mar63	soc 01oct79
S2 04 023	4023	SM-2	Polish Air Force	toc	17apr63	soc 21dec77
S2 04 024	4024	SM-2	Polish Air Force	toc	29mar63	soc 31dec76
S2 04 025	4025	SM-2	Polish Air Force	toc	17apr63	soc 21dec77
S2 04 026	4026	SM-2	Polish Air Force	toc	08may63	soc 21dec77
S2 04 027	4027	SM-2	Polish Air Force	toc	03apr63	soc 16dec74 after an accident on 13aug74
S2 04 028	4028	SM-2	Polish Air Force	toc	27may63	soc 29jul72
S2 04 029	29	SM-2	Romanian Air Force	mfd	28mar63	initially opb Regimentul 108 Aviatie Transport at Pipera; opb Regimentul 94 Elicoptere at Alexeni sep65/14may74; overhauled in Poland 15sep70/02jul71; relocated to Boboc in 1972
	29	SM-2DC	Romanian Air Force			modified by Baza de Reparatii at Craiova to a dual control version 14may74/19oct74; opb Scoala Militara de Ofiteri de Aviatie from 19oct74; in dark green c/s with light blue underside; struck off charge in 1975; the hulk was stored in poor condition in Muzeul National al Aviatiei Romane at Str. Fabrica de Glucosa nr 2-4, Sector 2 at Bucharest (near Otopeni), seen 1999/dec17
S2 04 030	30	SM-2	Romanian Air Force	mfd	29mar63	initially opb Regimentul 108 Aviatie Transport at Pipera; opb Regimentul 94 Elicoptere at Alexeni from sep65; in dark green c/s with light blue underside; overhauled in Poland 15sep70/02jul71; relocated to Boboc in 1972; struck off charge in 1975
---	27	SM-2	Polish MoI	photo		in dark green c/s with light blue underside, white/blue ring around tailboom

PZL-101 "Gawron"

The "Gawron" (Polish for rook) was a further development of the Yakovlev Yak-12A by PZL Warszawa-Okecie.

The following versions are known:

PZL-101G - initial version, built as G1 (crop-sprayer) and G2 (ambulance and aero-club aircraft), but often simply 'G' is recorded.

PZL-101A - improved version, believed from c/n 52058 (it seems to be impossible to discriminate between 'G' and 'A' from photos).

PZL-101B - improved crop-sprayer version, only one was built (c/n 64122); PZL-101BF - with a more powerful 300 hp engine.

The c/n is explained as follows: For the first four aircraft 101701 till 101704, the '101' stands for the type and '01' is the sequential aircraft number, but it is not known what the '7' indicates.

For the next 15 aircraft, 21001 till 21015, presumably the first digit is the batch or 'authorisation' number, and the last three digits are the sequential aircraft number. The meaning of the '1' is unknown, but is it not the year built.
For the remainder of the production, the first digit (later two digits) are the batch number, the next digit is the last figure of the year built (1960 to 1969) and the last three are the sequential aircraft number.

329 PZL-101 built by WSK "PZL Warszawa-Okecie" at Okecie from 1960 to 1969

101 7 01	SP-PAG	PZL-101G1	WSK Okecie	f/f	14apr58	the first prototype, fitted with crop-spraying equipment; was never on the register; in dark green c/s with light undersides, a 'PZL' logo on the fin and 'PZL101' on the rudder; exhibited at the Poznan Trade Fair aug58
	SP-PBK	PZL-101G1	WSK Okecie	rgd	05may59	fitted with crop-spraying equipment; in light c/s with dark trim (probably yellow and black); canx 26nov59; converted to a PZL-101G2
101 7 02	EC-APJ EC-APJ SP-PAI	PZL-101G2 PZL-101G2 PZL-101G1	Geofasa Politechnica Aérea WSK Okecie	rgd f/f	06feb60 jul58	wfu in 1967; officially canx only mar18
	HA-PZA	PZL-101G1	MÉM Rep. Szolgálat	rgd	03jul59	the second prototype, fitted with crop-spraying equipment; was never on the register; in dark green c/s with light undersides, a 'PZL' logo on the fin and 'PZL101' on the rudder; exhibited at the Warsaw Salon aug58; exported 30jun59
101 7 03	--	PZL-101	history unknown			in yellow c/s with black trim; dbr 03jul67 on the ground at Bokros; t/t 3,638 hours; canx but date unknown
101 7 04	OE-AFG	PZL-101G	Agrarflug Glück	rgd	01aug59	probably a static test airframe
2 1 001	SP-AGE	PZL-101G1	Min. Rolnictwa	rgd	16may60	Agrarflug Alfred Glück of Wagram; dbr jun68 on take-off, probably at Leopoldsdorf; canx sep68; the remains were stored in a hangar roof at Leopoldsdorf, seen aug03/oct04
	SP-AGE	PZL-101G2	AK Warszawski	trf	unknown	converted to a PZL-101G2
2 1 002	HA-PZB	PZL-101G1	MÉM Rep. Szolgálat	rgd	07apr60	probably in yellow c/s with black trim; w/o 03sep75 at Dalsze; canx 23oct75
2 1 003	HA-PZC	PZL-101G1	MÉM Rep. Szolgálat	rgd	07apr60	canx 11dec73, reason unknown
2 1 004	HA-PZD	PZL-101G1	MÉM Rep. Szolgálat	rgd	07apr60	w/o at Ecsegfalva; canx 29apr62 (or this is the accident date ?)
2 1 005	SP-AGA	PZL-101G1	Min. Rolnictwa	rgd	16apr60	in yellow c/s with black trim; canx 13nov72, reason unknown
	SP-AGA	PZL-101G2	AK Warszawski	trf	unknown	converted to a PZL-101G2
2 1 006	HA-PZE	PZL-101G1	MÉM Rep. Szolgálat	rgd	09apr60	probably in yellow c/s with black trim; w/o 07mar70; canx 06nov70
2 1 007	HA-PZF	PZL-101G1	MÉM Rep. Szolgálat	rgd	09apr60	in yellow c/s with black trim; canx 15oct72, reason unknown
	HA-PZF	PZL-101G	not known	photo		in yellow c/s with black trim
						without crop-spraying equipment on photos from the early 1970s, was probably used by the Aeroklub by then; canx 04sep76 as wfu; was preserved at Pákozd, seen in 2003; later stored in the garden of Tamás Fehér at Pákozd, seen jun13/sep24
2 1 008	HA-PZG	PZL-101G1	MÉM Rep. Szolgálat	rgd	09apr60	in yellow c/s with black trim; canx 03jul72, reason unknown
2 1 009	HA-PZH	PZL-101G1	MÉM Rep. Szolgálat	rgd	09apr60	w/o at Lajta-Hanság; canx 03may61 (or this is the accident date ?)
2 1 010	HA-PZI	PZL-101G1	MÉM Rep. Szolgálat	rgd	09apr60	w/o at Mezőnagymihály; canx 28sep60 (or this is the accident date ?)
2 1 011	HA-PZJ	PZL-101G1	MÉM Rep. Szolgálat	rgd	09apr60	in yellow c/s with black trim; crop-spraying equipment removed later; canx 15feb75 as wfu; t/t 3,999 hours; was displayed in a public park in Budapest, l/n around 1978
2 1 012	HA-PZK	PZL-101G1	MÉM Rep. Szolgálat	rgd	09apr60	in yellow c/s with black trim; canx 09sep71 as wfu; a PZL-101G1 was at Alsónémedi, but it was not 100 % confirmed that it was this one, seen jun97, derelict, dismantled and unmarked; seen jul04 partly assembled and marked 'PZS', standing on blocks, l/n apr05 and gone by jul10
2 1 013	HA-PZL	PZL-101G1	MÉM Rep. Szolgálat	rgd	09apr60	w/o at Tiszacsege 1966; canx 04may66; some parts were used on HA-PXI; see c/n 119267
2 1 014	SP-AGF	PZL-101G1	Min. Rolnictwa	rgd	22apr60	had an accident prior to inspection 17jan75; probably repaired as had a further accident 24may75 at Wepnica; canx 23oct75
2 1 015	SP-AGH	PZL-101G1	WSK Okecie	rgd	01jun60	canx 20jul60
	EC-AQC	PZL-101G1	Politechnica Aérea	rgd	06aug60	canx 31dec62 as 'destroyed', real fate ?
3 0 016	HA-PZM	PZL-101G1	MÉM Rep. Szolgálat	rgd	15feb61	in yellow c/s with black trim; crop-spraying equipment later removed; canx 24sep75 presumably as wfu; on a photo at Ócsény airfield in 1977 in good condition, but the year given may possibly be wrong
3 0 017	HA-PZN	PZL-101G1	MÉM Rep. Szolgálat	rgd	15feb61	canx 16dec71, no reason given
3 0 018	HA-PZO	PZL-101G1	MÉM Rep. Szolgálat	rgd	15feb61	in yellow c/s with black trim; canx 24sep72, no reason given
3 0 019	SP-CED	PZL-101G1	Motoimport	rgd	05jan61	canx 09feb61; see c/n 63088
	EC-AQJ	PZL-101G2	Geofasa	rgd	18feb61	
	EC-AQJ	PZL-101G2	Politechnica Aérea	rgd	28apr67	rgd not confirmed; wfu in 1967 ?; still current on register oct14
3 0 020	SP-CEE	PZL-101G1	Motoimport	rgd	05jan61	canx 09feb61; see c/n 63087 and 107219
	EC-AQI	PZL-101G1	Politechnica Aérea	rgd	18feb61	canx 31dec62 as 'destroyed'; real fate ?
3 0 021	HA-PZP	PZL-101G1	MÉM Rep. Szolgálat	rgd	15feb61	damaged on the ground at Esztergom; canx mar62
3 0 022	HA-PZR	PZL-101G1	MÉM Rep. Szolgálat	rgd	15feb61	in yellow c/s with black trim; crashed at Orosháza 30sep69; canx ?
3 0 023	HA-PZS	PZL-101G1	MÉM Rep. Szolgálat	rgd	15feb61	in yellow c/s with black trim; crop-spraying equipment later removed; canx 27sep76 as wfu with a t/t of 4,220 hours; on a photo at Ócsény airfield in 1977 in reasonable condition, see c/n 30016
3 0 024	HA-PZT	PZL-101G1	MÉM Rep. Szolgálat	rgd	15feb61	in yellow c/s with black trim; crop-spraying equipment later removed; canx 29may78 as wfu with a t/t of 4,300 hours; h/o to the technical training college at Budapest; stored at Budaörs, seen jul92, and later at Dunakeszi; fate ?
3 0 025	HA-PZU	PZL-101G1	MÉM Rep. Szolgálat	rgd	15feb61	canx 06may71, reason unknown
3 0 026	HA-PZV	PZL-101G1	MÉM Rep. Szolgálat	rgd	15feb61	canx 19jul71, reason unknown
3 0 027	HA-PZZ	PZL-101G1	MÉM Rep. Szolgálat	rgd	15feb61	in yellow c/s with black trim; crop-spraying equipment later removed; canx 10apr75 as wfu with a t/t of 3,937 hours
3 0 028	SP-CEF	PZL-101G1	Motoimport	rgd	05jan61	not exported and transferred to LZUG-Aeroklub PRL, date unknown but probably before the 1962 exhibition in Warsaw (date to check); had an accident prior to inspection 05jun65, but not canx until 27may67
3 0 029	SP-CEG	PZL-101G1	Motoimport	rgd	05jan61	not exported
	SP-CEG	PZL-101G1	Min. Rolnictwa	rgd	18jun62	
	SP-CEG	PZL-101G1	LZUG-Aeroklub PRL	rgd	22nov65	had an accident 24jul70; canx 06nov70
3 0 030	SP-AGX	PZL-101G1	Motoimport	rgd	25jan61	not exported; a photo shows it was built as a crop-sprayer
	SP-AGX	PZL-101G1	Aeroklub PRL	rgd	19aug61	not sure if the crop-spraying equipment was removed; had an accident prior to inspection 22jul62; canx 03feb63
3 0 031	SP-CEM	PZL-101G1	WSK Okecie	rgd	21apr61	Ministerstwo Rolnictwa; had an accident prior to inspection 06aug63; canx 20dec63; see c/n 96175
3 0 032	SP-CEM	PZL-101G1	Min. Rolnictwa	trf	unknown	presumably later to LZUG-Aeroklub PRL; canx 15oct82 as wfu; preserved in black/white c/s with crop-spraying equipment in Muzeum Narodowe Rolnictwa (Agricultural Museum) at Szreniawa, arrived 01dec83
	SP-CFA	PZL-101G1	Min. Rolnictwa	rgd	30may61	from Szczecin, l/n jun24
3 0 033	SP-CEA	PZL-101G1	Min. Rolnictwa	rgd	06jan61	had an accident prior to inspection 08aug66; canx 18mar67; see c/n 119301
3 0 034	SP-CEP	PZL-101G1	Min. Rolnictwa	rgd	06jan61	
	SP-CEP	PZL-101G1	LZUG-Aeroklub PRL	trf	08feb66	canx 01oct80 as wfu
3 0 035	SP-CEC	PZL-101G1	Min. Rolnictwa	rgd	06jan61	
	SP-CEC	PZL-101G1	LZUG-Aeroklub PRL	trf	16nov65	based at Wrocław; canx 26may77 after an accident
3 0 036	SP-AGP	PZL-101G1	Min. Rolnictwa	rgd	06jan61	had an accident prior to inspection 25jun65, but not canx until 27may67 as per the records
4 1 037	SP-CEH	PZL-101G1	Min. Rolnictwa	rgd	17apr61	had an accident prior to inspection 19jun61; canx 03apr62; see c/n 63086
4 1 038	TC-KZA	PZL-101G1	Türk Hava Kurumu	rgd	mar62	an undated photo shows no crop-spraying equipment; wfu and canx at an unknown date
4 1 039	TC-KZB	PZL-101G1	Türk Hava Kurumu	rgd	mar62	crashed 30apr76; canx date unknown
4 1 040	TC-KZC	PZL-101G1	Türk Hava Kurumu	rgd	mar62	a 1962 photo shows crop-spraying equipment fitted; wfu in 1974; canx date unknown
4 1 041	TC-KZD	PZL-101G1	Türk Hava Kurumu	rgd	mar62	wfu in 1978; canx date unknown
4 1 042	SP-CEW	PZL-101G1	WSK Okecie	rgd	26jul61	canx 22jun62, reason unknown; see c/n 63089
4 1 043	TC-KZE	PZL-101G1	Türk Hava Kurumu	rgd	mar62	wfu and canx at an unknown date
4 1 044	SP-CES	PZL-101G1	Min. Rolnictwa	rgd	07sep61	presumably later to LZUG-Aeroklub PRL; had an accident 16oct79; canx 14feb80
4 1 045	SP-CFB	PZL-101G1	Min. Rolnictwa	rgd	30may61	presumably later to LZUG-Aeroklub PRL; canx 01oct80 as wfu
4 1 046	SP-CFC	PZL-101G1	Min. Rolnictwa	rgd	30may61	had an accident prior to inspection date 10aug62; canx 03feb63; see c/n 96180
4 1 047	SP-CFD	PZL-101G1	Min. Rolnictwa	rgd	30may61	presumably later to LZUG-Aeroklub PRL; had an accident at Choszczowice 07jun80; canx 18sep80
4 1 048	SP-CFE	PZL-101G1	Aeroklub PRL	rgd	23jun61	photo evidence that crop-spraying equipment was fitted originally, but later removed; owner as per the register; wfu due to corrosion and canx 05sep90
4 1 049	SP-CEI	PZL-101G1	WSK Okecie	rgd	05may61	
	SP-CEI	PZL-101G1	Min. Rolnictwa	rgd	03aug63	
	SP-CEI	PZL-101G1	LZUG-Aeroklub PRL	trf	unknown	based at Wrocław; had and accident 07aug77; canx 01oct77
4 1 050	SP-CEK	PZL-101G1	WSK Okecie	rgd	06jun61	demonstrated in Finland
	SP-CEK	PZL-101G1	LZUG-Aeroklub PRL	rgd	19aug61	based at Wrocław; canx 01oct80 as wfu
4 1 051	CCCP-74142	PZL-101	Aeroflot	d/d	1961 ?	or just mfd in 1961 and delivered to the Soviet Union later
4 1 052	CCCP-74143	PZL-101	Aeroflot	d/d	1961 ?	or just mfd in 1961 and delivered to the Soviet Union later
4 1 053	SP-KXR	PZL-101G2	CZLS	rgd	04jan62	based at Wrocław
	SP-KZR	PZL-101G2	Aeroklub PRL	rgd	28jun73	canx 12jul88 as wfu
4 1 054	SP-KXP	PZL-101G2	CZLS	rgd	04jan62	canx 15sep73 as scrapped
4 1 055	SP-CEL	PZL-101G2	Aeroklub PRL	rgd	03may61	opb Aeroklub Warszawski; canx 21sep72 after an accident
4 1 056	SP-KXA	PZL-101G2	CZLS	rgd	08may61	
	SP-KZA	PZL-101A	Aeroklub PRL	rgd	18jul73	in yellow/blue c/s; on photo as such in the "Skrzydła Polska" magazine mar81; canx 20sep89 as wfu
	SP-YKD	PZL-101A	D. Krzowski	res	10jan05	f/f after rebuild 15oct05 from Swidnik; in yellow c/s with black trim, no titles; rgd 19oct05; l/n Kielce Maslow 26jul24 active
5 2 057	--	PZL-101A	WSK Okecie			test airframe
5 2 058	HA-PZW	PZL-101A	MÉM Rep. Szolgálat	rgd	jul62	canx 17sep71
5 2 059	HA-PZY	PZL-101A	MÉM Rep. Szolgálat	rgd	jul62	normal yellow/black c/s; canx 17sep71; photo Budaörs 1977, derelict
5 2 060	HA-PZX	PZL-101A	MÉM Rep. Szolgálat	rgd	jul62	canx 17mar71
5 2 061	HA-PZQ	PZL-101A	MÉM Rep. Szolgálat	rgd	jul62	canx 17mar71
5 2 062	SP-CEZ	PZL-101A	WSK Okecie	rgd	08sep62	but f/f 11jul62; model 'A' trials aircraft
	SP-CEZ	PZL-101A	LZUG-Aeroklub PRL	rgd	21may63	based Wrocław; accident Slupice, near Sobotka 18oct71 and canx 19feb72
5 2 063	SP-CFL	PZL-101A	LZUG-Aeroklub PRL	rgd	14jan63	based Wrocław; canx 01oct79 as wfu

5 2 064	SP-CGB		PZL-101A	LZUG-Aeroklub PRL	rgd	12aug63	based Wroclaw; canx 25aug79 as wfu
5 2 065	HA-PXA		PZL-101A	MÉM Rep. Szolgálat	rgd	08apr63	in yellow c/s with black trim; on a photo at Budaörs 1978 in good condition; canx 15mar79 after an accident; used as a ground instructional airframe by the Lajos Kossuth aviation technical school at Csepel (N47.440329 E19.073113), seen 1993/oct24; seen there without fabrics in 2022
5 2 066	HA-PXB		PZL-101A		rgd	08apr63	in yellow c/s with black trim; on a photo at Budaörs 1979 in good condition; canx 31dec79; used as a ground instructional airframe by the Lajos Kossuth aviation technical school at Csepel (N47.4405658 E19.0739543), seen 1993/oct24
5 2 067	HA-PXC	(2)	PZL-101A	MÉM Rep. Szolgálat	rgd	08apr63	in yellow c/s with black trim; canx 25sep75, no reason given
5 2 068	HA-PZD		PZL-101A	MÉM Rep. Szolgálat	rgd	08apr63	in yellow c/s with black trim; crashed at Karcal 09may70; canx date unknown
5 2 069	SP-CFH		PZL-101A	Aeroklub PRL	rgd	14jan64	canx 25mar81 as wfu
5 2 070	SP-CFG		PZL-101A	Aeroklub PRL	rgd	14jan64	had an accident prior to inspection date 16jun70; canx 28jul70
5 2 071	SP-KXB		PZL-101A	ZLS Gdansk	rgd	17oct62	dbf 08oct67 on a medevac flight from Polczyn-Zdrój when the crew encountered a snow-storm, tried an emergency landing at Balacha (2 km from Lipusz), but hit an obstacle, both crew members were injured; canx 08aug68
5 2 072	SP-KXC		PZL-101A	Zespól Lotn.Sanit.	rgd	17oct62	wfu with over 3,000 hours and scrapped; canx 19feb88
5 2 073	SP-KXD		PZL-101A	Zespól Lotn.Sanit.	rgd	17oct62	
	SP-KZD		PZL-101A	Aeroklub PRL	rgd	15oct73	based at Koszalin; in yellow c/s with red cheatline and trim; CofA expired 19apr03
	SP-KZD		PZL-101A	Aeroklub Polski	Kno	01may05	in yellow c/s with red cheatline and trim, no titles; canx 06mar08
	SP-KZD		PZL-101A	AK Podkarpacie	Kno	03apr09	the board of Aeroklub Podkarpacie decided 29may08 to buy the aircraft from Aeroklub Polski and 10may10 to sell it to the Technical School at Rzeszów - this 2010 date seems strange as it was already seen in a hangar at Krosno 03apr09/10oct09, in good condition; sold to Brazil in 2009 via Finow (Germany); repainted in yellow c/s with blue trim; is part of a private collection at São José dos Pinhais (Brazil) since and may be registered on the Brazilian register in the future
5 2 074	SP-KXE	(1)	PZL-101A	Zespól Lotn.Sanit.	rgd	17oct62	transfer and registration date not known; had an accident near Zador 13nov76; canx 15mar77
	SP-KZE		PZL-101A	Aeroklub PRL	rgd	02oct62	canx 25oct62; see c/n 96181
5 2 075	SP-CFK		PZL-101A	WSK Okęcie	rgd	02oct62	export date 25oct62; no further info, believed canx long ago
5 2 076	LZ-110		PZL-101A	Bulgarian Aeroklub	rgd	17apr63	Agrarflug Alfred Glück of Wagram; in yellow/black 'tiger stripe' c/s; as such on a photo apr69; trf to Agrarflug Glück GmbH of Leopoldsdorf oct69 and to Agrarflug GmbH of Leopoldsdorf jul72
	OE-AFF		PZL-101A	Landflug H. Horschgl	trf	mar76	Landflug H. Horschgl of Leopoldsdorf; in yellow c/s with black trim; photo jul77
	OE-AFF		PZL-101A	Land- und Forstfl.	trf	jan81	Land- und Forstflug GmbH of Leopoldsdorf; in yellow c/s with black trim photo Leopoldsdorf 28aug84 with spraying equipment; canx apr88 as wfu; sat dismantled inside a hangar at Leopoldsdorf, seen jul94/sep08
5 2 077	SP-CFT		PZL-101A	Aeroklub PRL	rgd	14jan64	canx 30sep87 as wfu
5 2 078	SP-CFS		PZL-101A	LZUG-Aeroklub PRL	rgd	12aug63	based at Wroclaw; burnt in an accident prior to inspection date 16may71; canx 21jun71
6 3 079	SP-CFR		PZL-101A	PDPs Bielsko	rgd	30jul63	CofA expired 15sep93, sat dismantled at Katowice, seen 24sep96; canx 14oct98
	SP-CFR		PZL-101A	Aeroklub PRL	rgd	15jul99	to Aeroklub Slaski; in yellow c/s with red cheatline and trim, no titles; seen Bielsko-Biala Aleksandrowice 26aug00; l/n operational Katowice-Muchowice jul04; CofA expired 23jun05; stored with some wing-fabric damage and without propeller at Katowice-Muchowice, seen jul07/apr09; canx 12nov08; the fuselage was dumped at Mirosławice, seen jul14/mar15
6 3 080	SP-CFF	(2)	PZL-101A	Min. Rolnictwa	rgd	29jun63	canx 25aug79 as wfu
6 3 081	SP-CFI		PZL-101A	Min. Rolnictwa	rgd	29jun63	had an accident prior to inspection date 15oct66; canx 27may67
6 3 082	SP-CFM		PZL-101A	Min. Rolnictwa	rgd	29jun63	had an accident 02sep66; canx 27may67
6 3 083	SP-CFU		PZL-101A	Min. Rolnictwa	rgd	29jun63	w/o 17aug68 when hit power-lines at Mragowo and crashed; canx 14sep68
6 3 084	SP-CFX		PZL-101A	Min. Rolnictwa	rgd	29jun63	w/o 07jul67 when crashed into a lake; canx 14sep68
6 3 085	SP-CFY		PZL-101A	Min. Rolnictwa	rgd	01aug63	wfu and scrapped due to corrosion; canx 26nov74
6 3 086	SP-CEH		PZL-101A	Min. Rolnictwa	rgd	05jun64	had an accident 22aug72; canx 30dec72; see c/n 41037
6 3 087	SP-CEE		PZL-101A	Min. Rolnictwa	rgd	05jun64	had an accident prior to inspection date 07aug74; canx 05dec74; see c/ns 30020 and 107219
6 3 088	SP-CED		PZL-101A	WSK Okęcie	rgd	23may64	crashed and burnt prior to inspection 01aug68; canx 14sep68; see c/n 30019
6 3 089	SP-CEW		PZL-101A	Min. Rolnictwa	rgd	05jun64	canx 01oct80 as wfu; see c/n 41042
6 3 090	OE-AFF		PZL-101A	Agrarflug Glück	rgd	27mar64	Agrarflug Alfred Glück of Wagram; in yellow/black 'tiger stripe' c/s; as such on a photo apr69; trf to Agrarflug Glück GmbH of Leopoldsdorf oct69 and to Agrarflug GmbH of Leopoldsdorf jul72
	OE-AFF		PZL-101A	Land- und Forstfl.	trf	may76	Landflug H. Horschgl of Leopoldsdorf
	OE-AFF		PZL-101A	Land- und Forstfl.	trf	jan81	Land- und Forstflug GmbH of Leopoldsdorf; in yellow c/s with black trim; stored outside at Leopoldsdorf, seen 19jul94/aug00; stored with the Austrian Aviation Museum at Schwechat, seen oct04/dec12, in poor condition
6 3 091	HA-PXE		PZL-101A	MÉM Rep. Szolgálat	rgd	01nov63	wfu 26apr77; canx 17may77
6 3 092	OH-GAA		PZL-101A	Metsalento/Saikko	rgd	22aug63	Metsalento/Saikko and Sarpaniemi of Helsinki
6 3 093	OH-GAA		PZL-101A	Metsalento O/Y	rgd	29oct65	w/o 31oct67 when crashed at Oulunsalo; canx 18nov68
	SP-CPC		PZL-101A	LZUG-AK PRL	rgd	05jun64	based at Wroclaw; in yellow c/s with black trim; damaged 07nov70 when overturned on landing; photos in 1972; involved in accident at Kafr Abu Zahar 08jul76 (Sudan or Egypt ?); canx 26may77
6 3 094	HA-PXF		PZL-101A	MÉM Rep. Szolgálat	rgd	01nov63	in yellow c/s with black trim; stored without propeller, but in reasonable condition at Öcsény, as such on a photo in 1978; canx 05may79 as wfu
6 3 095	HA-PXG		PZL-101A	MÉM Rep. Szolgálat	rgd	01nov63	in yellow c/s with black trim; canx 05may79 as wfu; was displayed in good condition in the Agricultural Technical High School at Nyíregyháza, as such on a photo approximately in 1980
6 3 096	HA-PXH		PZL-101A	MÉM Rep. Szolgálat	rgd	01nov63	w/o 07jun67 when crashed at Bokros; no canx date known
6 3 097	OE-AFR		PZL-101A	Agrarflug Glück	rgd	mar64	Agrarflug Alfred Glück of Wagram; in yellow/black 'tiger stripe' c/s; as such on a photo apr69; trf to Agrarflug Glück GmbH of Leopoldsdorf oct69, but was canx also oct69, reason unknown; the aircraft is believed to have been exported to Vietnam, but there is no information available
							(ex storage ?); canx 25aug79 as wfu
6 3 099	SP-CHU	(1)	PZL-101A	Aeroklub PRL	rgd	01apr66	canx 22sep64, but see date next line; was painted, photo evidence; see c/n 96184
6 3 100	SP-CGC		PZL-101A	WSK Okęcie	rgd	25aug64	see the date on the previous line
	VT-DSE		PZL-101A	Mathur Aviation	rgd	jun64	The Aircraft Engineers Industrial Society and The Tamil Nardu State Co-op Bank Ltd., Madras; the last known CofA expired 21sep74, but aircraft was still shown as current on the register jan04; the owner's name in the current register shows some variation to above as Aircraft Engineers Co-op Society and TSI Co-op Bank Ltd.; finally canx 28mar06
	VT-DSE		PZL-101A	Aircraft Engineers	rgd	22sep72	w/o 21aug67
6 3 101	VT-DSD		PZL-101A	Mathur Aviation	rgd	jun64	Agrarflug Alfred Glück of Wagram; in yellow/black 'tiger stripe' c/s; as such on a photo 21apr69; trf to Agrarflug Glück GmbH of Leopoldsdorf oct69
6 3 102	OE-AFT		PZL-101A	Agrarflug Glück	rgd	28jan64	Agrarflug Glück GmbH of Leopoldsdorf
	OE-AFT		PZL-101A	Agrarflug GmbH	rgd	jul72	Landflug H. Horschgl of Leopoldsdorf; in 'normal' yellow c/s with black trim; as such on a photo 25jul77, operational
	OE-AFT		PZL-101A	Land- und Forstfl.	trf	jan81	Land- und Forstflug GmbH of Leopoldsdorf; canx apr88; was stored at Leopoldsdorf, seen 19jul94; sat dismantled inside a hangar at Leopoldsdorf, seen aug00/sep08
6 3 103	SP-CEN		PZL-101A	Aeroklub PRL	rgd	14jan64	in standard yellow/red/white c/s; as such on photos taken in 1964; was involved in an accident prior to inspection 16jun70; canx 28jul70
6 3 104	SP-CFN		PZL-101A	WSK Okęcie	rgd	14may64	was involved in an accident prior to inspection 09aug69; canx 28oct69
6 3 105	OH-GAB		PZL-101A	Metsalento O/Y	rgd	23jun64	w/o 30aug65 when crashed at Eno; canx 27may66
6 3 106	SP-CGD		PZL-101A	WSK Okęcie	rgd	09sep64	was involved in an accident at Kotun 13sep74; canx 26nov74
6 3 107	SP-CEO		PZL-101A	Aeroklub PRL	rgd	14jan64	wfu after CofA expiry 30jun88; canx 20sep89; seen Cesis (Lithuania) 30may06
	YL-GAW		PZL-101A	Aivars Grants ?	rgd	29may07	rebuild by Aivars Grants at Dainis Miezis; rebuild date given as 04aug06; in green/pink-stipple c/s with light blue undersides, 'DOSAAF' titles on the cowling and a small 'Ace-of-Clubs' symbol on the fuselage; f/n Cesis 01may09, in good condition; current on register jan23
6 3 108	LZ-107		PZL-101A	Bulgarian Aeroklub	rgd	jun64	export date 23apr65; no further information available
6 3 109	VT-DSC		PZL-101A	Mathur Aviation	rgd	12jan73	The Aircraft Engineers Industrial Society and The Tamil Nardu State Co-op Bank Ltd., Madras; the last known CofA expired 05jul74, but aircraft was still shown as current on the register in 1999 but gone the next year
	VT-DSC		PZL-101A	Aircraft Engineers	rgd	12jan73	had an accident 27sep72; canx 30dec72
6 3 110	SP-CGA		PZL-101A	Aeroklub PRL	rgd	12aug63	(ex storage ?); wfu after CofA expiry 21apr88; finally canx 13nov97
6 3 111	SP-CHG		PZL-101A	Aeroklub PRL	rgd	12may65	in white/green c/s with some small titles on the fin; seen as such Bezmiechowa 10oct02; CofA expired 10feb04; canx 03apr07 as 'sold'; sat in a hangar at Krosno (without propeller but in good condition), seen sep12
	SP-CHG		PZL-101A	Aeroklub Polski	rgd	25feb00	(ex storage ?); canx 23aug88 as wfu
6 3 112	SP-CHH		PZL-101A	Aeroklub PRL	rgd	12may65	(ex storage ?); Aeroklub Wroclaw; in yellow c/s with blue trim; CofA expired 30mar93; on a photo 23sep96; was stored dismantled at Wroclaw-Szymanów for almost 20 years; canx 13nov97; photos on the Aeroklub Wroclaw web-site show the removal from a hangar 11jan06 and departure by truck for rebuild; reported for a German owner jan06
6 3 113	SP-CHI		PZL-101A	Aeroklub PRL	rgd	12may65	canx 30sep87 as wfu
6 3 114	SP-CEU		PZL-101A	Aeroklub PRL	rgd	10jan64	canx 12oct63
6 3 115	SP-CHA		PZL-101A	WSK Okęcie	rgd	12sep63	export date 12oct63; opb Aeroklub Sliven; wfu/stored by 1992; reported without engine at Sliven 24jun92; displayed in the Burgas Airport Aviation Expo from oct98; repainted in orange/white c/s; as such on a photo in 1999; repainted in yellow c/s with white cheatline and black trim, no titles; as such on a photo 08sep03
	LZ-102		PZL-101A	Bulgarian Aeroklub	rgd	12sep63	canx 12oct63
6 3 116	SP-CHB		PZL-101A	WSK Okęcie	rgd	12sep63	export date 12oct63; reported opb Plovdiv Aeroklub 23jun92; no further information until the aircraft was sold via Air Repair Kft. in Hungary (but did not receive a 'HA-' registration) to Gesoco Industries Inc. of Swanton, VT 18may04; sold on by them to Bill Austin 28jun04; canx 30jan07
6 3 117	LZ-101		PZL-101A	Bulgarian Aeroklub	rgd	12sep63	Bill Austin Aircraft and Yacht Sales of Sparta, TN
	N101LZ		PZL-101	Bill Austin	rgd	01jul04	canx 19apr10 as exported to Canada
	N101LZ		PZL-101	Gesoco Industries	rgd	15mar07	
	SP-KXS		PZL-101A	Zespól Lotn.Sanit.	rgd	27sep63	
	SP-KZS		PZL-101A	Aeroklub PRL	rgd	03jan80	in yellow c/s with red cheatline and trim, no titles; a photo from the early 1990s exists
	SP-KZS		PZL-101A	Aeroklub Lubelski	ph.	15feb97	based at Lublin-Radawiec; initially in all-white c/s with a white/red 'szachownica' below the cockpit and 'PZU' badges on fuselage and wings, as such on a photo, date unknown; seen Lublin-Radawiec 15feb97 in all-white c/s without any markings apart from the registration; seen Lublin-Radawiec 21aug99 in all-white

						c/s with an 'Aeroklub Lubelski' badge under the cockpit and 'Lubelski Bank Regionalny' titles and logo; 1/n as such Lublin-Radawiec feb00; CofA expired 11aug05; canx 12nov08; seen Lublin-Radawiec 06jul10 in all-white c/s with an 'Aeroklub Lubelski' badge under the cockpit, 'Powszechny Zakład Ubezpieczeń S.A.' advertising and a 'PZU' logo on fuselage and under the wings, 'KZS' on the tail was overpainted leaving only 'SP'; without engine by 06jul10
6 3 118	SP-CHC SP-CHC	PZL-101A PZL-101A	P.B.K.R.M. Lubin Aeroklub PRL	rgd rgd	24sep63 08sep81	later Aeroklub Polski; seen Lubin 23sep96 in yellow c/s with red cheatline and trim, no titles; base given as Lubin jan05; 1/n as such Lask-Buczek 18sep04; seen CZW 22may05 with a small 'Petrolot' logo on the nose f/n CZW 05aug07; seen Czestochowa-Rudniki 09oct12, on maintenance; seen CZW 28sep13, back in usual c/s; repainted in new c/s (white fuselage, red wings and trim plus red spots on the fuselage and black titles 'FLYSPOT'; f/n as such Czestochowa 05aug15; 1/n as such Czestochowa-Rudniki 26may24, active
6 3 119	SP-KXG SP-KZG SP-FGP	PZL-101A PZL-101A PZL-101A	Zespół Lotn.Sanit. Aeroklub PRL P. Lenartowicz	rgd r/r rgd	18nov63 unknown 11mar98	canx 02jan89 as wfu in white c/s with red trim and 'Auchan' advertising; already operational at Gdansk-Pruszcz 10feb98; CofA expired 26mar02; seen Gdansk-Rebiechowa 16oct02 in good condition; badly damaged in storms at Gdansk-Rebiechowa 20/21mar04; on photos mar04/aug04 still not repaired; seen outside at Mirosławice 01may11, still dismantled and stored Unlimited Aerobatics of Madrid; in red/black c/s; f/n Asilo de San José at Madrid 05feb12; 1/n Cassarubios 13oct12, active; canx 18nov13 as sold Unlimited Aerobatics of Madrid; in orange/black c/s; current nov14; offered for sale on planecheck.com dec14 and still there jan17; was stored in good condition in a hangar at Casarrubios, quoted as being on overhaul; doesn't appear on register dated 01oct17 at Ponte de Sor (Portugal); c/n not confirmed; in red c/s
	SP-YFD	PZL-101A	Unlim. Aerobatics	rgd	04nov11	
	EC-LZG	PZL-101A	Unlim. Aerobatics	rgd	03dec13	
6 3 120	SP-YFD SP-KXH SP-KZH	PZL-101A PZL-101A PZL-101A	Zespół Lotn.Sanit. Aeroklub PRL	ph. rgd rgd	01jun19 18nov63 unknown	
6 3 121	SP-KXI	PZL-101A	Zespół Lotn.Sanit.	rgd	18nov63	canx 01dec77 after an accident had an accident prior to the inspection 10jul65; canx 13aug65 as a PZL-101B, possibly unregistered; one source gives f/f 09may64 !; trials aircraft; modified to have a 300 hp engine; one source says PZL-101BF, but rgd as a PZL-101AF to WSK Okęcie 19jun70; w/o 09nov78 when crashed at El Makhallif (Sudan); canx 24feb79
6 4 122	SP-PAO	PZL-101B	WSK Okęcie	r/f	09mar65	export date 22dec64; an undated photo exists undated black and white photos show two different c/s export date 22dec64; an undated photo exists reported at Kazanlyk-Kalvacha 24jun92; nothing more is known until the aircraft was offered for sale on the website of Gesoco Industries of the USA in 2003, with t/t 2,448 hours export date 23apr65; in yellow c/s with black trim; as such on an undated photo; nothing more is known until a photo at Kaposvar-Kaposújlak 12feb07 showing the aircraft dismantled and derelict, no titles, registration painted over; offered for sale by Walt Air Kft. 13oct08, for € 3,990 export date 23apr65; undated photo; nothing more is known until the aircraft was offered for sale for \$ 41,100 on the website of Gesoco Industries of the USA in 2003, with t/t 2,926 hours, the c/n was given as '63126' canx 01dec72 w/o 29oct68 when crashed at Toponár in yellow c/s with black trim; damaged on the ground during a storm at Budaörs 06dec78; canx 05may79 had accident in 1969; nothing more known canx 06aug66 Agrarflug Alfred Glück of Wagram; in yellow/black 'tiger stripe' c/s; as such on a photo at Leopoldsdorf 21apr69; trf to Agrarflug Glück GmbH of Leopoldsdorf oct69 re-registered to Agrarflug Glück GmbH of Leopoldsdorf between dec69 and nov70; in 'normal' yellow c/s with black trim; seen as such VIE 07may70, looks like delivery and OE-AUG is alongside it - possibly OE-AUE mispainted and really is OE-AUF; canx nov70; see c/ns 119321 and 119322 ownership is not clear - either Aeroklub PRL, Aeropol or Zakład Usług Agrolotniczych; had an accident 07jul71; canx only 15feb73 had an accident prior to the inspection 02aug67; canx 22mar68 based at Wrocław; later opb Aeroklub PRL; canx 25aug79 as wfu opb Aeroklub Kujawski at Inowrocław lastly; canx 02mar93 as wfu; photo at Inowrocław 04jun95, stored, in light blue c/s with dark blue trim plus a large sunflower, inscription on dark blue band partly illegible, 'Kujawski ... Kruszwica' titles on fuselage; sold to J. Koch of Germany moved to Sandown (UK) by later in 1995 and stored/displayed there, photos sep97 show most of the fabric removed; was still present 19jun99 and was part of "Front Line Aviation MuseumW which closed 14nov99 moved to North Weald 17oct00 and reported there stored/dismantled may01/jan12; sold to an Air-Britain member for restoration and was to move in 2012 had an accident at Zalcici 31aug88; canx 14nov88; was stored until moved to Lithuania and rebuilt there sold via UAB Termikas nov00; canx 07dec00; departed Lithuania 20jan01 received a CofA 15may01; photo a Mercedes, CA jun01, in typical Polish yellow c/s with red cheatline and trim, still wearing 'LY' marks but with an 'X' over the 'LY' and very small 'N' marks; on a photo at Livermore, CA 17may02 still airworthy in yellow c/s with red cheatline and trim, but 'LY' marks now removed; the CofR expired 31oct13; canx 25nov14, reason unknown
7 4 123	LZ-03 LZ-103	PZL-101A PZL-101A	Bulgarian Aeroklub Bulgarian Aeroklub	r/r	unknown	
7 4 124	LZ-04 LZ-104	PZL-101A PZL-101A	Bulgarian Aeroklub Bulgarian Aeroklub	r/r	unknown	
7 4 125	LZ-105	PZL-101A	Bulgarian Aeroklub			
7 4 126	LZ-106	PZL-101	Bulgarian Aeroklub			
7 4 127	HA-PXI	PZL-101A	MÉM Rep. Szolgálat	rgd	24apr65	
7 4 128	HA-PXJ	PZL-101A	MÉM Rep. Szolgálat	rgd	24apr65	
7 4 129	HA-PXK	PZL-101A	MÉM Rep. Szolgálat	rgd	24apr65	
7 4 130	HA-PXL	PZL-101A	MÉM Rep. Szolgálat	rgd	17feb66	
7 4 131	SP-CHW OE-AUC	PZL-101A PZL-101A	Aeroklub PRL Agrarflug Glück	rgd rgd	01apr66 oct66	
	OE-AUE	PZL-101A	Agrarflug Glück	rgd	1969/70	
	SP-CHW	PZL-101A	not known	rgd	30mar71	
7 4 132	SP-CHK	PZL-101A	LZUG-Aeroklub PRL	rgd	20nov65	
7 4 133	SP-CHZ	PZL-101A	LZUG-Aeroklub PRL	rgd	01apr66	
7 4 134	SP-CHD	PZL-101A	Aeroklub PRL	rgd	04mar65	
	SP-CHD	PZL-101A	J. Koch			
	SP-CHD	PZL-101A	T. Woods	rgd	oct00	
7 4 135	SP-CHE LY-XKS N4039W	PZL-101A PZL-101A PZL-101A	Aeroklub PRL S. Klejus Red Sky Aviation	rgd rgd rgd	04mar65 17jul00 26mar01	
7 4 136	SP-CHF	PZL-101A	Aeroklub PRL	rgd	19feb65	later PZL-101AP; based Pila; seen Pila 04sep93/22may05, in light blue c/s with white stripes and red trim, no titles; CofA expired 21apr03; canx 03apr07 as sold in a maintenance shed; no longer on register 30jan12 on an undated black and white photo with crop-spraying equipment; later to Aeroklub PRL; canx 14sep68 after an accident with new c/n 74137; note rgd date is before canx date above; data as per register; CofA expiry 20sep92; canx 13nov97 as wfu; photos Lodz 22sep96/04may98, typical yellow/red c/s, stored in hanger; photo Lodz jul00, now dismantled; 1/n Kummolovo 13aug12, as such
8 5 137	UR-BIN SP-CHL	PZL-101A PZL-101A	LZUG-AK PRL	Ypr rgd	mar09 26feb66	
	SP-CKA	PZL-101A	Aeroklub PRL	rgd	13sep68	
8 5 138	not built	PZL-101		ph.	21may06	export date 17mar66; opb Aeroklub Pazardzik at an early stage; later based at Dobrich; in yellow c/s with white cheatline and trim, no titles; seen Pazardzik 21may06, apparently stored; offered for sale by AvioServiceBG jul07/jun09 with t/t 2,641 hours; stored at Chernogorovo, 1/n oct08
8 5 139	LZ-108	PZL-101	Bulgarian Aeroklub			export date 17mar66; released from maintenance 06feb70, as such in a maintenance planning document 27feb71 canx 03feb67 Agrarflug Alfred Glück of Wagram; to Agrarflug Glück GmbH, Leopoldsdorf oct69; canx nov70 based Wrocław; crashed and burnt at Brochocin, near Złotoryja 03dec71; photo shows completely burnt out; canx 19feb72 canx 03feb67 Agrarflug Alfred Glück of Wagram; crashed Glinzendorf 01aug67; canx nov67 canx 03feb67 Agrarflug Alfred Glück of Wagram; canx jul67; fate unknown this date is long before export which was not until 04aug66 The Aircraft Engineers Industrial Society and The Tamil Nadu State Co-op Bank Ltd., Madras; still shown as current on register jan04 but CofA expired 14jul72; some variation in owner name in current register as Aircraft Engineers Co-op Society and TSI Co-op Bank Ltd.; finally canx 28mar06 this date is long before export which was not until 04aug66 The Aircraft Engineers Industrial Society and The Tamil Nadu State Co-op Bank Ltd., Madras; still shown as current on register jan04 but CofA expired 08aug72; some variation in owner name in current register as Aircraft Engineers Co-op Society and TSI Co-op Bank Ltd.; finally canx 28mar06 this date is long before export which was not until 04aug66 The Aircraft Engineers Industrial Society and The Tamil Nadu State Co-op Bank Ltd., Madras; still shown as current on register jan04 but CofA expired 11sep73; same variation in owner name in current register as Aircraft Engineers Co-op Society and TSI Co-op Bank Ltd.; finally canx 28mar06 photo Budaörs 1979, in normal yellow/black c/s, good condition; canx 20oct80; photo fuselage only Dunakeszi mid 1998, derelict fuselage; later photos mid 2001/may11 show it still here but registration no longer visible crashed at Mako 11jun68 photo Budaörs 1979, in normal yellow/black c/s, good condition; canx 08may81; scrapped ?; wings reportedly to c/n 30024 involved in accident 18jul75; believed canx 21feb77 canx 31dec79; photo Kaposvar-Kaposújlak 1980, normal yellow/black c/s, stored, good condition; probably scrapped op. G van Hellens; photo 1967 shows 'Metsalento' titles; opb O. Marjamaki and J. Hagstrom of Lepsama from 21feb69; crashed on take-off Ylane 13dec69; canx 30jun70 as destroyed. only source is Air-Britain 'Venezuelan Register'; no dates/owner; not on Polish export list canx prior to 1969; source as above had an accident 08jul70; canx 26sep70 canx 28oct69, reason unknown later to Zakład Usług Agrolotniczych; canx 03feb78 as wfu presumably a frustrated export and later probably to APRL; canx 20nov78 as wfu canx 03feb67 Agrarflug Alfred Glück of Wagram; photo Leopoldsdorf 21apr69 yellow/black c/s operational; trf to Agrarflug Glück GmbH, Leopoldsdorf oct69; canx oct69, reason/fate unknown Agrarflug Alfred Glück of Wagram; seen TIP 1968 in 'tiger' c/s; trf to Agrarflug Glück GmbH, Leopoldsdorf oct69; canx nov70
8 5 140	LZ-109	PZL-101A	Bulgarian Aeroklub			
8 5 141	SP-CZA OE-AUI SP-CZA	PZL-101A PZL-101A PZL-101A	Aeroklub PRL Agrarflug Glück Aeropol/LZUG	rgd rgd rgd	01jul66 mar67 07jul70	
8 5 142	SP-CZB OE-AUK	PZL-101A PZL-101A	Aeroklub PRL Agrarflug Glück	rgd rgd	01jul66 mar67	
8 5 143	SP-CZC OE-AUL	PZL-101A PZL-101A	Aeroklub PRL Agrarflug Glück	rgd rgd	01jul66 mar67	
8 5 144	VT-DSF VT-DSF	PZL-101A PZL-101A	Mathur Aviation A/c Eng Co-op Soc	rgd rgd	jun64 22sep72	
8 5 145	VT-DSG VT-DSG	PZL-101A PZL-101A	Mathur Aviation A/c Eng Co-op Soc	rgd rgd	jun64 22sep72	
8 5 146	VT-DSH VT-DSH	PZL-101A PZL-101	Mathur Aviation A/c Eng Co-op Soc	rgd rgd	jun64 24may73	
8 5 147	HA-PXM	PZL-101A	MÉM Rep. Szolgálat	rgd	27jan67	
8 5 148	HA-PXN	PZL-101A	MÉM Rep. Szolgálat	rgd	27jan67	
8 5 149	HA-PXO	PZL-101A	MÉM Rep. Szolgálat	rgd	27jan67	photo Budaörs 1979, in normal yellow/black c/s, good condition; canx 08may81; scrapped ?; wings reportedly to c/n 30024
8 5 150	HA-PXP	PZL-101A	MÉM Rep. Szolgálat	rgd	27jan67	involved in accident 18jul75; believed canx 21feb77
8 5 151	HA-PXQ	PZL-101A	MÉM Rep. Szolgálat	rgd	27jan67	canx 31dec79; photo Kaposvar-Kaposújlak 1980, normal yellow/black c/s, stored, good condition; probably scrapped
8 5 152	OH-GAC	PZL-101A	Metsalento O/Y	rgd	18jul66	op. G van Hellens; photo 1967 shows 'Metsalento' titles; opb O. Marjamaki and J. Hagstrom of Lepsama from 21feb69; crashed on take-off Ylane 13dec69; canx 30jun70 as destroyed. only source is Air-Britain 'Venezuelan Register'; no dates/owner; not on Polish export list canx prior to 1969; source as above had an accident 08jul70; canx 26sep70 canx 28oct69, reason unknown later to Zakład Usług Agrolotniczych; canx 03feb78 as wfu presumably a frustrated export and later probably to APRL; canx 20nov78 as wfu canx 03feb67 Agrarflug Alfred Glück of Wagram; photo Leopoldsdorf 21apr69 yellow/black c/s operational; trf to Agrarflug Glück GmbH, Leopoldsdorf oct69; canx oct69, reason/fate unknown Agrarflug Alfred Glück of Wagram; seen TIP 1968 in 'tiger' c/s; trf to Agrarflug Glück GmbH, Leopoldsdorf oct69; canx nov70
8 5 153	YV-T-HTO YV-E-HPN	PZL-101A PZL-101A		no rgd	reports 01may67	
8 5 154	SP-CHM	PZL-101A	Aeroklub PRL	rgd	18dec68	
8 5 155	SP-WAC	PZL-101A	LZUG-Aeroklub PRL	rgd	16may67	
8 5 156	SP-DBD	PZL-101A	LZUG-Aeroklub PRL	rgd	16may67	
8 5 157	SP-CHR	PZL-101A	Motoimport	rgd	18mar66	
8 5 157	SP-CZD OE-AUM	PZL-101A PZL-101A	Aeroklub PRL Agrarflug Glück	rgd rgd	01jul66 mar67	
8 5 158	OE-AUH	PZL-101A	Agrarflug Glück	rgd	oct66	

8 5 159	SP-CZE SP-CHS OE-AUB	PZL-101A PZL-101A PZL-101A	Aeroklub PRL Aeroklub PRL Agrarflug Glück	rgd rgd rgd	07jul70 01apr66 oct66	later Zakład Usług Agrolotniczych at Wrocław; accident Templewo 19apr73, canx 26nov74 canx 06aug66 Agrarflug Alfred Glück of Wagram; photo Leopoldsdorf 21apr69 yellow/black 'tiger-stripe' c/s; trf to Agrarflug Glück GmbH, Leopoldsdorf oct69 re-rgd between dec69 and nov70; Agrarflug Glück GmbH, Leopoldsdorf; canx nov70 later Zakład Usług Agrolotniczych; canx 31dec75 after accident later APRL and Zakład Usług Agrolotniczych; canx 24jun75 after accident spares only canx 11oct89
8 5 160 . . 161 8 5 162	OE-AUD SP-CHS SP-CGM not built SP-KXI SP-FGB SP-FGB LY-EGO	(2) PZL-101A PZL-101A PZL-101 PZL-101A PZL-101A PZL-101A PZL-101A	Agrarflug Glück Aeroklub PRL LZUG-AK PRL Zespół Lotn.Sanit. J. Lubecki J. Sokolowski E. Vicius, Birzai	rgd rgd rgd rgd rgd rgd rgd	14sep71 16may67 20jan66 11apr90 13sep94 14may98	photo aug98 in white c/s with (probably) black cheatline and trim; l/n sep03 (the picture on the internet dated 01jan05 was in fact taken aug99) no reports; current jan10 but CoFA expired 22apr03; canx 14feb11
8 5 163 8 5 164	LY-LAK SP-KXM SP-KZM SP-KXU SP-KZU	PZL-101A PZL-101A PZL-101A PZL-101A PZL-101A	UAB Venciu Studija Zespół Lotn.Sanit. Aeroklub PRL Zespół Lotn.Sanit. Aeroklub PRL	rgd rgd rgd rgd rgd	02may03 20jan66 29jun77 20jan66 18dec73	canx 25aug79 as wfu; after accident ?? later to AP and based Zielona Góra-Przylep; photo 1974, white/blue c/s, undated later photos, standard yellow/red c/s, photos Zielona Góra-Przylep 13aug98, in yellow c/s with light blue line and trim, with small 'Aeroklub Ziemi Lubuskiej' titles; CoFA expired 20mar01; l/n Zielona Góra-Przylep 05jun04; canx 03apr07 as sold on a truck at Zielona Góra (Poland) on its way to Budapest; was probably never on the Hungarian register; preserved in the Közlekedési Múzeum (Transport Museum) in Budapest, seen aug10/aug14 Aeroklub Wrocław initially, later Aeroklub Walbrzych, currently AP based Wrocław; photo Walbrzych may97, in white c/s with blue and red trim, with 'Promocja Turystyczna-Urząd Miejski w Walbrzychu' titles (promoting tourism in Walbrzych); l/n as such Mirosławice 07aug00; seen Mirosławice 29apr05/17aug06, with 'Szczawno Zdrój ZAPRASZA' titles J. Wisniewski of Jelenia Góra; probably an erroneous registration, see below; in white c/s with light blue bottom and engine cowling, red wing and rudder tips, 'Specjalny-Special' titles; large registration on fuselage in the same c/s as above; f/n Grudziadz-Liskie Katy 18aug09; l/n Michałkow 21may11; photo Grudziadz 02jul12, active in the same c/s but now with a small registration on the fin; l/n as such Oschatz, Germany, 29aug15; crashed 20may16, into woods on approach to Jena-Schoengleina airfield after glider-towing; canx 21oct16 as a result of its crash Aeroklub Radomski; accident Radom-Piastow 25jul84 and canx 26sep84
8 5 166 9 6 167	SP-CHP SP-KXF SP-KZF SP-KZF	PZL-101A PZL-101A PZL-101A PZL-101A	Aeroklub PRL Zespół Lotn.Sanit. Aeroklub PRL AK Ziemi Lubuskiej	rgd rgd rgd Zie	20jan66 10jan67 19jun73 11jul99	in yellow c/s with green cheatline, light blue and red trim, small 'Aeroklub Ziemi Lubuskiej Zielona Góra' titles; l/n Zielona Góra-Przylep in 2000 f/n Radom-Piastow 31aug03, in the same c/s as above, no titles; l/n as such Radom 01sep07; seen Radom-Piastow 29may08 with small titles and additional 'Specjalny' titles; seen Radom-Piastow 21jun09 with small Aeroklub Radomski' title/logo plus 'FB' logo; current CoFA mar11; canx 10jul12 as sold abroad rgd 11jan67; base Wrocław in yellow c/s with red cheatline and trim, initially with 'AMW' badge on fuselage and 'Polar' titles on fin; seen Wrocław-Szymanów 10aug03 without badge and titles; CoFA expired 15mar06; canx 12nov08 f/n Wrocław-Szymanów 14aug13; l/n Leszno-Strzyżewice 05aug22
9 6 168	SP-KXO SP-KZO	PZL-101A PZL-101A	Zespół Lotn.Sanit. AK Wrocławski	mfd WRO	07jan67 29jun02	opb Aeroklub Warszawski; in silver c/s with blue trim; hijacked by its pilot to THF 26jan83 in yellow c/s with red cheatline and trim, small 'Panorama Firm' titles on fin; l/n Katowice-Muchowiec 24sep96; canx 14feb02 as wfu; report Katowice may04, dismantled
9 6 169	SP-KZO SP-KXT SP-KAT SP-KAT	PZL-101A PZL-101A PZL-101A PZL-101A	AK Dolnoslaski Zespół Lotn.Sanit. Aeroklub PRL privately owned	rgd rgd rgd KTW	27oct10 10jan67 18jun76 24sep96	CoFA expired 13jun87; canx 26apr88 as wfu base Białystok; involved in accident Malkinia 26aug86; canx 08apr87
9 6 170	SP-KXW SP-KZW SP-KXX SP-KXY SP-FGE	PZL-101A PZL-101A PZL-101A PZL-101A PZL-101A	Zespół Lotn.Sanit. Aeroklub PRL Zespół Lotn.Sanit. Zespół Lotn.Sanit. R. Strzala	rgd rgd rgd rgd rgd	11jan67 18jan74 10jan67 10jan67 18aug93	date not 100 % sure; seen Zarnowiec-Krokowa 15may96; in white c/s with blue cheatline and trim, red cowling and yellow circle on fin, no titles; canx 14oct98, reason unknown
9 6 173	SP-KXZ SP-KZB SP-KZB	PZL-101A PZL-101A PZL-101A	Zespół Lotn.Sanit. Aeroklub PRL AK Białostocki	rgd rgd rgd	11jan67 08oct80 2004/05	rgd between nov04 and jan05; seen 2004 at Białystok-Krywlany, in yellow c/s with red cheatline and trim, no titles; CoFA expired 11aug05; canx 14nov08; seen inside a hangar at Białystok, possibly under rebuild 18mar09 l/n Białystok-Krywlany 17oct18 Aeroklub Slaski; CoFA expired 24aug88; canx 15dec88 as wfu; reported dec01/jun04, dismantled; seen stored at WRO for future museum oct12, fuselage only, dumped outside; l/n Mirosławice jul14/jul20, fuselage only, dumped outside see c/n 30031 in white c/s with red cheatline, red wingtips and red tail top but without engine, no titles; canx 23dec98 as wfu at Bielsko-Biala; seen flying at Seltso (Russia) apr14 in these very same c/s, still with 'PZL-101A' painted in the tail, although it never was restored on the Polish register so possibly did operate illegally as such ? to Aeroklub Rzeszow, date unknown in yellow c/s with red cheatline and trim, no titles; CoFA expired 02feb00; l/n Leszno-Strzyżewice 02may03; canx 12jul05 as sold abroad to Aeroklub Lubelski, later Aeroklub Tatrzanski; to AP in yellow c/s with red cheatline and trim, small 'gazeta' titles; repainted in black/white zebra-stripe c/s; seen preserved in Irland Freizeitpark (fun park) at Kewelaer-Twisteden (Germany) oct07/sep11; seen again in 2015 in fantasy tiger colours no marking on, l/n aug22 to Aeroklub Ostrowski; photo Leszno-Strzyżewice 1968, yellow/red c/s; involved in accident Michoikow (spelling ?) 07jul80; canx 14oct80 to Aeroklub Polski; opb Aeroklub Warszawski and later by Aeroklub Koninski; f/n Powidz 25may96, in yellow c/s with red cheatline and trim, no titles; l/n Kazimierz Biskupi 01may03 f/n Kazimierz Biskupi 26sep09, in yellow c/s with red cheatline and trim, no titles; l/n Kazimierz Biskupi 16jul23 see c/n 41046 initially in light grey c/s, no titles; l/n as such OZH 20jun97; repainted in yellow c/s with red cheatline and trim, no titles, carried 'YTONG' advertising; CoFA expired 14apr05; offered for sale by 4-Air Airlines 14jun07 with t/t 4,976 hours; canx 14nov08; seen Krosno oct09, stored; the board of Aeroklub Podkarpacki decided 22mar10 to sell the aircraft; seen Lognes-Emerainville 21sep10, without propeller at Lognes-Emerainville; registration without hyphen; in yellow c/s with red cheatline and trim, no titles; l/n Lognes-Emerainville 24may15 and by 06jun17 stored no wings and tail to Aeroklub Łódzki initially; see c/n 52075 already f/n Slupsk-Krepa 20sep03, in yellow c/s with red cheatline and trim, no titles; l/n as such Slupsk-Krepa 25apr05; repainted in unusual yellow/red c/s without titles, with small red 'K' on tail; f/n as such Grudziadz-Lisie Katy 21aug10; l/n Suwalki 15mar15; l/n 10jun17 operational St.Yan, France; canx 13jun17 as sold l/n as such Saint Yan 12jun19; l/n Montluçon 20aug21 with "CFK" still painted on; Aeroklub Pomorski; CoFA expiry 15aug87 and canx 30mar88 as wfu Aeroklub Bydgoski initially, later based Slupsk; to AP; photo Slupsk 17sep94, standard yellow/red c/s; CoFA expiry 19aug02; canx 03apr07 as sold f/n Gliwice-Trynek 24sep96, in yellow c/s with red cheatline and trim, no titles; see c/n 63100 in yellow c/s with red cheatline and trim; seen Gliwice-Trynek 02sep07; CoFA expired 20jul12, but probably renewed; l/n Gliwice-Trynek 12jul22 Aeroklub Włocławski; later Aeroklub Polski; photos Włocławek-Kruszyn 01may96 and 03oct98, standard yellow/red c/s; CoFA expiry 02nov02; seen Włocławek-Kruszyn 21may05, dismantled outside the hangar; canx 03apr07 as 'sold'
9 6 174	SP-KZB SP-CEB	PZL-101A PZL-101A	AK Białostocki Aeroklub PRL	res rgd	mar10 16jan67	in silver c/s with blue trim; hijacked by its pilot to THF 15sep84; ferried back to Poland 19sep84 in yellow c/s with red cheatline, checkerboard engine cowling and fin, no titles; CoFA expired 14oct04; l/n Mirosławice 29apr05; canx 03apr07 as sold f/n Mirosławice 03may08, in yellow c/s with black trim, no titles; l/n as such Mirosławice 19oct08; seen Mirosławice 14may09 with 'ALBA' sponsor's logos; l/n as such Grudziadz 29jun12; seen Mirosławice 04may15 with ALBA logo replaced by 'FRW' and 'Fundusz Regionu Walbrzyskiego' sponsor titles; still as such Mirosławice 06aug22 to Aeroklub Radomski; canx 23dec98 as wfu believed Aeroklub Kujawski; canx 28nov85 as wfu, possibly after accident, canx date not 100 %; reportedly seen at Krosno 10oct09, but can this be correct ? SS, Zar; involved in accident Pruszcz Gdanski 14may87; canx 04dec87 in yellow c/s with red cheatline and trim, no titles; damaged 10may97 in a ground accident; never rebuilt and reported sep00/jun07 in storage Opole-Nowa Wies; canx 03apr07 f/n Opole-Nowa Wies 14may17, active Aeroklub Ziemi Lubuskiej; photos 1974, yellow/red c/s; destroyed in hangar fire Zielona Góra-Przylep 07dec95; canx 13nov96 had an accident 26nov71 crashed at Maklar 15jun67
9 6 175	SP-CEM SP-CEM	(2) (2) PZL-101A PZL-101A	Aeroklub PRL AK Bielsko-Bialski	rgd Bib	16jan67 25sep96	
9 6 176	SP-CER SP-CER	PZL-101A PZL-101A	Aeroklub PRL AK Leszczynski	rgd Lez	16jan67 17aug98	
9 6 177	SP-CET SP-CET	PZL-101A PZL-101A	Aeroklub PRL	rgd Not	16jan67 25sep96	
9 6 178	SP-CEX	PZL-101A	Aeroklub PRL	rgd	16jan67	
9 6 179	SP-CEY	PZL-101A	Aeroklub PRL	rgd	16jan67	
	SP-CEY	PZL-101A	Aeroklub Koninski	rgd	03mar05	
9 6 180	SP-CFC SP-CFC	(2) (2) PZL-101A PZL-101A	Aeroklub PRL AK Podkarpacki	rgd trf	16jan67 unknown	
	RA-3643K	PZL-101A	privately owned	ph.	04nov09	
9 6 181	SP-CFK SP-CFK	(2) (2) PZL-101A PZL-101A	Aeroklub PRL Aeroklub Slupski	rgd rgd	16jan67 23apr04	
9 6 182 9 6 183	F-AYZL SP-CFW SP-CFZ	PZL-101A PZL-101A PZL-101A	O.Gadaic/B&T Paris Aeroklub PRL Aeroklub PRL	rgd rgd rgd	03apr18 18jan67 18jan67	
9 6 184	SP-CGC SP-CGC	(2) (2) PZL-101A PZL-101A	Aeroklub PRL Aeroklub Gliwicki	rgd rgd	18jan67 08apr03	
9 6 185	SP-CGE	PZL-101A	Aeroklub PRL	rgd	18jan67	
9 6 186	SP-CGF SP-CGF SP-CGF SP-YGF	PZL-101A PZL-101A PZL-101A PZL-101A	Aeroklub PRL AK Szczecinski AK Ziemi Walbrzys. AK Ziemi Walbrzys.	rgd trf CZW rgd	19jan67 unknown 24sep96 20may08	
9 6 187 9 6 188	SP-CGG SP-CGH	PZL-101A PZL-101A	Aeroklub PRL Aeroklub PRL	rgd rgd	20jan67 20jan67	
9 6 189 9 6 190	SP-CGI SP-CGK SP-CGK	PZL-101A PZL-101A PZL-101A	Aeroklub PRL Aeroklub PRL Aeroklub Opolski	rgd rgd Opl	20jan67 20jan67 23sep96	
9 6 191	SP-CGK SP-CGL	PZL-101A PZL-101A	Aeroklub Opolski Aeroklub PRL	rst rgd	06jun12 20jan67	
9 6 192 9 6 193	HA-PXR HA-PXS	PZL-101A PZL-101A	MÉM Rep. Szolgálat MÉM Rep. Szolgálat	rgd rgd	21feb67 21feb67	

9 6 194	HA-PXT	PZL-101A	MÉM Rep. Szolgálat	rgd	21feb67	canx 23jul80 as wfu; photo Budaörs 1980, good condition in standard yellow/black c/s; report Budakeszi jun86; reports and photos at Dunakesi 1998/jun03, derelict unmarked fuselage; gone by jul04 possibly to Alsonomedi where unmarked fuselage photographed 02jul04
9 6 195	HA-PXU	PZL-101A	MÉM Rep. Szolgálat	rgd	21feb67	canx 05may79; possibly after accident ?; photo, Budaörs 1979 in in yellow c/s with black trim, fuselage only
9 6 196	HA-PXV	PZL-101A	MÉM Rep. Szolgálat	rgd	21feb67	photo Budaörs 1979 in in yellow c/s with black trim, good condition; canx 20oct80; wfu
9 6 197	SP-WAD	PZL-101A	WSK Okecie/ZUA	rgd	16may67	canx 01oct80 as wfu
9 6 198	SP-WAE	PZL-101A	WSK Okecie/ZUA	rgd	16may67	canx 03feb78 as wfu due to corrosion
10 7 199	HA-SBA HA-SBA	PZL-101A PZL-101A	Mag. Honvédelmi Sz Magyar Repülő Szöv	rgd trf	14nov67 1990	Magyar Honvédelmi Szövetség (Hungarian Defence Association) Magyar Repülő Szövetség (Hungarian Aeronautical Association); opb Mezőgazdasági és Élelmezésügyi Minisztérium Repülőgépes Szolgálat (MÉM RSZ); in yellow c/s with blue cheatline and trim, no titles; based at Kecskéd until 2006 and at Gödöllő from 2006; in registers nov97/feb03, later only operator given; owned by the Old Timer Aero Club of Győr by 2007; CoFA expired 12jul08; seen Gödöllő 01feb10; canx 22nov17; preserved in the Komo-Sky 51-es BÁZIS museum at Dunavarsány, seen oct14/oct21
10 7 200	HA-SBB HA-SBB	PZL-101A PZL-101A	Mag. Honvédelmi Sz Magyar Repülő Szöv	rgd trf	14nov67 1990	Magyar Honvédelmi Szövetség (Hungarian Defence Association) Magyar Repülő Szövetség (Hungarian Aeronautical Association); initially opb Mezőgazdasági és Élelmezésügyi Minisztérium Repülőgépes Szolgálat (MÉM RSZ), in particular Szolnok Aeroklub; in yellow c/s with light blue cheatlines and trim, no titles; f/n Szolnok-Szandaszőlös 01aug92; in registers nov97/feb03, later only operator given; opb Pelikán Repülő Egyesület of Szolnok by 2013; CoFA expired 30apr14, l/n Szolnok-Szandaszőlös 07jun14; owned by Air Traktor Kft. and operated by Air Patrol Repülőgépes Kft. by dec22; current on register 02nov23
10 7 201	HA-SBC	PZL-101A	Mag. Honvédelmi Sz	rgd	14nov67	Bacs-Kiskun A/C; opb Mezőgazdasági és Élelmezésügyi Minisztérium Repülőgépes Szolgálat; in registers nov97/feb03, later only operator given; seen Pecs-Pogány 31jul92, in yellow c/s with light blue cheatline and trim; l/n Kaposvár-Kaposújlak 05aug13; canx before nov23
10 7 202	SP-CKB	PZL-101A	Aeroklub PRL	rgd	29dec67	Aeroklub Czeszochowa-Rudniki; canx 04dec87 as wfu; rebuilt completely 1988-1994 at Czeszochowa-Rudniki by K. Zych; fuselage shortened by at least 1 meter and also narrowed and fitted with Walter Minor 43 engine in an annular cowlng and flown unregistered in sep94; engine replaced with LOM 332Sc in conventional in-line cowlng and flown 15mar95; undated photos, red/white c/s with 'EXPERIMENTAL' inscription; never registered but believe still airworthy and was designated 'Gawronek' and 'Mini-Gawron'
10 7 203	SP-CKC SP-CKC	PZL-101A PZL-101A	Aeroklub PRL AK Grudziadzki	rgd Gzz	29dec67 27apr96	in yellow c/s with red cheatline and trim, no titles; l/n Grudziadz-Lisie Katy 23jul03; CoFA expired 11sep03; seen Grudziadz-Lisie Katy 03aug04; canx 03apr07 as sold
10 7 204	SP-CKD SP-CKD	PZL-101A PZL-101A	Aeroklub PRL Aeroklub Pomorski	rgd	29dec67 1995	to Aeroklub Jeleniogórski at Inowroclaw-Latkowo; seen Torun 29aug92 (after minor accident), in yellow c/s with red cheatline and trim, no titles; l/n Torun 12may02, active; CoFA expired 08jan03; seen Torun 21may05, dismantled; sold to Germany; reported at Merseburg nov05; canx 03apr07 as sold
10 7 205	SP-CKE SP-CKE LY-BAU	PZL-101A PZL-101A PZL-101A	Aeroklub PRL Aeroklub Kielce privately owned	rgd Kie ph.	29dec67 28sep96 15jun13	f/n Kielce-Maslow 08aug00 in yellow c/s with red cheatline and trim, no titles; canx 14jan04 on register without c/n; in pale blue c/s with dark blue cheatline; f/n Moletai (Lithuania) 15jun13, active; current on register 25jul13; was reported as no longer on the register dec16, but restored; current on register aug19; l/n Paluknys 07may22, active
10 7 206	SP-CKF SP-CKF	PZL-101A PZL-101A	Aeroklub PRL Aeroklub Polski	rgd Kpw	03jan68 23apr91	opb Aeroklub Krakowski; in yellow c/s with red cheatline and trim, no titles; l/n Kraków-Pobiednik Wielki 17aug03
	SP-CKF	PZL-101A	Aeroklub Krakowski	rgd	25may04	f/n Kraków-Pobiednik Wielki 27jun04, in white c/s with blue trim, no titles; l/n Kraków-Pobiednik Wielki 01jul20 active
10 7 207	SP-CKG SP-CKG	PZL-101A PZL-101A	Aeroklub PRL Aeroklub Lodzki	rgd rgd	03jan68 22jan04	in yellow c/s with red cheatline and trim, no titles; l/n LCJ 22sep96
	RA-2388G	PZL-101A	V. Alexandrov	rgd	19dec14	f/n LCJ 30sep06, in yellow c/s with red cheatline and trim, no titles; l/n as such Łódź-Lublinek 28apr12; canx 10jul13 as sold to Latvia
10 7 208	SP-CKH SP-CKH SP-CKH SP-CKI	PZL-101A PZL-101A PZL-101A PZL-101A	Aeroklub PRL Aeroklub Polski Aeroklub Mielecki Aeroklub PRL	rgd Mie rgd rgd	03jan68 27sep96 21apr04 03jan68	in register as YeEVS.07.0040; in yellow c/s with red cheatline and trim, no titles; f/n 04aug15; l/n Voronezh-Chertovitskoye 24aug19
10 7 209	SP-CKI SP-CKI	PZL-101A PZL-101A	Aeroklub PRL Aeroklub Olsztyn	trf trf	unknown 06jan68	opb Aeroklub Mielecki; in yellow c/s with red cheatline and trim, no titles, unknown blue badge on fin
10 7 210	SP-CKK SP-CKK SP-CKK	PZL-101A PZL-101A PZL-101A	Aeroklub PRL Aeroklub Swidnik Aeroklub Lubelski	rgd Swd rgd	1993 31oct03	in yellow c/s with red cheatline and trim, no titles
10 7 211	SP-CKL SP-CKL	PZL-101A PZL-101A	Aeroklub PRL AK Warszawski	rgd Bern	06jan68 10aug99	f/n Lublin-Radawiec 06jul05, in light yellow c/s with red trim, additional 'EkoLINKIER' titles and badges; l/n as such Lublin-Radawiec 06jul10; canx 03jan12 as sold abroad
10 7 212	SP-CKM SP-CKM	PZL-101A PZL-101A	Aeroklub PRL AK Ziemi Mazowiec.	rgd ph.	03jan68 01may96	in yellow c/s with red cheatline and trim, no titles; canx 14feb02 as wfu, but restored 07aug02; l/n Warsaw-Bemowo 18feb07; CoFA expired 26jun07; canx 04feb10; seen again Warsaw-Bemowo 16oct11, no propeller and no rudder but looking in good shape otherwise; shipped to China 2012, re-engined with M-14P+MTV-9 and 3-blade propeller, an undated photo (prob 2013) shows active, unmarked, all-white, blue trim and blue cowl; present Tangshan early 2015
10 7 213	SP-CKN SP-CKN	PZL-101A PZL-101A	Aeroklub PRL Aeroklub Polski	rgd Msl	06jan68 07aug00	at Plock, blue/white c/s with 'PBK' logo; photo 21may05, in white c/s with blue cheatline and trim, no titles; seen dismantled at Plock 21may/27jul05; CoFA expired 15sep05; finally canx 19mar09
10 7 214	SP-CKN SP-CKO SP-CKO	PZL-101A PZL-101A PZL-101A	AK Dolnoslaski Aeroklub PRL Aeroklub Rybnik	ph. rgd Ryg	30apr00 06jan68 24sep96	opb Aeroklub Dolnoslaski, but never registered to it; in dark blue/light blue c/s with small 'Aeroklub Dolnoslaski' titles and unknown badge on fin, l/n as such 19may01; seen Leszno-Stryzewice 26may07 in yellow c/s with red cheatline and trim, black 'N' on nose; l/n Leszno-Stryzewice 02jul09; l/n Mirosławice 29apr15, in good condition with current CoFA
10 7 215	SP-RXA SP-FGO SP-FGO SP-FGO	PZL-101A PZL-101A PZL-101A PZL-101A	Zespół Lotn.Sanit. Airservis PUL 'FLY' S.C. M. Mikolajczyk	rgd rgd rgd rgd	14feb68 25sep91 27sep93 26feb98	in dark blue c/s with white trim, with full titles; f/n Mirosławice 30apr00
	LY-ATO TF-PZL	PZL-101A PZL-101A	no titles Latirass ehf	rgd rgd	13aug07 apr08	in yellow c/s with blue cheatline, blue and red trim, no titles; seen Rybnik-Gotartowice 01may05, in red/white 'sunburst' c/s, no titles; CoFA expired 18may06 and stored at Rybnik; canx 19mar09; seen in good condition in a hangar at Rybnik-Gotartowice 26apr13; restored to A/K R.O.W. (full name of the local club 'Rybnickiego Okregu Weglowego') on 21may15; l/n Rybnik-Gotartowice 18aug24
10 7 216	SP-RXB SP-RCB SP-RCB SP-RXC	PZL-101A PZL-101A PZL-101A PZL-101A	CZLS Aeroklub PRL Aeroklub Krakowski Zespół Lotn.Sanit.	rgd rgd Kpw rgd	26feb68 15oct73 25oct90 07feb68	f/n Modlin 01feb97, in white/yellow c/s with blue cheatline and trim, white eagle badge on fin, no titles
10 7 217	SP-RAC SP-RAC SP-RAC	PZL-101A PZL-101A PZL-101A	Aeroklub PRL Aeroklub Polski Aeroklub Suwalski	rgd Suw rgd	18jun76 jul00 12may06	M. Mikolajczyk of Warszawa; in same c/s as above, no titles; f/n Minsk Mazowiecki 22may99; l/n Modlin 24aug02, active; CoFA expired 28jun05; canx 18jul07 as sold to Lithuania; l/n RKV 21aug07, partly dismantled
10 7 218	SP-RXD SP-RCD SP-RCD SP-RXE	PZL-101A PZL-101A PZL-101A PZL-101A	Zespół Lotn.Sanit. Aeroklub PRL Zespół Lotn.Sanit.	rgd rgd Kie rgd	07feb68 18jul73 28sep96 07feb68	canx 29dec07; f/n RKV 2008, in white/yellow c/s with blue cheatline and trim; owned by Sigurður Asgeirsson o.f. and detached to Flugsafn Íslands museum at Akureyri; CoFA issued 01apr08; f/n RKV 13jun08, in white/yellow c/s with blue cheatline and trim; l/n RKV 20aug10
	SP-CEE (3)	PZL-101A	Aeroklub Polski	rgd	28jun01	in yellow c/s with red cheatline and trim; l/n Kraków-Pobiednik Wielki 28sep96 with small 'Toyota' titles
	SP-CEE (3)	PZL-101A	AK Wroclawski	rgd	17mar03	the registration was used on a Yak-12M before
10 7 220	SP-RXF SP-FGD SP-FGD SP-RXG	PZL-101A PZL-101A PZL-101A PZL-101A	Zespół Lotn.Sanit. M. Iwaniek Z. Lewicki, Slupsk Zespół Lotn.Sanit.	rgd rgd rgd rgd	07feb68 15may92 10aug92 14feb68	opb Aeroklub Suwalski; in yellow c/s with red cheatline and trim, no titles
10 7 221	SP-RCG	PZL-101A	Aeroklub PRL	rgd	18dec73	CoFA expired 09jul09; canx 08jan13 as sold abroad and shippes to China and present at Tangshan early 2015 but no further details
10 7 222	SP-CWA	PZL-101A	PUIPU; APRL	rgd	29jan68	base Warszawa
10 7 223	SP-WAH	PZL-101A	WSK Okecie	rgd	23jan68	in yellow c/s with red cheatline and trim, no titles stored; canx 23dec98 as wfu
10 7 224	SP-WAH SP-CWB	PZL-101A PZL-101A	PUIPU; APRL PUIPU; APRL	rgd rgd	27apr68 29apr68	base Warszawa, later Wroclaw; photo Wroclaw 1995, yellow/red c/s plus red crosses; was the last active PZL-101 in ZLS; sold in 1997; canx 16dec99 as wfu
10 7 225	SP-CWC	PZL-101A	PUIPU; APRL	rgd	29apr68	opb Aeroklub Wroclawski; f/n WRO 29jun02, in yellow c/s with red cheatline and trim, no titles; l/n Wroclaw-Szymanów 2003; see c/ns 30020 and 6308
10 7 226	LZ-114 LZ-112	PZL-101A PZL-101A	Bulgarian Aeroklub Bulgarian Aeroklub	trf	1974	f/n Wroclaw-Szymanów 11jan06, in all-red c/s, no titles; seen Wroclaw-Szymanów 30aug14; offered for sale, but not sold; l/n Bemowo 18aug23, active based at Warszawa
10 7 227	LZ-132	PZL-101A	Bulgarian Aeroklub	r/r	unknown	CoFA expired 05may02; canx 28mar08

10 7 228	LZ-111	PZL-101A	Bulgarian Aeroklub			export date 07feb68; report Izgrev-Kalimantsi 25jun92, fitted with Yak-50 engine; undated photo, orange/white c/s with blue cowling; nothing more known
10 7 229	LZ-113 C-GYAK N3219M C-GYAK	PZL-101A PZL-101A PZL-101A PZL-101A	Bulgarian Aeroklub Joseph Howse Gesoco Industries Joal Holdings	rgd rgd rgd	30nov92 23mar04 04may04	export date 20sep68; sold via Avio Service 09oct03; canx only by 09feb04 f/n Arlington ju01; offered for sale on the internet by Gesoco in 2003/04 with t/t 1,829 hours canx 19apr04 as exported to Canada
	C-GYAK C-GYAK	PZL-101A PZL-101A	Victoria Air Main. Phil Martin	rgd rgd	08mar07 19sep08	Joal Holdings Ltd. of Duncan, BC; painted in all-yellow c/s without any markings in 2004, seen as such 20jan05, hanged at an unknown airfield; canx 10jan06 as to the USA Victoria Air Maintenance Ltd.; f/n AWO 14jul07, in all-yellow c/s, no titles; seen active Arlington 14jul07 active Arlington ju09; photo Nanaimo 04apr11 complete/stored ?; photo Nanaimo 05sep15/11may19 fuselage and wings separated
10 7 230	HA-SBD	PZL-101A	Mag. Honvédelmi Sz	rgd	23apr68	Szeged A/C; opb Mezogazdasági és Élelmezésügyi Minisztérium Repülőgépes Szolgálat; in registers nov97/feb03; later only operator listed; photos Szeged 09apr00 and Budaörs early 2003 in yellow c/s with red trim (no cheatline); photo Szeged 01mar09, in good condition; offered for sale 12mar09 with t/t 5,470 hours, for \$ 15,000; CoFA expired 27may09; photo here 31jul10, same c/s; sold to Belarus oct12; canx before nov23
10 7 231	HA-SBE HA-SBE	PZL-101A PZL-101A	Mag. Honvédelmi Sz Györi Aero Club	rgd Gyb	23apr68 photo	Mezogazdasági és Élelmezésügyi Minisztérium Repülőgépes Szolgálat shown as operator in nov97 in yellow c/s with light blue cheatlines and trim, no titles; offered for sale on the internet by Lion X Ltd. 23jan97 with t/t 4,143 hours; l/n Győr-Pér 10oct05
	F-AZYL F-AZZL	PZL-101A PZL-101A	no titles Thierry Paris	ph. ph.	sep08 oct08	registration was issued in error by the French CAA (DGAC) as a permit (F-AZYL was reserved for a Yak-11) based at Montlucon-Gueret since sep08; still in yellow c/s with light blue cheatlines and trim, no titles, 'SBE' still visible under left wing; rgd 24nov08 to Thierry Paris & Partners of Montlucon-Gueret; l/n as such St. Yan 08jun13; seen jun17/aug21 stored Montlucon no wings, serious front-end damage
10 7 232	HA-SBF	PZL-101A	Mag. Honvédelmi Sz	rgd	23apr68	Egri A/C; opb Mezogazdasági és Élelmezésügyi Minisztérium Repülőgépes Szolgálat; in registers nov97-feb03; later only operator listed; l/n Makár 04aug12, still in yellow/light blue c/s; sold to South Africa in early 2013
	ZU-SBF	PZL-101A	Chalmers Banks	rgd	02apr15	in yellow/light blue c/s; f/f jun19 at Howick after overhaul and completing the registration/airworthiness process; t/t 5,023 hours; l/n Vereeniging 25feb22, with the engine being worked on
10 7 233	HA-SBG HA-SBG	PZL-101A PZL-101A	Mag. Honvédelmi Sz Nyír-Air Service	rgd trf	23apr68 1990 ?	Magyar Honvédelmi Szövetség (Hungarian Defence Association) initially opb Mezogazdasági és Élelmezésügyi Minisztérium Repülőgépes Szolgálat (MÉM RSz), in particular Nyíregyháza Aeroklub; in registers nov97/feb03, later only operator given; in yellow c/s with light blue cheatlines and trim, no titles; seen Nyíregyháza 02apr07; l/n Gyöngyös 12jan14; owned by Nyíregyházi Repülő és Ejtőernyős Klub of Nyíregyháza by 2016; l/n Dunakeszi 18may22; damaged 05jun22 on landing at Farkashegy after a glider towing flight when nosed over and came to rest upside-down, the pilot was slightly injured; repaired; owned and operated by Péter Balasi of Vác as of dec22; current on register 02nov23; l/n Budaörs 22jun24, active
10 7 234	HA-SBH	PZL-101A	Mag. Honvédelmi Sz	rgd	23apr68	Magyar Honvédelmi Szövetség (Hungarian Defence Association); in yellow c/s with light blue cheatlines and trim; photo aug86
	HA-SBH	PZL-101A	Magyar Repülő Szöv	trf	1990	Magyar Repülő Szövetség (Hungarian Aeronautical Association); initially opb Mezogazdasági és Élelmezésügyi Minisztérium Repülőgépes Szolgálat (MÉM RSz), in particular Császár Károly Aeroklub; initially in yellow c/s with light blue cheatlines and trim; f/n Kaposvár 31jul92; l/n as such Balatonfenyves 25jun96; in registers nov97/feb03, later only operator given; repainted in yellow c/s with red cheatlines and trim; f/n as such Pécs-Pogány aug00; owned by Császár Károly Sportrepülő Egyesület of Kaposvár by 2016; CoFA expired 07jun12, but still current on register 07dec16; canx 22nov17 as CoFA expired 07jun12; seen at Kaposvár 23jul23 in pristine condition, seemingly airworthy
10 7 235	HA-SBI	PZL-101A	Mag. Honvédelmi Sz	rgd	23apr68	Magyar Honvédelmi Szövetség (Hungarian Defence Association); initially in dark green (almost black) c/s with red trim, no titles; repainted in yellow c/s with light blue cheatline and trim, no titles; f/n as such mar77
	HA-SBI	PZL-101A	Magyar Repülő Szöv	trf	1990	Magyar Repülő Szövetség (Hungarian Aeronautical Association); initially opb Mezogazdasági és Élelmezésügyi Minisztérium Repülőgépes Szolgálat (MÉM RSz), in particular Hajdúszoboszló Aeroklub; in yellow c/s with light blue cheatline and trim, no titles; f/n Hajdúszoboszló 10jul04; in registers nov97/feb03, later only operator given; sold to Belarus nov12; l/n Hajdúszoboszló 12jul13; canx but date unknown
	RA-2203G	PZL-101A	privately owned	rgd	12feb14	in register as YeEVs.03.2568; in yellow c/s with blue cheatline and trim, no titles; f/n Shevino 23jul14; l/n Kirsanov 11oct15; involved in an incident 27feb16, lethally injuring a person on the ground; offered for sale by 'Andrei' 13jul16; canx between 25apr18 and 23may18
10 7 236	HA-YGA	PZL-101A	Dél-dunántúli VI	rgd	23apr68	Dél-dunántúli Vízügyi Igazgatóság (South Transdanubian Water Authority); in white c/s with dark blue cheatline and trim
	HA-SBP	PZL-101A	Mag. Honvédelmi Sz	rgd	16sep76	Magyar Honvédelmi Szövetség (Hungarian Defence Association); in white c/s with dark blue cheatline and trim, no titles; severely damaged 03apr83, but rebuilt
	HA-SBP	PZL-101A	Dunaferrepülőkl.	trf	1990 ?	Dunaferrepülőklub; in yellow c/s with light blue cheatlines and trim, small titles only; f/n Dunaújváros-Kisapostag 31jul92; l/n Dunaújváros-Kisapostag 17mar07; later photos without titles exist
	HA-SBP	PZL-101A	Kobo-Coop '96 Kft.	trf	unknown	owned by Enzo Seravalli of Gemona del Friuli (Italy) as of 2016; in dark blue c/s with yellow cheatline and trim, no titles; f/n Kaposújlak 07apr08; l/n as such Györszentiván-Böny 26jun18; owned and operated by Orion Sportrepülő Egyesület as of dec22; received the URL 'www.varigyu.hu' on the cheatline; f/n as such 08sep23; current on register 02nov23; l/n Kiskoros 02sep24
10 7 237	HA-SBK HA-SBK	PZL-101A PZL-101A	Mag. Honvédelmi Sz M-V Repülő és Ejt.	rgd	23apr68 photo	M-V Repülő és Ejtőernyős SE.; in yellow c/s with light blue cheatline and trim, no titles; under very slow rebuild in a hangar at Budaörs in 2005/2020 and still no wings or engine by aug20; canx before nov23
10 7 238	SP-CWD	PZL-101A	PUiPU; APRL	rgd	29apr68	later Zaklad Uslug Agrolotniczych; canx 01oct80 as wfu
10 7 239	SP-CWE	PZL-101A	PUiPU; APRL	rgd	29apr68	later Zaklad Uslug Agrolotniczych; destroyed in mid-air collision 12jul74 with SP-CWL 70 miles north of Cairo, Egypt; canx 05dec74 (SP-CWL survived)
10 7 240	SP-CWF	PZL-101A	PUiPU; APRL	rgd	29apr68	later Zaklad Uslug Agrolotniczych; canx 01oct80 as wfu
10 7 241	SP-CWG	PZL-101A	PUiPU; APRL	rgd	29apr68	canx 28oct69 presumably after accident
10 7 242	SP-CWH	PZL-101A	PUiPU; APRL	rgd	29apr68	later Zaklad Uslug Agrolotniczych; canx 03feb78 as wfu
10 8 243	LZ-138	PZL-101A	Bulgarian Aeroklub			export date 28aug68; nothing more known
10 8 244	SP-CWI	PZL-101A	PUiPU; APRL	rgd	29apr68	involved in accident 09jan72; canx 30dec72
10 8 245	SP-CWK	PZL-101A	PUiPU; APRL	rgd	29apr68	involved in accident and burnt 01aug70 at El Hagar (Egypt)
10 8 246	SP-CWL	PZL-101AF	PUiPU; APRL	rgd	11may68	later Zaklad Uslug Agrolotniczych; survived mid-air collision with SP-CWE 70 miles north of Cairo, Egypt 12jul74; involved in accident Abu Ahmed, Egypt 22aug78; canx 28nov78
10 8 247	SP-CWM	PZL-101AF	PUiPU; APRL	rgd	11may68	later Zaklad Uslug Agrolotniczych; accident prior to inspection date 11nov75; canx 31dec75
10 8 248	SP-CWN	PZL-101AF	PUiPU; APRL	rgd	11may68	accident and burnt 19oct70 Berket Kilo 5, Sudan and canx 21jul71
10 8 249	SP-CWO	PZL-101AF	PUiPU; APRL	rgd	11may68	later Zaklad Uslug Agrolotniczych; involved in accident El-Zeif, Sudan 18oct78; canx 24feb79
10 8 250	SP-CWP	PZL-101AF	PUiPU; APRL	rgd	11may68	later Zaklad Uslug Agrolotniczych; canx 03feb78 as wfu
10 8 251	SP-CWR	PZL-101AF	PUiPU; APRL	rgd	11may68	later Zaklad Uslug Agrolotniczych; canx 01oct80 as wfu
10 8 252	SP-CWS	PZL-101AF	PUiPU; APRL	rgd	11may68	later Zaklad Uslug Agrolotniczych; canx 01oct77 after accident
10 8 253	SP-CWT	PZL-101AF	PUiPU; APRL	rgd	11may68	later Zaklad Uslug Agrolotniczych; canx 25aug79 as wfu
10 8 254	SP-CWU	PZL-101AF	PUiPU; APRL	rgd	11may68	later Zaklad Uslug Agrolotniczych; canx 03feb78 as wfu
11 9 255	--	PZL-101	WSK Okęcie	no	reports	static test airframe
11 9 256	LZ-GA002 LZ-002 ?	PZL-101A PZL-101A	Texim ASP			export date 05sep69 but company closed 01oct69; possibly not delivered later to SSA
	LZ-126	PZL-101A	Bulgarian Aeroklub	trf	1974	photo 1985, Aeroklub Mihailovgrad, orange/white c/s, airworthy; nothing more known
11 9 257	LZ-GA003 LZ-003 ? LZ-118	PZL-101A PZL-101A PZL-101A	Texim ASP Bulgarian Aeroklub	e/d	05sep69	possibly not taken up (as the company closed 01oct69) later trf to SSA
	HA-SBU	PZL-101A	Avia-Rent Kft.	rgd	19jul10	released from maintenance 31dec70, as such in a maintenance planning document 27feb71; sold to Hungary in 2009
11 9 258	LZ-GA004 LZ-004 ? LZ-119	PZL-101A PZL-101A PZL-101A	Texim ASP Bulgarian Aeroklub			owned by Csaba Korniyik of Budapest as of 2016/nov23; in yellow/black c/s with red cheatline and trim, no titles; f/n Kaposvár-Kaposújlak 08aug10; new CoFR issued 14jul11 (no longer given in later register issues, though); l/n Kaposvár-Kaposújlak 15jan15; current on register 03nov23
	N188BA	PZL-101B	Bill Austin	rgd	07may04	export date 05sep69 but company closed 01oct69; possibly not delivered later to SSA
11 9 259	LZ-GA005 LZ-005	PZL-101A PZL-101A	Texim ASP			report Shumen 25jun92; nothing more known until sold by Avio Service, Playmen Petkov, Dobrich, Bulgaria on 18nov03 to Gesoco Industries Inc., Swanton, VT, USA; for sale on Gesoco web-site; sold by them 30apr04
	LZ-120	PZL-101A	Bulgarian Aeroklub	trf	1974	Bill Austin Aircraft and Yacht Sales of Sparta, TN; sold to M & M Aircraft Inc. of Cape Coral, FL 14oct04; no CoFA by apr10; canx 12sep12
	N111BA N111BA N101K	PZL-101B PZL-101B PZL-101B	Bill Austin TX 92nd West Avn	rgd rgd	07may04 24apr06	export date 25aug69 but company closed 01oct69; possibly not delivered c/n not confirmed but registration mentioned in a maintenance record but registration was also known as an An-2 in 1969; later to SSA
11 9 260	LZ-GA006	PZL-101A	Texim	res	19jun13	nothing more known until sold by Avio Service, Plamen Petkov, Dobrich, Bulgaria on 18nov03 to Gesoco Industries Inc., Swanton, VT, USA; for sale on Gesoco web-site; sold by them 30apr04
	LZ-006 ? LZ-127	PZL-101A PZL-101A	ASP Bulgarian Aeroklub			Bill Austin Aircraft and Yacht Sales of Sparta, TN; sold to S. Diver of Georgetown current jan13, CoFR expiry 31jan14
11 9 261	LZ-GA007 LZ-007 ? LZ-121	PZL-101A PZL-101A PZL-101A	Texim ASP Bulgarian Aeroklub			export date 25aug69; factory photo shows yellow/black c/s with black 'Texim BULGARIA' titles and 'T' logo on fin; company closed 01oct69; possibly not delivered later to SSA
11 9 262	LZ-GA008 LZ-008 ?	PZL-101A PZL-101A	Texim ASP			released from maintenance 12feb71, as such in a maintenance planning document 27feb71; nothing more known since export date 05sep69 but company closed 01oct69; possibly not delivered later to SSA
						export date 25aug69 but company closed 01oct69; possibly not delivered later to SSA; w/o prior to 1974

11 9 263	LZ-GA009	PZL-101A	Texim			export date 05sep69; factory photo shows yellow/black c/s with black 'Texim BULGARIA' titles and 'T' logo on fin; company closed 01oct69; possibly not delivered
	LZ-009 ?	PZL-101A	ASP			later to SSA
11 9 264	LZ-129	PZL-101A	Bulgarian Aeroklub	trf	1974	nothing more known since
	LZ-GA010	PZL-101A	Texim			export date 05sep69 but company closed 01oct69; possibly not delivered
	LZ-010 ?	PZL-101A	ASP			later to SSA
	LZ-122	PZL-101A	Bulgarian Aeroklub	trf	1974	f/n Izgrev Kalimantsi 27jun93; seen 25jun92 at Varna-Kalamantsi airworthy, orange/white c/s; sold by Air Repair Kft of Hungary on 18may04 to Gesoco Industries Inc., Swanton, VT; for sale on Gesoco web-site in 2003; t/t 2,597 hours; sold by Gesoco 28jun04
11 9 265	N122LZ	PZL-101B	Bill Austin	rgd	01jul04	Bill Austin Aircraft and Yacht Sales of Sparta, TN
	N122LZ	PZL-101B	Gesoco Industries	rgd	15mar07	canx 19apr10 as exported to Canada
	LZ-GA011	PZL-101A	Texim			export date 05sep69 but company closed 01oct69; possibly not delivered
	LZ-011 ?	PZL-101A	ASP			later to SSA
	LZ-123	PZL-101A	Bulgarian Aeroklub			released from maintenance 10jul70, as such in a maintenance planning document 27feb71; nothing more known until sold by Air Repair Fft of Hungary on 18may04 to Gesoco Industries Inc., Swanton, VT, USA; sold by Gesoco 28jun04
	N123LZ	PZL-101B	Bill Austin	rgd	01jul04	Bill Austin Aircraft and Yacht Sales of Sparta, TN; CoFA issued 08jul04; badly damaged in forced-landing due to engine trouble near Chary, NY 31aug04; CoFR expired 31mar12; canx 07jun17
11 9 266	LZ-GA012	PZL-101A	Texim	mfd	05apr69	export date 05sep69 but company closed 01oct69; possibly not delivered
	LZ-012 ?	PZL-101A	ASP			later to SSA
	LZ-124	PZL-101A	Bulgarian Aeroklub	trf	1974	report Burgas-Sarafova 24jun92; nothing further known until offered for sale by Avio Service, Plamen Petkov of Dobrich on Toronto Auctions web-site feb05 with last flight given as 16jun98 t/t 1,871 hours 20 min; canx 30jan07
11 9 267	LZ-GA013	PZL-101A	Texim			export date 05sep69 but company closed 01oct69; possibly not delivered
	LZ-013 ?	PZL-101A	ASP			later to SSA
	LZ-131	PZL-101A	Bulgarian Aeroklub	trf	1974	undated black and white photos, plus photo 10apr04 at Sofia-Bozhurishte, in yellow c/s with white cheatline and white and black trim, no titles; offered for sale in damaged condition (fuselage was severely damaged during ground transport) by AvioServiceBG in 2007 with t/t 2,075 hours and 9,843 cycles
	HA-PZL (2)	PZL-101A	no titles			based at Gödöllő; in green/grey camo c/s with light blue undersides and red engine cowlings; offered for sale by Walt Air Kft. 03nov08/jun10 with t/t 2,075 hours; for € 25,900; l/n Gödöllő 19oct12; see c/n 21013; sold to South Africa early 2013; it is a composite airframe of various different ex MÉM Rep. Szolgálat PZL-101A's only the documents of c/s 119267 arrived from Bulgaria, the aircraft itself has never been in Hungary
11 9 268	ZU-PZL	PZL-101A	Chalmers Banks	rgd	02apr15	see remark with HA-PZL; as of 2019 resides at the owner's house near Howick without an engine
	LZ-GA014	PZL-101A	Texim			export date 05sep69 but company closed 01oct69; possibly not delivered
	LZ-014 ?	PZL-101A	ASP			later to SSA w/o prior to 1974
11 9 269	LZ-GA015	PZL-101A	Texim			export date 25aug69; factory photo, yellow/black c/s with black 'Texim BULGARIA' titles and 'T' logo on fin; company closed 01oct69; possibly not delivered
	LZ-015 ?	PZL-101A	ASP			later to SSA
	LZ-115	PZL-101A	Bulgarian Aeroklub	trf	1974	report Shumen 25jun92
	LZ-115	PZL-101A	Vointeh Ltd.	no	reports	canx 30jan07
11 9 270	LZ-GA016	PZL-101A	Texim			export date 25aug69 but company closed 01oct69; possibly not delivered
	LZ-016	PZL-101A	ASP		29jan71	c/n not confirmed; c/n not confirmed but registration mentioned in a maintenance record but registration was also known as an An-2 in 1969, also see date next line; later to SSA;
	LZ-116	PZL-101A	Bulgarian Aeroklub	trf	1974	released from maintenance 24mar70, as such in a maintenance planning document 27feb71
11 9 271	LZ-116	PZL-101A	Texim			c/n confirmed; report Sliven 24jun92; photo jul06, stored at Sliven
	LZ-GA017	PZL-101A	ASP			export date 16sep69 but company closed 01oct69; possibly not delivered
	LZ-017 ?	PZL-101A	Bulgarian Aeroklub	trf	1974	later to SSA
	LZ-130	PZL-101A	Bulgarian Aeroklub			in yellow c/s with white cheatline, no titles; f/n preserved in the Bulgarian Air Force Museum at Plovdiv-Krumovo 1991, l/n jun11/jun19, in excellent condition
11 9 272	LZ-GA018	PZL-101A	Texim			export date 15sep69 but company closed 01oct69; possibly not delivered
	LZ-018	PZL-101A	ASP		09oct70	c/n not confirmed but registration mentioned in a maintenance record but possibly was for an An-2 by that time; later to SSA
	LZ-125	PZL-101A	Bulgarian Aeroklub			in a maintenance planning document 27feb71 as earmarked for maintenance in 1971; c/n confirmed offered for sale on the internet by Gesoco in 2003 with t/t 1,479 hours; l/n may06
11 9 273	LZ-GA019	PZL-101A	Texim			export date 14oct69 but company closed 01oct69; not delivered
	LZ-019 ?	PZL-101A	ASP			later to SSA
	LZ-134	PZL-101A	Bulgarian Aeroklub	trf	1974	nothing more known since
11 9 274	LZ-GA020	PZL-101A	Texim			export date 25aug69 but company closed 01oct69; possibly not delivered
	LZ-020	PZL-101A	ASP		27oct70	c/n not confirmed but registration mentioned in a maintenance record; later to SSA
	LZ-135	PZL-101A	Bulgarian Aeroklub	trf	1974	c/n confirmed; photo 1991, orange/white c/s with blue cowlings; offered for sale on the internet by Gesoco in 2003 with t/t 3,292 hours, for \$ 46,500
	N135LZ	PZL-101A	Bill Austin	rgd	01jul04	Bill Austin Aircraft and Yacht Sales of Sparta, TN
	N135LZ	PZL-101A	Gesoco Industries	rgd	15mar07	canx 19apr10 as exported to Canada
11 9 275	LZ-GA021	PZL-101A	Texim			export date 05sep69 but company closed 01oct69; possibly not delivered
	LZ-021	PZL-101A	ASP			c/n not confirmed; released from maintenance 13sep70, as such in a maintenance planning document 27feb71; later trf to SSA
	LZ-117	PZL-101A	Bulgarian Aeroklub	trf	1974	in orange/white c/s with blue cowlings; c/n confirmed; l/n as such Kazanlyk-Kalvacha 24jun92; seen Stara Zagora 30sep05, in yellow c/s with white cheatline and white and black trim, no titles; l/n Kazanlyk-Kalvacha 20jun09, airworthy
11 9 276	LZ-GA022	PZL-101A	Texim			export date 16sep69 but company closed 01oct69; possibly not delivered
	LZ-022 ?	PZL-101A	ASP			later to SSA
	LZ-137	PZL-101A	Bulgarian Aeroklub	trf	1974	nothing further known until sold by Air Repair Kft. of Hungary; offered for sale on the internet by Gesoco in 2003 with t/t 3,623 hours, for \$ 47,500
	N137LZ	PZL-101A	Bill Austin	rgd	01jul04	Bill Austin Aircraft and Yacht Sales of Sparta, TN; CoFA issued 14feb05
	N137LZ	PZL-101A	Yakkin 2 Inc.	rgd	16jul09	Yakkin 2 Inc. of Lewes, DE; application filed already 16feb08; seen Lakeland, FL 27mar12, immaculate all brown c/s, red star on fuselage and red wing tip, black registration, for sale; l/n Auburn-Opelika Airport 11mar13
11 9 277	LZ-GA023	PZL-101A	Texim			export date 25aug69 but company closed 01oct69; possibly not delivered
	LZ-023	PZL-101A	ASP			later SSA; w/o prior to 1974; c/n not confirmed but registration mentioned in a maintenance record 30jun70
11 9 278	LZ-GA024	PZL-101A	Texim			export date 15sep69 but company closed 01oct69; possibly not delivered
	LZ-024 ?	PZL-101A	ASP			later to SSA
	LZ-136	PZL-101A	Bulgarian Aeroklub	trf	1974	nothing further known until sold by Avio Service; Playmen Petkov, Dobrich to Gesoco Industries Inc., Swanton, VT, USA on 09oct03; for sale on Gesoco web-site in 2003 with t/t 3,096 hours
	N5328H	PZL-101A	Gesoco Industries	rgd	23mar04	canx 19apr04 on sale to Victoria Air Maintenance, Sidney, BC, Canada
	C-FGAW	PZL-101A	Victoria Air Main.	rgd	29oct08	more than 4 years after import !!; photo YYJ 31oct08, all-yellow c/s, turquoise trim
	C-FGAW	PZL-101A	Alcantara Outfitt.	rgd	12dec08	Alcantara Outfitting Ltd. of Fort Smith, NWT; f/n YYJ 04sep08, in yellow c/s with turquoise trim; still without registration; f/n with registration YYJ 31oct08; seen YZF 31may10, in all-yellow c/s without any markings apart from registration; still as such Fort Smith 04nov10
11 9 279	LZ-GA025	PZL-101A	Texim			export date 16sep69 but company closed 01oct69; possibly not delivered
	LZ-025 ?	PZL-101A	ASP			later to SSA
	LZ-128	PZL-101A	Bulgarian Aeroklub			released from maintenance 13oct70, as such in a maintenance planning document 27feb71; w/o Plovdiv prior to 1992; photo of wreck Plovdiv 23jun92, orange/white c/s; reportedly moved to the nearby Bulgarski Vozdushni Voiski Muzeum by feb93 and reported still there jul03
11 9 280	SP-WFA	PZL-101A	Zaklad Uslug Agro.	rgd	11may72	ex storage at the factory ?; canx 03nov80 after accident
11 9 281	SP-WBA (2)	PZL-101A	WSK Okecie	rgd	05may70	an undated black and white photo shows it spraying in east Africa; canx 26may77 after an accident; see c/n 119320
11 9 282	HA-PYA	PZL-101A	MÉM Rep. Szolgálat	rgd	12feb70	photo Kaposvar-Kaposújlak 1979, yellow/black c/s; crashed 22may83 Kaposvar-Kaposújlak airfield whilst towing SZD-30 Pirat glider HA-4405
11 9 283	SP-WBB (2)	PZL-101A	WSK Okecie	rgd	05may70	accident 27aug78 in Egypt; an undated black/white photos of an accident presumably show this incident; canx 28nov78; see c/n 119322
11 9 284	SP-WBC	PZL-101A	WSK Okecie	rgd	05may70	later Zaklad Uslug Agrolotniczych; an undated black and white shows it spraying in East Africa; canx 25aug79 as wfu
11 9 285	SP-WBD	PZL-101A	WSK Okecie	rgd	05may70	later Zaklad Uslug Agrolotniczych; canx 05nov83 as wfu
11 9 286	SP-WBE	PZL-101A	WSK Okecie	rgd	05may70	later Zaklad Uslug Agrolotniczych; canx 14jul78, wfu due to corrosion
11 9 287	SP-WFB	PZL-101A	Zaklad Uslug Agro.	rgd	28apr72	ex storage at the factory ?; hit power-lines at Goklap and destroyed prior to inspection 26may73 and canx 15sep73
11 9 288	SP-WFC	PZL-101A	Zaklad Uslug Agro.	rgd	28apr72	ex storage at the factory ?; canx 30nov84 as wfu
11 9 289	SP-WFD	PZL-101A	Zaklad Uslug Agro.	rgd	28apr72	ex storage at the factory ?; photo 1972, orange/cream c/s; canx 28sep73 after accident
11 9 290	SP-WFE	PZL-101A	Zaklad Uslug Agro.	rgd	05may72	ex storage at the factory ?; canx 30nov84 as wfu
11 9 291	HA-PYB	PZL-101A	MÉM Rep. Szolgálat	rgd	12feb70	photo Budaörs 1979, yellow/black c/s; involved in accident aug84
11 9 292	HA-PYC	PZL-101A	MÉM RSZ	rgd	12feb70	Mezőgazdasági és Élelmiszerügyi Minisztérium Repülőgépes Szolgálat (Ministry of Agriculture Aviation Service); initially in yellow c/s with black trim, no titles; photo as such at Budaörs in 1979; possibly trf to A.F.I.T. 02jun82; repainted in yellow c/s with light blue cheatlines and trim, no titles; photo as such at BUD in 1989
	HA-PYC	PZL-101A	Ballar et alia	trf	unknown	opb MÉM RSZ; in registers nov97/apr02; in yellow c/s with light blue cheatlines and trim, no titles; f/n Dunakeszi oct00; l/n Dunakeszi jul01
	HA-PYC	PZL-101A	I. Varga et alia	trf	unknown	opb MÉM RSZ; in register feb03; in yellow c/s with blue cheatline and trim, no titles; f/n Dunakeszi 14jun03; l/n Dunakeszi 16jun04
	HA-PYC	PZL-101A	Agro-Aero 2000	Dun	21jul05	Agro-Aero 2000 Repülőgépes Kereskedelmi és Szolgáltató Kft.; in yellow c/s without cheatline, no titles
	HA-PYC	PZL-101A	Kobo-Coop '96 Kft.	trf	unknown	owned by Régio Credit Zrt. of Eger; in yellow c/s without cheatline, no titles; l/n complete Dunakeszi 28mar10; CoFA expired 16apr11, but still current on register 07dec16; stored without engine at Bony, seen jun12/aug17; canx 22nov17 as CoFA expired 16apr11; photo 12aug18, preserved on poles at Veszprém in 'Zebra' c/s without registration; l/n 22may22; current on register 02nov23

11 9 293	HA-PYD	PZL-101A	MÉM Rep. Szolgálat	rgd	12feb70	canx 31dec79 possibly afteran accident
11 9 294	HA-SBL	PZL-101A	Mag. Honvédelmi Sz	rgd	09jul69	Magyar Honvédelmi Szövetség (Hungarian Defence Association); on an undated photo in dark green c/s with red trim and the registrations in white fields
	HA-SBL	PZL-101A	Magyar Repülő Szöv	trf	1990 ?	Magyar Repülő Szövetség (Hungarian Aeronautical Association)
			Csepel AC	trf	unknown	owner and operator given in registers nov97/feb03; in yellow c/s with light blue cheatlines and trim, no titles; f/n Farkashegy 16jun96; CoFA expired 30nov00; l/n Budaörs 02jul03, stored
	HA-SBL	PZL-101A	Goldtimer Alapít.	Dun	07apr07	Goldtimer Alapítvány; in yellow c/s with red trim but without cheatlines, no titles; owned and operated by Multi Busz Service Kft. of Budapest as of 2016/nov23; l/n Dunakeszi 30oct21; current on register 02nov23
11 9 295	HA-SBM	PZL-101A	Mag. Honvédelmi Sz	rgd	01aug69	Magyar Honvédelmi Szövetség (Hungarian Defence Association); an 'early' undated photo shows a dark green (almost black) c/s with light blue undersides and the registration on large white rectangles; repainted in yellow c/s with light blue cheatlines and trim; photo as such at Gyöngyös in 1980
	HA-SBM	PZL-101A	Békés Repülőklub	trf	1990 ?	Békés Megyei Repülőklub (Flying Club of the Békés county); opb Mezőgazdasági és Élelmezésügyi Minisztérium Repülőgépes Szolgálat (Ministry of Agriculture Aviation Service), listed as such e.g. mar05; in registers nov97/feb03; in yellow c/s with light blue cheatlines and trim; seen as such Békéscsaba 28jul01; CoFA expired 25apr03
	HA-SBM	PZL-101A	Techn. University	Bek	12apr07	Műegyetemi Sportrepülő Egyesület (Sportflyers Association of the Technical University); based at Békéscsaba; rebuilt in 2007; offered for sale by János Antalfay 14feb08 with t/t 5,280 hours and 23,280 cycles, for \$ 38,000
	HA-SBM	PZL-101A	Avia-Rent Kft.	rgd	unknown	owned by Meti-Légszavár Kft. of Békéscsaba; in white c/s with black cheatline and trim, no titles; f/n Békéscsaba 12aug13; l/n Békéscsaba 28may16; current on register 07dec16, with a current CoFA; canx before nov23
11 9 296	HA-SBN	PZL-101A	Mag. Honvédelmi Sz	rgd	19jul69	photos jul85 Dunakeszi, in yellow/red c/s
	HA-SBN	PZL-101A	MÉM Rep. Szolgálat	Far	2001	photo Hármashatárhegy jul94, light grey/green c/s; l/n Hármashatárhegy jun96; current in register nov97; Műegyetemi Sportrepülő Egyesület (Sportflyers Association of the Technical University); in light grey c/s with light green cheatline and dark green trim, no titles; l/n Hármashatárhegy 15jun06, in good condition; seen again Hármashatárhegy sep11, all-white c/s, just registration and fin flash, in excellent condition; sold to Belarus mar12; canx but date unknown
	HA-SBN	PZL-101A	Techn. University			in all-white c/s, no titles; l/n Maladitsna-Khozhevo 06jul20
11 9 297	EW-382LL	PZL-101A	privately owned	ph.	29sep13	opb Magyar Honvédelmi Sz.; dates ?; photo Őcsény 31jul92, in yellow c/s with light blue cheatline and trim, 'SHELL' symbol on rudder; sold in 1997; l/n LAL 06apr97; sold via Zoltan Veres to Gesoco Industries of Swanton, VT (USA)
	HA-SBO	PZL-101A	Mag. Honvédelmi Sz	rgd	10jul69	photos 'Sun n'Fun', LAL 1997 in full old Hungarian c/s and rgd with tiny N128GC on the fin and 'EXPERIMENTAL' inscription under cabin windows; seen Lakeland 06apr97
	HA-SBO	PZL-101A	Őcsényi AC			
	N128GC	PZL-101A	Gesoco Industries	rgd	31oct96	reported at Corinth airshow 11jun00
	N128GC	PZL-101A	R.F. Anderson	rgd	19feb99	in fantasy camo c/s with checkerboard engine cowling and yellow fin, Red Star on fuselage, coded '69'
	N69NV	PZL-101A	R.F. Anderson	rgd	24apr99	yellow and 'NV' yellow, had Yak-12 ! titles; possibly sold in 1999
	N69NV	PZL-101A	George Coy, VT			in all-black c/s with yellow trim, Red Star on fuselage, Hammer and Sickle on fin, coded "69" yellow; offered for sale on the internet by YAK North America; badly damaged 25mar07 when had to force-land at Spicewood, TX, due engine failure; canx 15nov07
	N69NV	PZL-101A	Charles Connally	rgd	07oct03	export date 15sep69 but company closed 01oct69; not delivered ?
11 9 298	LZ-GA026	PZL-101A	Texim			later SSA
	LZ-026 ?	PZL-101A	ASP			photo Varna-Kalimantsai 25jun92, orange/white c/s, blue cowling, airworthy; canx 30jan07; believed on overhaul Kaposvár-Kaposújlak 2008
	LZ-133	PZL-101A	Bulgarian Aeroklub	trf	1974	Aeroklub Warszawa; accident prior to inspection 10aug73 and canx 18sep73
11 9 299	SP-CKP	PZL-101A	Aeroklub PRL	rgd	23dec69	in white/yellow c/s with blue cheatline, blue and red trim, 'Aeroklub' badge on fuselage
11 9 300	SP-CKR	PZL-101A	Aeroklub PRL	rgd	23dec69	in yellow c/s with red cheatline and trim, with small 'Warta' titles; l/n Pruszcz Gdanski 13apr03; dbr 25aug03 when ditched in the Baltic, never rebuilt; canx 03apr07; wreck seen Pruszcz Gdanski 18oct08
	SP-CKR	PZL-101A	Aeroklub Gdansk	Pru	29mar03	
11 9 301	SP-RXI	PZL-101A	Zespól Lotn.Sanit.	rgd	27nov69	in standard yellow/red c/s with red cheatline and trim, no titles; l/n QYO 27oct04; see c/n 30033; CoFA expired 26apr05; canx 19mar09
	SP-CEA	(2) PZL-101A	AK Warm.-Mazurski	QYO	28apr96	wfu apr88 with 2278 hours flown and canx 13may88
11 9 302	SP-RXK	PZL-101A	Zespól Lotn.Sanit.	rgd	27nov69	
11 9 303	SP-RXL	PZL-101A	Zespól Lotn.Sanit.	rgd	27nov69	
	SP-RCL	PZL-101A	Aeroklub PRL	rgd	23feb81	
	SP-RCL	PZL-101A	Aeroklub Polski	Zmm	29sep96	
	SP-RCL	PZL-101A	AK Ziemi Zamojsk.	rgd	24nov03	opb AK Ziemi Zamojskiej; initially in white/red c/s with small 'POLISA' titles; l/n as such Zamosc-Mokre 25aug98; seen Zamosc-Mokre 18aug99 in white/green c/s with 'SWIC' badge on fin and wings
	SP-RCL	PZL-101A	AK Ziemi Zamojsk.	rst	early14	CoFA expired 24may08; f/n Zamosc-Mokre 15may09, probably wfu; canx 18feb11
	SP-RXM	PZL-101A	Zespól Lotn.Sanit.	rgd	27nov69	f/n Zamosc-Mokre 11aug20; l/n Ketrzyn 04aug24, active
11 9 304	SP-RCM	PZL-101A	Aeroklub PRL	rgd	27jun77	undated photo, blue/white c/s with red cross on tail and fuselage
	SP-RCM	PZL-101A	AK Leszczynski ?	rgd	17aug98	Aeroklub Leszno; later rgd to AP
11 9 305	SP-WAI	PZL-101A	WSK Okecie	rgd	22aug69	at Leszno-Strzyzewice; in yellow c/s with red cheatline and trim, no titles, 'L' on fin; CoFA expired 02feb02; canx 03apr07 as sold
11 9 306	SP-WAK	PZL-101A	WSK Okecie	rgd	22aug69	later Zaklad Uslug Agrolotnicznych; on a black and white photo in late 1969/early at 1970 Kosti (Sudan) with ag-gear; had an accident prior to the inspection date 24jan72; canx 24oct72
11 9 307	SP-WAL	PZL-101A	WSK Okecie	rgd	22aug69	later Zaklad Uslug Agrolotnicznych; canx 25aug79 as wfu; see SP-WAK with unknown c/n
11 9 308	SP-WAM	PZL-101A	WSK Okecie	rgd	22aug69	later Zaklad Uslug Agrolotnicznych; canx 01oct77 after accident
11 9 309	SP-WAN	PZL-101A	WSK Okecie	rgd	22aug69	later Zaklad Uslug Agrolotnicznych; canx 05nov83 as wfu
11 9 310	SP-WAO	PZL-101A	WSK Okecie	rgd	22aug69	later Zaklad Uslug Agrolotnicznych; accident prior to inspection 01dec76; canx 15dec76
11 9 311	SP-WAP	PZL-101A	WSK Okecie	rgd	13aug69	later Zaklad Uslug Agrolotnicznych; accident prior to inspection 24jan72; canx 24oct72
11 9 312	SP-WAR	PZL-101A	WSK Okecie	rgd	22aug69	later Zaklad Uslug Agrolotnicznych; accident 23jul70 Kafr El Is, Egypt but not canx until 04oct72
						later Zaklad Uslug Agrolotnicznych; on an undated black and white photo in east Africa; canx 25apr74 after an accident
11 9 313	SP-WAS	PZL-101A	WSK Okecie	rgd	22aug69	later Zaklad Uslug Agrolotnicznych; had an accident prior to the inspection 24jan72; canx 24oct72
11 9 314	SP-WAT	PZL-101A	WSK Okecie	rgd	22aug69	later Zaklad Uslug Agrolotnicznych; canx 05dec74 after accident
11 9 315	SP-WAU	PZL-101A	WSK Okecie	rgd	22aug69	later Zaklad Uslug Agrolotnicznych; on an undated black and white photo in east Africa; had an accident prior to the inspection 24jan72; canx 24oct72
11 9 316	SP-WAX	PZL-101A	WSK Okecie	rgd	29aug69	later Zaklad Uslug Agrolotnicznych; accident prior to inspection 24jan72; canx 24oct72
11 9 317	SP-WAW	PZL-101A	WSK Okecie	rgd	22aug69	later Zaklad Uslug Agrolotnicznych; undated photo in east Africa; accident 25jul70 at El Shidi, Egypt but not canx until 24oct72
11 9 318	SP-WAZ	PZL-101A	WSK Okecie	rgd	13aug69	later Zaklad Uslug Agrolotnicznych; canx 02mar78 after accident
11 9 319	SP-WBF	PZL-101A	WSK Okecie	rgd	14may70	later Zaklad Uslug Agrolotnicznych; accident 19aug72; canx 30dec72
11 9 320	SP-WAY	PZL-101A	WSK Okecie	rgd	13aug69	later Zaklad Uslug Agrolotnicznych; accident 08sep76; canx 18apr77
11 9 321	SP-WBA	PZL-101A	WSK Okecie	rgd	15oct69	canx 03mar70; see c/n 119281
(1)	OE-AUF	PZL-101A	Agrarflug Glück	rgd	1970	Agrarflug Alfred Glück of Wagram; see c/n 74131 re photo notes; canx nov70
	SP-WBH	PZL-101A	WSK Okecie	rgd	20apr71	later Zaklad Uslug Agrolotnicznych; canx 01oct77 after accident
11 9 322	SP-WBB	PZL-101A	WSK Okecie	rgd	15oct69	canx 03mar70; see c/n 119283
(1)	OE-AUG	PZL-101A	Agrarflug Glück	rgd	1970	Agrarflug Alfred Glück of Wagram; on a black and white photo at VIE 07may70 in standard yellow/black (?) c/s alongside OE-AUE; see c/ns 74131 and 119321; canx nov70
	SP-WBI	PZL-101A	WSK Okecie	rgd	20apr71	later Zaklad Uslug Agrolotnicznych; involved in accident 30jul72; canx 30dec72
11 9 323	SP-WBG	PZL-101A	WSK Okecie	rgd	05may70	canx 03feb78 as wfu
11 9 324	SP-WEB	PZL-101A	WSK Okecie	rgd	26oct71	photo in the 1970s in white c/s with orange trim, no titles
	SP-WEB	PZL-101A	PLPHSR "Agroma"	rgd	07jul72	undated black and white photo showing aircraft spraying
	SP-WEB	PZL-101A	Aeroklub PRL	rgd	unknown	Aeroklub Lodzki; rgd to Aeroklub Lodzki later; photos Lodz 22sep96 and 04may98 standard yellow/red c/s 'elf' logo on cowling; photos Czestochowa-Rudniki 14jul02, all-white c/s with red trim; CoFA expired 06jul04; canx 11mar08; seen Radom 29may08, in all-white c/s, no titles
	SP-YEB	PZL-101A	Aeroklub PLL LOT	rgd	18jun09	f/n Radom 21jun09, in white c/s with red trim, no titles, with black 'Specjalny' on cabin door (this is simply the category, 'Special' = SP-Y**); l/n Radom-Piastow 08oct10; current CoFA mar11; crashed near Radom 16jun12 after having released a glider, canx 27aug12
11 9 325	OE-AFB	PZL-101A	Agrarflug Glück	rgd	15feb72	Agrarflug GmbH, Leopoldsdorf
	OE-AFB	PZL-101A	Agrarflug GmbH	rgd	jul72	Landflug H. Horschgl, Leopoldsdorf mar76; to Land-und Forstflug GmbH, Leopoldsdorf jan81; canx apr88 as wfu; reported outside at Leopoldsdorf 19jul94, stored/delrect; photo 29aug00 shows it in very bad condition in in yellow c/s with black trim; to Schwechat aug03 for spares use; frame only seen in the museum at Schwechat 27jul10; l/n 12oct11, assembled but derelict outside the Austrian Aviation Museum at Vienna-Schwechat
	OE-AFB	PZL-101A	L'flug H. Horschgl	rgd	mar76	

PZL-101s with unknown construction numbers

---	LZ-4001	PZL-101	Agricultural Avn			opb Ruse detachment (otryad); last flight before being taken out of service for maintenance 01apr70, in a maintenance planning list 27feb71 as awaiting spare parts; seen Nikolovo/Ruse 24jun74
---	LZ-4005	PZL-101	Agricultural Avn			opb Ruse detachment (otryad); seen Ruse 29apr73
---	LZ-4006	PZL-101	Agricultural Avn			opb Ruse detachment (otryad); seen 14feb72 and Yasenovets 26oct72
---	LZ-4008	PZL-101	Agricultural Avn			opb Ruse detachment (otryad); seen Svalenik 27jun72 and Bazan/Ruse 21oct74
---	LZ-4009	PZL-101	Agricultural Avn			last flight before being taken out of service for maintenance 18feb70, in a maintenance planning list 27feb71 as awaiting spare parts
---	LZ-4020	PZL-101	Agricultural Avn			opb Ruse detachment (otryad); damaged 15jul74 on approach to Yasenovets when the engine failed and the aircraft hit trees, the pilot escaped unhurt
---	LZ-4024	PZL-101A	Agricultural Avn			opb Ruse detachment (otryad); seen Ruse 29sep72
---	LZ-4026	PZL-101	Agricultural Avn			opb Ruse detachment (otryad); seen Yasenovets 27oct74
---	no reg	PZL-101		RVH	24jul04	in orange/white c/s with blue cowling, no titles; Bulgarian flag on the fin and LZ- prefix still visible on top and below the wings
---	RF-01009	PZL-101	privately owned	RVH	13may06	in cream c/s with brown trim, no titles, carried no external registration and this registration was a Yak-18T before and also seen as an An-28 at the same location, RVH, the next day !

---	FLARF02212	PZL-101A	privately owned	RVH	05oct05	in white/red c/s, in good condition imported into Russia in winter 2013 and rebuilt at Chita-Kashtak in 2013/15; designated "SokhAch-12" after rebuild; in yellow c/s with dark red belly and trim, a dark red elk on the fuselage and a dark red disc on the fin; f/f 20oct15 from Chita-Kashtak; l/n Chita-Kashtak 28oct15
---	no reg	PZL-101	Gennadi Sokhach	mfd	1962	
	RA-2417G	PZL-101	Gennadi Sokhach	rgd	10feb15	in register as SokhAkh-12 YeEVS.03.3018; in yellow c/s with dark red belly and trim, 'SOKHACH' titles, a dark red elk on the fuselage and a dark red disc on the fin; f/n Chita-Kashtak 20may17; l/n Chita-Kashtak 21aug22
---	RA-0271G	PZL-101A	F.R. Kondratyev	rgd	28oct08	in register as ARG-101 YeEVS.02.0071; rebuild date 11dec04; registration painted on as 'RA-0271'; initially in grey c/s with red trim, no titles, l/n as such Borki 24dec05; CofA expired 24aug06; seen Bolshoye Gryzlovo 20may09 with 'Zulu' titles and without the 'G' suffix in the registration; repainted in white c/s with red trim, no markings whatsoever; f/n as such Vatulino 07feb10; l/n Novinki 10jul12; new CofR issued 16mar15; current on register 17may19
---	RA-0276G	PZL-101	O.Yu. Klokova	rgd	22may06	in register as ST-22 YeEVS.02.0059; rebuild date 10oct04; opb Nevski aeroklub at Gostilitsy; in beige c/s with brown trim, no titles; f/n RVH 05aug06; seen Kummulovo 09jun11 with the registration painted on the right side only; current on register 17may19
---	RA-2427G	PZL-101	privately owned	rgd	11mar15	in register as YeEVS.03.2945; in white c/s with blue cheatline and blue and red trim, no titles; f/n Novorossiysk 16oct16; current on register 17may19
---	RA-2593G	PZL-101A	privately owned	rgd	30sep15	in register as PZL-101AV YeEVS.03.3193; current on register 17may19
---	RA-3388G	PZL-101A	privately owned	rgd	22nov19	in register as YeEVS.04.1115
---	LZ-...	PZL-101	not known	w/o	01aug68	when crashed at Sliven, pilot killed
---	LZ-...	PZL-101	not known	w/o	22jun70	when crashed at Ruse, pilot killed
---	LZ-...	PZL-101	not known	w/o	05nov70	when crashed at Ruse, pilot killed
---	'SP-WAK'	PZL-101A		ph.	24aug11	c/n quoted as c/n 63119, but probably just incorporated some assemblies of c/n 63119 which is actually still active as SP-YFD; arrived in these fake markings in Muzeum Lotnictwa Polskiego at Kraków 24aug11, l/n aug24; see c/n 119306
---	UN-LA114	PZL-101	privately owned		photo	with UN-, not UP-, prefix
---	UN-LA115	PZL-101	privately owned		photo	with UN-, not UP-, prefix; type painted on as 'Yak-12M', but has got external extra wing tanks and looks like a PZL-101; initially in yellow c/s; repainted in white/blue/grey with the inscription 'Finiks' and a logo on the fin, type still painted on as 'Yak-12M'; as such on a photo uploaded on the internet 21dec09