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Ilyushin Il-12

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

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

Limited exports were achieved, at that time of course only to 'friendly' countries, and both Poland and Czechoslovakia took delivery of small fleets for their national airlines starting in 1949. The Romanian government also purchased an II-12 which eventually saw out its days with Tarom. China was another customer and kept the type in service longer than any other country. Whilst Aeroflot is believed to have withdrawn the type in 1965, the Chinese state airline CAAC was found to be still flying one in 1985, and a group of enthusiasts visiting China in 1987 made the amazing discovery of over twenty military examples stored in a walled compound at Yichang. Production was centred on Factory # 30 at Moscow-Khodynka (named "Znamya Truda", Banner of Labour). The total number built is 663, which comprised five test aircraft and 658 production models; 183 built in 1947, 258 in 1948 and 217 in 1949. Those II-12s not destined for Aeroflot or export almost certainly saw service with the Soviet Air Force. The II-12D assault version which was equipped with 37 canvas seats rather than the normal 27 airline seats. This version could also be equipped to take a 3 tonne load or 16 stretcher cases.

There are no extant flying II-12s. Museum and preserved exhibits can be found at Monino in Russia, Lugansk and near Donetsk in Ukraine and in the China Aviation Museum at Shahezhen AFB (near Beijing). An instructional airframe can also still be found at the Tianjin Technical School. Of the first aircraft built, the five figure construction number probably indicates the

Of the first aircraft built, the five figure construction number probably indicates the factory number (30) and the sequence number of the aircraft. In 1948, this system was changed to the more common construction number system we know, showing year of anufacture, factory number (30), the batch number and number in the batch.

Later in 1948 it seems the system was again changed, showing year of manufacture, factory number (30), additionally an internal product code on the later built versions (izdeliye 1 for the II-2B and izdeliye 3 for the II-12D) followed by the batch number and number in the batch.

In some cases with both II-12 and II-14 the construction number was painted on the leading edge of the wing(s).

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

1 ?	no reg	II-12	Ilyushin OKB	f/f	15aug45	first prototype; powered by two ACh-31 diesel engines; ground trials started 08jun45, taxi trials started
1t	CCCP-N561	II-12D	Polyarnaya Aviats.	mfd	1953	12jul45; received two ASh-82FN engines in late 1945, f/f with them 09jan46; underwent state trials with AFL/GosNII GVF 01jul/16sep46 (64 hours and 52 cycles) mfd and c/n as such in register, so the first prototype ? (mfd could be a modification date); cargo version; in natural metal c/s; opb MAGON from 24jan51; took part in the 3rd and 4th Soviet Antarctic expeditions (KAE) in 1957/59; f/n aboard the research vessel M/V "Ob" 27sep57; damaged 16jan58 when the nose gear hit a pot-hole and collapsed while taxiing; repaired; photo at ice station Komscomolskaya (Antarctica)
2 ?	CCCP-04251	II-12D II-12	AFL/Polar Ilyushin OKB	trf mfd	10feb60 1945	took part in the 5th and 6th Soviet Antarctic expeditions in 1959/61; canx 31aug61 as worn-out static test airframe
662 71 12		W7 # 20			D	of Labourt) at Massaur Khadurka from 1047 to 1040
003 11-12	DUIIT DY MI	<u>MZ # 30</u>	<u>Znamya Trud</u>	<u>a</u> (Banner	<u>of Labour') at Moscow-Khodynka from 1947 to 1949</u>
30 001	not known	II-12	AFL/Moscow	h/o	early47	opb 1-ya Moskovskaya aviagruppa at VKO for service trials; took part in the air parade above Moscow's Red Square 01may47
30 002	not known	II-12	AFL/Moscow	h/o	early47	opb 1-ya Moskovskaya aviagruppa at VKO for service trials; took part in the air parade above Moscow's Red Square 01may47
30 003	not known	II-12	AFL/Moscow	h/o	early47	opb 1-ya Moskovskaya aviagruppa at VKO for service trials; took part in the air parade above Moscow's Red Square 01may47
30 004	not known	II-12	AFL/Moscow	h/o	early47	Red Square Oshavsaya aviagruppa at VKO for service trials; took part in the air parade above Moscow's Red Square 01may47
30 005	not known	II-12	AFL/Moscow	h/o	early47	Red Square Otmay47 opb 1-ya Moskovskaya aviagruppa at VKO for service trials; took part in the air parade above Moscow's Red Square Otmay47
30 006	CCCP-L1300	II-12P	AFL/Georgia-TBS	rgd	1947	Keu Square offinay47
	CCCP-L1300	II-12P	AFL/Ukraine	trf	15jun51	
30 007	CCCP-L1300 CCCP-L1301	II-12P II-12P	AFL/West SibOVB Aeroflot	trf rgd	unknown 1947	new documents issued 28may55; canx 07aug56 as worn out photo exists; canx 07jun54 as worn out; trf to the Kiev Aviation Institute (KAI) as a ground instructional
			Actonoc	rgu	1347	airframe
30 008	CCCP-L1302	II-12P	AFL/Georgia-TBS	rgd	1947	f/n Khodynka 07jul47
	CCCP-L1302 CCCP-L1302	II-12P II-12P	AFL/West Siberia AFL/Aktyubinsk FS	trf trf	10jun51 13feb58	canx the same day as 'for display'
30 009	CCCP-L1302	II-12P	AFL/West Siberia	rgd	1947	can's the same day as for display
	CCCP-L3908	II-12P	AFL/West Siberia	rgd	31dec54	canx 06jan59 as worn out
30 010	CCCP-L1304	II-12P	AFL/West Siberia	rgd	1947	canx 29jul58 as worn out
30 011	CCCP-L1305 CCCP-L1305	II-12P II-12P	AFL/West Siberia AFL/Urals	rgd trf	1947 22dec59	photo sep59
	CCCP-01305	II-12P	AFL/Urals	ph.	1965 ?	flying over Sochi; canx 12jul61 ? (last digit of the year difficult to read) as worn out
30 012	CCCP-L1306	II-12P	AFL/Georgia	rgd	1947	
	CCCP-L1306 CCCP-L1306	II-12P II-12P	AFL/West Siberia AFL/Ukraine	trf trf	unknown unknown	canx 06jan59 as worn out
30 013	CCCP-L1306 CCCP-L1307	II-12P II-12P	AFL/Northern-LED	toc	21aug47	opb 1 LOAO; undertook test flights with SibNIA in 1948; trf to SibNIA 20sep57 (probably for fatigue trials)
30 014	CCCP-L1308	II-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1308	II-12P	AFL/East Siberia	trf	unknown	probably opb 134 ATO; w/o 05apr52; canx 12may52
30 015	CCCP-L1309 CCCP-L1309	II-12P II-12P	AFL/Moscow AFL/East Siberia	mfd trf	28feb47 unknown	opb 1-ya Moskovskaya aviagruppa opb 134 ATO; w/o 18dec57 on the leg from Khabarovsk to Magdagachi of a flight from Khabarovsk to Moscow when the rudder was damaged by strong winds after the aircraft was loaded and taxiing to the runway at Khabarovsk, the rudder failed half an hour after take-off, the aircraft went out of control, crashed into the wooded north-western slope of Mt. Poktoi 30 km west of Birobidzhan and burnt out, all 5
30 016	CCCP-L1310	II-12P	AFL/Ukraine	rad	1947	crew and 22 passengers killed; wreck found only jun58; t/t 10,436 hours; canx 10may58
50 010	CCCP-L1310	II-12P	AFL/West Siberia	Övn	27sep54	reported in the accident report of II-12 CCCP-L1365
	CCCP-L1310	II-12P	AFL/Turkmenistan	trf	14jul59	
30 017	CCCP-01310 CCCP-L1311	II-12P II-12P	AFL/Turkmenistan AFL/ShVLP	rgd	unknown 1947	canx 19oct61 as worn out Advanced Flying Training College
30 017	CCCP-L1311 CCCP-L1311	II-12P II-12P	AFL/SIVLP AFL/Turkmenistan	rgd trf	12dec50	Advanced Flying Training College
	CCCP-L1311	II-12P	AFL/East Siberia	trf	unknown	probably opb 134 ATO
	CCCP-01311	II-12P	Aeroflot	rgd	unknown	canx 02dec59 as worn out
30 018 30 019	CCCP-L1312 CCCP-L1313	II-12P II-12P	AFL/West Siberia AFL/Moscow	rgd rgd	1947 1947	w/o 26apr52; canx 22jul52 (confirmed 04sep52) opb 1-ya Moskovskaya aviagruppa; w/o 29mar51, details unknown; canx 14apr51
30 020	CCCP-L1314	II-12P	AFL/Azerbaijan	rgd	1947	
	CCCP-L1314	II-12P	AFL/West Siberia	trf	01sep51	
	CCCP-L3924 CCCP-L3924	II-12P II-12P	AFL/West Siberia AFL/Urals	rgd trf	31mar55 22dec59	
	CCCP-01363	II-12P	AFL/Urals-SVX	ui	22jan60	canx 12sep60 as worn out
30 021	CCCP-L1315	II-12P	AFL/Azerbaijan	rgd	1947	dbr, details unknown; canx 29may54
30 022	CCCP-L1316 CCCP-01316	II-12P II-12P	AFL/Far East-KHV AFL/Far East-KHV	rgd	1947 1958	new documents issued 05nov54 canx 03jan61 as worn out
30 023	CCCP-01316 CCCP-L1317(1)	II-12P II-12P	AFL/Far East-KHV AFL/Moscow	rgd	1958	opb 1-ya Moskovskaya aviagruppa; w/o 1947 on take-off from VKO when an engine failed (probably due to
30 024	CCCP-L1318	II-12P	AFL/Kazakhstan-ALA	rgd	1947	bad maintenance), the aircraft lost speed and crashed; canx 01jul47; see c/n 93033802 new documents issued 14aug54
	CCCP-01318	II-12P	AFL/Kazakhstan-ALA	rgd	unknown	canx 11jun59 as worn out
30 025 30 026	CCCP-L1319 CCCP-L1320	II-12P II-12P	AFL/West Siberia AFL/Kazakhstan	rgd rgd	1947 1947	w/o, details unknown; canx 23may51 opb 151 AO; w/o 05dec54 on the leg from Alma-Ata to Karaganda of a flight from Alma-Ata to Moscow when the left engine developed a malfunction (due to bad maintenance) during the initial climb at a height of some 100 metres, as the aircraft lost height and speed the captain decided to make an emergency landing at the military airfield at Pervomaiski (4.5 km north-west of Alma-Ata airport), but the aircraft hit a building, several trees and two telegraph poles on final approach, crash-landed wheels-up and ran into another building, 1 of the 5 crew killed and the other 4 crew plus 2 of the 14 passengers injured; t/t 4,645 hours; canx 10jan55
30 027	CCCP-L1321	II-12P	AFL/West Siberia	rgd	1947	
30 028	CCCP-L1321 CCCP-L1322	II-12P II-12P	AFL/Ukraine AFL/Moscow	trf rgd	unknown 1947	canx 08jan58 as worn out opb 1-ya Moskovskaya aviagruppa

	CCCP-L1322	II-12P	AFL/GosNII GVF	trf	feb51	
30 029	CCCP-01322 CCCP-L1323	II-12P II-12P	AFL/West Siberia AFL/Moscow	rgd rgd	unknown 1947	canx 25oct60 as worn out opb 1-ya Moskovskaya aviagruppa
30 030	CCCP-L1323 CCCP-L1324	II-12P II-12P	AFL/East SibHTA AFL/Moscow	GDG rgd	jun56 1947	probably opb 134 ATO; canx 17sep57 as worn out opb 1-ya Moskovskaya aviagruppa
30 031	CCCP-L1324 CCCP-L1325	II-12P II-12P	AFL/Moscow (MUTA) AFL/Moscow	trf rgd	unknown 1947	canx 24sep55 as worn out; trf to AFL/GosNII GVF opb 1-ya Moskovskaya aviagruppa
50 051	CCCP-L1325 CCCP-01325	II-12P II-12P	AFL/East Siberia AFL/Ukraine	trf	11oct51 27sep58	canx 18nov59 as worn out
30 032	CCCP-L1326	II-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
30 033	CCCP-L1326 CCCP-L1327	II-12P II-12P	AFL/East Siberia AFL/West Siberia	trf rgd	unknown 1947	canx 08mar58 as worn out
30 034	CCCP-01327 not known	II-12P II-12	AFL/West Siberia Soviet Air Force	rgd f/f	unknown 01jul47	latest known CofA expired 11jun54; canx 30oct (year not given in MGA document) as worn out military transport prototype, converted on the basis of a government decree issued 11mar47; in cargo
		II-12P			-	configuration, equipped with a crane; underwent state trials 30jul/29sep47, which it did not pass
30 035 30 036	CCCP-L1329 CCCP-N438	II-12P II-12	AFL/Far East Polyarnaya Aviats.	rgd	1947 photo	canx 08sep58 as worn out in natural metal c/s, no titles; opb MAGON from 24jan51; used to re-supply the Arctic expedition "Sever-6"
	CCCP-04247	II-12	AFL/Polar	trf	10feb60	in 1954 and the drifting polar station SP-4 in 1954/55; f/n 07may54; l/n 12apr55
30 037	CCCP-L1331 CCCP-01331	II-12P II-12P	AFL/Far East AFL/Far East	rgd rgd	1947 unknown	canx 21dec59 as worn out
30 038	CCCP-L1332(1)	II-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa; dbr sep47 when was hit by an aircraft from MAP at Moscow-Vnukovo;
30 039	CCCP-L1333	II-12P	AFL/International	rgd	1947	see c/n 93033803 opb AOG MVS
30 040	CCCP-L1333 CCCP-L1334	II-12P II-12P	AFL/Moscow (MUTA) AFL/West Siberia	trf rgd	unknown 1947	canx 26dec55 due its technical condition and as 'for display' dbr, details unknown; canx 24jun57
30 041 30 042	CCCP-L1335 CCCP-L1336	II-12P II-12P	AFL/Far East-KHV AFL/West Siberia	rgd	1947 1947	new documents issued 13jul54; canx 31jul59 as worn out
50 042	CCCP-01336	II-12P	AFL/West Siberia	rgd rgd	unknown	
30 043	CCCP-01336 CCCP-L1337	II-12P II-12P	AFL/Turkmenistan AFL/West Siberia	trf rgd	12aug59 1947	canx 28oct59 as life-time expired canx 05apr58 as worn out
30 044	CCCP-L1338 CCCP-01338	II-12P II-12P	AFL/West Siberia AFL/West Siberia	rgd rgd	1947 unknown	new documents issued 26mar55 canx 06jan59 as worn out
30 045	CCCP-L1339	II-12P	AFL/ShVLP	mfd	may47	rgd 1947; Advanced Flying Training College
	CCCP-L1339 CCCP-01339	II-12P II-12P	AFL/West Siberia AFL/West Siberia	trf rgd	unknown unknown	
30 046	CCCP-01339 CCCP-L1340	II-12P II-12P	AFL/Ukraine AFL/Georgia	trf rgd	01aug59 1947	canx 29oct60 as life-time expired w/o 19jul50; canx 19auq50
30 048	CCCP-N440 (1) not known	II-12 II-12	Polyarnaya Aviats. Soviet Air Force	trf	photo unknown	not fitted with skis; opb MAGON from 24jan51; in natural metal c/s; see c/n 93033719
30 050	CCCP-L1344	II-12P	AFL/West Siberia	rgd	1947	photo at VKO
30 051	CCCP-01344 CCCP-L1330	II-12P II-12P	AFL/West SibOVB AFL/Far East	rgd rgd	unknown 1947	photo oct60; canx 29jul60 as worn out made an emergency landing at VKO 01dec48; new documents issued 05nov54; l/n KHV 18dec57
30 052	CCCP-01330 CCCP-L1341	II-12P II-12P	AFL/Far East AFL/Uzbekistan	rgd rgd	unknown 1947	canx 08dec60 as worn out
	CCCP-L1341 CCCP-01341	II-12P II-12P	AFL/East Siberia AFL/East Siberia	trf	unknown	enny DecarG1 as life time symirad
30 053	CCCP-L1342	II-12P	AFL/Azerbaijan	rgd rgd	unknown 1947	canx 22sep61 as life-time expired
30 054	CCCP-L1342 CCCP-L1328	II-12P II-12P	AFL/East Siberia AFL/Northern-LED	trf mfd	unknown 30jun47	canx 08mar58 as worn out (30jun48 from crash report); opb 67 ATO; w/o 05oct52 on a flight from Minsk-1 to Leningrad-Shosseinaya
						(now Pulkovo) when collided in clouds with TS-62 CCCP-L1055 due to negligence of ATC, the right wings of both aircraft came down north of Skvoritsy (Gatchina district of the Leningrad region) while the II-12
						crashed on the fringe of a wood north-east of the village (1.2 km NNE of the crash site of the TS-62) and
30 055	CCCP-L1345	II-12P	AFL/Northern	rgd	1947	exploded, all 5 crew and 19 passengers killed; t/t 2,283 hours; canx 28jan53
	CCCP-L1345 CCCP-01345	II-12P II-12P	AFL/East Siberia AFL/East Siberia	trf rgd	unknown unknown	dbr, details unknown; canx 09may59
30 056	CCCP-L1346	II-12P	AFL/Far East	rgd	1947	f/n KHV 18dec57; flew on the KHV-OHO route 19sep58
30 057	CCCP-01346 CCCP-L1347	II-12P II-12P	AFL/Far East-KHV AFL/Moscow	KHV rgd	09apr60 1947	in document jun60; canx 27jul62 opb 1-ya Moskovskaya aviagruppa
	CCCP-L1347 CCCP-01347	II-12P II-12P	AFL/East Siberia AFL/East Siberia	trf rgd	unknown unknown	canx 29nov61 as life-time expired
30 058 30 060	CCCP-L1348 CCCP-N442	II-12P II-12P	AFL/Turkmenistan Polyarnaya Aviats.	rgd ph.	1947 1947	photo in natural metal c/s; the first II-12 repaired by VARZ-400; canx 12sep59 as life-time expired opb MAGON from 24jan51; in natural metal c/s; flew ice-reconnaissance missions 22mar/10aug50; took
50 000	CCCF-N442	11-121	Folyamaya Aviacs.	pn.	1947	part in the 2nd Soviet Antarctic Expedition (KAE) in 1956/57; used to re-supply the drifting polar stations
						SP-6 and SP-7 in 1957; w/o 27oct57 on a cargo flight from Mys Chelyuskin to SP-7 (which drifted around N87°) when flew too low on final approach in difficult weather conditions (low clouds and poor visibility)
						during the polar night, the left wing collided with ice hummocks 3 km from the runway and the aircraft crash-landed, suffering substantial damage, 1 of the 6 crew killed (he died 5 days after the crash), 3
20.061		11.10	Delverse Aulete			seriously and 2 slightly injured, the crew was rescued by a Mi-4 21 hours later; canx 28dec57
30 061	CCCP-N443	II-12	Polyarnaya Aviats.		photo	opb MAGON from 24jan51; used to re-supply the drifting polar station SP-4 in 1956/57; force-landed dec57
30 062	CCCP-04258 CCCP-I1150	II-12P II-12	AFL/Polar MAP	trf rgd	10feb60 11jul54	canx 07oct61 as worn out; registration correct ?, see Be-6k c/n 6602301
30 063	CCCP-03539 CCCP-L1350	II-12 II-12P	MAP AFL/Uzbekistan	rgd	unknown 1947	new documents issued 18auq54
	CCCP-01350	II-12P	AFL/Uzbekistan	rgd	unknown	canx 27aug60 as life-time expired
30 064	not known	II-12	Soviet Air Force			military transport prototype, converted on the basis of a government decree issued 11mar47; equipped for
30 065	CCCP-L1351					transporting 18 paratroopers and towing Yak-14 and Ts-25 cargo gliders; also used for trials as an auxiliary
50 005	CCCP-L1351	TI-12P	AFI /Moscow	rad	1947	bomber
		II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1947 unknown	
	CCCP-L1351 CCCP-01351	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East	trf trf rgd	unknown unknown unknown	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired
30 066 30 067	CCCP-L1351	II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East	trf trf	unknown unknown	bomber opb 1-ya Moskovskaya aviagruppa
	CCCP-L1351 CCCP-01351 CCCP-L1352 CCCP-L1353 CCCP-L1353	II-12P II-12P II-12P II-12P II-12P II-12P II-12p	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East-KHV AFL/Moscow AFL/East Siberia	trf trf rgd rgd rgd trf	unknown unknown 1947 1947 unknown	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51)
30 067	CCCP-L1351 CCCP-01351 CCCP-L1352 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1353	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East-KHV AFL/Far East-KHV AFL/Far East-KHV AFL/East Siberia AFL/Uzbekistan AFL/Uzbekistan	trf trf rgd rgd trf trf rgd	unknown unknown 1947 1947 unknown unknown unknown	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51) opb 1-ya Moskovskaya aviagruppa canx 24jul60 as life-time expired
	CCCP-L1351 CCCP-01351 CCCP-L1352 CCCP-L1353 CCCP-L1353 CCCP-L1353	II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East-KHV AFL/Far East-KHV AFL/Moscow AFL/East Siberia AFL/Uzbekistan	trf trf rgd rgd trf trf rgd rgd trf	unknown unknown 1947 1947 unknown unknown	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51) opb 1-ya Moskovskaya aviagruppa
30 067 30 068	CCCP-L1351 CCCP-01351 CCCP-L1352 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-01353 CCCP-L1354 CCCP-01354	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East AFL/Moscow AFL/East Siberia AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan	trf trf rgd rgd trf trf rgd trf trf	unknown unknown 1947 1947 unknown unknown 1947 unknown unknown	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51) opb 1-ya Moskovskaya aviagruppa canx 24jul60 as life-time expired new documents issued 23apr55 territorial reorganisation canx 31mar60 as worn out
30 067 30 068 30 069	CCCP-L1351 CCCP-01351 CCCP-L1352 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-01353 CCCP-L1354 CCCP-L1354 CCCP-L1354 CCCP-L1355 CCCP-01355	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East KHV AFL/Moscow AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/West Siberia AFL/West Siberia	trf trf rgd rgd trf trf rgd trf trf rgd trf	unknown unknown 1947 1947 unknown unknown 1947 unknown 1947 unknown 1947 unknown	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51) opb 1-ya Moskovskaya aviagruppa canx 24jul60 as life-time expired new documents issued 23apr55 territorial reorganisation canx 31mar60 as worn out new documents issued 22dec55 canx as worn out, date not given
30 067 30 068	CCCP-L1351 CCCP-L1352 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1354 CCCP-L1354 CCCP-L1354 CCCP-L1355 CCCP-L1355 CCCP-L1355	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East AFL/Far East KHV AFL/Moscow AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/West Siberia AFL/West Siberia AFL/Moscow AFL/Moscow	trf trf rgd rgd trf trf trf trf trf rgd trf trf rgd rgd	unknown unknown 1947 1947 unknown unknown unknown 1947	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51) opb 1-ya Moskovskaya aviagruppa canx 24jul60 as life-time expired new documents issued 23apr55 territorial reorganisation canx 31mar60 as worn out new documents issued 22dec55
30 067 30 068 30 069 30 070	CCCP-L1351 CCCP-L1352 CCCP-L1352 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1354 CCCP-L1354 CCCP-L1354 CCCP-L1355 CCCP-L1355 CCCP-L1357	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East AFL/Far East AFL/Moscow AFL/East Siberia AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/West Siberia AFL/West Siberia AFL/Moscow AFL/Northern AFL/Northern AFL/Northern	tf trf rgd rgd trf trf rgd trf trf rgd trf rgd trf rgd trf	unknown unknown 1947 1947 unknown unknown unknown 1947 unknown 1947 unknown 1947 unknown 1947 unknown	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51) opb 1-ya Moskovskaya aviagruppa canx 24jul60 as life-time expired new documents issued 23apr55 territorial reorganisation canx 31mar60 as worn out new documents issued 22dec55 canx as worn out, date not given opb 1-ya Moskovskaya aviagruppa; dbr, date unknown; canx 31dec47; see c/n 93033805
30 067 30 068 30 069 30 070	CCCP-L1351 CCCP-L1352 CCCP-L1352 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1354 CCCP-L1354 CCCP-L1355 CCCP-L1355 CCCP-L1355 CCCP-L1357 CCCP-L1357 CCCP-L1357	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East AFL/Far East AFL/Gar East AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/West Siberia AFL/Moscow AFL/Moscow AFL/Moscow AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia	trf trf rgd rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf	unknown unknown 1947 unknown unknown unknown unknown unknown 1947 unknown 1947 unknown 1947 unknown 05aug47	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51) opb 1-ya Moskovskaya aviagruppa canx 24jul60 as life-time expired new documents issued 23apr55 territorial reorganisation canx 31mar60 as worn out new documents issued 22dec55 canx as worn out, date not given opb 1-ya Moskovskaya aviagruppa; dbr, date unknown; canx 31dec47; see c/n 93033805 canx 09may59 as worn out
30 067 30 068 30 069 30 070 30 071	CCCP-L1351 CCCP-L1352 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1354 CCCP-L1354 CCCP-L1355 CCCP-L1355 CCCP-L1355 CCCP-L1357 CCCP-L1357	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East AFL/Far East AFL/Datest AFL/Datekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia	tf trf rgd rgd trf rgd trf trf trf rgd trf rgd trf rgd trf rgd	unknown unknown 1947 1947 unknown unknown 1947 unknown 1947 unknown 1947 unknown 1947 unknown	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51) opb 1-ya Moskovskaya aviagruppa canx 24jul60 as life-time expired new documents issued 23apr55 territorial reorganisation canx 31mar60 as worn out new documents issued 22dec55 canx as worn out, date not given opb 1-ya Moskovskaya aviagruppa; dbr, date unknown; canx 31dec47; see c/n 93033805 canx 09may59 as worn out opb 185 AO Magadanskoi OAG; w/o 19sep58 on the leg from Okhotsk to Khabarovsk of a flight from Magadan to Khabarovsk when lost orientation at night in difficult weather conditions (ATC failed to
30 067 30 068 30 069 30 070 30 071	CCCP-L1351 CCCP-L1352 CCCP-L1352 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1354 CCCP-L1354 CCCP-L1355 CCCP-L1355 CCCP-L1355 CCCP-L1357 CCCP-L1357 CCCP-L1357	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East AFL/Far East AFL/Gar East AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/West Siberia AFL/Moscow AFL/Moscow AFL/Moscow AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia	trf trf rgd rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf	unknown unknown 1947 unknown unknown unknown unknown unknown 1947 unknown 1947 unknown 1947 unknown 05aug47	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51) opb 1-ya Moskovskaya aviagruppa canx 24jul60 as life-time expired new documents issued 23apr55 territorial reorganisation canx 31mar60 as worn out new documents issued 22dec55 canx as worn out, date not given opb 1-ya Moskovskaya aviagruppa; dbr, date unknown; canx 31dec47; see c/n 93033805 canx 09may59 as worn out opb 185 AO Magadanskoi OAG; w/o 19sep58 on the leg from Okhotsk to Khabarovsk of a flight from Magadan to Khabarovsk when lost orientation at night in difficult weather conditions (ATC failed to determine the position of the aircraft), ran out of fuel and crashed at a height of 850 metres into the wooded slope of a 1,050 metres high mountain in the Lazo district (M47.567 E136.425) 145 km south-east
30 067 30 068 30 069 30 070 30 071 30 073	CCCP-L1351 CCCP-L1352 CCCP-L1352 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1354 CCCP-L1354 CCCP-L1354 CCCP-L1355 CCCP-L1355 CCCP-L1357 CCCP-L1357 CCCP-L1357 CCCP-L1358 CCCP-L1358	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East AFL/Far East KHV AFL/Moscow AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/Far East AFL/Far East	trf trgd rgd trf trf rgd trf trf rgd trf rgd trf rgd trf rgd rgd	unknown unknown 1947 1947 unknown unknown unknown unknown 1947 unknown 1947 unknown 1947 1947 1947 1947 1947 1947	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51) opb 1-ya Moskovskaya aviagruppa canx 24jul60 as life-time expired new documents issued 23apr55 territorial reorganisation canx 31mar60 as worn out new documents issued 22dec55 canx as worn out, date not given opb 1-ya Moskovskaya aviagruppa; dbr, date unknown; canx 31dec47; see c/n 93033805 canx 09may59 as worn out opb 185 AO Magadanskoi OAG; w/o 19sep58 on the leg from Okhotsk to Khabarovsk of a flight from Magadan to Khabarovsk when lost orientation at night in difficult weather conditions (ATC failed to determine the position of the aircraft), ran out of fuel and crashed at a height of 850 metres into the wooded slope of a 1,050 metres high mountain in the Lazo district (N47.567 Li36.425) 145 km south-east of Khabarovsk, all 4 crew and 24 passengers killed; tV7.7834 hours; canx 08dec58
30 067 30 068 30 069 30 070 30 071	CCCP-L1351 CCCP-L1352 CCCP-L1352 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1354 CCCP-L1354 CCCP-L1355 CCCP-L1355 CCCP-L1357 CCCP-L1357 CCCP-L1357 CCCP-L1358	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East AFL/Far East AFL/Gar East AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/West Siberia AFL/Moscow AFL/Moscow AFL/Moscow AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia	trf trf rgd rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf	unknown unknown 1947 unknown unknown unknown unknown unknown 1947 unknown 1947 unknown 1947 unknown 05aug47	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51) opb 1-ya Moskovskaya aviagruppa canx 24jul60 as life-time expired new documents issued 23apr55 territorial reorganisation canx 31mar60 as worn out, new documents issued 22dec55 canx as worn out, date not given opb 1-ya Moskovskaya aviagruppa; dbr, date unknown; canx 31dec47; see c/n 93033805 canx 09may59 as worn out opb 185 AO Magadanskoi OAG; w/o 19sep58 on the leg from Okhotsk to Khabarovsk of a flight from Magadan to Khabarovsk when lost orientation at night in difficult weather conditions (ATC failed to determine the position of the aircraft), ran out of fuel and crashed at a height of 850 metres into the wooded slope of a 1.050 metres high mountain in the Lazo district (N47.567 E136.425) 145 km south-east of Khabarovsk, all 4 crew and 24 passengers killed; t/t 7,834 hours; canx 08dec58 rgd 1947; opb 115 AO; w/o 15sep55 on the leg from Krasnoyarsk to a flight from Moscow to Khabarovsk when encountered a heavy thunderstorm (which the crew had not been informed about),
30 067 30 068 30 069 30 070 30 071 30 073	CCCP-L1351 CCCP-L1352 CCCP-L1352 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1354 CCCP-L1354 CCCP-L1354 CCCP-L1355 CCCP-L1355 CCCP-L1357 CCCP-L1357 CCCP-L1357 CCCP-L1358 CCCP-L1358	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East AFL/Far East KHV AFL/Moscow AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/Far East AFL/Far East	trf trgd rgd trf trf rgd trf trf rgd trf rgd trf rgd trf rgd rgd	unknown unknown 1947 1947 unknown unknown unknown unknown 1947 unknown 1947 unknown 1947 1947 1947 1947 1947 1947	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51) opb 1-ya Moskovskaya aviagruppa canx 24jul60 as life-time expired new documents issued 23apr55 territorial reorganisation canx 31mar60 as worn out new documents issued 22dec55 canx as worn out, date not given opb 1-ya Moskovskaya aviagruppa; dbr, date unknown; canx 31dec47; see c/n 93033805 canx 09may59 as worn out opb 185 AO Magadanskoi OAG; w/o 19sep58 on the leg from Okhotsk to Khabarovsk of a flight from Magadan to Khabarovsk when lost orientation at night in difficult weather conditions (ATC failed to determine the position of the aircraft), ran out of fuel and crashed at a height of 850 metres into the wooded slope of a 1,050 metres high mountain in the Lazo district (N47.567 E136.425) 145 km south-east of Khabarovsk, all 4 crew and 24 passengers killed; t/t 7,834 hours; canx 09 km ot been informed about), khabarovsk when encountered a heavy thunderstorm (which the crew had not been informed about), broke up in mid-air due to severe turbulence and crashed upside down in a field near Komarovo, Kansk district of the Krasnovarsk region (N56.18056 E95.031944), all 4 crew and 3 passengers killed; t/t 5,734
30 067 30 068 30 069 30 070 30 071 30 073 30 074	CCCP-L1351 CCCP-L1352 CCCP-L1352 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1354 CCCP-L1354 CCCP-L1354 CCCP-L1355 CCCP-L1357 CCCP-L1357 CCCP-L1357 CCCP-L1357 CCCP-L1358 CCCP-L1358 CCCP-L1359	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East AFL/Far East AFL/Cast Stepsilon AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/Far East AFL/Far East AFL/Far East AFL/Far East	trf trf rgd rgd trf trf rgd trf rgd trf rgd trf rgd rgd mfd	unknown unknown 1947 1947 unknown unknown unknown 1947 unknown 1947 unknown 1947 unknown 05aug47 17nov54	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51) opb 1-ya Moskovskaya aviagruppa canx 24jul60 as life-time expired new documents issued 23apr55 territorial reorganisation canx 31mar60 as worn out new documents issued 22dec55 carx as worn out, date not given opb 1-ya Moskovskaya aviagruppa; dbr, date unknown; canx 31dec47; see c/n 93033805 canx 09may59 as worn out opb 185 AO Magadanskoi OAG; w/o 19sep58 on the leg from Okhotsk to Khabarovsk of a flight from Magadan to Khabarovsk when lost orientation at night in difficult weather conditions (ATC failed to determine the position of the aircraft), ran out of fuel and crashed at a height of 850 metres into the wooded slope of a 1,050 metres high mountain in the Lazo district (N47.567 E136.425) 145 km south-east of Khabarovsk, when encountered a heavy thunderstorm (Which the crew had not a flight from Moscow to Khabarovsk when encountered a heavy thunderstorm (Which the crew had and babut), broke up in mid-air due to severe turbulence and crashed upside down in a field near Komarovo, Kansk district of the Krasnoyarsk region (N56.180556 E95.031944), all 4 crew and 3 passengers killed; t/t 7,573 hours; canx 040ect55
30 067 30 068 30 069 30 070 30 071 30 073	CCCP-L1351 CCCP-1352 CCCP-1353 CCCP-1353 CCCP-1353 CCCP-1353 CCCP-1353 CCCP-1354 CCCP-1354 CCCP-1354 CCCP-1355 CCCP-1355 CCCP-1355 CCCP-1357 CCCP-1357 CCCP-1357 CCCP-1357 CCCP-1358 CCCP-1358 CCCP-1358 CCCP-1359 CCCP-1359	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East AFL/Far East AFL/East Stopport AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/West Siberia AFL/West Siberia AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Far East AFL/Far East AF	trf trgd rgd trf rgd trf rgd trf rgd trf rgd trf rgd mfd mfd	unknown unknown 1947 1947 unknown unknown unknown unknown 1947 unknown 1947 unknown 05aug47 17nov54 13aug47	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51) opb 1-ya Moskovskaya aviagruppa canx 24jul60 as life-time expired new documents issued 23apr55 territorial reorganisation canx 31mar60 as worn out new documents issued 22dec55 canx as worn out, date not given opb 1-ya Moskovskaya aviagruppa; dbr, date unknown; canx 31dec47; see c/n 93033805 canx 09may59 as worn out opb 185 AO Magadanskoi OAG; w/o 19sep58 on the leg from Okhotsk to Khabarovsk of a flight from Magadan to Khabarovsk when lost orientation at night in difficult weather conditions (ATC failed to determine the position of the aircraft), ran out of fuel and crashed at a height of 850 metres into the wooded slope of a 1,050 metres high mountain in the Lazo district (N47.567 E136.425) 145 km south-east of Khabarovsk when encountered a heavy thunderstorm (which the crew had not been informed about), broke up in mid-air due to severe turbulence and crashed upside down in a field near Komarovo, Kansk district of the Krasnoyarsk region (N56.180556 E95.031944), all 4 crew and 3 passengers killed; t/t 5,734 hours; canx 03eg57 as worn out toc 1947
30 067 30 068 30 069 30 070 30 071 30 073 30 074 30 075	CCCP-L1351 CCCP-L1352 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1354 CCCP-L1354 CCCP-L1354 CCCP-L1355 CCCP-L1355 CCCP-L1355 CCCP-L1357 CCCP-L1357 CCCP-L1357 CCCP-L1359 CCCP-L1359 CCCP-L1360 CCCP-L1361	II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East AFL/Far East AFL/Far East AFL/East Stepsilon AFL/East Stepsilon AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/Far East AFL/Far East AFL/Far East AFL/Far East AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/Far East-GDX	trf trgd rgd trf trf trf trf trf rgd trf rgd trf rgd mfd rgd trf rgd	unknown unknown 1947 1947 unknown unknown unknown unknown unknown 1947 unknown 1947 1947 1947 17nov54 13aug47	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51) opb 1-ya Moskovskaya aviagruppa canx 24jul60 as life-time expired new documents issued 23apr55 territorial reorganisation canx 31mar60 as worn out new documents issued 22dec55 canx as worn out, date not given opb 1-ya Moskovskaya aviagruppa; dbr, date unknown; canx 31dec47; see c/n 93033805 canx 09may59 as worn out opb 185 AO Magadanskoi OAG; w/o 19sep58 on the leg from Okhotsk to Khabarovsk of a flight from Magadan to Khabarovsk when lost orientation at night in difficult weather conditions (ATC failed to determine the position of the aircraft), ran out of fuel and crashed at a height of 850 metres into the wooded slope of a 1,050 metres high mountain in the Lazo district (NA7.567 E136.425) 145 km south-east of Khabarovsk, all 4 crew and 24 passengers killed; t/7,7834 hours; canx 08dec58 rgd 1947; opb 115 AO; w/o 15sep55 on the leg from Krasnoyarsk to Irkutsk of a flight from Moscow to Khabarovsk when encountered a heavy thunderstorm (which the crew had not been informed about), broke up in mid-air due to severe turbulence and crashed upside down in a field near Komarovo, Kansk district of the Krasnoyarsk region (N56.180556 E95.031944), all 4 crew and 3 passengers killed; t/t 5,734 hours; canx 04oct55
30 067 30 068 30 069 30 070 30 071 30 073 30 074 30 075 30 075	CCCP-L1351 CCCP-L1352 CCCP-L1352 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1354 CCCP-L1354 CCCP-L1354 CCCP-L1355 CCCP-L1355 CCCP-L1356(1) CCCP-L1357 CCCP-L1357 CCCP-L1357 CCCP-L1359 CCCP-L1359 CCCP-L1360 CCCP-L1360 CCCP-L1360	II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East AFL/Far East AFL/Far East AFL/Oscow AFL/East Siberia AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/Far East AFL/Far East AFL/Far East AFL/Far East AFL/Far East-GDX	trf trf rgd rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf	unknown unknown 1947 1947 unknown unknown 1947 unknown 1947 unknown 1947 unknown unknown 05aug47 17nov54 13aug47	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51) opb 1-ya Moskovskaya aviagruppa canx 24jul60 as life-time expired new documents issued 23apr55 territorial reorganisation canx 31mar60 as worn out new documents issued 22dec55 canx as worn out, date not given opb 1-ya Moskovskaya aviagruppa; dbr, date unknown; canx 31dec47; see c/n 93033805 canx 09may59 as worn out opb 185 AO Magadanskoi OAG; w/o 19sep58 on the leg from Okhotsk to Khabarovsk of a flight from Magadan to Khabarovsk when lost orientation at night in difficult weather conditions (ATC failed to determine the position of the aircraft), ran out of fuel and crashed at a height of 850 metres into the wooded slope of a 1,050 metres high mountain in the Lazo district (N47.567 E136.425) 145 km south-east of Khabarovsk, all 4 crew and 24 passengers killed; tt7,7834 hours; canx 08dec58 rgd 1947; opb 115 AO; w/o 15sep55 on the leg from Krasnoyarsk to Irkutsk of a flight from Moscow to Khabarovsk when encountered a heavy thunderstorm (which the crew had not been informed about), broke up in mid-air due to severe turbulence and crashed upsiled down in a field near Komarovo, Kansk district of the Krasnoyarsk region (N56.180556 E95.031944), all 4 crew and 3 passengers killed; tt7,5734 hours; canx 04oct55 canx 03sep57 as worn out toc 1947 w/o in an accident 14nov51, burnt out; canx 13dec51
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30 067 30 068 30 069 30 070 30 071 30 073 30 074 30 075 30 076 30 077 30 079 30 081	CCCP-L1351 CCCP-L1352 CCCP-L1352 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1353 CCCP-L1354 CCCP-L1354 CCCP-L1355 CCCP-L1355 CCCP-L1357 CCCP-L1357 CCCP-L1357 CCCP-L1357 CCCP-L1358 CCCP-L1359 CCCP-L1359 CCCP-L1360 CCCP-L1361 CCCP-L1361 CCCP-L1361 CCCP-L1363 CCCP-L1363 CCCP-L1364 CCCP-L1364 CCCP-L1364	II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Far East AFL/Far East AFL/Far East AFL/East Stepsilon AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/West Siberia AFL/Far East AFL/Far East AFL/F	tr f rgd rgd tff rgd tff rgd tff rgd tff rgd rgd tff rgd tff rgd tff rgd tff rgd tff rgd tff rgd tff rgd tff rgd tff rgd tff rgd tff rgd rgd tff rgd rgd tff rgd rgd tff rgd rgd tff rgd rgd tff rgd rgd tff rgd rgd tff rgd rgd tff rgd rgd tff rgd rgd tff rgd rgd tff rgd rgd tff rgd rgd tff rgd rgd tff rgd rgd tff rgd rgd tff rgd rgd tff rgd rgd tff rgd rgd rgd rgd tff rgd rgd rgd rgd rgd rgd rgd rgd rgd rgd	unknown unknown 1947 1947 unknown unknown unknown unknown unknown 1947 unknown 1947 unknown 05aug47 17nov54 13aug47 13aug47	bomber opb 1-ya Moskovskaya aviagruppa canx 05may61 as life-time expired dbr dec50; canx 21jan51 (confirmed 29jan51) opb 1-ya Moskovskaya aviagruppa canx 24jul60 as life-time expired new documents issued 23apr55 territorial reorganisation canx 31mar60 as worn out new documents issued 22dec55 canx as worn out, date not given opb 1-ya Moskovskaya aviagruppa; dbr, date unknown; canx 31dec47; see c/n 93033805 canx 09may59 as worn out opb 185 AO Magadanskoi OAG; w/o 19sep58 on the leg from Okhotsk to Khabarovsk of a flight from Magadan to Khabarovsk when lost orientation at night in difficult weather conditions (ATC failed to determine the position of the aircraft), ran out of fuel and crashed at a height of 850 metres into the wooded slope of a 1,050 metres high mountain in the Lazo district (N47.567 E136.425) 145 km south-east of Khabarovsk, all 4 crew and 24 passengers killed; t/t 7,834 hours; canx 08dec58 rgd 1947; opb 115 AO; w/o 15sep55 on the leg from resnovarsk to Irkutsk of a flight from Moscow to Khabarovsk when encountered a heavy thunderstorm (which the crew had not been informed about); broke up in mid-air due to severe turbulence and crashed upside down in a field near Komarovo, Kansk district of the Krasnovarsk region (N56.180556 E55.031944), all 4 crew and 3 passengers killed; t/t 5,734 hours; canx 04oct55 canx 03pes57 as worn out to 1947 w/o in an accident 114nov51, burnt out; canx 13dec51 opb 1-ya Moskovskaya aviagruppa canx 29nov60 as worn out rew documents issued 21jun55 canx 13feb58 as worn out new documents issued 21jun55 canx 13feb58 as worn out new documents issued 21jun55 canx 13feb58 as worn out new document jasued 21 unfo the appendendendendendendendendendendendendende

	CCCP-L1365	II-12P	AFL/West SibOvn	trf	23jul51	opb 115 TAO; w/o 27sep54 on the leg from Krasnoyarsk to Novosibirsk-Severny of a flight from Yuzhno- Sakhalinsk to Moscow when tried to land at night in below minima weather conditions (fog), deviated from the glide path, hit trees and crashed, all 5 crew and 24 passengers killed; canx 24dec54
30 088 30 090	CCCP-L1366 CCCP-L1367 CCCP-L1367	II-12P II-12P II-12P	AFL/Northern AFL/Moscow AFL/East SibIKT	rgd mfd trf	1947 31aug47 unknown	dbr, date unknown; canx 23may51 rgd 1947; opb 1-ya Moskovskaya aviagruppa opb 134 ATO; w/o 04nov53 on the leg from Chita to Magdagachi of a mail flight from Irkutsk to
						Khabarovsk when a wrong pressure had been fed into the left altimeter so that it showed a height 55 metres above the real one, on finals to Magdagchi at night the aircraft touched trees 5,620 metres from the airport, lost its left wing, crashed upside down 358 metres after first touching trees and burnt out, all 5 merry liking bld 40 d0 the burnar service 10 down 20 metres after first touching trees and burnt out, all 5
30 091	CCCP-L1368	II-12P	AFL/Far East-KHV	mfd	1947	crew killed; t/t 4,204 hours; canx 12dec53 rgd 1947; dbr in the first quarter of 1956 on landing at an unknown airfield when touched down on a 'part
30 093	CCCP-L1369	II-12P	AFL/International	rgd	1947	which had not been cleared' (probably from snow); canx 11may56 opb AOG MVS
	CCCP-L1369 CCCP-L1369	II-12P II-12P	AFL/Moscow (MUTA) AFL/Kazakhstan	trf trf	unknown unknown	
30 094	CCCP-01369 CCCP-L1370	II-12P II-12P	AFL/Kazakhstan AFL/Georgia	rgd rgd	unknown 1947	canx 17dec59 as life-time expired
	CCCP-L1370 CCCP-01370	II-12P II-12P	AFL/Armenia AFL/Armenia	trf rgd	unknown unknown	
30 095	CCCP-01370 CCCP-L1371	II-12P II-12P	AFL/Urals AFL/West Siberia	trf rgd	15nov60 1947	canx 23dec61 as life-time expired
	CCCP-L1371 CCCP-01371	II-12P II-12P	AFL/Urals-SVX AFL/Urals-SVX	trf rgd	01sep57 unknown	in document may58 canx 20nov59 as worn out
30 096	CCCP-L1372 CCCP-L1372	II-12P II-12P	AFL/Turkmenistan AFL/Uzbekistan	rgd trf	1947 unknown	
30 097	CCCP-01372 CCCP-L1373	II-12P II-12P	AFL/Uzbekistan AFL/Moscow	rgd rgd	unknown 1947	canx 08mar60 as worn out opb 1-ya Moskovskaya aviagruppa
50 057	CCCP-L1373 CCCP-01373	II-12P II-12P	AFL/East Siberia AFL/East Siberia	trf rgd	unknown unknown	
	CCCP-01373	II-12P	AFL/Omskoye ATU	trf	01aug61	Omskoye aviatsionno-tekhnicheskoye uchilishche (Omsk Technical Aviation College); canx 04aug66 as worn out
30 098	CCCP-L1374 CCCP-L3925	II-12P II-12P	AFL/uzbekistan AFL/Uzbekistan	rgd	1947 13apr55	wonn out
	CCCP-L3925 CCCP-L3925 CCCP-73989	II-12P	AFL/Central Asia	rgd trf	unknown	territorial reorganisation; photo at VKO 1958
30 099	CCCP-N474	II-12P II-12	AFL/Uzbekistan Polyarnaya Aviats.	rgd ph.	unknown 1954	canx 27aug60 as life-time expired equipped with radar and additional fuel tanks; in natural metal c/s with hi-viz rudder; opb MAGON from 24jan51; used to re-supply the drifting polar station SP-3 in 1954 and took part in the Arctic expedition A-
	CCCP-04249	II-12L	Polyarnaya Aviats.	rgd	1958	95 (ice-reconnaissance) in 1957/58 the sole II-12 equipped with a ski landing gear; in natural metal c/s, thin cheatlines above and below the
						windows; was to take part in the 4th Soviet Antarctic expedition (KAE) in 1959; dbr jan59 on its first flight after re-assembly in Antarctica when hit ice ridges close to the threshold of the only partially prepared ice landing strip near Mirny ice station and collapsed the landing gear, suffering structural deformation, no casualties
30 100	CCCP-N475	II-12P	Polyarnaya Aviats.	DKS	1954	registration painted on as 'CCCP H-475'; in natural metal c/s; in document 07dec50; opb MAGON from 24jan51; took part in the polar expedition "Sever" in spring 1954; used to re-supply the drifting polar station SP-6 in 1958/59
	CCCP-04250 CCCP-04250	II-12P II-12P	Polyarnaya Aviats. AFL/Polar	trf	photo 10feb60	with 'Polyarnaya Aviatsiya' titles canx 17apr65 as time between overhauls exceeded (according to another document wfu 24jul65); was
30 103	CCCP-L1375	II-12P	AFL/Georgia	rgd	1947	reportedly preserved on a playground in Kiev w/o 14jun53; canx 26jun53
30 104	CCCP-L1376 CCCP-L1376	II-12P II-12P	AFL/Moscow AFL/Turkmenistan	rgd trf	1947 12dec50	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1376 CCCP-01376	II-12P II-12P	AFL/East Siberia AFL/East Siberia	trf rgd	unknown unknown	canx 27jan60 as worn out
30 105 30 106	CCCP-L1377 CCCP-L1378	II-12P II-12P	AFL/West Siberia AFL/International	rgd rgd	1947 1947	new documents issued 02feb56; canx 10jul57 as worn out opb AOG MVS
	CCCP-L1378 CCCP-L1378	II-12P II-12P	AFL/Moscow (MUTA) AFL/West Siberia	trf rgd	unknown 1947	
	CCCP-L1378 CCCP-01378(1)	II-12P II-12P	AFL/Urals AFL/Urals	trf rgd	unknown unknown	opb Uralskaya aviagruppa by 01sep57 canx 13dec6. (last digit of the year difficult to read in MGA document, but should probably be 1960, see
30 107	CCCP-L1379	II-12P	AFL/Moldova	rgd	1947	c/n 8302709) as worn out
	CCCP-L3903 CCCP-L3903	II-12P II-12P	AFL/TurkmenisASB AFL/Central Asia	rgd trf	15nov54 unknown	territorial reorganisation; under overhaul by AERB-243 nov58; canx 30nov58 as worn out (confirmed by
30 108	CCCP-L1380	II-12P	AFL/Ukraine	rgd	1947	MGA 06jan59) photo LWO 1948; I/n LWO in 1950s
	CCCP-L1380 CCCP-L1380	II-12P II-12P	AFL/Moscow (MUTA) AFL/Armenia	trf trf	unknown unknown	
30 109	CCCP-01380 CCCP-L1381	II-12P II-12P	AFL/Armenia AFL/Moscow-VKO	rgd mfd	unknown 01oct47	canx 25may60 as amortisation period expired opb 42 TO 1 OAG GVF; w/o 19jan49 on the leg from Stalino (now Donetsk) to Kiev of a flight from Stalino
						to Moscow when the right propeller oversped shortly after take-off and the left engine lost power soon after that, the aircraft lost height, hit the mast of a power-line and crashed into a house at ul. Krupskaya d. 105, 3 of the 4 crew and all 5 passengers plus 2 persons on the ground killed; t/t 709 hours; canx nov49
30 111	CCCP-L1382 CCCP-L1382	II-12P II-12P	AFL/Georgia AFL/Ukraine	rgd trf	1947 unknown	
	CCCP-L1382 CCCP-12589	II-12P II-12P	AFL/Far East AFL/Far East	IKT rgd	15sep55 unknown	canx 27dec60 as worn out
30 116	CCCP-L1383 CCCP-L1383	II-12P II-12P	AFL/Uzbekistan AFL/East Siberia	rgd trf	1947 unknown	
	CCCP-01383 CCCP-01383	II-12P II-12P	AFL/East Siberia AFL/TurkmenisASB	rgd trf	unknown 09may59	in document 14may60; canx 12sep60 as life-time expired
30 117 30 119	CCCP-L1384 CCCP-L1385	II-12P II-12P	AFL/Turkmenistan AFL/Uzbekistan-TAS	rgd rgd	1947 1947	canx 26may58 as worn out f/n 1948; new documents issued 13aug55
30 120	CCCP-L1385 CCCP-L1386	II-12P II-12P	AFL/Central Asia AFL/West Siberia	trf rgd	unknown 1947	territorial reorganisation; overhauled by AERB-243 nov58; canx 27jan60 as worn out
30 121	CCCP-L3930 CCCP-L1387	II-12P II-12P	AFL/Ukraine AFL/Azerbaijan	rgd rgd	16may55 1947	canx 29jul58 as worn out canx 30 (month and year impossible to read in MGA document) as life-time expired
30 122	CCCP-L1388 CCCP-L1388	II-12P II-12P II-12P	AFL/NII GVF AFL/Northern	rgd trf	1947 unknown	
	CCCP-L1388 CCCP-L1388	II-12P II-12P	AFL/East Siberia AFL/ShVLP	trf	unknown unknown	Advanced Elving Training College: f/g V/O 1955
	CCCP-01388 CCCP-01388 CCCP-01388	II-12P II-12P II-12P	AFL/SHVLP AFL/BLU AFL/Kazakhstan-ALA	trr trf trf	dec58 28may59	Advanced Flying Training College; f/n VKO 1955 Buguruslan Flying School year difficult to read in document; in document 24oct59
30 123	CCCP-01388 CCCP-01388 CCCP-L1389	II-12P II-12P II-12P	AFL/Urals-SVX AFL/Moscow	trf mfd	30apr61 21oct47	canx 03jul63 rgd 1947; opb 1-ya Moskovskaya aviagruppa
50 125	CCCP-L1389	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1389	II-12P	AFL/East Siberia	trf	unknown	opb 134 ATO; w/o 01oct57 (local time, according to Moscow time still 30sep57) on the leg from Irkutsk to Chita at night of a flight from Moscow to Khabarovsk when the crew deviated from the prescribed flight path to the right, lost orientation and was not able to find Chita airport, the crew was not able to regain
						orientation and ATC did not help, when the aircraft ran short of fuel the crew attempted to make an
						emergency landing near a settlement, but on the fourth attempt to land the aircraft hit trees at a height of 900 metres on the slope of a 1,000 metres high hill 3 km south-east of Aksha (190 km south of Chita) and crane to rest unside down at a height of SEG metres on the consolid class of the hill (240 metres from the
						came to rest upside down at a height of 850 metres on the opposite slope of the hill (340 metres from the first impact), all 5 crew and 22 of the 23 passengers killed and the sole survivor seriously injured; t/t 9,996
30 124	CCCP-L1390	II-12P	AFL/Moscow	rgd	1947	hours; canx 16dec57 opb 1-ya Moskovskaya aviagruppa; f/n VKO 02jun48
	CCCP-L1390 CCCP-L1390	II-12P II-12P	AFL/West Siberia AFL/Far East	trf trf	unknown unknown	flew on the KHV-OHO route 19sep58; I/n KHV 1960
30 125	CCCP-01390 CCCP-L1391	II-12P II-12P	AFL/Far East AFL/Kazakhstan-ALA	rgd rgd	unknown 1947	canx 27sep61 as life-time expired new documents issued 03feb55; under overhaul with AERB-243 nov58; canx 30nov58
30 126	CCCP-01391 CCCP-L1392	II-12P II-12P	AFL/Kazakhstan-ALA AFL/Azerbaijan	rgd rgd	unknown 1947	canx 24mar59 as worn out
	CCCP-L1392 CCCP-L1392	II-12P II-12P	AFL/Uzbekistan AFL/ShVLP	trf trf	unknown unknown	Advanced Flying Training College
	CCCP-L1392 CCCP-01392	II-12P II-12P	AFL/BLU AFL/Kazakhstan	trf trf	18sep58 10may59	Buguruslan Flying School canx 05feb60 due to its technical condition
30 127	CCCP-L1393 CCCP-L1393	II-12P II-12P	AFL/Uzbekistan AFL/East Siberia	rgd trf	1947 unknown	new documents issued 28aug54
30 128	CCCP-01393 CCCP-L1394	II-12P II-12P	AFL/East Siberia AFL/Uzbekistan	rgd rgd	unknown 1947	canx 29aug60 as life-time expired
30 129	CCCP-01394 CCCP-L1395	II-12P II-12P	AFL/Ukraine AFL/Northern	trf rgd	22feb58 1947	canx 22mar61 as life-time expired
30 130	CCCP-L3905 CCCP-L1396	II-12P II-12P	AFL/Northern AFL/Moscow	rgd rgd	08dec54 1947	canx 26dec55 as worn out opb 1-ya Moskovskaya aviagruppa
	CCCP-L1396	II-12P	AFL/East Siberia	trf	21sep51	overhauled by AERB-243 nov58

20.424	CCCP-01396	II-12P	AFL/East Siberia	rgd	01dec58	canx 01aug61 as worn out
30 131	CCCP-L1397 CCCP-L1397 CCCP-L1397	II-12P II-12P II-12P	AFL/Kazakhstan AFL/East Siberia AFL/Turkmenistan	rgd trf trf	1947 17jun54 unknown	photo in natural metal c/s; new documents issued 17jun54
30 132	CCCP-01397 CCCP-L1398	II-12P II-12P	AFL/Turkmenistan AFL/Northern	rgd mfd	unknown oct47	canx 30may59 as life-time expired rgd 1947; f/n KIV 1957
30 132	CCCP-01398 CCCP-L1399	II-12P II-12P	AFL/Ukraine AFL/Kazakhstan	trf rgd	30oct58 1947	canx 29oct60 as life-time expired new documents issued 24sep54
	CCCP-L1399	II-12P	AFL/West Siberia	trf	unknown	canx 08dec58 as worn out
30 146	CCCP-L1401 CCCP-L1401	II-12P II-12P	AFL/Ukraine AFL/West Siberia	rgd trf	1947 unknown	new documents issued 05nov55; canx 05apr58 as worn out
30 147	CCCP-L1402 CCCP-L1402	II-12P II-12P	AFL/Azerbaijan AFL/West Siberia	rgd trf	1947 unknown	canx 31oct57 as worn out
30 148	CCCP-L1403 CCCP-L1403	II-12P II-12P	AFL/Uzbekistan AFL/Central Asia	rgd trf	1947 unknown	f/n VKO 25may48; new documents issued 30dec54 territorial reorganisation
	CCCP-L1403 CCCP-01403	II-12P II-12P	AFL/Ukraine-IEV AFL/Ukraine-IEV	trf rgd	22feb58 1958	canx 16feb60 as life-time expired
30 149	CCCP-L1404 CCCP-L1404	II-12P II-12P	AFL/Northern AFL/East Siberia	rgd trf	1947 unknown	
	CCCP-L1404 CCCP-01387	II-12P II-12P	AFL/Turkmenistan AFL/Turkmenistan	trf rgd	05may58 unknown	canx 11oct60 as life-time expired
30 150	CCCP-L1405	II-12P	AFL/Northern	rgd	1947	canx 04feb58 as worn out
30 151	CCCP-L1406(1) CCCP-L1406(1)	II-12P II-12P	AFL/Azerbaijan AFL/MOW MAG SPiVS	rgd trf	1947 unknown	canx 31mar52 as trf to the Yegoryevsk Technical Aviation College, probably used as a ground instructional
30 155	CCCP-L1407	II-12P	AFL/Kazakhstan	rgd	1947	airframe there; see c/n 93033804
	CCCP-L3921 CCCP-01300	II-12P II-12P	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd rgd	28mar55 unknown	overhauled by AERB-243 nov58
30 157	CCCP-01300 CCCP-L1408	II-12P II-12P	AFL/Kazakhstan-PLX AFL/Kazakhstan	trf rgd	unknown 1947	canx 26may59 as life-time expired
30 159	CCCP-01408 CCCP-L1409	II-12P II-12P	AFL/Kazakhstan AFL/Georgia	trf rgd	unknown 1947	new documents issued 22jun54; canx 11jun59 as worn out
50 155	CCCP-L1409 CCCP-L1409	II-12P II-12P	AFL/East Siberia AFL/Turkmenistan	trf	unknown 27may58	canx 15aug59 as life-time expired
30 161	CCCP-L1410(1)	II-12P	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa; see also CCCP-L1410(2) with unknown c/n
	CCCP-L1410(1) CCCP-L1410(1)	II-12P II-12P	AFL/Moscow (MUTA) AFL/East Siberia	trf trf	unknown unknown	canx 10jul57 as worn out
30 167	CCCP-L1411 CCCP-L1411	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	mfd trf	15dec47 unknown	rgd 1947; opb 1-ya Moskovskaya aviagruppa photo at VKO; new documents issued 04aug54
	CCCP-L1411 CCCP-01411	II-12P II-12P	AFL/Ukraine AFL/Ukraine	trf rgd	10jun58 unknown	canx 19mar60 as life-time expired
30 169	CCCP-L1412 CCCP-L1412	II-12P II-12P	AFL/Azerbaijan AFL/East Siberia	mfd trf	29dec47 unknown	rgd 1948
	CCCP-L1412 CCCP-01449	II-12P II-12P	AFL/Ukraine-ODS AFL/Ukraine-ODS	trf rgd	21mar58 unknown	in document may58 canx 18nov59 as worn out
30 171	CCCP-L1413 CCCP-L1413	II-12P II-12P	AFL/Uzbekistan AFL/Georgia	rgd trf	1948 unknown	video exists
	CCCP-L1413 CCCP-01413(1)	II-12P II-12P	AFL/Ukraine AFL/Ukraine	trf rgd	unknown unknown	destroyed by fire, date unknown; canx 04feb59; see c/n 8302607
30 172	not known	II-12	Soviet Air Force	mfd	30dec47	the third II-12 in military transport configuration, with astrodome but without gun turret; underwent state trials with the GK NII VVS apr/may48; towed Yak-14 c/n 4640101 for trials
30 173	CCCP-L1414 CCCP-L1414	II-12P II-12P	AFL/Georgia AFL/Armenia	rgd trf	1948 unknown	canx 24jun57 as worn out
30 174 30 175	not known CCCP-L1415	II-12T II-12P	Soviet Air Force AFL/Azerbaijan	rgd	1948	the fourth II-12 in military transport configuration, with gun turret; used for Yak-14 cargo glider trials canx 18nov58 as worn out
30 177	CCCP-L1416 CCCP-01416	II-12P II-12P	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd rgd	1948 unknown	new documents issued 22aug54; overhauled by AERB-243 nov58 canx 23sep59 as worn out
30 179	CCCP-L1417	II-12P	Ilyushin OKB	rgu	unknown	started factory trials of a new stabiliser and a new hydraulics system 23mar48 and factory trials of a new
20.102	CCCP-L1417	II-12P	AFL/Northern	rgd	1950	fin and the new AV-9-91 propellers 26may48 f/n Novosibirsk-Severny 17nov51; canx 31mar57 as worn out
30 182 30 184	CCCP-N477 CCCP-L1418	II-12T II-12P	Polyarnaya Aviats. AFL/Moscow	rgd	photo 1948	with a cropped tailcone for towing gliders; opb MAGON from 24jan51 opb 1-ya Moskovskaya aviagruppa
	CCCP-L1418 not known	II-12P II-12	AFL/Northern Soviet Air Force	trf	photo 06nov50	with cargo doors, so rather an II-12T ? opb long-range aviation
30 185	CCCP-L1419 not known	II-12P II-12	AFL/Far East Soviet Air Force	rgd trf	1948 06nov50	opb long-range aviation
30 186	CCCP-L1420 CCCP-L1420	II-12P II-12P	AFL/Moscow AFL/Azerbaijan-BAK	rgd trf	1948 unknown	opb 1-ya Moskovskaya aviagruppa
30 187	not known CCCP-L1421	II-12 II-12	Soviet Air Force Aeroflot/ShVLP	trf rgd	06nov50 1949	opb long-range aviation Advanced Flying Training College; trf to China 07nov50
30 188 30 191	CCCP-L1422(1) not known	II-12 II-12	Aeroflot/ShVLP Ilyushin OKB	rgd	1949	Advanced Flying Training College; trf to China 07nov50; see c/n 93033612 started factory trials of a new de-icing system 19feb48
30 198 30 201	"39" not known	II-12T II-12	Soviet Air Force Soviet Air Force	ph.	ca.1955	either at Teikovo or Tula; code probably red military transport version, the first II-12 with embrasures in the windows
30 204 30 218	not known "10" red	II-12 II-12T	not known Soviet Air Force	Mon	apr91	quoted in test reports, probably military transport version c/n from Monino book; preserved in the Russian Air Force museum at Monino (N55.832590 E38.181117),
30 236	CCCP-N479	II-12T	Polyarnaya Aviats.	mfd	27mar48	I/n oct12 opb MAGON from 24jan51; flew ice-reconnaissance missions in the Arctic starting 05apr48; departed from
						Moscow for Pevek 24feb55 with only 80 hours of life-time for the airframe and 50 hours for the engines remaining; CofA expired 02mar55; maintenance was neglected during the last flights and an incumbent 25 hours inspection was not conducted; w/o 04mar55 on the leg from Amderma to Arkhangelsk of the return
						flight from Pevek to Moscow when a fuel pipe in the nacelle of the left engine behind the fire-wall leaked (it had been in use for more than 2 years instead of 1 year as designated), the fuel was incinerated by hot
						exhaust gases, the fire spread rapidly and compromised the structural integrity of the wing, the left engine broke off after 2-3 minutes, the crew initiated an emergency descent and tried to make an emergency
						landing on a meadow in a forest near lake Poltozero in the Pinega district of the Arkhangelsk region (115 km NNE of Arkhangelsk), but the aircraft did not make it and came down in the forest, the nose section
						was destroyed completely, 4 of the 6 crew and 1 of the 25 passengers killed, 1 passenger seriously injured and 1 crew member and 5 passengers slightly injured, the survivors were rescued the next day; t/t 2,630
30 237	CCCP-N480	II-12	Polyarnaya Aviats.			hours; canx 02apr55 in document 07dec50; opb MAGON from 24jan51; used to re-supply the Arctic expedition "Sever-7" in
30 250	not known	II-12	not known			1955 the first of three II-12s overhauled by ARZ-410
30 250	CCCP-Sh1423 CCCP-Sh1423	II-12 II-12 II-12	AFL/ShVLP AFL/BLU	rgd trf	1948 23sep58	Advanced Flying Training College Buguruslan Flying School
20.255	CCCP-01362	II-12	AFL/MOW MAG SPIVS	trf	17may59	canx 27may64 as worn out
30 255	CCCP-L1424 CCCP-L1424	II-12 II-12	AFL/ShVLP AFL/Belarus	rgd trf	1948 unknown	Advanced Flying Training College
30 256	CCCP-01424 CCCP-Sh1425	II-12 II-12	AFL/Ukraine AFL/ShVLP	trf rgd	19jun59 1948	registration assumed as incomplete in MGA document; canx 14nov64 as amortisation period expired Advanced Flying Training College
30 257	CCCP-01425 CCCP-L1426	II-12 II-12	AFL/Ukraine AFL/Moscow	trf mfd	unknown 1948	canx 24aug62 as life-time expired rgd 1948; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1426 CCCP-01426	II-12 II-12	AFL/Moscow (MUTA) AFL/East Siberia	trf trf	unknown 08dec58	new documents issued 19jan55 opb 134 ATO; w/o 29nov59 on the leg from Kirensk to Irkutsk of a cargo flight from Mama to Irkutsk when
						tried to land in below-minima weather conditions (fog had appeared suddenly), deviated from the extended centre-line of the runway to the right and touched down on the grass, on touch-down the captain realised
20.250	0000 14 407					the mistake and tried to turn left but the left wing touched the ground, the aircraft hit two trenches and the cockpit was destroyed, all 4 crew killed; t/t 9,169 hours; canx 24dec59
30 258	CCCP-L1427	Il-12	Aeroflot/ShVLP	rgd	1948	Advanced Flying Training College at Buguruslan; w/o 09sep48 on a training flight from Buguruslan- Baimakovo when the captain decided to practice flying with one engine shut off but feathered the left
						propeller immediately after take-off at a height of some 70-100 metres (with the flaps still deployed by 17 degrees) and flew a turn with a bank angle of 30 degrees, the aircraft lost speed and became difficult to control the caption excited by this to up of the table for excited by the this captel and the captel and the captel of the table of tab
						control, the captain reacted by trying to unfeather the left propeller but this created additional drag so that the aircraft continued to lose speed, entered a dive and crashed near the airfield, all 5 crew killed; canx
30 259	CCCP-L1429	II-12	AFL/Far East	rgd	1948	01oct48
30 260	CCCP-L1429 CCCP-L1428	II-12 II-12	AFL/Northern AFL/ShVLP	trf rgd	unknown 1948	new documents issued 05nov54; canx 20sep56 Advanced Flying Training College
	CCCP-L1428 CCCP-L1428	II-12 II-12	AFL/Belarus AFL/Ukraine	trf trf	unknown 19jun59	opb 1 OUAE (otdelnaya uchebnaya aviaeskadrilya); new documents issued 07sep54 canx 23sep59
30 261	CCCP-L1430 CCCP-L1430	II-12 II-12	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1948 unknown	opb 1-ya Moskovskaya aviagruppa
30 262	CCCP-01430 CCCP-L1431	II-12 II-12	AFL/East Siberia AFL/Moscow	trf rgd	07dec58 1948	canx 24sep63 as amortisation period expired opb 1-ya Moskovskaya aviagruppa
	CCCP-L1431	II-12	AFL/West Siberia	trf	unknown	new documents issued 28feb55

30 264	CCCP-01431 CCCP-L1432 CCCP-L1432	II-12 II-12 II-12	AFL/West Siberia AFL/Far East AFL/Armenia	rgd rgd trf	unknown 1948 unknown	canx 11dec62 as life-time expired went tech at KJA 16dec48
30 265	CCCP-01432 CCCP-L1433 CCCP-L1433	II-12 II-12 II-12	AFL/Armenia AFL/Georgia AFL/Belarus	rgd rgd trf	unknown 1948 unknown	canx 08mar60 as worn out
30 266	CCCP-01433 CCCP-01433 CCCP-L1434	II-12 II-12 II-12	AFL/BLU AFL/Turkmenistan AFL/Georgia	trf trf mfd	28mar59 07aug59 26apr48	Buguruslan Flying School canx 08jun61 as worn out rgd 1948; opb 18 TAO; w/o 20aug49 on the leg from Kharkiv to Moscow of a flight from Tbilisi to Moscow
30 200		11-12	ALL GEOLGIB	iiiu	2040140	when encountered severe thunderstorms near Belgorod (the meteorological service had not appropriately warned of them) and instead of returning to Kharkiv the crew tried to slip through between two storm centres, flying at heights between 300 and 570 metres, near Oboyan the aircraft entered an area of severe turbulence and heavy rain, got caught in a strong downwind, lost height, crashed in a field near Polukotelnikovo (12 km north-east of Oboyan, Kursk region), broke up and came to rest 390 metres after the first impact, 3 of the 5 crew and 5 of the 6 passengers killed and all survivors seriously injured; t/t 553 hours
30 267	CCCP-L1435 CCCP-L1435	II-12P II-12P	AFL/Uzbekistan AFL/West Siberia	mfd trf	24may48 unknown	rgd 1948 opb 112 ATO; w/o 23jan53 on the leg from Kazan to Moscow of a cargo flight from Novosibirsk to Moscow, shortly after take-off at night in bad visibility the aircraft collided in clouds at a height of 150 metres with Li-2 CCCP-L4582 due to ATC error, the empennage of the Li-12 was hit by the left engine of the Li-2 and carme off, both aircraft crashed in a snow-covered field south-west of Voznesenskoye (3 km south-west of
30 268	CCCP-L1436(1) CCCP-L1436(1)	II-12 II-12	AFL/Moscow AFL/MOW MAG SPiVS	rgd trf	1948 unknown	the airport), all 6 crew killed; t/t 1,288 hours; canx 27mar53 opb 1-ya Moskovskaya aviagruppa; see c/n 93033705
30 269	not known CCCP-L1437 CCCP-L1437	II-12 II-12 II-12	Soviet Air Force AFL/Moscow AFL/Belarus-MHP	trf mfd trf	06nov50 30apr48 unknown	rgd 1948; 27 pax configuration; opb 1-ya Moskovskaya aviagruppa; photo at AER in summer 1949
	CCCP-L1437 CCCP-L1437 CCCP-L1437	II-12 II-12 II-12	AFL/ShVLP AFL/Ukraine-HRK	trf trf	25nov50 16may59	Advanced Flying Training College
30 274	CCCP-01437 CCCP-L1703	II-12 II-12P	AFL/Ukraine-HRK AFL/Far East-KHV	rgd rgd	may59 1948 1959	canx 24jun64 as life-time expired
30 275 ?	CCCP-01375 CCCP-01375 35048	II-12P II-12P II-12T	AFL/Far East-KHV AFL/Urals-SVX Chinese Air Force	rgd trf YIH	23nov60 13mar87	canx 19mar63 as life-time expired //n YIH 12oct88; c/n reported as '275'; preserved in the China Aviation Museum at Shahezhen
	35141 (2)	II-12T	Chinese Air Force		sep90	(Changping), f/n jan90 preserved in the China Aviation Museum at Shahezhen (Changping, N40.182892 E116.36111) with this
30 276	CCCP-L1700 CCCP-L1700	II-12P II-12P	AFL/Moscow AFL/East SibIKT	rgd trf	1948 unknown	fake serial, seen sep90/sep12; see II-12 35141 with unknown c/n opb 1-ya Moskovskaya aviagruppa; underwent trials with the NII GVF 25may/10jun48
30 277	CCCP-01401 CCCP-X837	II-12P II-12	AFL/East SibIKT MVD - Dalstroi	rgd mfd	1959 30apr48	canx 15jun60 as worn out operated until 10jun52; t/t 1,191 hours by 10jun52
	CCCP-L1488	II-12	AFL/Far East-KHV	trf	1952	opb 12 ATO; severely damaged 23aug52 on the leg from Nikolayevsk-na-Amure to Okhotsk of a flight from Khabarovsk to Magadan when part of a blade of the right propeller came off (the blades had been repaired by welding twice), punctured the fuselage, destroyed hydraulic lines, engine control cables and electrical cables, ricocheted, seriously injured both legs of the flight mechanic who was in the cargo bay and got stuck in the upper wing of Po-2 CCCP-TX4 which was being transported in the cargo bay, the engine developed severe vibrations, but could not be shut down and the propeller could not be feathered as the control cables had been destroyed, as the aircraft lost height the crew opted for an emergency landing in the valley of the lakes Oryol and Chiya and the aircraft landed wheels-up in a field near Chiya, 1 of the 5 crew killed (the flight mechanic died due to massive blood loss 2 hours after the landing) while the other 4 crew and all 11 passengers escaped unhurt; t/t 1,286 hours by 23aug52; repaired; new documents issued 05jan55
8 30 23 11	CCCP-73953 CCCP-L1438 CCCP-L1438 CCCP-L1438	II-12 II-12 II-12 II-12	AFL/Far East-KHV AFL/Moscow AFL/Belarus AFL/Northern	rgd rgd trf trf	1959 1948 nov50 07sep54	canx 03jul63 as life-time expired opb 1-ya Moskovskaya aviagruppa opb 1 OUAE (otdelnaya uchebnaya aviaeskadrilya) new documents issued 30sep55
8 30 23 12	CCCP-01438 CCCP-L1439	II-12 II-12	AFL/Northern AFL/Far East	rgd rgd	unknown 1948	dbr, details unknown; canx 05mar60 new documents issued 07sep54
8 30 23 13	CCCP-L1439 CCCP-01439 CCCP-L1440	II-12 II-12 II-12	AFL/Belarus AFL/Ukraine AFL/Moscow	trf trf rgd	30mar51 17may59 1948	opb 1 OUAE (otdelnaya uchebnaya aviaeskadrilya) canx 03jul63 as life-time expired opb 1-ya Moskovskaya aviagruppa
8 30 23 14	CCCP-L1440 CCCP-L1440 CCCP-L1441(1)	II-12 II-12 II-12	AFL/Kazakhstan AFL/ShVLP	trf rgd	unknown 1948	carx 25apr55; trf 'for display' to the Troitsk Technical Aviation College Advanced Flying Training College; see c/n 93033716
8 30 23 15	CCCP-L1441(1) not known CCCP-L1442	II-12 II-12 II-12	AFL/MOW MAG SPiVS Soviet Air Force AFL/Moscow	trf trf	unknown 04nov50 1948	opb long-range aviation
0 50 25 15	CCCP-L1442 CCCP-01442	II-12 II-12 II-12	AFL/West Siberia AFL/West Siberia	rgd trf rgd	26jan51 unknown	opb 1-ya Moskovskaya aviagruppa canx 21oct61 as life-time expired
8 30 23 16	CCCP-L1443 CCCP-L1443 CCCP-01443	II-12 II-12 II-12	AFL/Kazakhstan AFL/East Siberia AFL/East Siberia	rgd trf	1948 unknown unknown	canx 25apr62 as life-time expired
8 30 23 17	CCCP-L1444 CCCP-L1444	II-12 II-12 II-12	AFL/Kazakhstan AFL/East Siberia	rgd rgd trf	1948 unknown	
8 30 23 18	CCCP-L1444 CCCP-L1445 CCCP-L1445	II-12 II-12 II-12	AFL/Moscow AFL/Georgia AFL/West Siberia	trf rgd trf	unknown 1948 unknown	opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; canx 16aug56 new documents issued 31aug54
8 30 23 19	CCCP-01445 CCCP-A1446	II-12 II-12	AFL/West Siberia AFL/Uzbekistan	rgd rgd	unknown 1948	canx 05mar62 as life-time expired
8 30 23 20	CCCP-L1446 CCCP-01446 CCCP-L1447	II-12 II-12 II-12	AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS AFL/Far East	trf rgd rgd	unknown unknown 1948	used as a photo survey aircraft; new documents issued 09may56 canx 19apr63 as worn out opb Maqadanskaya aviaqruppa; new documents issued 09may56
8 30 23 25	CCCP-01447 not known	II-12 II-12 II-12T	AFL/Urals-SVX Soviet Air Force	rgd	unknown photo	trf 29nov60; canx 310ct63 as life-time expired without dorsal turret; fitted out for icing research with sensors on forward fuselage sides and flight-deck
	no code CCCP-I884	II-12D II-12D	Soviet Air Force MOP zavod # 47	500	photo unknown	roof; with 'lightning-bolt' cheatline and 'winged star' emblem on the nose-cone with a UTK-1 dorsal turret now; in natural metal c/s canx 06mar58
8 30 24 06	CCCP-27215 2406	II-12D II-12T	MOMS Orenburg MSZ Czechoslovak AF	reg rgd no	06dec65 reports	canx 20dec65 c/n not confirmed; type was previously reported as an II-14
8 30 24 07	2407	II-12T	Czechoslovak AF	Prs	08sep90	c/n not confirmed; fuselage used as a ground instructional airframe at Prostejov (N49.456090, E17.131165), i/n may10 at Register belock a set of the set o
8 30 24 16 8 30 24 17 8 30 24 18	"53" blue CCCP-L1471 CCCP-L1464 CCCP-L1464	II-12T II-12 II-12 II-12	Soviet Air Force AFL/Belarus AFL/Moscow AFL/Moscow (MUTA)	rgd rgd trf	photo 1951 1948 unknown	at Borisoglebsk-3 in winter 1962; opb 478 uap canx 19dec58 as worn out opb 1-ya Moskovskaya aviagruppa
8 30 24 19	CCCP-L1464 CCCP-01435 CCCP-L1463	Il-12 Il-12 Il-12	AFL/East Siberia AFL/East Siberia AFL/Moscow	rgd rgd rgd	unknown unknown 1948	canx 03jul63 as life-time expired opb 1-ya Moskovskaya aviagruppa
8 30 24 20	CCCP-L1463 not known CCCP-L1468	II-12 II-12 II-12	AFL/Northern Soviet Air Force AFL/Moscow	trf trf	unknown 07nov50 1948	opb long-range aviation
8 30 24 20	CCCP-L1468 CCCP-L1468 CCCP-73993	II-12 II-12 II-12	AFL/Moscow AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd trf rgd	1948 unknown 1959	opb 1-ya Moskovskaya aviagruppa on charge by 01oct50 canx 15apr66 as life-time expired
8 30 24 21	CCCP-L1465	II-12	AFL/Moscow	rgd	1948	opb 40 ÅO 1-oi Moskovskoi aviagruppy; w/o 01sep48 on the leg from Novosibirsk-Severny to Omsk at night of a flight from Khabarovsk to Moscow when the flight mechanic reduced power (without having been ordered to do so) after the landing gear had been retracted, the aircraft lost speed and height, crash- landed and broke up, one of the passengers was killed by a propeller blade which had come off and 5
8 30 24 22	CCCP-L1466	Il-12	AFL/Azerbaijan-BAK	toc	01jun49	occupants were injured; canx 01dec48 opb 107 LO; dbr in spring 1954 on a cargo flight from Krasnovodsk to Baku-Bina when the right engine caught fire shortly after take-off while the aircraft was flying at a height of some 300 metres over the Krasnovodski zaliv bay, as the fire could not be extinguished the crew opted for a forced landing in the shallow waters of the bay, all 5 crew escaped unhurt; the wreck did not even submerge and remained at the accident site for many years
8 30 24 23	CCCP-L1469 CCCP-L1469	II-12 II-12	AFL/Northern AFL/Far East	rgd trf	1948 unknown	new documents issued 22jul54; canx 14dec55 and trf to the Irkutsk Aviation College 'for display'
8 30 24 24	CCCP-L1470 CCCP-L1470 CCCP-01395	II-12 II-12 II-12	AFL/Moscow AFL/West Siberia AFL/Ukraine	mfd trf trf	07jul48 unknown 25jul58	rgd 1948; opb 1-ya Moskovskaya aviagruppa on charge by 01apr51; new documents issued 15sep54 canx 03jul63 as life-time expired
8 30 24 25	CCCP-L1472 CCCP-01402	II-12 II-12	AFL/Georgia AFL/Ukraine	rgd trf	1948 15aug58	in another document 18nov61 as AFL/Urals-SVX; canx 20jun63 as calendar life-time expired
8 30 25 04	CCCP-L1467 CCCP-L1467 CCCP-L1467	II-12 II-12 II-12	AFL/Moscow AFL/Moscow (MUTA) AFL/Urals	rgd rgd trf	1948 unknown 05aug58	opb 1-ya Moskovskaya aviagruppa new documents issued 28sep54 opb Uralskaya aviagruppa; dbr, details unknown; canx 16may59
8 30 25 05	35140 5116	II-12 II-12T II-12T	Chinese Air Force Chinese Air Force	Dts Dts	jan90 oct06	opp Uraiskaya aviagruppa; dbr, detais unknown; canx Iomay59 preserved in the China Aviation Museum at Shahezhen (Changping), l/n oct05 preserved in these fake markings in the China Aviation Museum at Shahezhen Changping (N40.184239 E116.36098), l/n nov10; see II-12 '5116' with unknown c/n

8 30 25 07	CCCP-L1473	Il-12	AFL/Far East	rgd	1948	flew on the KHV-OHO route 19sep58
8 30 25 11	CCCP-12580 CCCP-L1474	II-12 II-12	AFL/Far East AFL/Northern	rgd rgd	unknown 1948	canx 17aug63 as amortisation period expired
	CCCP-Sh1474 CCCP-L1474 CCCP-01400	Il-12 Il-12 Il-12	AFL/ShVLP AFL/Ukraine AFL/Ukraine	trf trf rgd	unknown unknown unknown	Advanced Flying Training College; new documents issued 25apr57 canx 20jun63 as worn out
8 30 25 12	CCCP-L1475 not known	II-12 II-12	AFL/Moscow Soviet Air Force	rgd trf	1948 06oct50	opb 1-ya Moskovskaya aviagruppa
8 30 25 13 8 30 25 14	CCCP-L1476 CCCP-L1477	Il-12 Il-12	AFL/Moscow AFL/Moscow	rgd mfd	1948 30aug48	opb 1-ya Moskovskaya aviagruppa; canx 31mar52 due to structural damage; trf to the RKVIAVU (Riga Higher Military Technical Aviation School), probably for use as a ground instructional airframe rgd 1948; opb 1-ya Moskovskaya aviagruppa
0 50 25 14	CCCP-L1477 CCCP-12590	II-12 II-12 II-12	AFL/Moscow (MUTA) AFL/Ukraine	trf rgd	unknown unknown	new documents issued 07sep54 trf 05aug58; canx 18oct62 as life-time expired
8 30 25 15	CCCP-L1448 CCCP-01448	II-12 II-12	AFL/Uzbekistan AFL/Uzbekistan	rgd rgd	1948 unknown	new documents issued 11oct55 canx 21feb66 as worn out
8 30 25 16	CCCP-L1449 CCCP-L1449	II-12 II-12	AFL/Far East AFL/Moscow (MUTA)	rgd trf	1948 unknown	canx 08jan58 as worn out
8 30 25 17	CCCP-L1450	II-12	AFL/Uzbekistan	mfd	26aug48	opb 5 TAO; w/o 12oct48 on the leg from Baku to Tbilisi of a flight from Tashkent to Sochi in adverse weather when airport staff, ATC and crew committed a number of mistakes, the aircraft deviated from the prescribed flight path and crashed in the mountains of the Northern Caucasus near Yevlakh, all 6 crew and 4 passengers killed; Yt 274 hours; the wreck was not found for a long time (possibly never found)
8 30 25 18 8 30 25 19	CCCP-L1451 CCCP-L1452	II-12 II-12	AFL/Far East AFL/Uzbekistan	rgd rgd	1948 1948	canx 29jul58 as worn out
	CCCP-L1452 CCCP-L1452	II-12 II-12	AFL/OAGrVS AFL/West Siberia	trf	unknown 31dec53	otdelnaya aviagruppa vozdushnykh syomok (independent photo survey aviation group)
	CCCP-L1452 CCCP-73969	II-12 II-12	AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS	trf rgd	unknown unknown	canx 27may64 as worn out
8 30 25 20	CCCP-L1453 CCCP-L1453	Il-12 Il-12	AFL/Moscow AFL/Far East	rgd trf	1948 unknown	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1453 CCCP-L1453 CCCP-01427	Il-12 Il-12 Il-12	AFL/Moscow (MUTA) AFL/Urals-SVX AFL/Urals-SVX	trf trf rgd	unknown 04aug58 unknown	canx 08aug62 as worn out
8 30 25 21	CCCP-L1454 CCCP-L1454	II-12 II-12 II-12	AFL/Moscow AFL/Northern	rgd trf	1948 unknown	opb 1-ya Moskovskaya aviagruppa new documents issued 05nov57; canx 22mar58 as worn out
8 30 25 22	CCCP-L1455 not known	II-12 II-12 II-12	AFL/Northern Soviet Air Force	rgd trf	1948 04nov50	opb long-range aviation
8 30 25 23	CCCP-L1456 CCCP-Sh1456	II-12 II-12	AFL/Northern AFL/ShVLP	rgd trf	1948 unknown	Advanced Flying Training College
	CCCP-L1456 CCCP-12592	II-12 II-12	AFL/Turkmenistan AFL/Turkmenistan	trf rgd	03mar58 unknown	dbr, details unknown; canx 22jun59
8 30 25 24	CCCP-L1457 CCCP-Sh1457	II-12T II-12T	AFL/Far East AFL/ShVLP	rgd trf	1948 unknown	Advanced Flying Training College; new documents issued 02jul54
	CCCP-Sh1457 CCCP-73951	II-12T II-12T	AFL/BLU AFL/Ukraine	trf trf	23oct58 16may59	Buguruslan Flying School canx 24jun64 as life-time expired; preserved in a pioneers' camp at Komsomolskoye in the Donetsk region
8 30 25 25	CCCP-L1458	II-12T	AFL/Kazakhstan-ALA	rgd	1948	(N47.691581 E38.082144), adorned with blue and yellow 'Ukrainian' trim, seen 2009/sep12 photo in Putnam book; new documents issued 21aug54; overhauled by AERB-243 nov58
8 30 26 01	CCCP-73955 CCCP-L1459	II-12T II-12 II-12	AFL/Kazakhstan-ALA AFL/Kazakhstan	rgd rgd KOV	unknown 1948	dbr 24dec58, details unknown; canx 16feb59 new documents issued 14sep55
8 30 26 02	CCCP-73954 CCCP-73954 CCCP-L1460	II-12 II-12 II-12T	AFL/Kazakhstan AFL/East Siberia AFL/Far East	trf rgd	nov59 27nov61 1948	canx 18dec64 as life-time expired
0 50 20 02	CCCP-Sh1460 CCCP-Sh1460	II-12T II-12T	AFL/ShVLP AFL/BLU	trf trf	unknown 19sep58	Advanced Flying Training College Buguruslan Flying School
	CCCP-73975	II-12T	AFL/Ukraine	trf	16may59	canx 21sep64 as life-time expired; used as a ground instructional airframe by the technical aviation school at Slavyansk (Donetsk region), seen jun96/apr99; preserved in the Aircraft Rework Plant Museum at
8 30 26 03	CCCP-L1461	II-12	AFL/Azerbaijan	rgd	1948	Lugansk-Ostraya Mogila (N48.527216 E39.384045), seen jun06/nov13
8 30 26 04	CCCP-01404 CCCP-L1462	II-12 II-12	AFL/Urals AFL/Kazakhstan	trf mfd	26dec59 aug48	opb Uralskaya aviagruppa; canx 12dec55 as life-time expired opb 25 TAO; w/o 20sep49 on the leg from Lyubertsy to Sverdlovsk at night of a cargo flight from Lyubertsy to Karaganda when the left engine lost oil and failed due to faulty maintenance (one hour before the crew had neglected signs indicating that the engine would fail and decided to continue the flight), the crew decided to make an emergency landing at Gorki but the propeller could not be feathered as there was no oil pressure, the aircraft rapidly lost height and jettisoning the cargo did not help so that the aircraft
8 30 26 05	CCCP-L1478	Il-12	AFL/Far East	rgd	1948	touched trees on a hill 12 km north of Savasleika and 22 km east of Murom, crashed and broke up, 3 of the 4 crew killed; t/t 550 hours (t/t of the left engine 334 hours); canx 29sep49
	CCCP-L1478 CCCP-01419	II-12 II-12	AFL/Moscow (MUTA) AFL/Ukraine	trf	unknown 20nov58	canx 24aug62 as life-time expired
8 30 26 06	CCCP-L1479 not known	II-12 II-12	AFL/Moscow Soviet Air Force	rgd trf	1948 06oct50	opb 1-ya Moskovskaya aviagruppa
8 30 26 07	CCCP-L1480 CCCP-01413(2)	II-12 II-12	AFL/Far East AFL/Far East	rgd rgd	1948 unknown	flew on the KHV-OHO route 19sep58 canx 11jan62 as life-time expired; see c/n 30171
8 30 26 08 8 30 26 09	CCCP-L1481 CCCP-L1482	II-12 II-12	AFL/Turkmenistan AFL/Moscow	rgd rgd	1948 1948	new documents issued 02jun54; canx 13aug55 due to corrosion opb 1-ya Moskovskaya aviagruppa
0.00.06.40	CCCP-L1482 CCCP-01434	II-12 II-12	AFL/Moscow (MUTA) AFL/West Siberia	trf trf	unknown 28feb59	canx 19mar63 as life-time expired
8 30 26 10	CCCP-L1483 CCCP-L1483 CCCP-73994	Il-12 Il-12 Il-12	AFL/Uzbekistan AFL/Central Asia AFL/Uzbekistan	rgd trf	21jun52 unknown unknown	territorial reorganisation; new documents issued 09feb56 canx 26apr62 as life-time expired
8 30 26 12	CCCP-L1484 not known	II-12 II-12 II-12	AFL/OZDERISTAN AFL/ShVLP Soviet Air Force	rgd rgd trf	1948 04nov50	Advanced Flying Training College opb long-range aviation
8 30 26 13	CCCP-L1485 CCCP-L1485	II-12 II-12 II-12	AFL/Kazakhstan AFL/West SibOvn	rgd trf	1948 14may51	
8 30 26 14	CCCP-01349 CCCP-L1486	II-12 II-12	AFL/West SibOvn AFL/Moscow	rgd rgd	1959 1948	canx 23oct62 as life-time expired opb 1-ya Moskovskaya aviagruppa
	CCCP-L1486 CCCP-L1486	II-12 II-12	AFL/Far East AFL/West Siberia	trf trf	unknown unknown	
	CCCP-L1486 CCCP-01340	II-12 II-12	AFL/Urals-SVX AFL/Urals-SVX	trf rgd	unknown unknown	opb Uralskaya aviagruppa by 01sep57 in document 26sep62; canx 22oct63 as amortisation period expired
8 30 26 15	CCCP-L1487 CCCP-Sh1487	II-12 II-12	AFL/Far East AFL/ShVLP	rgd trf	1948 unknown	Advanced Flying Training College
8 30 26 16	CCCP-73968(1) CCCP-I1023	II-12 II-12	AFL/BLU MOP - NISO	trf no	18sep58 reports	Buguruslan Flying School; canx 30mar59; see c/n 83012903
8 30 27 03	CCCP-03528 CCCP-A910	Il-12 Il-12	MOP - NISO AFL/MOW MAG SPIVS	no rgd	reports unknown	
	CCCP-L1851 CCCP-L1851 CCCP-73970	Il-12 Il-12 Il-12	AFL/Moscow (MUTA) AFL/MOW MAG SPiVS AFL/MOW MAG SPiVS	rgd trf rgd	unknown unknown unknown	new documents issued 24oct55 dbr, details unknown; canx 18apr62
8 30 27 09 8 30 27 10	CCCP-01378(2) "32" red	II-12 II-12 II-12T	AFL/West Siberia Soviet Air Force	trf	20jun61 photo	probably ex Soviet Air Force; canx 12jan66; see c/n 30106
An improved		to product	ion during 1948. The	main	-	lifference to earlier aircraft was a new dorsal fin as well as incorporating other internal
8 301 28 01	CCCP-L1704	II-12P	AFL/NII GVF	rgd	1949	in natural metal, Aeroflot c/s; made test flights in 1949
	CCCP-L1704 CCCP-L1704	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	trf trf	unknown unknown	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1704 CCCP-L1704	II-12P II-12P	AFL/West Siberia AFL/Urals	trf trf	unknown unknown	opb Uralskaya aviagruppa by 01sep57
8 301 28 02	CCCP-01386 CCCP-L1705	II-12P II-12P	AFL/Urals AFL/Moscow	rgd mfd	unknown 12oct48	canx 12sep66 as amortisation period expired rgd 1948; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1705 CCCP-73996	II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine	trf trf	unknown 15may59	canx 16may61 as worn out
8 301 28 03 8 301 28 04	CCCP-L1706 CCCP-L1707	II-12P II-12P II-12P	AFL/Moscow AFL/Moscow AFL/East Siberia	rgd rgd trf	unknown 1948 unknown	opb 1-ya Moskovskaya aviagruppa; dbr, details unknown; canx 05oct56 opb 1-ya Moskovskaya aviagruppa canx 20iulSa ae word out
8 301 28 05	CCCP-L1707 CCCP-L1708 CCCP-L1708	II-12P II-12P II-12P	AFL/East Siberia AFL/Moscow AFL/Moscow (MUTA)	trf rgd trf	unknown 1950 unknown	canx 29jul58 as worn out opb 1-ya Moskovskaya aviagruppa
	CCCP-L3900 CCCP-73964	II-12P II-12P II-12P	AFL/Kazakhstan AFL/Kazakhstan	rgd rgd	21oct54 unknown	canx 26may59 as life-time expired
8 301 28 06	CCCP-L1709 CCCP-L1709	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1948 unknown	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1709 CCCP-12583	II-12P II-12P	AFL/Far East AFL/Far East	trf rgd	unknown unknown	canx 18jul61 as life-time expired

canx 26may59 as life-time expired opb 1-ya Moskovskaya aviagruppa

8 301 28 07	CCCP-L1710 CCCP-L1710 CCCP-L1710	II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/West Siberia	rgd trf trf	1948 unknown unknown	opb 1-ya Moskovskaya aviagruppa; photo in natural metal c/s
8 301 28 08	CCCP-L1710 CCCP-01333 CCCP-L1711 CCCP-L1711	II-12P II-12P II-12P II-12P	AFL/Urals AFL/Urals AFL/Moscow AFL/Moscow (MUTA)	trf rgd mfd trf	unknown unknown jun48 unknown	new documents issued 07sep54; opb Uralskaya aviagruppa by 01sep57 canx 31mar60 as worn out rgd 1948; opb 1-ya Moskovskaya aviagruppa
8 301 28 09	CCCP-73982 CCCP-L1712 CCCP-L1712	II-12P II-12P II-12P	AFL/Ukraine AFL/Georgia AFL/Ukraine	trf rgd trf	22may58 1948 unknown	canx 28jun60 as life-time expired; photo at an unknown location 1963
8 301 28 10	CCCP-73976 CCCP-L1713 CCCP-01301	II-12P II-12P II-12P	AFL/Ukraine AFL/Far East AFL/Far East	rgd rgd rgd	unknown 1948 unknown	canx 22mar61 as life-time expired canx 08mar60 as worn out
8 301 28 11	CCCP-L1714	II-12P	AFL/Moscow	mfd	28nov48	opb 31 AO 1-oi Moskovskoi aviagruppy; w/o 21jul49 on the leg from Krasnoyarsk to Irkutsk of a flight from Moscow to Khabarovsk when the left engine lost oil and caught fire (due to a design fault), the fire could be extinguished by an emergency descent, but the aircraft was not able to continue on one engine although part of the cargo was jettisoned, while approaching a field for a forced landing the left wing hit a tree on a hill (640 metres) near Marga (5 km south-east of Shebert raiway station in the Nizhneudinsk district of the Irkutsk region), the left wing came off, soon followed by the right one, the fuselage came down in the forest, caught fire and burnt out, 5 of the 6 crew and all 8 passengers killed; t/t of the left engine 467 hours; canx 01nov49
8 301 28 12 8 301 28 13	CCCP-L1715 CCCP-12585 CCCP-L1716	II-12P II-12P II-12	AFL/Far East AFL/Far East AFL/Moscow	rgd rgd rgd	1948 unknown 1948	canx 10oct60 as worn out opb 1-ya Moskovskaya aviagruppa
0 501 20 15	CCCP-L1716 CCCP-L3902	II-12 II-12	AFL/Moscow (MUTA) AFL/EAU	trf trf	unknown unknown	Option of the index of the second and the index of the
8 301 28 14	CCCP-L1717 CCCP-L1717 CCCP-L3906 CCCP-L3906	II-12P II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/West SibOvn AFL/Urals-SVX	rgd trf trf trf	1948 unknown unknown dec56	opb 1-ya Moskovskaya aviagruppa in document 1949 opb Uralskaya aviagruppa by 01sep57
8 301 28 15 8 301 28 16	CCCP-L1718 CCCP-L1719 CCCP-L1719	II-12P II-12P II-12P II-12P	AFL/East Siberia AFL/International AFL/Moscow (MUTA)	rgd mfd trf	1948 28jan48 unknown	pus oraskaya anagruppa orosepus burnt out during take-off, details unknown; canx 02dec53 possibly 28nov48 instead ?; rgd 1948; opb OAG MVS
8 301 28 17	CCCP-L1719 CCCP-L1720 CCCP-L1720	II-12P II-12P II-12P	AFL/Ukraine AFL/International AFL/Moscow (MUTA)	trf mfd trf	unknown 28nov48 unknown	dbr, details unknown; canx 26may58 rgd 1948; opb OAG MVS f/n VKO 1956
8 301 28 18	CCCP-01328 CCCP-L1721 CCCP-L1721	II-12P II-12P II-12P	AFL/Ukraine AFL/Moscow (MUTA) AFL/West Siberia	trf rgd trf	31may58 unknown unknown	canx 24jul61 as life-time expired new documents issued 07aug54
8 301 28 19	CCCP-L1721 CCCP-L1722 CCCP-L1722	II-12P II-12P II-12P	AFL/Urals AFL/International AFL/Moscow (MUTA)	trf rgd trf	unknown 1948 unknown	opb Uralskaya aviagruppa by 01sep57; canx 10may58 as worn out opb OAG MVS
8 301 28 20	CCCP-L1722 CCCP-L1722 CCCP-73992 CCCP-L1723	II-12P II-12P II-12P II-12P	AFL/West Siberia AFL/Urals-SVX AFL/Urals-SVX AFL/International	trf trf rgd rgd	unknown unknown unknown 1948	f/n BUD 1955; in natural metal c/s with two thin blue cheatlines; l/n VNO 1956 opb Uralskaya aviagruppa by 01sep57; l/n apr58 canx 20nov59 opb OAG MVS
	CCCP-L1723 CCCP-L1723 CCCP-73980	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine AFL/Ukraine	trf trf rgd	unknown unknown unknown	f/n VKO 1955; l/n 1956 canx 11jun59 as worn out
8 301 29 01 8 301 29 02	CCCP-L1724 CCCP-73990 CCCP-L1725	II-12P II-12P II-12P	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Moscow	rgd trf mfd	1948 unknown 1949	overhauled by AERB-243 nov58 canx 27aug60 as worn out rgd 1949; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1725 CCCP-01405	II-12P II-12P	AFL/East Siberia AFL/Ukraine	trf trf	unknown 20sep58	opb 88 ATO; w/o 21jul60 on the leg from Minsk to Lviv of a flight from Leningrad to Lviv when was not able to accelerate duly on the rain-soaked grass runway, lifted off below minimum take-off speed and with a high angle of attack, bouncing four times, banked to the left, hit a power-line and a lamp pole and crashed on the territory of a motor depot, breaking up while colliding with several trucks and a fence, all 4 crew and 3 of the 24 passengers (2 of the passengers were without seat) killed as well as 1 person on the encoded do for the 24 passengers (4 to 12 do 16 person 26 killed as well as 1 person on the dominant of the set of the 12 do 16 person person 26 killed as well as 1 person on the encoded do for the set of the 12 do 16 person person 26 killed as well as 1 person on the dominant of the set of the 12 do 16 killed as well as 1 person on the dominant of the set of the 12 do 16 killed as well as 1 person of the dominant of the set of the 12 do 16 killed as well as 1 person of the dominant of the set of the 12 do 16 killed as well as 1 person of the dominant of the set of t
8 301 29 03	CCCP-L1726 CCCP-L1726 CCCP-73968(2)	II-12P II-12P	AFL/Moscow (MUTA) AFL/Northern	rgd trf	unknown unknown unknown	ground during the rescue operation; t/t 13,706 hours; canx 26jul60 new documents issued OSnov54 photo 1957; featured in the Soviet movie "Nepovtorimaya vesna" (Unrepeatable Spring) shot in 1957
8 301 29 04 8 301 29 05	CCCP-13968(2) OK-CBA CCCP-L1728 CCCP-L1728 CCCP-L1728	II-12P II-12B II-12P II-12P II-12P II-12P	AFL/Northern CSA AFL/Moscow AFL/Moscow (MUTA) AFL/Ukraine	rgd d/d mfd trf trf	11mar49 06dec48 unknown unknown	canx 29jul58 as worn out; see c/n 8302615 rgd 09jun49; i/s 17jun49; fleet # '70'; f/n Northolt 12sep49; wfu 03jan59; canx 29feb60 rgd 1948; opb 1-ya Moskovskaya aviagruppa
8 301 29 06	CCCP-73978 CCCP-L1729 CCCP-L1729	II-12P II-12P II-12P II-12P	AFL/Ukraine AFL/Moscow AFL/Moscow (MUTA)	no rgd trf	reports 1948 unknown	canx 14jul60 as life-time expired opb 1-ya Moskovskaya aviagruppa
	CCCP-L3926 CCCP-L3926	II-12P II-12P	AFL/Moscow (MUTA) AFL/Kazakhstan	rgd trf	02jul54 16apr56	new documents issued 18apr55
8 301 29 07	CCCP-73965 CCCP-L1730 CCCP-L1730	II-12P II-12P II-12P	AFL/Kazakhstan AFL/Moscow AFL/Moscow (MUTA)	rgd rgd trf	gd 1948 f unknown f unknown	canz 29nov58 as amortisation period expired opb 1-ya Moskovskaya aviagruppa
8 301 29 08	CCCP-L1730 CCCP-L1731	II-12P II-12P	SibNIA AFL/Uzbekistan	trf mfd		canx 10mayS8; tested to destruction opb 5 TAO; w/o 23dec48 when the factory-fresh aircraft was to be handed over at Khodynka to a crew from the Georgian directorate and ferried to Tbilisi via VKO, as that crew did not turn up in time the aircraft instead was handed over to a crew from the Uzbek directorate who was present at Khodynka to collect an I-12 and intended to ferry their aircraft to Tashkent via Lyubersy instead of VKO, but nobody informed ATC about the change of the flight plan, the II-12 collided 5.8 km south-east of VKO in bad visibility with TS-62 CCCP-L861, lost both engines, entered a flat spin and crashed at the edge of a wood 500-700 metres from Valuyevo, all 4 crew killed; canx 24 jan49
8 301 29 09 8 301 29 10	CCCP-L1732 CCCP-L1733 CCCP-L1733	II-12P II-12P II-12P	AFL/Uzbekistan AFL/Georgia AFL/West Siberia	rgd rgd trf	1949 1949 15jun56	f/n VKO 1956; canx 24mar59 as worn out canx 10oct58 as worn out
8 301 29 11 8 301 29 12		II-12P II-12P II-12P II-12P	Aeroflot AFL/Azerbaijan AFL/BLU	no rgd trf	reports 1949 04dec58	just surmised, neither in 1950s MGA document nor in register Buguruslan Flying School; canx 06jan59 as 'for display'
8 301 29 13 8 301 29 14	CCCP-L1735 CCCP-L1736 CCCP-73956 CCCP-L1737	II-12P II-12P II-12P II-12P	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd rgd	1949 1959 1949	overhauled by AERB-243 nov58 canx 29oct59 as worn out new documents issued 29dec54
8 301 29 14 8 301 29 15	CCCP-73957 CCCP-L1738 CCCP-73959	II-12P II-12P II-12P II-12P	AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan	rgd VKO rgd	jun59 1949 unknown	canx 04jul59 as worn out new documents issed 21aug54
8 301 29 16	OK-CBF	II-12P II-12B	AFL/Kazakhstan CSA	rgd d/d	11mar49	f/n KOV nov59; canx 28jan60 as life-time expired photo proof of the c/n on the leading edge of the wing; rgd 04may49; i/s 17jun49; fleet # '71'; severely damaged 08dec51 when collided with an obstacle whilst taxiing at PRG (was initially to be repaired, but asthing effect on the bit of and accion 20fe/b60 (clean up of negrity).
8 301 29 17	CCCP-L1740 CCCP-L1740 CCCP-L1740 CCCP-01342	II-12P II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Far East AFL/Magadan	rgd trf trf rgd	1949 unknown unknown unknown	nothing came of this); canx 05jan54 and again 29feb60 (clean-up of register) opb 1-ya Moskovskaya aviagruppa photo; canx 06jul60 as worn out
8 301 29 18	CCCP-L1741 CCCP-L1741 CCCP-01352	II-12P II-12P II-12P II-12P	AFL/International AFL/Moscow (MUTA) AFL/Ukraine	rgd trf trf	1949 unknown 10may58	opb OAG MVS canx 22nov61 as life-time expired
8 301 29 19	CCCP-L1742 CCCP-L1742 CCCP-L1742 CCCP-L1742	II-12P II-12P II-12P II-12P	AFL/International AFL/International AFL/Moscow (MUTA) AFL/Ukraine-IEV	rgd trf IEV	1949 unknown 17aug57	opb OAG MVS new documents issued 28sep54 opb 86 OAG; involved in an incident on a flight from Moscow via Lviv to Budapest-Budaörs in the spring of 1950 when lost orientation due to a navigation problem, fortunately arrived over Kecskemét airport and received new and correct directions, landing safely at Budaõrs with an absolute minimum of fuel (some 50 litres); registration still in document oct58
8 301 29 20	CCCP-73979 CCCP-L1743 CCCP-L1743 CCCP-L1743	II-12P II-12P II-12P II-12P II-12P	AFL/Ukraine AFL/International AFL/Moscow (MUTA) AFL/Far East	rgd rgd trf trf	unknown 1949 unknown unknown	opb 90 OAG; canx 16may61 as life-time expired opb OAG MVS reported as an II-12T; photo exists
8 301 30 01	CCCP-12587 CCCP-L1744 CCCP-L1744	II-12P II-12P II-12P	AFL/Far East AFL/Moscow AFL/Moscow (MUTA)	rgd rgd trf	unknown 1949 unknown	flew on the KHV-OHO route 19sep58; f/n KHV 01feb61; canx 24jun61 as worn out c/n as such in MGA document, but as 93013001 in register; opb 1-ya Moskovskaya avlagruppa new documents issued 07sep54
8 301 30 02	CCCP-L1744 CCCP-L1745 CCCP-L1745	II-12P II-12P II-12P II-12P	AFL/Ukraine AFL/Moscow AFL/Moscow (MUTA)	trf mfd trf	unknown jan49 unknown	raw Osapr58 as worn out rgd 1949; opb 1-ya Moskovskaya aviagruppa; in natural metal c/s; photo exists new documents issued 20sep54
8 301 30 03	CCCP-01381 CCCP-L1746 CCCP-L1746	II-12P II-12P II-12P	AFL/Ukraine AFL/Georgia AFL/West Siberia	trf rgd trf	23may58 1949 unknown	opb 79 OAO; canx 24aug60 as life-time expired canx 19dec58 as worn out
8 301 30 04	CCCP-L1747	II-12P	AFL/Georgia	mfd	13jan49	rgd 1949

	CCCP-L1747 CCCP-01308	II-12P II-12P	AFL/ShVLP AFL/BLU	trf trf	unknown 23sep58	Advanced Flying Training College Buguruslan Flying School
8 301 30 05	CCCP-01308 CCCP-L1748	II-12P II-12P	AFL/Ukraine AFL/Moscow	trf rgd	16may59 1949	opb 90 OAO; canx 02jun61 as life-time expired opb 1-ya Moskovskaya aviagruppa
0 001 00 00	CCCP-L1748 CCCP-L1748	II-12P II-12P	AFL/Moscow (MUTA) AFL/Kazakhstan	trf trf	unknown unknown	
	CCCP-01360	II-12P	AFL/Kazakhstan	rgd	unknown	canx 05feb59 as life-time expired
8 301 30 06	CCCP-L1749 CCCP-L1749	II-12P II-12P	AFL/Moscow AFL/East Siberia	rgd trf	1949 14nov51	opb 1-ya Moskovskaya aviagruppa canx 29aug60 as life-time expired
8 301 30 07	CCCP-L1750 CCCP-L1750	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	mfd trf	10oct48 ? unknown	rgd 1949; opb 1-ya Moskovskaya aviagruppa
8 301 30 08	CCCP-73995 CCCP-L1751	II-12P II-12P	AFL/Ukraine AFL/Moscow	trf rgd	05jul58 1949	opb 79 OAO; canx 29nov60 as life-time expired c/n as such in MGA document, but as 93013008 in register; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1751	II-12P	AFL/Moscow (MUTA)	trf	unknown	new documents issued 07jun54; canx 03jun58 as amortisation period expired
8 301 30 09	CCCP-L1752 CCCP-12586	II-12P II-12P	AFL/Far East AFL/Far East	rgd rgd	1949 unknown	c/n as such in MGA document, but as 93013009 in register; new documents issued 17jun54 flew on the KHV-OHO route 19sep58; canx 13apr60 as life-time expired
9 301 30 10	CCCP-L1753 CCCP-L1753	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 unknown	opb 1-ya Moskovskaya aviagruppa new documents issued 02jul54
	CCCP-L1753 CCCP-L1753	II-12P II-12P	AFL/Far East AFL/Magadan	trf trf	unknown 01oct57	
0 201 20 11	CCCP-01326	II-12P	AFL/Magadan	rgd	unknown	canx 16jul60 as amortisation period expired
9 301 30 11	CCCP-L1754 CCCP-L1754	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 unknown	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1754 CCCP-73983	II-12P II-12P	AFL/Ukraine AFL/Ukraine	trf rgd	unknown 1959	opb 79 OAO; canx 22mar61 as life-time expired
9 301 30 12	CCCP-L1755 CCCP-L1755	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 unknown	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1755 CCCP-L1755	II-12P II-12P	AFL/West Siberia AFL/Urals	trf trf	unknown unknown	opb Uralskaya aviagruppa by 01sep57; canx 08mar58 as worn out
9 301 30 13	CCCP-L1756	II-12P	AFL/Moscow	mfd	jan49	rgd 1949; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1756 CCCP-01364	II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine	trf trf	unknown 30may58	opb 86 OAO; canx 12sep60 as life-time expired
9 301 30 14	CCCP-L1757 CCCP-L1757	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 unknown	opb 1-ya Moskovskaya aviagruppa new documents issued 07jun54
	CCCP-L3928 CCCP-L3928	II-12P II-12P	AFL/West Siberia AFL/Urals-SVX	rgd trf	27apr55 unknown	opb Uralskaya aviagruppa by 01sep57; under overhaul with AERB-243 nov58; canx 30nov58 as worn out
9 301 30 15 3 9 301 30 16		II-12P II-12P	Aeroflot AFL/Far East	no rgd	reports 1949	c/n and registration just surmised, neither in 1950s MGA document nor in register new documents issued 08jul54
9 301 30 10	CCCP-01337	II-12P	AFL/Magadan	trf	unknown	-
9 301 30 17	CCCP-01337 CCCP-L1760	II-12P II-12P	AFL/Urals AFL/Moscow	trf rgd	07dec59 1949	canx 17nov60 as life-time expired opb 1-ya Moskovskaya aviagruppa
	CCCP-L1760 CCCP-L1760	II-12P II-12P	AFL/Moscow (MUTA) AFL/Belarus	trf trf	unknown unknown	
9 301 30 18	CCCP-L1760 CCCP-L1761	II-12P II-12P	AFL/BLU AFL/Moscow	trf rgd	16oct58 1949	Buguruslan Flying School; canx 06jan59 as 'for display' opb 1-ya Moskovskaya aviagruppa
	CCCP-L1761 CCCP-L1761	II-12P II-12P	AFL/Moscow (MUTA) AFL/East Siberia	trf trf	unknown unknown	
	CCCP-12581	II-12P	AFL/Turkmenistan	trf	05mar58	canx 15nov60 as life-time expired
9 301 30 19	CCCP-L1762 CCCP-12588	II-12P II-12P	AFL/Far East AFL/Far East	rgd trf	1949 unknown	canx 29mar61 as worn out
9 301 30 20	CCCP-L1763 CCCP-L1763	II-12P II-12P	AFL/Azerbaijan AFL/West Siberia	rgd trf	1949 unknown	
9 301 31 01	CCCP-01315 CCCP-L1764	II-12P II-12P	AFL/West Siberia AFL/Uzbekistan	rgd rgd	unknown 1949	canx 27jan60 as worn out
	CCCP-L1764 CCCP-01359	II-12P II-12P	AFL/East Siberia AFL/Ukraine	trf trf	unknown 25sep58	opb 86 OAO; canx 29nov60 as life-time expired
9 301 31 02	CCCP-L1765	II-12P	AFL/Far East	mfd	31dec49	rgd 1949; opb 141 ATO; w/o 27oct53 on the leg from Magadan to Okhotsk of a flight from Magadan to
						Khabarovsk when was not de-iced before take-off, lost speed during the initial climb, banked at first to the left and then to the right and eventually crashed from a height of 50-70 metres 6 km from the '13 km'
						airport 2 minutes after take-off, all 5 crew and 17 of the 27 passengers killed and all 10 survivors injured; t/t 4,271 hours; canx 12dec53
9 301 31 03	CCCP-L1766 CCCP-L3929	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd rgd	1949 28may54	opb 1-ya Moskovskaya aviagruppa new documents issued 22apr55; canx 29jul58 as worn out
9 301 31 04	CCCP-L1767 CCCP-L1767	II-12P II-12P	AFL/NII GVF AFL/Moscow	rgd trf	1949 unknown	test flights in 1949 opb 1-ya Moskovskaya aviagruppa
	CCCP-L3901	II-12P	AFL/Moscow (MUTA)	rgd	15nov54	photo exists; canx 04feb58 as worn out
9 301 31 05	CCCP-L1768 CCCP-L1768	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 unknown	opb 1-ya Moskovskaya aviagruppa; f/n VKO oct49
	CCCP-L1768 CCCP-01303(1)	II-12P II-12P	AFL/Kazakhstan AFL/Kazakhstan	trf no	unknown reports	possibly not taken up as already canx 29sep58 as life-time expired; see c/n 93013211
9 301 31 06	CCCP-L1769 CCCP-L1769	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 unknown	opb 1-ya Moskovskaya aviagruppa
9 301 31 07	CCCP-L3922 CCCP-L1770	II-12P II-12P	AFL/Aktyubinsk FS AFL/Moscow	rgd mfd	27jul54 feb49	new documents issued 28mar55; canx 13feb58 as 'for display' rgd 1949; opb 1-ya Moskovskaya aviagruppa
9 501 51 07	CCCP-L1770 CCCP-L1770 CCCP-L3907	II-12P	AFL/Moscow (MUTA)	trf	unknown	photo exists opb 90 OAO; canx 08jan58 as worn out
9 301 31 08	CCCP-L1907 CCCP-L1771	II-12P II-12P	AFL/Ukraine Aeroflot	rgd mfd	29dec54 1949	in natural metal c/s; flew ice-reconnaissance missions 20apr/14jul49; used to re-supply the Arctic
	CCCP-N525	II-12P	Polyarnaya Aviats.	rgd	03jun50	expedition "Sever-5" in spring 1950, photo proof of registration opb MAGON from 24jan51; in natural metal c/s; flew ice-reconnaissance missions 13/20jun51,
						11sep/17oct52 and 15feb/13oct53; equipped with a "Kobalt" radar in 1952; photo 31dec54; used to re- supply the drifting polar stations SP-3 in 1954 and SP-4 in 1956 plus the Arctic expedition "Sever-7" in
						1955; dbr 08sep56 on the leg to Dikson of a flight from Moscow to the drifting polar station SP-4 when approached too low, the main landing gear hit the threshold of the security strip 100 metres before the
						runway threshold and broke off, the aircraft continued to fly for 180 metres, came down on the runway and
						suffered considerable damage, all crew (captain: I.P. Mazuruk) and passengers escaped unhurt; hulk removed from the runway by bulldozers
9 301 31 09	CCCP-L1772 CCCP-N526	II-12P II-12P	Aeroflot Polyarnaya Aviats.	no ph.	reports 22apr55	c/n and registration just surmised, not in 1950s MGA document with dorsal fin; opb MAGON from 24jan51; in natural metal c/s
9 301 31 10	CCCP-L1773 CCCP-L1773	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 unknown	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1773 CCCP-73961	II-12P II-12P	AFL/Kazakhstan AFL/Kazakhstan	trf rgd	unknown unknown	canx 27dec58 as life-time expired
9 301 31 11	CCCP-L1774	II-12P	AFL/Moscow	mfd	19feb49	rgd 1949; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1774 CCCP-01389(2)	II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine	trf trf	unknown 23may58	new documents issued 27jul54 opb 86 OAO; canx 03jun60 as life-time expired; see c/n 93013218
9 301 31 12	CCCP-L1775	II-12P	AFL/Moscow	mfd	21feb49	rgd 1949; opb 1-ya Moskovskaya aviagruppa; w/o 17nov51 on the leg from Novosibirsk to Omsk of a flight from Novosibirsk to Moscow when took off with up to 15 mm of ice on tail and wings, lost speed due to the
						icing, stalled when the flaps were retracted, crashed near the Mochishche open-cast mine 3,100 metres behind the runway (missing a house by 12 metres) and caught fire, all 4 crew and 19 passengers killed; t/t
9 301 31 13	CCCP-L1776	II-12P	AFL/Moscow	rqd	1949	2,007 hours; canx 23oct52 opb 1-ya Moskovskaya aviagruppa
9 501 51 15	CCCP-L1776	II-12P	AFL/Moscow (MUTA)	trf	unknown	photo on a Sverdlovsk postcard printed in 1958
9 301 31 14	CCCP-L3923 CCCP-L1777	II-12P II-12P	AFL/Moscow (MUTA) AFL/Moscow	rgd mfd	31mar55 24mar49	canx 21jan58 as 'for display' and trf to the Troitsk Technical Aviation College (TATU) rgd 1949; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1777	II-12P	AFL/Moscow (MUTA)	trf	unknown	opb 65 AO; w/o 30apr53 on the leg from Moscow to Kazan of a flight from Moscow to Novosibirsk when suffered from multiple birdstrike while approaching at a height of 300 metres over the river Volga at night,
						one duck hit the upper part of the cockpit leading to a deformation of the skin, a stringer and the upper switch plate, this caused the magnetos of both engines to switch off, the propellers could not be feathered
						so that the aircraft lost height rapidly, alighted on the river Volga near the river port of Kazan, sank and came to rest at a depth of 18 metres, all 5 crew and 18 passengers were able to leave the aircraft safely
0 301 21 15	CCCD 1 1 7 70	11-120	AFL/Maccow	اد برمو	1949	but one passenger drowned before rescue arrived; canx 26may53
9 301 31 15	CCCP-L1778 CCCP-L1778	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	unknown	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1778 CCCP-L1778	II-12P II-12P	AFL/West Siberia AFL/Urals-SVX	trf trf	unknown unknown	opb Uralskaya aviagruppa by 01sep57; canx 27may59 as life-time expired
9 301 31 16	CCCP-L1779 CCCP-L1779	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 unknown	opb 1-ya Moskovskaya aviagruppa; photo exists
	CCCP-L1779	II-12P	AFL/IATU	trf	unknown	Irkutsk Technical Aviation College; f/n Novosibirsk-Severny 1957; dbr 30may57, details unknown; canx 13feb58
9 301 31 17	CCCP-L1780 CCCP-L1780	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 unknown	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1780	II-12P	AFL/West Siberia	trf	unknown	anh Urakkaya ayinggunaa by 01conE7, comy 11conE9
9 301 31 18	CCCP-L1780 CCCP-L1781	II-12P II-12P	AFL/Urals-SVX AFL/NII GVF	trf rgd	unknown 1949	opb Uralskaya aviagruppa by 01sep57; canx 11sep59
	CCCP-L1781	II-12P	AFL/West Siberia	trf	unknown	

0 201 21 10	CCCP-01420	II-12P	AFL/West Siberia	rgd	unknown	canx 18jun62 as life-time expired
9 301 31 19 9 301 31 20	CCCP-L1782 CCCP-L1783	II-12P II-12P	AFL/Moscow (MUTA) AFL/Moscow	rgd rgd	1949 1949	dbr, details unknown; canx 01nov49 opb 1-ya Moskovskaya aviagruppa
	CCCP-L1783 CCCP-L3909	II-12P II-12P	AFL/Moscow (MUTA) AFL/Kazakhstan	trf rgd	unknown 14jan55	
0.004.00.04	CCCP-73977	II-12P	AFL/Kazakhstan	rgd	unknown	canx 29oct58 as amortisation period expired
9 301 32 01	CCCP-L1784 CCCP-73950	II-12P II-12P	AFL/NII GVF AFL/Ukraine	mfd trf	28feb49 28mar59	rgd 1949; conducted test flights in 1949; new documents issued 21dec54 opb 89 OAO; canx 05feb65 as life-time expired
9 301 32 02	CCCP-L1785 CCCP-L1785	II-12P II-12P	AFL/Moscow	rgd trf	1949 unknown	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1785	II-12P	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA	trf	unknown	overhauled by AERB-243 nov58
9 301 32 03	CCCP-73962 CCCP-L1786	II-12P II-12P	AFL/Kazakhstan-ALA AFL/Moscow	rgd	unknown 1949	canx 05aug59 as life-time expired; seen ALA dec59 ? opb 1-ya Moskovskaya aviagruppa
5 501 52 05	CCCP-L1786	II-12P	AFL/Moscow (MUTA)	rgd trf	unknown	new documents issued 27jul54
	CCCP-L1786 CCCP-L1786	II-12P II-12P	AFL/West Siberia AFL/Urals	trf trf	unknown unknown	opb Uralskaya aviagruppa by 01sep57
	CCCP-73958	II-12P	AFL/Urals	rgd	unknown	canx 16oct61 as life-time expired
9 301 32 04	CCCP-L1787 CCCP-L1787	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 unknown	opb 1-ya Moskovskaya aviagruppa new documents issued 07jun54
	CCCP-L1787	II-12P	AFL/Ukraine	trf	unknown	-
9 301 32 05	CCCP-73984 CCCP-L1788	II-12P II-12P	AFL/Ukraine AFL/International	rgd rgd	unknown 1949	opb 79 OAO; canx 24dec59 as life-time expired opb OAG MVS
	CCCP-L1788 CCCP-L1788	II-12P II-12P	AFL/Moscow (MUTA) AFL/West Siberia	trf trf	unknown unknown	mentioned in one document as AFL/Moscow-VKO mar57
	CCCP-01307	II-12P	AFL/West Siberia	rgd	unknown	canx 12sep60 as worn out
9 301 32 06	CCCP-L1789 CCCP-L1789	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 unknown	opb 1-ya Moskovskaya aviagruppa opb 2 ae 64 AO; w/o 28oct54 on the leg from Irkutsk to Krasnoyarsk of a flight from Irkutsk to Moscow
						when a strong north-westerly wind (up to 130 km/h) was neither forecast nor identified by the crew so that
						the aircraft deviated from the prescribed flight path considerably to the south and the crew finally lost orientation at night in bad visibility, ATC allowed the crew to descend to 1.500 metres while entering the
						Krasnoyarsk control zone from the east (instead of 2,100 metres according to the instruction) and the
						aircraft crashed at N54°30'25" E94°41'10" (resp. N54.507 E94.686) at a height of 1,725 metres into the steep eastern slope of Sivukha mountain (1,807 metres) 30 km from the Yuryevski priisk mine on the
						upper reaches of the Mana river which is 132 km south of the prescribed flight path, all 6 crew and 13 passengers (among them 9 foreigners, e.g. 4 Poles from the UN mission in Vietnam) killed; wreck found
						only jun55; canx 19aug55
9 301 32 07	CCCP-L1790 CCCP-L1790	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 unknown	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1790	II-12P	AFL/Ukraine	trf	unknown	
9 301 32 08	CCCP-73985 CCCP-L1791	II-12P II-12P	AFL/Ukraine AFL/Moscow	rgd mfd	unknown 14mar49	opb 90 OAO; canx 03jun60 as life-time expired rgd 1949; opb 1-ya Moskovskaya aviagruppa; w/o 13may49 on the leg from Omsk to Novosibirsk of a
			,			flight from Moscow to Krasnoyarsk when entered a heavy thunderstorm (which had not been forecast) on
						approach to Novosibirsk-Severny, the 2nd pilot and the radio operator were disabled by a lightning strike (with the body of the unconscious 2nd pilot blocking the controls), the captain tried to leave the cloud but
						entered a zone of heavy rainfall with hail and squall (visibility 100-200 metres) and seemed to have lost
						control during the descent, the aircraft crashed into a mound 12 km from the airport and caught fire, all 5 crew and 20 passengers killed; t/t 51 hours; canx 01jun49
9 301 32 09	CCCP-L1792 CCCP-L1792	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 unknown	opb 1-ya Moskovskaya aviagruppa new documents issued 27jul54
	CCCP-01382	II-12P	AFL/Ukraine	trf	31may58	opb 90 OAO
9 301 32 10	CCCP-01382 CCCP-L1793	II-12P II-12P	AFL/GosNII GVF AFL/Kazakhstan	trf rgd	12dec58 1949	canx 16may61 as life-time expired opb 151 ATO; new documents issued 01nov54; f/n BXH 21dec55
	CCCP-01324	II-12P	AFL/Kazakhstan-ALA	rgd	unknown	in documents 24oct59 and may60; canx 19may61 as worn out
9 301 32 11	CCCP-L1794 CCCP-01303(2)	II-12P II-12P	AFL/Azerbaijan AFL/Azerbaijan	rgd trf	1949 unknown	canx 31mar60 as worn out; see c/n 93013105
9 301 32 12	CCCP-L1795	II-12P	AFL/Kazakhstan	rgd	1949	
9 301 32 13	CCCP-73963 CCCP-L1796	II-12P II-12P	AFL/Kazakhstan AFL/International	trf rgd	unknown 1949	canx 26may59 as life-time expired opb OAG MVS
	CCCP-L1796 CCCP-L1796	II-12P II-12P	AFL/Moscow (MUTA) AFL/West Siberia	trf trf	unknown unknown	
	CCCP-L1796	II-12P	AFL/Urals	trf	unknown	opb Uralskaya aviagruppa by 01sep57
9 301 32 14	CCCP-73981 CCCP-L1797	II-12P II-12P	AFL/Urals AFL/Moscow	rgd rgd	unknown 1949	canx 21dec59 as worn out opb 1-ya Moskovskaya aviagruppa
	CCCP-L1797	II-12P	AFL/NII GVF	trf	unknown	new documents 17sep54; canx 08sep58 due to a lack of spare parts for the ASh-82T engines
9 301 32 15	CCCP-L1798 CCCP-L1798	II-12P II-12P	AFL/International AFL/Moscow (MUTA)	rgd trf	1949 unknown	opb OAG MVS
	CCCP-L1798 CCCP-L1798	II-12P	AFL/West Siberia	trf	unknown	anh Hualakaya ayinawunna hu AtaanE7
		II-12P	AFL/Urals-SVX	trf	unknown unknown	opb Uralskaya aviagruppa by 01sep57 in document 20feb60; canx 29nov60 as life-time expired
	CCCP-01323	II-12P	AFL/Urals-SVX	rgd	1949	
9 301 32 16	CCCP-L1799	II-12P	AFL/Uzbekistan	rgd		dbr 23jul58, details unknown: canx 10oct58
9 301 32 16 9 301 32 17					23jul58 31mar49	dbr 23jul58, details unknown; canx 10oct58 rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Irkutsk to Chita of a flight from Moscow to Yuzhno-
	CCCP-L1799 CCCP-01366	II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan	rgd trf	23jul58	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Irkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on
	CCCP-L1799 CCCP-01366	II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan	rgd trf	23jul58	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Irkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low altitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right
	CCCP-L1799 CCCP-01366 CCCP-L1727	II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan	rgd trf	23jul58	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Irkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low altitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53
	CCCP-L1799 CCCP-01366 CCCP-L1727 CCCP-L1739	II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/Ukraine	rgd trf mfd mfd	23jul58 31mar49 19feb49	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Irkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low altitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown
9 301 32 17	CCCP-L1799 CCCP-01366 CCCP-L1727 CCCP-L1739 CCCP-01389(1) CCCP-L1800	II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/Ukraine AFL/Ukraine AFL/Ukraine AFL/Kazakhstan	rgd trf mfd mfd rgd rgd	23jul58 31mar49 19feb49 unknown 1949	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Irkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low altitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54
9 301 32 17 9 301 32 18 9 301 32 19	CCCP-L1799 CCCP-01366 CCCP-L1727 CCCP-L1739 CCCP-01389(1) CCCP-L1800 CCCP-73966	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/East Siberia AFL/East Siberia AFL/Ukraine AFL/Ukraine AFL/Kazakhstan AFL/Kazakhstan	rgd trf mfd rgd rgd rgd	23jul58 31mar49 19feb49 unknown 1949 unknown	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Trkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low altitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54 f/n VKO juro59; canx 26jun59 as worn-out
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20	CCCP-L1799 CCCP-01366 CCCP-L1727 CCCP-L1739 CCCP-01389(1) CCCP-11800 CCCP-73966 CCCP-73966 CCCP-11801	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/Ukraine AFL/Ukraine AFL/Kazakhstan AFL/Kazakhstan AFL/Uzbekistan AFL/Ukraine	rgd trf mfd rgd rgd mfd trf	23jul58 31mar49 19feb49 unknown 1949 unknown 28mar49 24feb58	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Irkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low altitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54 f/n VKO Jun59; canx 26jun59 as worn-out rgd 1949 opb 86 OAO; canx 27jun62 as life-time expired
9 301 32 17 9 301 32 18 9 301 32 19	CCCP-L1799 CCCP-01366 CCCP-L1727 CCCP-L1739 CCCP-01389(1) CCCP-13806 CCCP-13806	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/Ukraine AFL/Ukraine AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan	rgd trf mfd rgd rgd rgd mfd	23jul58 31mar49 19feb49 unknown 1949 unknown 28mar49	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Irkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low altitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injure; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54 f/n VKO jun59; canx 26jun59 as worn-out rgd 1949
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20 9 301 33 01	CCCP-L1739 CCCP-L1739 CCCP-L1727 CCCP-L1727 CCCP-L1800 CCCP-L1800 CCCP-L1801 CCCP-L1801 CCCP-L1802 CCCP-L1802 CCCP-L1802 CCCP-L1343	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/Kast Siberia AFL/Ukraine AFL/Kazakhstan AFL/Kazakhstan AFL/Uzbekistan AFL/Uzbekistan AFL/Ukraine AFL/International AFL/Moscow (MUTA) AFL/Maraine	rgd trf mfd rgd rgd rgd trf trf trf	23jul58 31mar49 19feb49 unknown 1949 unknown 28mar49 24feb58 1949 unknown 10may58	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Trkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low alitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54 f/n VKO jur59; canx 26jun59 as worn-out rgd 1949 opb 86 OAO; canx 27jun62 as life-time expired opb OAG MVS; f/n BBS 19dec55, diversion from LHR due to fog; l/n LHR 30dec55 opb 86 OAO; canx 01dec60 as worn out
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20	CCCP-L1799 CCCP-01366 CCCP-L1739 CCCP-01389(1) CCCP-01389(1) CCCP-11800 CCCP-11801 CCCP-01367 CCCP-11802	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/Ukraine AFL/Ukraine AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Vazekistan AFL/Ukraine AFL/Ukraine AFL/International AFL/International	rgd trf mfd rgd rgd rgd trf rgd trf	23jul58 31mar49 19feb49 unknown 1949 unknown 28mar49 24feb58 1949 unknown	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Irkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low altitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54 f/n VKO jun59; canx 25jun59 as worn-out rgd 1949 opb 86 OAO; canx 21jun62 as life-time expired opb OAG MVS; f/n BBS 19dec55, diversion from LHR due to fog; l/n LHR 30dec55 opb 86 OAO; canx 01dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed shortly after take-off rom Karaganda (after a refuelling stop), the pilot tried to return to the airport but the
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20 9 301 33 01	CCCP-L1739 CCCP-L1739 CCCP-L1727 CCCP-L1727 CCCP-L1800 CCCP-L1800 CCCP-L1801 CCCP-L1801 CCCP-L1802 CCCP-L1802 CCCP-L1802 CCCP-L1343	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/Kast Siberia AFL/Ukraine AFL/Kazakhstan AFL/Kazakhstan AFL/Uzbekistan AFL/Uzbekistan AFL/Ukraine AFL/International AFL/Moscow (MUTA) AFL/Maraine	rgd trf mfd rgd rgd rgd trf trf trf	23jul58 31mar49 19feb49 unknown 1949 unknown 28mar49 24feb58 1949 unknown 10may58	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Trkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low altitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54 f/n VKO jun59; canx 26jun59 as worn-out rgd 1949 opb 86 OAO; canx 21jun62 as life-time expired opb OAG MVS; f/n BBS 19dec55, diversion from LHR due to fog; l/n LHR 30dec55 opb 86 OAO; canx 01dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed shortly after take-off from Karaganda (after a refuelling stop), the pilot tried to return to the airport but the aircraft lost speed on finals when the pilot turmed left (in the direction of the non-working engine) while
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20 9 301 33 01	CCCP-L1739 CCCP-L1739 CCCP-L1727 CCCP-L1727 CCCP-L1800 CCCP-L1800 CCCP-L1801 CCCP-L1801 CCCP-L1802 CCCP-L1802 CCCP-L1802 CCCP-L1343	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/Kast Siberia AFL/Ukraine AFL/Kazakhstan AFL/Kazakhstan AFL/Uzbekistan AFL/Uzbekistan AFL/Ukraine AFL/International AFL/Moscow (MUTA) AFL/Maraine	rgd trf mfd rgd rgd rgd trf trf trf	23jul58 31mar49 19feb49 unknown 1949 unknown 28mar49 24feb58 1949 unknown 10may58	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Trkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low alitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54 f/n VKO jur59; canx 26jun59 as worn-out rgd 1949 opb 86 OAO; canx 01dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed shortly after take-off from Karaganda (after a refuelling stop), the pilot tried to return to the airport but the aircraft lost speed on finals when the pilot turned left (in the direction of the non-working engine) while simultaneously lowering the landing gear; the aircraft went out of control, spiralled down from a height of some 50-70 metres and exploded, all 6 crew and 19 passengers killed (the left engine had already failed
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20 9 301 33 01	CCCP-L1739 CCCP-L1739 CCCP-L1727 CCCP-L1727 CCCP-L1800 CCCP-11800 CCCP-11801 CCCP-L1801 CCCP-L1802 CCCP-L1802 CCCP-L1803	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/Kast Siberia AFL/Ukraine AFL/Kazakhstan AFL/Kazakhstan AFL/Uzbekistan AFL/Uzbekistan AFL/Ukraine AFL/International AFL/Moscow (MUTA) AFL/Maraine	rgd trf mfd rgd rgd rgd trf trf trf	23jul58 31mar49 19feb49 unknown 1949 unknown 28mar49 24feb58 1949 unknown 10may58	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Trkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low altitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54 f/n VKO jun59; canx 26jun59 as worn-out rgd 1949 opb 86 OAO; canx 27jun62 as life-time expired opb OAG MVS; f/n BBS 19dec55, diversion from LHR due to fog; l/n LHR 30dec55 opb 86 OAO; canx 01dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed shortly after take-off from Karaganda (after a refuelling stop), the pilot tried to return to the airport but the aircraft lost speed on finals when the pilot turned left (in the direction of the non-working engine) while aircraft lost speed on finals when the pilot turned to ut of control, spiralled down from a height of
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20 9 301 33 01 9 301 33 02	CCCP-L1799 CCCP-01366 CCCP-L1727 CCCP-01389(1) CCCP-01389(1) CCCP-11800 CCCP-11801 CCCP-11802 CCCP-11802 CCCP-11802 CCCP-11802 CCCP-11803 CCCP-L1803	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/Ukraine AFL/Ukraine AFL/Kazakhstan AFL/Kazakhstan AFL/Uzbekistan AFL/Uzbekistan AFL/Ukraine AFL/International AFL/Kazakhstan-ALA	rgd trf mfd rgd rgd rgd trf trf trf mfd	23jul58 31mar49 19feb49 unknown 1949 unknown 28mar49 24feb58 1949 unknown 10may58 31mar49	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Trkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low alitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54 f/n VKO jun59; canx 26jun59 as worn-out rgd 1949 opb 86 OAO; canx 21jun62 as life-time expired opb OAG MVS; f/n BBS 19dec55, diversion from LHR due to fog; l/n LHR 30dec55 opb 86 OAO; canx 01dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed shortly after take-off from Karaganda (after a refuelling stop), the pilot tried to return to the airport bu the aircraft lost speed on finals when the pilot turmed left (in the direction of the non-working engine) while simultaneously lowering the landing gear, the aircraft went out of control, spiralled down from a height of some 50-70 metres and exploded, all 6 crew and 19 passengers killed (the left engine had already failed during taxiing before an after-maintenance test flight 29jul50, but the crew hid this fact and nothing was done to find out the reason for that failure); t/t 953 hours; canx 07sep56
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20 9 301 33 01 9 301 33 02	CCCP-L1799 CCCP-01366 CCCP-L1727 CCCP-L1727 CCCP-01389(1) CCCP-11800 CCCP-11801 CCCP-11802 CCCP-11802 CCCP-11802 CCCP-L1803 CCCP-L1803 CCCP-L1803	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/Karaine AFL/Karaine AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/International AFL/International AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd trf mfd rgd rgd rgd trf trf trf mfd rgd trf	23jul58 31mar49 19feb49 unknown 24feb58 1949 unknown 10may58 31mar49 06mar49 unknown	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Trkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low altitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54 f/n VKO jun59; canx 26jun59 as worn-out rgd 1949 opb 86 OAO; canx 01dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed shortly after take-off from Karaganda (after a refuelling stop), the pilot tried to return to the airport but the aircraft tost speed on finals when the pilot turned left (in the direction of the non-working engine) while simultaneously lowering the landing gear, the aircraft went out of control, spiralled down from a height of some 50-70 metres and exploded, all 6 crew and 19 passengers killed (the left engine had already failed during taxing before an after-maintenance test flight 29jul50, but the crew hid this fact and nothing was done to find out the reason for that failure); t/t 953 hours; canx 05556
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20 9 301 33 01 9 301 33 02	CCCP-L1739 CCCP-L1739 CCCP-L1727 CCCP-L1727 CCCP-L1800 CCCP-L1801 CCCP-L1801 CCCP-L1802 CCCP-L1802 CCCP-L1803 CCCP-L1803 CCCP-L1803 CCCP-L1803	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/Ukraine AFL/Ukraine AFL/Kazakhstan AFL/Kazakhstan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Moscow (MUTA) AFL/Kazakhstan-ALA AFL/Far East AFL/International AFL/International AFL/Moscow (MUTA) AFL/Mariane	rgd trf mfd rgd rgd trf trf trf mfd trf trf	23jul58 31mar49 19feb49 unknown 28mar49 24feb58 1949 unknown 10may58 31mar49 06mar49 unknown	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Trkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low alitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54 f/n VKO jun59; canx 26jun59 as worn-out rgd 1949 opb 86 OAO; canx 27jun62 as life-time expired opb OAG MVS; f/n BBS 19dec55, diversion from LHR due to fog; l/n LHR 30dec55 opb 86 OAO; canx 201dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed shortly after take-off from Karaganda (after a refuelling stop), the pilot tried to return to the airport but the aircraft lost speed on finals when the pilot turned left (in the direction of the non-working engine) while simultaneously lowering the landing gear, the aircraft went out of control, spiralled down from a height of some 50-70 metres and exploded, all 6 crew and 19 passengers killed (the left engine had already failed during taxling before an after-maintenance test flight 29jul50, but the crew hid this fact and nothing was done to find out the reason for that failure); t/t 953 hours; canx 07sep56 canx 24sep55 due its technical condition and trf to the Kiev Aviation Institute (KAI) rgd 1949; opb OAG MVS
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20 9 301 33 01 9 301 33 02	CCCP-L1739 CCCP-01366 CCCP-01386 CCCP-01389(1) CCCP-01389(1) CCCP-11800 CCCP-11800 CCCP-11801 CCCP-11802 CCCP-11802 CCCP-11802 CCCP-11803 CCCP-11803 CCCP-11805 CCCP-11805 CCCP-11805 CCCP-11806	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/Kast Siberia AFL/Kast AFL/Kastan AFL/Kasakhstan AFL/Kasakhstan AFL/Uzbekistan AFL/Uzbekistan AFL/Ukraine AFL/International AFL/International AFL/International AFL/International AFL/International AFL/International AFL/International AFL/International AFL/International AFL/International AFL/Ukraine AFL/Varine AFL/Varine AFL/Varine AFL/Varine	rgd trf mfd rgd rgd rgd rgd trf trf trf trf trf trf rgd trf trf rgd rgd	23jul58 31mar49 19feb49 unknown 1949 unknown 28mar49 24feb58 1949 unknown 10may58 31mar49 06mar49 06mar49 unknown unknown unknown	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Trkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low alitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54 f/n VKO jun59; canx 26jun59 as worn-out rgd 1949 opb 86 OAO; canx 21jun62 as life-time expired opb OAG MVS; f/n BBS 19dec55, diversion from LHR due to fog; l/n LHR 30dec55 opb 86 OAO; canx 01dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed shortly after take-off from Karaganda (after a refuelling stop), the pilot tried to return to the airport but the simcraft tost speed on finals when the pilot turmed left (in the direction of the non-working engine) while simultaneously lowering the landing gear, the aircraft went out of control, spiralled down from a height of some 50-70 metres and exploded, all 6 crew and 19 passengers killed (the left engine had already failed during taxiing before an after-maintenance test flight 29jul50, but the crew hid this fact and nothing was done to find out the reason for that failure); t/t 953 hours; canx 07sep56 canx 24sep5 due its technical condition and trif to the Kiev Aviation Institute (KAI)
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20 9 301 33 01 9 301 33 02 9 301 33 03 9 301 33 03	CCCP-L1739 CCCP-L1739 CCCP-L1727 CCCP-L1727 CCCP-L1800 CCCP-L1800 CCCP-L1800 CCCP-L1801 CCCP-L1802 CCCP-L1802 CCCP-L1803 CCCP-L1803 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805	II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/East Siberia AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Vzbekistan AFL/Uzbekistan AFL/Ukraine AFL/International AFL/Warine AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Vkraine AFL/Vkraine AFL/Vkraine AFL/Vkraine AFL/Vkraine AFL/Vkraine AFL/Vkraine AFL/Vkraine AFL/Noscow (MUTA)	rgd trf mfd rgd rgd rgd trf trf trf mfd trf trf trf trf trf trf trf trf trf trf	23jul58 31mar49 19feb49 unknown 28mar49 24feb58 1949 unknown 10may58 31mar49 06mar49 unknown unknown unknown	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Trkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low alitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54 f/n VKO jun59; canx 26jun59 as worn-out rgd 1949 opb 86 OAO; canx 01dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed shortly after take-off from Karaganda (after a refuelling stop), the pilot tried to return to the airport but the aircraft lost speed on finals when the pilot turned left (in the direction of the non-working engine) while simultaneously lowering the landing gear, the aircraft went out of control, spiralled down from a height of some 50-70 metres and exploded, all 6 crew and 19 passengers killed (the left engine had aircady failed during taxing before an after-maintenance test flight 29jul50, but the crew hid this fact and nothing was done to find out the reason for that failure); t/t 953 hours; canx 07sep56 canx 24sep55 due its technical condition and trf to the Kiev Aviation Institute (KAI) rgd 1949; opb 26 OAO; canx 29nov60 as life-time expired
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20 9 301 33 01 9 301 33 02 9 301 33 03 9 301 33 03	CCCP-L1739 CCCP-L1739 CCCP-01366 CCCP-L1727 CCCP-01389(1) CCCP-11800 CCCP-11801 CCCP-11801 CCCP-11802 CCCP-11802 CCCP-L1803 CCCP-L1803 CCCP-L1803 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1806 CCCP-L1806 CCCP-L1806 CCCP-L1806	II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/Ukraine AFL/Ukraine AFL/Kazakhstan AFL/Kazakhstan AFL/Vkraine AFL/Ukraine AFL/Ukraine AFL/International A	rgd trf mfd rgd rgd trf trf trf mfd trf rgd trf trf rgd trf trf trf trf	23jul58 31mar49 19feb49 unknown 28mar49 24feb58 1949 unknown 10may58 31mar49 06mar49 unknown unknown unknown unknown unknown unknown unknown unknown unknown	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Trkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low alitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54 f/n VKO jun59; canx 26jun59 as worn-out rgd 1949 opb 86 OAO; canx 27jun62 as life-time expired opb OAG MVS; f/n BBS 19dec55, diversion from LHR due to fog; l/n LHR 30dec55 opb 86 OAO; canx 01dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed shortly after take-off from Karaganda (after a refuelling stop), the pilot tried to return to the airport but the aircraft lost speed on finals when the pilot turned left (in the direction of the non-working engine) while simultaneously lowering the landing gear, the aircraft went out of control, spiralled down from a height of some 50-70 metres and exploded, all 6 crew and 19 passengers killed (the left engine had already failed during taxling before an after-maintenance test flight 29jul50, but the crew hid this fact and nothing was done to find out the reason for that failure); <i>t</i> t 953 hours; canx 07sep56 canx 24sep55 due its technical condition and trf to the Kiev Aviation Institute (KAI) rgd 1949; opb OAG MVS
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20 9 301 33 01 9 301 33 02 9 301 33 03 9 301 33 03	CCCP-L1739 CCCP-01366 CCCP-L1727 CCCP-01389(1) CCCP-11800 CCCP-11800 CCCP-11800 CCCP-11802 CCCP-11802 CCCP-11802 CCCP-11803 CCCP-L1803 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1806 CCCP-L1806 CCCP-L1806	II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/Kast Siberia AFL/Kast Siberia AFL/Kasakhstan AFL/Kasakhstan AFL/Kasakhstan AFL/Uzbekistan AFL/Uzbekistan AFL/Ukraine AFL/International AFL/Kasakhstan-ALA AFL/Kasakhstan-ALA AFL/Kasakhstan-ALA	rgd trf mfd rgd rgd rgd rgd trf trf trf trf trf trf trf trf trf trf	23jul58 31mar49 19feb49 unknown 28mar49 24feb58 1949 unknown 10may58 31mar49 06mar49 unknown unknown 1949 unknown 1949 unknown	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Trkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low alitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54 f/n VKO jun59; canx 26jun59 as worn-out rgd 1949 opb 86 OAO; canx 01dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed shortly after take-off from Karaganda (after a refuelling stop), the pilot tried to return to the airport but the aircraft lost speed on finals when the pilot turned left (in the direction of the non-working engine) while simultaneously lowering the landing gear, the aircraft went out of control, spiralled down from a height of some 50-70 metres and exploded, all 6 crew and 19 passengers killed (the left engine had already failed during taxing before an after-maintenance test flight 29jul50, but the crew hid this fact and nothing was done to find out the reason for that failure); t/t 953 hours; canx 07sep56 canx 24sep55 due its technical condition and trf to the Kiev Aviation Institute (KAI) rgd 1949; opb 26 OAO; canx 29nov60 as life-time expired
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20 9 301 33 01 9 301 33 02 9 301 33 03 9 301 33 03 9 301 33 05	CCCP-L1739 CCCP-L1739 CCCP-L1727 CCCP-L1727 CCCP-L1800 CCCP-L1800 CCCP-L1800 CCCP-L1801 CCCP-L1801 CCCP-L1802 CCCP-L1803 CCCP-L1803 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1806 CCCP-L1806 CCCP-L1806 CCCP-L1807	II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/East Siberia AFL/Ukraine AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/International AFL/International AFL/Moscow (MUTA) AFL/Kazakhstan-ALA	rgd trf mfd rgd rgd rgd trf rgd trf mfd trf rgd trf rgd trf trf trf rgd trf trf trf trf trf trf trf trf trf trf	23jul58 31mar49 19feb49 unknown 28mar49 24feb58 1949 unknown 10may58 31mar49 06mar49 06mar49 unknown unknown unknown 1949 unknown 1949 unknown 1949 unknown 1949 unknown	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Trkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low alitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54 f/n VKO jun59; canx 26jun59 as worn-out rgd 1949 opb 86 OAO; canx 01dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed shortly after take-off from Karaganda (after a refuelling stop), the pilot tried to return to the airport but the aircraft lost speed on finals when the pilot turned left (in the direction of the non-working engine) while simultaneously lowering the landing gear, the aircraft went out of control, spiralled down from a height of some 50-70 metres and exploded, all 6 crew and 19 passengers killed (the left engine had already failed during taxiing before an after-maintenance test flight 29jul50, but the crew hid this fact and nothing was done to find out the reason for that failure); t/t 953 hours; canx 07sep56 canx 24sep55 due its technical condition and trf to the Kiev Aviation Institute (KAI) rgd 1949; opb 0AG MVS opb 80 OAO; canx 18nov59 as worn out opb 1-ya Moskovskaya aviagruppa iew documents issued 26jun54
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20 9 301 33 01 9 301 33 02 9 301 33 03 9 301 33 03 9 301 33 05	CCCP-L1739 CCCP-L1739 CCCP-01366 CCCP-L1727 CCCP-01389(1) CCCP-11800 CCCP-11801 CCCP-11801 CCCP-11802 CCCP-11802 CCCP-11802 CCCP-11803 CCCP-11803 CCCP-11805 CCCP-11805 CCCP-11805 CCCP-11806 CCCP-11806 CCCP-11806 CCCP-11806 CCCP-11806 CCCP-11807 CCCP-11807 CCCP-11807 CCCP-11807 CCCP-11807	II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/Ukraine AFL/Ukraine AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Ukraine AFL/International AFL/Ukraine AFL/International AFL/Internationa	rgd trf mfd mfd rgd rgd trf trf trf rgd trf trf rgd trf trf trf rgd rgd trf rgd trf rgd trf rgd rgd trf rgd trf rgd trf rgd rgd trf rgd rgd rgd rgd rgd rgd rgd rgd rgd rgd	23jul58 31mar49 19feb49 unknown 28mar49 24feb58 1949 unknown 10may58 31mar49 06mar49 06mar49 unknown unknown unknown unknown unknown 1949 11oct58 1959 ? 1949 unknown unknown	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Trkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low altitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111 new documents issued 29dec54 f/n VKO Jun59; canx 26jun59 as worn-out rgd 1949 opb 86 OAO; canx 01dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed shortly after take-off rom Karaganda (after a refuelling stop), the pilot tried to return to the airport but the aircraft lost speed on finals when the pilot turned left (in the direction of the non-working engine) while simultaneously lowering the landing ear. the aircraft went out of control, spiralled down from a height of some 50-70 metres and exploded, all 6 crew and 19 passengers killed (the left engine had already failed during taxiing before an after-maintenance test flight 29jul50, but the crew hid this fact and nothing was done to find out the reason for that failure); t/t 933 hours; canx 07sep56 canx 24sep55 due its technical condition and trf to the Kiev Aviation Institute (KAI) rgd 1949; opb 0AG MVS opb 89 OAO; canx 18nov59 as worn out opb 1-ya Moskovskaya aviagruppa new documents issued 26jun54 dbr, details unknown; canx by West Siberian Directorate 03apr57 (canx confirmed by GU GVF 31may57) opb 1-ya Moskovskay aviagruppa
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9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20 9 301 32 01 9 301 33 01 9 301 33 02 9 301 33 03 9 301 33 05 9 301 33 06 9 301 33 07 9 301 33 08 9 301 33 09	CCCP-L1739 CCCP-L1739 CCCP-L1727 CCCP-L1727 CCCP-L1800 CCCP-L1800 CCCP-L1800 CCCP-L1801 CCCP-L1801 CCCP-L1802 CCCP-L1803 CCCP-L1803 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1806 CCCP-L1806 CCCP-L1806 CCCP-L1807 CCCP-L1807 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1810	II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/East Siberia AFL/Ukraine AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/International AFL/Moscow (MUTA) AFL/Kazakhstan-ALA AFL/Moscow (MUTA) AFL/Moscow AFL/Far East-KHV AFL/International AFL/Moscow (MUTA) AFL/Jartenia AFL/International AFL/Moscow (MUTA) AFL/Jartenia AFL/International AFL/Moscow (MUTA) AFL/Wascow	rgd trff mfd mfd trf rgd trf mfd trf rgd trf trf rgd trf trf rgd trf trf rgd trf trf rgd trf trf mfd trf trf rgd trf trf mfd trf trf trf trf trf trf trf trf trf trf	23jul58 31mar49 19feb49 unknown 28mar49 24feb58 1949 unknown 10may58 31mar49 06mar49 06mar49 unknown unknown unknown unknown 1949 01558 1949 unknown unknown 11oct58 1959 ? 1949 unknown unknown 11oct58 1959 ? 1949 unknown unknown 11act58 1959 ? 1949 unknown unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 1949 21949 21947 1949 21947	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Irkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low altitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 20jul58 as worn-out rgd 1949 opb 86 OAO; canx 20jul58 as worn-out rgd 1949 opb 86 OAO; canx 20jul52 as life-time expired opb OAG MVS; f/n BBS 19dec55, diversion from LHR due to fog; l/n LHR 30dec55 opb 86 OAO; canx 01dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed shortly after take-off from Karaganda (after a refuelling stop), the pilot tried to return to the airport but the aircraft lost speed on finals when the pilot turned left (in the direction of the non-working engine) while aircraft lost speed on finals when the pilot turned left (in the direction of the non-working engine) while aircraft lost speed on finals of crew and 19 passengers killed (the left engine had already failed during taxling before an after-maintenance test flight 29 jul50, but the crew hid this fact and nothing was done to find out the reason for that failure); lt/t 95 shours; canx 07sep56 canx 24sep55 due its technical condition and trf to the Klev Aviation Institute (KAI) rgd 1949; opb OAG MVS opb 80 OAO; canx 18nov59 as worn out opb 1-ya Moskovskaya aviagruppa new documents issued 26 jun54 dbr, details unknown; canx by West Siberian Directorate 03apr57 (canx confirmed by GU GVF 31may57) opb 0AG MVS canx 06 jan62 as life-time expired opb 0AG MVS; photo in Putnam book new documents issued 07aug54 canx 23sep59 as repair not economically viable
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20 9 301 32 01 9 301 33 01 9 301 33 02 9 301 33 03 9 301 33 05 9 301 33 06 9 301 33 07 9 301 33 08 9 301 33 09	CCCP-L1739 CCCP-L1739 CCCP-L1727 CCCP-L1727 CCCP-L1800 CCCP-L1800 CCCP-L1800 CCCP-L1801 CCCP-L1801 CCCP-L1802 CCCP-L1803 CCCP-L1803 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1806 CCCP-L1806 CCCP-L1806 CCCP-L1807 CCCP-L1807 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1810	II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/East Siberia AFL/Ukraine AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/International AFL/Moscow (MUTA) AFL/Kazakhstan-ALA AFL/Moscow (MUTA) AFL/Moscow AFL/Far East-KHV AFL/International AFL/Moscow (MUTA) AFL/Jartenia AFL/International AFL/Moscow (MUTA) AFL/Jartenia AFL/International AFL/Moscow (MUTA) AFL/Wascow	rgd trff mfd mfd trf rgd trf mfd trf rgd trf trf rgd trf trf rgd trf trf rgd trf trf rgd trf trf mfd trf trf rgd trf trf mfd trf trf trf trf trf trf trf trf trf trf	23jul58 31mar49 19feb49 unknown 28mar49 24feb58 1949 unknown 10may58 31mar49 06mar49 06mar49 unknown unknown unknown unknown 1949 01558 1949 unknown unknown 11oct58 1959 ? 1949 unknown unknown 11oct58 1959 ? 1949 unknown unknown 11act58 1959 ? 1949 unknown unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 unknown 1949 31jan55 1949 1949 21949 21947 1949 21947	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Trkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low altitude (101-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn-out; see c/n 93013111 new documents issued 29dec54 f/n VKO jun59; canx 26jun59 as worn-out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed opb OAG MVS; f/n BBS 19dec55, diversion from LHR due to fog; l/n LHR 30dec55 opb 86 OAO; canx 01dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed shortly after take-off from Karaganda (after a refuelling stop), the pilot tried to return to the airport but the aircraft lost speed on finals when the pilot turned left (in the direction of the non-working engine) while simultaneously lowering the landing gear, the aircraft went out of control, spiralled down from a height of some 50-70 metres and exploded, all 6 crew and 19 passengers killed (the left engine had already failed during taxiing before an after-maintenance test flight 29jul50, but the crew hid this fact and nothing was done to find out the reason for that failure); t/t 953 hours; canx 07sep56 canx 24sep55 due its technical condition and trf to the Kiev Aviation Institute (KAI) rgd 1949; opb OAG MVS opb 89 OAO; canx 18nov59 as worn out opb 1-ya Moskovskaya aviagruppa hew documents issued 26jun54 dbr, details unknown; canx 31mar57 opb OAG MVS; photo in Putnam book new documents issued 26jun54 dbr, details unknown; canx 31mar57 opb OAG MVS; photo in Putnam book ne
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20 9 301 33 01 9 301 33 02 9 301 33 03 9 301 33 04 9 301 33 05 9 301 33 06 9 301 33 07 9 301 33 07 9 301 33 09 9 301 33 09 9 301 33 10	CCCP-L1739 CCCP-L1739 CCCP-L1727 CCCP-L1727 CCCP-L1800 CCCP-L1800 CCCP-L1800 CCCP-L1801 CCCP-L1801 CCCP-L1802 CCCP-L1802 CCCP-L1803 CCCP-L1803 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1807 CCCP-L1807 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1810 CCCP-L1811 CCCP-L1811 CCCP-L1811 CCCP-L1812	II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/East Siberia AFL/Ukraine AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/International AFL/International AFL/International AFL/International AFL/International AFL/International AFL/Ukraine AFL/International AFL/Ukraine AFL/Ukraine AFL/Ukraine AFL/Ukraine AFL/Ukraine AFL/Ukraine AFL/International AFL/International AFL/International AFL/International AFL/Moscow (MUTA) AFL/International AFL/I	rgd trff mfd mfd trgd rgd trff mfd trf mfd trf rgd trf rgd trf rgd trf rgd trf rgd trf tr mfd trf tr mfd trf tr mfd tr m tr m tr m tr m tr m tr m tr m tr	23jul58 31mar49 19feb49 unknown 28mar49 24feb58 1949 unknown 10may58 31mar49 06mar49 unknown u	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Irkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pluto mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low altitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn-out rgd 1949 opb 86 OAO; canx 22jun52 as infe-time expired opb OAG MVS; f/n BBS 19dec55, diversion from LHR due to fog; l/n LHR 30dec55 opb 86 OAO; canx 01dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed shortly after take-off from Karaganda (after a refuelling stop), the pilot tried to return to the airport but the aircraft lost speed on finals when the pilot turned left (in the direction of the non-working engine) while simultaneously lowering the landing gear, the aircraft went out of control, spiralled down from a height of some 50-70 metres and exploded, all 6 crew and 19 passengers killed (the left engine had laready failed during taxing before an after-maintenance test flight 29jul50, but the crew hid this fact and nothing was done to find out the reason for that failure); t/t 953 hours; canx 07sep56 canx 24sep55 due its technical condition and trf to the Kiev Aviation Institute (KAI) rgd 1949; opb OAG MVS opb 89 OAO; canx 18nov59 as worn out opb 1-ya Moskovskaya aviagruppa new documents issued 26jun54 dbr, details unknown; canx 31mar57 opb OAG MVS canx 06jan62 as life-time expired opb 0AG MVS; photo in Putnam book new documents issued 07aug54 canx 23sep59 as repair not economically viable rgd 1349; opb 1-ya Moskovskaya aviagruppa obf 45 ATO 1 OAG GVF; w/o 09jan51 on the leg from Krasnodar to Soch
9 301 32 17 9 301 32 18 9 301 32 19 9 301 32 20 9 301 33 01 9 301 33 02 9 301 33 03 9 301 33 04 9 301 33 05 9 301 33 06 9 301 33 07 9 301 33 07 9 301 33 09 9 301 33 09 9 301 33 10	CCCP-L1739 CCCP-01366 CCCP-L1727 CCCP-L1727 CCCP-L1800 CCCP-11800 CCCP-11801 CCCP-11802 CCCP-L1802 CCCP-L1802 CCCP-L1802 CCCP-L1803 CCCP-L1803 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1805 CCCP-L1806 CCCP-L1806 CCCP-L1806 CCCP-L1807 CCCP-L1807 CCCP-L1807 CCCP-L1807 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1809 CCCP-L1810	II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia AFL/Ukraine AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/International AFL/International AFL/International AFL/International AFL/International AFL/Kazakhstan-ALA	rgd trf mfd mfd rgd rgd rgd trf trf trf trf trf trf trf trf trf trf	23jul58 31mar49 19feb49 unknown 1949 unknown 28mar49 24feb58 1949 unknown 10may58 31mar49 06mar49 unknown unknown unknown unknown 11oct58 1959 ? 1949 unknown 1957 ? 1949 unknown 1958 ? 1949 unknown 1958 21949 unknown unknown 1949 31jan55 1949 unknown unknown 09may58 27apr49 unknown	rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Irkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pluto mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low altitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; canx 20oct53 rgd unknown opb 86 OAO; canx 29jul58 as worn-out rgd 1949 opb 86 OAO; canx 22jun52 as infe-time expired opb OAG MVS; f/n BBS 19dec55, diversion from LHR due to fog; l/n LHR 30dec55 opb 86 OAO; canx 01dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed shortly after take-off from Karaganda (after a refuelling stop), the pilot tried to return to the airport but the aircraft lost speed on finals when the pilot turned left (in the direction of the non-working engine) while simultaneously lowering the landing gear, the aircraft went out of control, spiralled down from a height of some 50-70 metres and exploded, all 6 crew and 19 passengers killed (the left engine had laready failed during taxing before an after-maintenance test flight 29jul50, but the crew hid this fact and nothing was done to find out the reason for that failure); t/t 953 hours; canx 07sep56 canx 24sep55 due its technical condition and trf to the Kiev Aviation Institute (KAI) rgd 1949; opb OAG MVS opb 89 OAO; canx 18nov59 as worn out opb 1-ya Moskovskaya aviagruppa new documents issued 26jun54 dbr, details unknown; canx 31mar57 opb OAG MVS canx 06jan62 as life-time expired opb 0AG MVS; photo in Putnam book new documents issued 07aug54 canx 23sep59 as repair not economically viable rgd 1349; opb 1-ya Moskovskaya aviagruppa obf 45 ATO 1 OAG GVF; w/o 09jan51 on the leg from Krasnodar to Soch

9 301 33 12	CCCP-01368 CCCP-L1813 CCCP-L1813	Il-12P Il-12P Il-12P	AFL/Ukraine AFL/Moscow AFL/Moscow (MUTA)	rgd rgd trf	unknown 1949 unknown	opb 87 OAO; canx 29nov60 as life-time expired opb 1-ya Moskovskaya aviagruppa new documents issued 31aug54
9 301 33 13	CCCP-L1813 CCCP-73967 CCCP-L1814 CCCP-L1814	II-12P II-12P II-12P II-12P	AFL/Kazakhstan AFL/Kazakhstan AFL/Moscow AFL/Moscow (MUTA)	trf rgd rgd trf	unknown unknown 1949 unknown	canx 05feb59 as life-time expired opb 1-ya Moskovskaya aviagruppa new documents issued 31aug54
9 301 33 14	CCCP-L3927 CCCP-L3927 CCCP-L3927 CCCP-L1815	II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/West Siberia AFL/International	rgd trf mfd	22apr55 unknown 27apr49	can x 08dec58 as worn out rad 1949; opb OAG MVS
	CCCP-L1815 CCCP-01444	II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine	trf trf	unknown 29may58	f/n VKO oct49 opb 87 OAO; canx 21sep61 as life-time expired
9 301 33 15	CCCP-L1816 CCCP-L1816 CCCP-L1816	II-12P II-12P II-12P	AFL/International AFL/Moscow (MUTA) AFL/West Siberia	rgd trf trf	1949 unknown 15mar58	opb OAG MVS; photo, carried non-standard large 'Aeroflot' titles
9 301 33 17	CCCP-01309 CCCP-L1817	II-12P II-12P	AFL/West Siberia AFL/International	rgd rgd	unknown 1949	canx 04nov61 as life-time expired opb OAG MVS; photo exists
	CCCP-L1817 CCCP-L1817 CCCP-L1817	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/West Siberia AFL/Urals-SVX	trf trf trf	unknown unknown unknown	new documents issued 31aug54 opb Uralskaya aviagruppa by 01sep57; in document sep58
9 301 33 18	CCCP-73997 CCCP-L1818	II-12P II-12P	AFL/Urals-SVX AFL/Moscow (MUTA)	rgd rgd	unknown 1949	canx 27feb62 as life-time expired
9 301 33 19	not known CCCP-L1819 CCCP-L1819	II-12P II-12P II-12P	Soviet Air Force AFL/International AFL/Moscow (MUTA)	trf rgd trf	20jul49 1949 unknown	opb mil. unit 23413 opb OAG MVS; I/n HEL apr56
	CCCP-L1819 CCCP-L1819	II-12P II-12P	AFL/West Siberia AFL/Urals-SVX	tff trf	unknown unknown	opb Uralskaya aviagruppa by 01sep57; in document sep58
9 301 33 20	CCCP-73998 CCCP-L1820 CCCP-L1820	II-12P II-12P II-12P	AFL/Urals-SVX AFL/International AFL/Moscow (MUTA)	rgd rgd trf	unknown 1949 unknown	canx 27jan60 as worn out opb OAG MVS
9 301 34 01	CCCP-01450 CCCP-L1821	II-12P II-12P	AFL/Ukraine AFL/NII GVF	trf rgd	24may58 1949	opb 89 OAO; canx 25jan61 as worn out new documents issued 05jan56
9 301 34 02	CCCP-L1821 CCCP-73971 CCCP-L1822	II-12P II-12P II-12P	AFL/MOW MAG SPiVS AFL/MOW MAG SPiVS AFL/International	trf rgd mfd	unknown unknown 27apr49	dbr, details unknown; canx 29jan64 rgd 1949; opb OAG MVS
5 501 51 62	CCCP-L1822 CCCP-L1822	II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine-ODS	trf trf	unknown 31mar58	new documents issued 19jul54 photo at VKO may58 with non-standard large 'Aeroflot' titles
9 301 34 03	CCCP-01422 CCCP-L1823 CCCP-L1823	II-12P II-12P II-12P	AFL/Ukraine-ODS AFL/Moscow AFL/Moscow (MUTA)	rgd rgd trf	unknown 1949 unknown	canx 06sep61 as life-time expired opb 1-ya Moskovskaya aviagruppa; f/n 1949
	CCCP-L1823 CCCP-L1823	II-12P II-12P	AFL/West SibOvn AFL/Urals-SVX	trf trf	unknown unknown	opb Uralskaya aviagruppa by 01sep57; canx 29jul59 as life-time expired
9 301 34 13	CCCP-L1826 CCCP-L1826 CCCP-L1826	II-12P II-12P II-12P	AFL/International AFL/Moscow (MUTA) AFL/Ukraine	rgd trf trf	1949 unknown unknown	opb OAG MVS photo at VOG
	CCCP-73974	II-12P	AFL/Ukraine	rgd	unknown	opb 86 OAO; canx by Ukrainian Directorate 28apr60 as life-time expired (canx confirmed by GU GVF 15jun60)
9 301 34 14	CCCP-L1827 CCCP-L1827 CCCP-01407	II-12P II-12P II-12P	AFL/International AFL/Moscow (MUTA) AFL/Ukraine	rgd trf trf	1949 unknown 19may58	opb OAG MVS opb 89 OAO; canx 21sep61 as life-time expired
9 301 34 15	CCCP-L1828 CCCP-L1828	II-12P II-12P	AFL/International AFL/Moscow (MUTA)	mfd trf	24may49 unknown	rgd 1949; opb OAG MVS
	CCCP-L1828	II-12P	AFL/Far East	trf	unknown	opb 198 AO; w/o 07aug57 on the leg from Irkutsk to Magdagachi of a flight from Irkutsk to Khabarovsk, on approach to Magdagachi at night in adverse weather (rain and strong winds) the aircraft deviated from the approach path due to the strong winds, came in too high and descended too fast, the crew failed to go around so that the nose wheel hit the mast of a landing light 500 metres beyond the inner marker and 5 more masts were destroyed by the cockpit and the wings, eventually the aircraft came to rest in a field before the runway threshold, 1 of the 5 crew killed and 1 seriously injured while the other 3 and all 12 passengers escaped unhurt; t/t 8,489 hours; canx 31oct57
9 301 34 16	CCCP-L1829 CCCP-L1829	II-12P II-12P	AFL/International AFL/Moscow (MUTA)	rgd trf	1949 unknown	opb OAG MVS; made an emergency landing at VKO 08jun49
9 301 35 01	CCCP-L1829 CCCP-12584 CCCP-L1831	II-12P II-12P II-12P	AFL/Far East AFL/Far East AFL/International	trf rgd rgd	unknown unknown 1949	overhauled by AERB-243 nov58 canx 22dec60 as worn out the same c/n is reported for SP-LHA; opb OAG MVS; photo at BMA in late 1950s
5 561 55 61	CCCP-L1831 CCCP-L1831	II-12P II-12P	AFL/Moscow (MUTA) AFL/East Siberia	trf trf	unknown unknown	
9 301 35 01 3	CCCP-01374 ? SP-LHA	II-12P II-12B	AFL/Ukraine LOT	trf rgd	13oct58 07sep49	opb 86 OAO; photo flying over Sochi; canx 29sep60 as worn out this c/n is given in several Soviet documents for CCCP-L1831/CCCP-01374 !; canx 27sep59; reportedly trf to the Polish Air Force 06nov59, but that does not seem to be correct
9 301 35 02	CCCP-L1832 CCCP-L1832	II-12P II-12P	AFL/International AFL/Moscow (MUTA)	rgd trf	1949 unknown	the same c/n is reported for SP-LHB; opb OAG MVS
9 301 35 02	CCCP-L1832 CCCP-01334 ? SP-LHB	II-12P II-12P II-12B	AFL/Armenia AFL/Armenia LOT	trf rgd d/d	unknown unknown 17jul49	canx 31mar60 as worn out this c/n is given in several Soviet documents for CCCP-L1832/CCCP-01334 !; rgd 23aug49; initially used
					-	for training; canx 25sep59; reportedly trf to the Polish Air Force 06nov59, but but that does not seem to be correct
9 301 35 03	CCCP-L1833 CCCP-L1833	II-12P II-12P	AFL/International AFL/Moscow (MUTA)	rgd trf	1949 unknown	the same c/n is reported for YR-PCC/YR-ILX; opb OAG MVS; in natural metal c/s with two thin blue cheatlines; f/n BUD 1955
0 201 25 02 2	CCCP-L1833 CCCP-01320	II-12P II-12P II-12-11	AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS	trf rgd	unknown unknown 29sep49	canx 03jul63 as life-time expired this cluster is given in coveral Soviet degraphs for CCCP, L1832/CCCP, 01220, L, VIP, aircraft, 'BCC' stands for
9 301 35 03 3	YR-ILX	II-12	Romanian Governmt. TAROM	rgd rgd	295ep49 28feb57	this c/n is given in several Soviet documents for CCCP-L1833/CCCP-01320 !; VIP aircraft; 'PCC' stands for 'Party Central Committee'; canx 06jan57 canx 15oct64
9 301 35 04	CCCP-L1834 CCCP-L1834 CCCP-L1834	II-12P II-12P II-12P	AFL/International AFL/Moscow (MUTA) AFL/Ukraine-IEV	rgd trf trf	1949 unknown unknown	the same c/n is reported for SP-LHD; opb OAG MVS seen VKO 1957 I/n may58
9 301 35 04	CCCP-73987	II-12P II-12B	AFL/Ukraine-IEV LOT	rgd rgd	unknown 04nov49	opb 86 OAO; canx 17apr61 as worn out; photo at an unknown location in 1963 this c/n is given in several Soviet documents for CCCP-L1834/CCCP-73987 !; canx 19jun59; reportedly trf
9 301 35 05	CCCP-L1835 CCCP-L1835	II-12P II-12P	AFL/International AFL/Moscow (MUTA)	mfd trf	may49 unknown	to the Polish Air Force 06nov59, but that does not seem to be correct the same c/n is reported for SP-LHE; rgd 1949; opb OAG MVS photo may58
9 301 35 05 3	CCCP-01410	II-12P II-12B	AFL/Ukraine LOT	trf rgd	22may58 24nov49	opb 89 OAO; canx 24jul61 as life-time expired this c/n is given in several Soviet documents for CCCP-L1835/CCCP-01410 !; damaged in 1950 during a forced landing following an engine fire; stored for two years awaiting repair, returned to Factory No. 30 for
9 301 35 06	CCCP-L1836 CCCP-L1836	II-12P II-12P	AFL/International AFL/Moscow (MUTA)	rgd trf	1949 unknown	repair; canx 07oct52 the same c/n is reported for SP-LHC new documents issued 31aug54
	CCCP-L1836 CCCP-L1836	II-12P II-12P	AFL/West Siberia AFL/Urals	trf trf	unknown unknown	opb Uralskaya aviagruppa by 01sep57
9 301 35 06 3	CCCP-73999 P-LHC	II-12P II-12B	AFL/Urals LOT	rgd rgd	unknown 17dec49	canx 20aug62 as life-time expired this c/n is given in several Soviet documents for CCCP-L1836/CCCP-73999 !; dbr 18jul52 on landing at Warsaw; canx 23dec53
9 301 35 07	CCCP-L1837 CCCP-L1837	II-12P II-12P	AFL/International AFL/Moscow (MUTA)	rgd trf	1949 unknown	opb OAG MVS; f/n VKO oct49 new documents issued 31aug54
9 301 35 08	CCCP-L1837 CCCP-01423 CCCP-L1838 ?	II-12P II-12P II-12P	AFL/East Siberia AFL/East Siberia Aeroflot	trf rgd no	unknown unknown reports	canx 22sep61 as life-time expired just surmised, neither in 1950s MGA document nor in register
9 301 35 09 9 301 35 10	CCCP-L1839 ? CCCP-L1840 CCCP-L1840	II-12P II-12P II-12P	Aeroflot AFL/International	no rgd trf	reports 1949 unknown	just surmised, neither in 1950s MGA document nor in register opb OAG MVS
9 301 35 11	CCCP-L1840 CCCP-01417 CCCP-L1841 ?	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine Aeroflot	trf no	03jun58 reports	opb 90 OAO; canx 08jul60 as life-time expired just surmised, neither in 1950s MGA document nor in register
9 301 35 12	CCCP-L1842 CCCP-L1842 CCCP-01313	II-12P II-12P	AFL/International AFL/Moscow (MUTA)	mfd trf	07jun49 unknown 23may58	rgd 1949; opb OAG MVS new documents issued 18apr55
9 301 35 13 9 301 35 14	OK-DBB CCCP-L1844(1)	II-12P II-12B II-12P	AFL/Ukraine CSA AFL/International	trf rgd mfd	23may58 19jul50 27jun49	opb 90 OAO; canx 24jul61 as life-time expired fleet # '72'; wfu 19nov59; canx 29feb60 opb 29 otryad; w/o 25aug49 on the leg from Krasnoyarsk to Chita of a flight from Alma-Ata to Chita (and
						probably on to Beijing) with several leaders of the self-proclaimed East Turkestan Republic on board, the aircraft descended from 2,400 metres to 1,200 metres while flying over the valley of the Kabanya river (possibly due to icing), while trying to fly a right turn the aircraft hit trees on the eastern slope of Mt. Kabanya (1,479 metres) 31 km south of Kabansk (Buryatia), broke up and came to rest upside down at a height of some 1,400 metres, all 5 crew and 9 passengers killed; t(Y 29 hours; wreck found 29aug49; canx
9 301 35 15	OK-DBD	II-12B	CSA	rgd	30nov49	01sep49 i/s 31may50; fleet # '74'

	SP-LHF	II-12B	LOT	Isd	03jul52	canx 08mar53, but the aircraft returned to CSA earlier
	OK-DBD	II-12B	CSA	ret	26nov52	photo at LHR 01aug57; wfu 13jun60; canx 14mar62
9 301 35 16	OK-DBG	II-12B	CSA	rgd	13oct50	i/s 18oct50; fleet # '75'; later used as a cargo aircraft; undertook tests for the VZLÚ during may53; dbr 20jan60; canx 29feb60; removed to Prostejov and used as a ground instructional airframe
9 301 35 17	OK-DBN	Il-12B	CSA	rgd	15dec50	i/s 23dec50; fleet # '76'; photo at ORY 27may57; wfu 30jun60; canx jun60 and again 14mar62 (clean-up of register); sold to AMK Hostivice; a black&white photo taken aug60 shows the aircraft being transported, with the registration removed; was used as a club-house at Hostivice, later scrapped; sections of the fuselage were transported from Plzen to Zruc Air Park and displayed there with an II-14 nose cone marked '3159' attached to the cockpit section, seen as such jun99/jun10
9 301 35 18	OK-DBP	Il-12B	CSA	i/s	07feb51	rgd 27feb51; fleet # '77'; w/o 24nov56 on a flight from Zurich to Prague when the right engine caught fire shortly after take-off, the crew tried to return to the airport, but the aircraft crashed in a field near Eglisau (14 km from the airport) and exploded, all 5 crew and 18 passengers killed; canx 25nov56
9 301 35 19	OK-DBU	II-12B	CSA	rgd	24feb51	i/s 27feb51; fleet # '78'; later used as a cargo aircraft; wfu 28nov59; canx 29feb60
9 301 35 20	OK-DBW	II-12B	CSA	rgd	17mar51	i/s 25mar51; fleet # '79'; wfu 20mar59
	OK-DBW	II-12B	CSSDL	trf	23may59	converted to a navigation-aids calibration aircraft; canx 21mar60; scrapped at Prague later; nose sections remained, I/n mar07
9 301 36 01	OK-DBC	II-12B	CSA	rgd	09aug50	the same last 4 digits of the c/n are reported for CCCP-X952, but probably in error; fleet # '73'; wfu 19nov59; canx 29feb60

An improved version of the II-12T went into production in 1949. It incorporated the dorsal tail fin and retained the double doors on the left-hand side. Known as the II-12D, it was built for the military to undertake a number of different roles. A few were later transferred and used as cargo aircraft in Aeroflot service and with various factories.

				0.0017		
9 303 36 01 ? 9 303 36 03	CCCP-X952 not known	II-12 II-12D	TsNII-108 Soviet Air Force	rgd ph.	unknown 28nov71	the same last 4 digits of the c/n are reported for OK-DBC, so the given c/n is probably not correct in natural metal c/s; opb 666 uap of the Balashov Flying School at Rtishchevo by 1960; opb 478 uap at Borisoglebsk until 1968 (was possibly the last flying II-12 of the Soviet Air Force); used as a ground instructional airframe by the ShMAS technical aviation school at Cheboksary (on the territory of the current Chuvashian State University) from 1968, I/n nov71; moved to Park im. 500-letiya Cheboksar (500 years of
9 303 36 12	CCCP-L1422(2)	II-12	AFL/MOW MAG SPIVS	rgd	unknown	Cheboksary Park) in the early 1980s; scrapped see c/n 30188
9 303 36 14	CCCP-01440 CCCP-L1495	II-12 II-12	AFL/MOW MAG SPIVS AFL/Uzbekistan-TAS	TĨP trf	apr61 17apr59	canx 07mar64 as worn out converted to cargo version, probably during rework; given in an 1950s MGA document as having been trf from AFL/Talikistan, but this was either in error or in an attempt to disquise the previous operator as being
	CCCD 73053	11.10	AFL (Unit allisters TAC	T 143	00	the Soviet Air Force
9 303 37 05	CCCP-73952 CCCP-L1436(2)	II-12 II-12	AFL/Uzbekistan-TAS AFL/MOW MAG SPiVS	TMJ rgd	08apr61 unknown	I/n TAS 06mar63; canx 15jun64 due to corrosion of the centre-wing section converted to cargo version; see c/n 30268
0 000 07 44	CCCP-01436	II-12	AFL/MOW MAG SPIVS	rgd	unknown	canx 16jan65 as worn out
9 303 37 11 9 303 37 16	CCCP-48971 CCCP-L1441(2)	Il-12D Il-12	MRP Solntsevo AFL/MOW MAG SPiVS	rgd rgd	16may66 unknown	canx 12jan67 converted to cargo version; see c/n 8302314
	CCCP-01441	II-12	AFL/MOW MAG SPiVS	rgd	unknown	canx 12dec63 as worn out
9 303 37 19	not known CCCP-N440 (2)	Il-12D Il-12D	not known Polyarnaya Aviats.	mfd rgd	1949 08aug57	was the first Soviet aircraft to reach the South Pole 25oct58 - probably the first-ever aircraft to visit both
	000	11 120	i olyamaya / macor	igu	oodugo,	the North and the South Pole; in natural metal c/s; shipped to Antarctica aboard the research vessel "Ob" in 1957; took part in the 3rd and 4th Soviet Antarctic expeditions (KAE) in 1957/59; photo at Banger Oasis 1957; damaged at Mimy ice station 16jan58; repaired; seen c/n 30048
	CCCP-04252	II-12D	AFL/Polar	trf	10feb60	took part in the 5th and 6th Soviet Antarctic expeditions in 1959/61; canx 05jul61 as worn out
9 303 38 01	CCCP-F359	II-12	GUGK	rgd	unknown	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); photo survey aircraft
	CCCP-A359	II-12		rgd	03jun50	photo survey aircraft; this registration was linked in the MGA listing with CCCP-L1483 (a remark on an additional line said '1483 instead of A359'), but this was obviously in error for CCCP-L1489
	CCCP-L1489 CCCP-73972	II-12 II-12	AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS	rgd rgd	unknown unknown	converted to cargo version canx 19apr65 as life-time expired
9 303 38 02	CCCP-F360	II-12	GUGK	rgd	unknown	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); photo survey
	CCCP-A1317	II-12	AFL/MOW MAG SPIVS	rgd	03jun50	aircraft photo survey aircraft
	CCCP-L1317(2)	II-12	AFL/MOW MAG SPiVS	rgd	unknown	converted to cargo version; see c/n 30023
9 303 38 03	CCCP-01317 CCCP-F361	II-12 II-12	AFL/MOW MAG SPIVS GUGK	rgd rgd	unknown unknown	canx 23apr65 as worn out Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); photo survey
						aircraft
	CCCP-A361 CCCP-L1332(2)	II-12 II-12	GUGK AFL/MOW MAG SPiVS	rgd rgd	03jun50 unknown	photo survey aircraft converted to cargo version; see c/n 30038
	CCCP-01332	II-12	AFL/MOW MAG SPiVS	rgd	1959	canx 15apr65 as worn out
9 303 38 04	CCCP-F362	II-12	GUGK	rgd	unknown	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); photo survey aircraft
	CCCP-A362	II-12	GUGK	rgd	03jun50	photo survey aircraft
	CCCP-L1406(2) CCCP-01406	II-12 II-12	AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS	rgd rgd	unknown unknown	converted to cargo version; see c/n 30151 canx 14apr65 as life-time expired
9 303 38 05	CCCP-F363	II-12	GUGK	rgd	unknown	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); photo survey
	CCCP-A363	II-12	GUGK	rgd	03jun50	aircraft photo survey aircraft
	CCCP-L1356(2)	II-12	AFL/MOW MAG SPiVS	rgd	unknown	converted to cargo version; see c/n 30070
9 303 38 06	CCCP-01356 CCCP-X1096	II-12 II-12	AFL/MOW MAG SPIVS MPLP - NII PDS	rgd rgd	unknown unknown	canx 14apr65 as life-time expired Ministry of Food and Light Industry
	CCCP-06112	II-12	MPLP - NII PDS	rgd	unknown	Ministry of Food and Light Industry
9 303 38 13	CCCP-L1845 CCCP-Sh1845	Il-12 Il-12	AFL/ShVLP AFL/ShVLP	rgd rgd	1949 unknown	Advanced Flying Training College Advanced Flying Training College; converted to cargo version; canx 15feb55 and trf to the Kiev Aviation
						Institute (KAI) as a ground instructional airframe
9 303 38 16	001	Il-12D	Polish Air Force	toc	08jul50	operated initially by 36. SPLT at Warsaw-Okiece and later by 19. LEH at Slupsk; in natural metal with dark (red ?) rudder with serial in white on it; still in service by 01oct64
9 303 38 19	CCCP-41807	Il-12D	AFL/Polar	ph.	05feb64	in document OSnov60 as taken over from the Soviet Air Force; assigned to the 6th Soviet Antarctic Expedition 30oct60; I/n active at ice station "Vostok" (Antarctica) 05feb64; canx 10aug66; hulk sat on its tail at ice station "Mirny" (Antarctica), seen jan89
9 303 39 02	002	Il-12D	Polish Air Force	toc	08jul50	operated initially by 36. SPLT at Warsaw-Okiece and later by 19. LEH at Slupsk; in natural metal with dark (red ?) rudder with serial in white on it; damaged 02aug60 when force-landed in a field close to Wlynkowo near Slupsk, photo exists sitting on its belly with bent propellers; quickly repaired and flown out; remained in service until at least 1965
9 303 39 03	CCCP-L1846	II-12	AFL/ShVLP	rgd	1949	Advanced Flying Training College
	CCCP-Sh1846 CCCP-01314	II-12 II-12	AFL/ShVLP AFL/Ukraine	rgd trf	unknown apr58	Advanced Flying Training College converted to cargo version
9 303 39 08	CCCP-L1849 CCCP-L1849	Il-12 Il-12	AFL/ShVLP AFL/MOW MAG SPiVS	rgd trf	1949 upkpowp	Advanced Flying Training College
	CCCP-73973	II-12 II-12	AFL/MOW MAG SPIVS	rgd	unknown unknown	converted to cargo version canx 30sep64 as worn out
9 303 39 09	CCCP-L1847 CCCP-Sh1847	Il-12 Il-12	AFL/ShVLP	rgd	1949 upkpowp	Advanced Flying Training College
	CCCP-Sh1847	II-12	AFL/ShVLP AFL/BLU	rgd trf	unknown unknown	Advanced Flying Training College Buguruslan Flying School; converted to cargo version
9 303 39 12	CCCP-L1848 CCCP-Sh1848	Il-12 Il-12	AFL/ShVLP AFL/ShVLP	mfd	30oct49 unknown	rgd 1949; Advanced Flying Training College Advanced Flying Training College; converted to cargo version
	CCCP-73988	II-12	AFL/Ukraine-DOK	rgd trf	20jan58	canx 05may65 as life-time expired
9 303 39 18	CCCP-N476	II-12	Polyarnaya Aviats.	rgd	24oct55	participated in the 1st and 2nd Soviet Antarctic Expeditions (KAE) in 1956/57; photo aboard the research vessel M/V "Lena"; flew Mirny-Mawson-Mirny 06feb57
9 303 39 19	CCCP-27201	II-12D	MAP Voronezh	rgd	27nov65	in Aeroflot c/s; canx 20may68; fuselage used as a shed at VOZ, l/n jun07
<u>II-12s wit</u>	h unknowr	n c/ns				
	CCCP-L1343	II-12P	AFL/Moscow	no	reports	probably either c/n 30047, 30048 or 30049; opb 1 Moskovskaya aviagruppa; w/o 18dec47 on a flight from
						Krasnoyarsk-Severny to Omsk-Tsentralny when the oil pressure of the left engine dropped 15 minutes into the flight, the crew shut the engine down and returned to the airport, on the first approach they were too fast and the landing gear had not lowered completely so that they decided to go around, on the second approach the aircraft stalled at a height of some 40-50 metres and crashed, the fuselage broke into two parts and both engines came off, 4 of the 5 crew and 3 of the 20 passengers killed plus the navigator and 8 passengers injured
	CCCP-L1410(2) CCCP-L1701	Il-12 Il-12	AFL/Urals-SVX Aeroflot	no POZ	reports 24apr48	not c/n 30161; in document 24sep58 presented during the Poznan Trade Fair 24apr/09may48 (first foreign presentation of the II-12); batch 27 aircraft ?
	CCCP-L1844(2) CCCP-L1860	II-12 II-12	AFL/Moscow-VKO Aeroflot	no	reports photo	in document jan56; not c/n 93013514 with dorsal fin, c/n should be in the 8301/9301xxxx range
	CCCP-N143	II-12	Polyarnaya Aviats.	no	reports	used to re-supply the Arctic expedition "Sever-6" in 1954
	CCCP-N439 CCCP-N441	II-12 II-12	Polyarnaya Aviats. Polyarnaya Aviats.		photo	w/o 1947 early model
	CCCP-04248	II-12D	AFL/Polar	rgd	1958	in natural metal c/s, thin cheatlines above and below the windows; in document 19sep60
	CCCP-46561 "09"	Il-12 Il-12D	AFL/Urals-SVX Soviet Air Force	ph.	apr60 1980s	was probably based at Vitebsk; in civilian c/s; was preserved in a park at Gorki (Mogilyov region of
						Belarus) from around 1984; scrapped in 1990
	"12" "27" black	II-12T II-12D	Soviet Air Force Soviet Air Force			

 "32"	II-12T	Soviet Air Force			see c/n 8302710
 "40"	II-12T	Soviet Air Force		photo	tailcone removed for glider towing hook
 not known	II-12	Soviet Navy		photo	opb 593 otap of the Pacific Fleet; w/o 27jul53 on a flight from Port Artur-Tuchendzy to Vladivostok with
HOC KHOWH	11 12	Soviet Navy			Soviet officers on board when was shot down by F-86F-30 s/n 51-12959 of the 335th FIS, USAF (piloted by
					CPT Ralph S. Parr), exploded in mid-air and crashed 4 km from Mao-erh-shan (Chinese province of Jilin),
					all 6 crew and 14 passengers killed; wreck found only in autumn 1953
 502	II-12	Civ Avn Adm China	nad	1948	scrapped at Tianiin 1987
			rgd		
 503	II-12T	Civ Avn Adm China	rgd	1948	wfu 06oct86; preserved in technical school at Tianjin (N39.111630 E117.35028), l/n jun13
504	II-12	Civ Avn Adm China	rgd	1948	scrapped at Tianjin mar86
 505	II-12T	Civ Avn Adm China	rgd	1948	f/n SIA 27sep85 operational this date; wfu 27oct85; scrapped at CTU
 506	II-12	Civ Avn Adm China	no	reports	mentioned in documents, opb 13 division from 01jun74 until end of may78, along with II-12s 507/508,
					undertook 493 sorties totalling 1,535 hours from 28 locations, supporting the exploration of the coastal
					shelf for oil and other mineral resources along the Yellow Sea, East China Sea and South China Sea
 507	II-12	Civ Avn Adm China	no	reports	mentioned in documents, opb 13 division from 01jun74 until end of may78, along with II-12s 506/508,
					undertook 493 sorties totalling 1,535 hours from 28 locations, supporting the exploration of the coastal
					shelf for oil and other mineral resources along the Yellow Sea, East China Sea and South China Sea
 508	II-12	Civ Avn Adm China	no	reports	mentioned in documents, opb 13 division from 01jun74 until end of may78, along with Il-12s 506/507,
					undertook 493 sorties totalling 1,535 hours from 28 locations, supporting the exploration of the coastal
					shelf for oil and other mineral resources along the Yellow Sea, East China Sea and South China Sea
 4208	II-12	Chinese Air Force		photo	at Harbin (in 1989 book "China Today: Aviation Industry")
 5105	II-12T	Chinese Air Force		photo	in natural metal c/s; flew Peking to Lhasa may56
 5110	II-12T	Chinese Air Force		photo	in natural metal c/s
 5116	II-12T	Chinese Air Force		29may56	opb 4th Regiment; flew from Yushu (Qinghai) to Tibet completing trials 29may56 for the Beijing-Lhasa
				,	route; see c/n 8302505
 15503	II-12	Chinese Air Force	no	reports	mentioned in documents, was involved in the first Chinese nuclear tests at Lop Nor 19oct64, flying into the
					mushroom cloud to undertake sampling tests
 35041	II-12	Chinese Air Force	YIH	13mar87	I/n YIH 12oct88
 35043	II-12T	Chinese Air Force		mar78	photo
 35045	II-12T	Chinese Air Force	YIH	13mar87	I/n YIH 12oct88
 35046 (1)	II-12T	Chinese Air Force	YIH	13mar87	an II-12 with this serial was seen preserved in the China Aviation Museum at Shahezhen (Changping)
55510 (1)				20110107	apr00/mar12, but this is a fake serial 1, see 35240
 35049	II-12	Chinese Air Force	YIH	13mar87	I/n YIH 12oct88
 35141 (1)	II-12	Chinese Air Force	YIH	13mar87	I/n YIH 12oct88; see 35048 with fake serial in the China Aviation Museum at Shahezhen (Changping)
 35142	II-12 II-12T	Chinese Air Force	YIH	13mar87	In TH 12octor, see 55040 with take sena in the china Aviation Huseum at Shahezhen (changping)
 35143	II-121 II-12	Chinese Air Force			In YiH 12oct88
 35143	II-12 II-12T	Chinese Air Force	YIH	13mar87	I/n YIH 12oct88
 35144	II-121 II-12	Chinese Air Force	YIH		I/n YIH 12oct88
 35145	II-12 II-12T	Chinese Air Force	YIH	13mar87	
 35146	II-121 II-12T	Chinese Air Force	YIH	12oct88	I/n YIH 12oct88
	II-121 II-12T				1/r, \YILL12++00
 35148		Chinese Air Force	YIH	13mar87	I/n YIH 12oct88
 35149	II-12 II-12	Chinese Air Force	YIH	13mar87	I/n YIH 12oct88
 35240	11-12	Chinese Air Force		oct93	preserved in the China Aviation Museum at Shahezhen, Changping, f/n 28oct93, l/n may99/oct99 but serial
25046 (2)	11.10	China an Alia Faur			not read off as it was painted over
35046 (2)	II-12	Chinese Air Force		apr00	preserved in the China Aviation Museum at Shahezhen, Changping, (N40.182822 E116.36074), repainted
252.44				40 10-	and now wearing this fake serial, I/n feb12
 35241	II-12	Chinese Air Force	YIH	12oct88	wfu oct93
 35243	II-12	Chinese Air Force	YIH	13mar87	I/n YIH 12oct88
 35244	II-12	Chinese Air Force	YIH	13mar87	I/n YIH 12oct88
 35245	II-12T	Chinese Air Force	YIH	12oct88	
 35246	II-12	Chinese Air Force	YIH	12oct88	
 35247	II-12T	Chinese Air Force	YIH	12oct88	
 35248	II-12T	Chinese Air Force	YIH	12oct88	
 35249	II-12	Chinese Air Force	YIH	12oct88	
 35340	II-12T	Chinese Air Force	YIH	12oct88	converted in 1954 to an ECM aircraft, with long nosed di-electric radome
 3410 ?	II-12T	Chinese Air Force	ph.	2008	preserved in a Park at Pengzhou, Chengdu (N30.989484 E103.92746) from at least 2002 (from Google
					Earth image), next to II-18 '240' (which subsequently moved jul03); I/n may13, serial very worn
 D-39	II-12D	Czechoslovak AF			leased from the Soviet Union during 1954/56
 D-40	II-12D	Czechoslovak AF			leased from the Soviet Union during 1954/56

Ilyushin Il-14 & Avia Av-14

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

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

Analysis of the construction numbers suggest that Tashkent built 40 batches with five aircraft in the first two batches and ten in subsequent batches. It is reported that 28 were built/delivered in 1954, 52 in 1955, 125 in 1956, 143 in 1957 and 30 in 1958. Moscow production from batch 8 to batch 19 consisted of 50 aircraft with the earlier batches consisting of between 2 and 15 aircraft. It is reported that 272 aircraft were built/delivered in 1956, 344 in 1957 and 71 in 1958.

In Czechoslovakia, known as the Avia-14 a total of 203 were produced between 1956 and 1960, whilst in East Germany production as the FWD II-14 was more modest with 80 being built between 1955 and 1959. Production in China (as the "Peace-401" or Y6) had been planned as well, but was not achieved in the end. The type entered service with Aeroflot on 30 November 1954 in an 18-seater

The type entered service with Aeroflot on 30 November 1954 in an 18-seater version, the II-14P. A slightly lengthened version, the II-14M (f/f 01nov55) went into production in 1956 and during its service the type's seating capacity ranged up to 36. It quickly became a major type in operation and in 1957 was in use in 20 of Aeroflot's directorates. All the 'friendly' East European airlines and air forces put the type into service; 119 Soviet-built II-14s were exported to 31 countries, including China, India, Indonesia and Eqypt.

With reference to the table at the end of the production list will show just how many airframes remain unidentified; it seems this situation will sadly remain with the confirmation from the two major overhaul plants at Vnukovo and Minsk that their records have long since been destroyed. However we received much information on the aircraft operated in the former Soviet Union by Aeroflot during the mid- and late 1950s together with their fates. By 1961 112 cities across the Soviet Union were being served by the II-14 and also

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

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

With (Soviet) military aircraft the construction number was in most cases painted on the tail. With some aircraft from the Khodynka productions and all aircraft from the Dresden production the construction number plate is to be found on the left hand side on the nose. In some cases with both II-12 and II-14 the construction number was painted on the leading edge of the wing(s)

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

 not known	II-14
 not known	II-14P

 14
 Ilyushin OKB
 f/f
 13jul50
 first prototype; powered by two ASh-82FN engines

 14P
 Ilyushin OKB
 f/f
 01oct50
 second prototype; powered by two ASh-82T engines; a black and white photo exists in Soviet Air Force c/s with Red star on tail, no code

687 Il-14 built by MMZ # 30 "Znamya Truda" ('Banner of Labour') at Moscow-Khodynka from 1956 to 1958

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

Batch 00 consisted of 2 aircraft, batch 01 consisted of 3 aircraft, batch 02 consisted of 5 aircraft, batches 03 to 04 consisted of 10 aircraft each, batch 05 consisted of 12 aircraft each, batch 06 consisted of 15 aircraft, batch 07 consisted of 30 aircraft, batches 08 to 19 consisted of 50 aircraft each and finally batch 20 consisted of 2 aircraft. Adding these up would suggest a total of 689 aircraft produced here.

14600 00 01	CCCP-L1701	II-14P	Aeroflot/UShVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61701	II-14P	Aeroflot/UShVLP	rgd	unknown	trf to Kirsanov Technical Aviation College 05may61; canx 15may62; used as a ground instructional
						airframe; broken up 1965 ?
14600 00 02	CCCP-L1702	II-14P	Aeroflot/UShVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61702	II-14P	Aeroflot/UShVLP	rgd	jun58	Ulyanovsk Advanced Flying Training College

14600 01 01	CCCP-61702 CCCP-L1706 CCCP-61706 CCCP-61706	II-14P II-14P II-14M II-14M	Aeroflot/KShVLP AFL/West Siberia AFL/Syktyvkar AFL/Syktyvkar	trf rgd trf trf	10jan62 unknown 22jul58 unknown	Kirovograd Advanced Flying Training College; canx 24jan73 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown opb Syktyvkarskaya otdelnaya aviagruppa; in document 01apr59 with new registration opb Syktyvkarskaya otdelnaya aviagruppa
14600 01 02	CCCP-61706 CCCP-L1708 CCCP-61708 CCCP-61708	II-14M II-14P II-14P II-14P II-14P	AFL/Komi Aeroflot/UShVLP Aeroflot/UShVLP AFL/Belarus-MHP	trf rgd rgd trf	1967 unknown jul58 07dec59	cpu Sykyrkaisaya occentryba aviegroppa canx 29jun71 as worn out; J/n SCW 1973 Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College f/n MHP 1967
14600 01 03	CCCP-61708 CCCP-L1716	II-14P II-14P	AFL/East Siberia Aeroflot/UShVLP	trf rgd	03mar75 unknown	Canx 29jul77 as allocated number of cycles used up Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61716 CCCP-61716 CCCP-61716	II-14P II-14P II-14P	Aeroflot/UShVLP Aeroflot/KShVLP Aeroflot/KRAUSS	rgd trf trf	unknown 29sep61 26jun74	Ulýanovsk Advanced Flying Training College Kirovograd Advanced Flying Training College Krivorozhskoye aviatsionnoye uchilishche spetsialnykh sluzhb (Krivoi Rog Special Aviation College); canx 13aug74 as life-time expired; preserved at Kryvy Rih Aeronautical School (N47.934827 E33.321084) f/n
14600 02 01	CCCP-L1717	II-14P	Aeroflot/TATU	rgd	unknown	05jul96, I/n 22jun99, broken up by may02 Troitsk Technical Aviation Colleae; in document 20dec57 as II-14P, 18 pax configuration; canx 21jan58 as
14600 02 02	CCCP-L1718	II-14P	AFL/Moscow (MUTA)	mfd	14apr56	for display toc 18apr56; opb 65 ATO; w/o 22apr56 on its second revenue flight (on the leg from Sukhumi to Kutaisi of
						a mail flight from Vnukovo to Tbilisi) when started to descend from a height of some 60 metres shortly after take-off from Sukhumi at night and crashed into the Black Sea after flying 2.9 km, all 5 crew and the sole passenger (who was very drunk) killed; t/t 19 hours and 12 cycles; most parts of the wreck and all bodies were recovered from a depth of 15-17 metres, but the cause of the crash could never be established; canx 20sep56
14600 02 03 14600 02 04	CCCP-L1727 not known CCCP-L1729	II-14P II-14P II-14P	AFL/Moscow (MUTA) Soviet Air Force Aeroflot/UShVLP	rgd no LHR	unknown reports 24jul56	opb aviadiviziya osobogo naznacheniya Ulyanovsk Advanced Flying Training College; I/n LHR 17aug56; in document 20dec57 as II-14P, 18 pax configuration
14600 02 05	CCCP-61729 CCCP-L1731	II-14P II-14P	Aeroflot/UShVLP AFL/Moscow (MUTA)	rgd rgd	unknown unknown	Ulyanovsk Advanced Flying Training College; canx 30mar72 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
14600 03 01	CCCP-61731 CCCP-L1734	II-14M II-14P	AFL/Magadan AFL/Moscow (MUTA)	rgd rgd	unknown unknown	on charge by 01feb62; dbr, details unknown; canx 22dec69 in document 20dec57 as II-14P, 18 pax configuration
	CCCP-L1734 CCCP-61734	II-14P II-14P	Aeroflot/UShVLP Aeroflot/UShVLP	trf rgd	21feb58 jul58	Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College; canx 03jul73 as life-time expired
14600 03 02	CCCP-L1714	II-14P	Aeroflot/UShVLP	mfd	25aug56	Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-L1714 CCCP-61714 CCCP-61714	II-14P II-14M II-14M	Aeroflot/UShVLP Aeroflot/KShVLP AFL/Yakutiya-YKS	rgd trf trf	unknown 14jan62 19jan71	Ulyanovsk Advanced Flying Training College Kirovograd Advanced Flying Training College canx 26mar73 as life-time expired; f/n DYU 25auq75
14600 03 03	CCCP-L1758 CCCP-61758	II-14P II-14P	AFL/Georgia-TBS AFL/Georgia-TBS	rgd rgd	unknown unknown	in document 20dec57 as II-14P, 18 pax configuration; mentioned again in document 18sep58 in document jun59; canx 29apr75 as allocated number of cycles used up
14600 03 04	CCCP-L1766 CCCP-61766	II-14P II-14P	AFL/Moscow (MUTA) Aeroflot/UShVLP	rgd trf	unknown 14may58	in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; canx 31jul72 as life-time expired
14600 03 05	CCCP-L1765 CCCP-L1765	II-14P II-14P	AFL/East Siberia AFL/Yakutiya	rgd trf	unknown 25feb58	in document 20dec57 as II-14P, 18 pax configuration
14600 03 06	CCCP-61765 CCCP-L1767	II-14P II-14P	AFL/Yakutiya-Mirny Aeroflot/UShVLP	rgd rgd	unknown unknown	in Mirry oao documents 05feb72; canx 30apr76 as life-time expired Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration and mentioned again in document 1958
	CCCP-61767 CCCP-61767	II-14P II-14P	Aeroflot/UShVLP Aeroflot/KShVLP	rgd trf	jun58 10jan62	Ulyanovsk Advanced Flying Training College Kirovograd Advanced Flying Training College
14600 03 07	CCCP-61767 CCCP-L1769	Il-14P Il-14P	AFL/Yakutiya-Mirny Aeroflot/UShVLP	trf rgd	19jan71 unknown	in Mirry oao documents 05feb72; canx 07sep73 as life-time expired Ulyanovsk Advanced Flying Training College; in document 20dec57, 18 pax configuration and mentioned again in document 1958
	CCCP-61769 CCCP-61769	II-14P II-14P	Aeroflot/UShVLP Aeroflot/KShVLP	rgd trf	jul58 14jan62	Ulyanovsk Advanced Flying Training College Kirovograd Advanced Flying Training College; canx 26sep73 as worn out
14600 03 08	CCCP-L1770 CCCP-61770 CCCP-61770	II-14P II-14P II-14P	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moldova	rgd rgd trf	unknown unknown 21apr60	in document 20dec57 as II-14P, 18 pax configuration; f/n VKO 1959
	CCCP-61770 CCCP-61770 CCCP-61770	II-14P II-14P II-14P	AFL/Moldova AFL/Moscow (MUTA) AFL/MOW MAG SPiVS	trf trf	21may60 11apr63	canx 30apr76 as life-time expired
14600 03 09	CCCP-L1771 CCCP-61771	II-14P II-14P	Aeroflot/ShVLP Aeroflot/KShVLP	rgd trf	unknown 06jan62	Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration (year not given in MGA document), Kirovograd Advanced Flying Training College
	CCCP-61771 CCCP-61771	II-14P II-14P	AFL/VAU Aeroflot/UShVLP	trf trf	11feb71 05oct72	Higher Aviation College Ulyanovsk Advanced Flying Training College; canx 25jul74 as life-time expired
14600 03 10	CCCP-L1772 CCCP-61772	II-14P	AFL/Azerbaijan-BAK	mfd	19may56	in document 20dec57 as II-14P, 18 pax configuration; photo 1958
	CCCP-61//2	II-14P	AFL/Azerbaijan-BAK	rgd	unknown	opb 107 LO; w/o 23apr66 on the leg from Baku-Bina to Makhachkala of a flight from Baku to Saratov in
	CCCP-61/72	Il-14P	AFL/Azerbaijan-BAK	rgd	unknown	stormy and rainy weather when both engines started to work irregularly some 12 minutes after take-off, the crew tried to return to the airport but did not find it due to bad visibility and flew out over the Caspian
	CCCP-61772	II-14P	AFL/Azerbaijan-BAK	rgd	unknown	stormy and rainy weather when both engines started to work irregularly some 12 minutes after take-off, the crew tried to return to the airport but did not find it due to bad visibility and flew out over the Caspian Sea again, 5 minutes after the first report about the engine problems the temperature of both engines fell and the aircraft crashed into the stormy sea some 20 km south of Baku 4 minutes later, all 5 crew and 28
14600 04 01	CCCP-L1870	II-14P II-14M	AFL/Azerbaijan-BAK AFL/Moscow (MUTA)	rgd rgd	unknown unknown	stormy and rainy weather when both engines started to work irregularly some 12 minutes after take-off, the crew tried to return to the airport but did not find it due to bad visibility and flew out over the Caspian Sea again, 5 minutes after the first report about the engine problems the temperature of both engines fell
14600 04 01	CCCP-L1870 CCCP-41870 CCCP-41870		AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL	-	unknown unknown 31jul63	stormy and rainy weather when both engines started to work irregularly some 12 minutes after take-off, the crew tried to return to the airport but did not find it due to bad visibility and fiew out over the Caspian Sea again, 5 minutes after the first report about the engine problems the temperature of both engines fell and the aircraft crashed into the stormy sea some 20 km south of Baku 4 minutes later, all 5 crew and 28 passengers killed; wreck found 13may66; t/t 16,257 hours; canx 18jul66 in MGA document as II-14M; photo in Putnam book as such; an exhaust pipe burst in-flight due to a manufacturing defect
14600 04 01 14600 04 02	CCCP-L1870 CCCP-41870	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd	unknown unknown	stormy and rainy weather when both engines started to work irregularly some 12 minutes after take-off, the crew tried to return to the airport but did not find it due to bad visibility and flew out over the Caspian Sea again, 5 minutes after the first report about the engine problems the temperature of both engines fell and the aircraft crashed into the stormy sea some 20 km south of Baku 4 minutes later, all 5 crew and 28 passengers killed; wreck found 13may66; t/t 10,257 hours; canx 18jul66 in MGA document as II-14M; photo in Putnam book as such; an exhaust pipe burst in-flight due to a manufacturing defect canx 19apr83 as life-time expired; fuselage only seen at Pevek 16aug12 in document 20dec57 as II-14P, 18 pax configuration and mentioned again in document jun58; first II-14
14600 04 02	CCCP-L1870 CCCP-41870 CCCP-41870 CCCP-41870 CCCP-L1776 CCCP-L1776	II-14M II-14M II-14M II-14M II-14P II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/MOW MAG SPIVS AFL/Northern-LED AFL/Northern-ARH	rgd rgd trf trf ph. trf	unknown unknown 31jul63 24oct81 23aug56 unknown	stormy and rainy weather when both engines started to work irregularly some 12 minutes after take-off, the crew tried to return to the airport but did not find it due to bad visibility and fiew out over the Caspian Sea again, 5 minutes after the first report about the engine problems the temperature of both engines fell and the aircraft crashed into the stormy sea some 20 km south of Baku 4 minutes later, all 5 crew and 28 passengers killed; wreck found 13may66; t/t 16,257 hours; canx 18jul66 in MGA document as II-14M; photo in Putnam book as such; an exhaust pipe burst in-flight due to a manufacturing defect canx 19apr83 as life-time expired; fuselage only seen at Pevek 16aug12 in document 20dec57 as II-14P, 18 pax configuration and mentioned again in document jun58; first II-14 at LED and first II-14 received at ARZ-407 for work in dec56; converted to II-14M date unknown in documents 20dec5/feb77; f/n DME 14aug78; canx 24jan79 as life-time expired
	CCCP-L1870 CCCP-41870 CCCP-41870 CCCP-41870 CCCP-L1870 CCCP-L1871 CCCP-L1871 CCCP-L1871	Il-14M Il-14M Il-14M Il-14M Il-14P Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/MOW MAG SPIVS AFL/Northern-LED AFL/Northern-ARH AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd trf trf ph. trf rgd rgd	unknown 31jul63 24oct81 23aug56 unknown unknown unknown	stormy and rainy weather when both engines started to work irregularly some 12 minutes after take-off, the crew tried to return to the airport but did not find it due to bad visibility and flew out over the Caspian Sea again, 5 minutes after the first report about the engine problems the temperature of both engines fell and the aircraft crashed into the stormy sea some 20 km south of Baku 4 minutes later, all 5 crew and 28 passengers killed; wreck found 13may66; t/t 16,257 hours; canx 18jul66 in MGA document as II-14M; photo in Putnam book as such; an exhaust pipe burst in-flight due to a manufacturing defect canx 19apr83 as life-time expired; fuselage only seen at Pevek 16aug12 in document 20dec57 as II-14P, 18 pax configuration and mentioned again in document jun58; first II-14 at LED and first II-14 received at ARZ-407 for work in dec5; converted to II-14M date unknown in documents 20dec62/feb77; f/n DME 14aug78; canx 24jan79 as life-time expired VKO based; in MGA document as II-14M; in document jan59 in document feb59
14600 04 02	CCCP-L1870 CCCP-41870 CCCP-41870 CCCP-41870 CCCP-L1776 CCCP-L1871 CCCP-41871 CCCP-41871 CCCP-41871	II-14M II-14M II-14M II-14P II-14M II-14M II-14M II-14P II-14P	AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/MOW MAG SPIVS AFL/NOW MAG SPIVS AFL/Northern-LED AFL/Northern-ARH AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk AFL/West Siberia	rgd trf trf ph. trf rgd trf rgd	unknown 31jul63 24oct81 23aug56 unknown unknown unknown 01jan60 unknown	stormy and rainy weather when both engines started to work irregularly some 12 minutes after take-off, the crew tried to return to the airport but did not find it due to bad visibility and fiew out over the Caspian Sea again, 5 minutes after the first report about the engine problems the temperature of both engines fell and the aircraft crashed into the stormy sea some 20 km south of Baku 4 minutes later, all 5 crew and 28 passengers killed; wreck found 13may66; t/t 16,257 hours; canx 18jul66 in MGA document as II-14M; photo in Putnam book as such; an exhaust pipe burst in-flight due to a manufacturing defect canx 19apr83 as life-time expired; fuselage only seen at Pevek 16aug12 in document 20dec57 as II-14P, 18 pax configuration and mentioned again in document jun58; first II-14 at LED and first II-14 received at ARZ-407 for work in dec56; converted to II-14M date unknown in documents 20dec62/feb77; f/n DME 14aug78; canx 24jan79 as life-time expired VKO based; in MGA document as II-14M; in document jan59
14600 04 02 14600 04 03	CCCP-L1870 CCCP-41870 CCCP-41870 CCCP-41870 CCCP-L1776 CCCP-L1776 CCCP-L1871 CCCP-41871	II-14M II-14M II-14M II-14P II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/MOScow SPIVS AFL/Northern-LED AFL/Northern-ARH AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk	rgd rgd trf trf ph. trf rgd trf	unknown 31jul63 24oct81 23aug56 unknown unknown unknown 01jan60	stormy and rainy weather when both engines started to work irregularly some 12 minutes after take-off, the crew tried to return to the airport but did not find it due to bad visibility and flew out over the Caspian Sea again, 5 minutes after the first report about the engine problems the temperature of both engines fell and the aircraft crashed into the stormy sea some 20 km south of Baku 4 minutes later, all 5 crew and 28 passengers killed; wreck found 13may66; t/t 16,257 hours; canx 13jul66 in MGA document as II-14M; photo in Putnam book as such; an exhaust pipe burst in-flight due to a manufacturing defect canx 19apr83 as life-time expired; fuselage only seen at Pevek 16aug12 in document 20dec57 as II-14P, 18 pax configuration and mentioned again in document jun58; first II-14 at LED and first II-14 received at ARZ-407 for work in dec56; converted to II-14M date unknown in documents 20dec5/feb77; ffn DME 14aug78; canx 24jan79 as life-time expired VKO based; in MGA document as II-14M; in document jan59 in document feb59 canx 22nov73 as life-time expired
14600 04 02 14600 04 03	CCCP-L1870 CCCP-41870 CCCP-41870 CCCP-41870 CCCP-41870 CCCP-L1871 CCCP-L1871 CCCP-41871 CCCP-41871 CCCP-41871 CCCP-61775 CCCP-61775 CCCP-61775 CCCP-11872	II-14M II-14M II-14M II-14M II-14P II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Moscow SPIMVL AFL/MOW MAG SPIVS AFL/Northern-LED AFL/Northern-ARH AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk AFL/West Siberia AFL/Far East AFL/Far East AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd trf trf ph. trf rgd trf trf trf trf trf trf trf trf	unknown 31jul63 24oct81 23aug56 unknown unknown unknown 15apr59 20mar61 30jan73 unknown	stormy and rainy weather when both engines started to work irregularly some 12 minutes after take-off, the crew tried to return to the airport but did not find it due to bad visibility and flew out over the Caspian Sea again, 5 minutes after the first report about the engine problems the temperature of both engines fell and the aircraft crashed into the stormy sea some 20 km south of Baku 4 minutes later, all 5 crew and 28 passengers killed; wreck found 13may66; t/t 16,257 hours; canx 18jul66 in MGA document as II-14M; photo in Putnam book as such; an exhaust pipe burst in-flight due to a manufacturing defect canx 19apr83 as life-time expired; fuselage only seen at Pevek 16aug12 in document 20dec57 as II-14P, 18 pax configuration and mentioned again in document jun58; first II-14 at LED and first II-14 received at ARZ-407 for work in dec5; converted to II-14M date unknown in documents 20dec62/feb77; f/n DME 14aug78; canx 24jan79 as life-time expired VKO based; in MGA document as II-14M; in document jan59 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 22nov73 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 23mar79 as life time expired in MGA document as II-14M; photo as II-14M taken on the assembly line with II-14P CCCP-L1844
14600 04 02 14600 04 03 14600 04 04	CCCP-L1870 CCCP-41870 CCCP-41870 CCCP-41870 CCCP-41870 CCCP-L1776 CCCP-L1776 CCCP-L1775 CCCP-41871 CCCP-41871 CCCP-61775 CCCP-61775 CCCP-61775 CCCP-61775 CCCP-41872 CCCP-41872 CCCP-41872	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P	AFL/Moscow (MUTA) AFL/Moscow SPiMVL AFL/MOW MAG SPIVS AFL/NOW MAG SPIVS AFL/Northern-LED AFL/Northern-LED AFL/Noscow (MUTA) AFL/Moscow (MUTA) AFL/Mest Siberia AFL/Far East AFL/Kazakhstan AFL/Kazakhstan AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk AFL/West Siberia	rgd trf trf ph. trf rgd trf trf trf trf trf trf rgd trf rgd trf rgd	unknown 31jul63 24oct81 23aug56 unknown unknown unknown 15apr59 20mar61 30jan73 unknown unknown 01jan60 unknown 01jan60 unknown	stormy and rainy weather when both engines started to work irregularly some 12 minutes after take-off, the crew tried to return to the airport but did not find it due to bad visibility and flew out over the Caspian Sea again, 5 minutes after the first report about the engine problems the temperature of both engines fell and the aircraft crashed into the stormy sea some 20 km south of Baku 4 minutes later, all 5 crew and 28 passengers killed; wreck found 13may66; t/t 16,257 hours; canx 18jul66 in MGA document as II-14M; photo in Putnam book as such; an exhaust pipe burst in-flight due to a manufacturing defect canx 19apr83 as life-time expired; fuselage only seen at Pevek 16aug12 in document 20dec57 as II-14P, 18 pax configuration and mentioned again in document jun58; first II-14 at LED and first II-14 received at ARZ-407 for work in dec5; converted to II-14M date unknown in document feb59 canx 22nov73 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 23mar79 as life time expired
14600 04 02 14600 04 03 14600 04 04 14600 04 05	CCCP-L1870 CCCP-41870 CCCP-41870 CCCP-41870 CCCP-L1871 CCCP-L1871 CCCP-L1871 CCCP-41871 CCCP-L1871 CCCP-L1775 CCCP-61775 CCCP-61775 CCCP-41872 CCCP-41872 CCCP-11872 CCCP-11777	II-14M II-14M II-14M II-14P II-14P II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/MOW MAG SPIVS AFL/Northern-LED AFL/Northern-ARH AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk AFL/Fat East AFL/Fat East AFL/Magadan AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/West Siberia AFL/Krasnoyarsk AFL/Wagadan	rgd rgd tff tff h. tfgd tff tff rgd tff tff rgd tff tff tff tff tff	unknown 31jul63 24oct81 23aug56 unknown unknown 01jan60 unknown 15apr59 20mar61 30jan73 unknown unknown 01jan60 unknown 17apr59 13apr61	stormy and rainy weather when both engines started to work irregularly some 12 minutes after take-off, the crew tried to return to the airport but did not find it due to bad visibility and fiew out over the Caspian Sea again, 5 minutes after the first report about the engine problems the temperature of both engines fell and the aircraft crashed into the stormy sea some 20 km south of Baku 4 minutes later, all 5 crew and 28 passengers killed; wreck found 13may66; t/t 16,257 hours; canx 18jul66 in MGA document as II-14M; photo in Putnam book as such; an exhaust pipe burst in-flight due to a manufacturing defect canx 19apr83 as life-time expired; fuselage only seen at Pevek 16aug12 in document 20dec57 as II-14P, 18 pax configuration and mentioned again in document jun58; first II-14 at LED and first II-14 received at ARZ-407 for work in dec56; converted to II-14M date unknown in documents 20dec52/feb77; ffn DME 14aug78; canx 24jan79 as life-time expired VKO based; in MGA document as II-14M; in document jan59 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 23mar79 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 23mar79 as life time expired in MGA document as II-14M; photo as II-14M taken on the assembly line with II-14P CCCP-L1844 canx 13feb74 as worn out in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
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14600 04 02 14600 04 03 14600 04 04 14600 04 05 14600 04 06	CCCP-L1870 CCCP-41870 CCCP-41870 CCCP-41870 CCCP-11871 CCCP-11871 CCCP-11871 CCCP-11871 CCCP-41871 CCCP-61775 CCCP-61775 CCCP-61775 CCCP-61777 CCCP-61777 CCCP-61777 CCCP-61777 CCCP-61777 CCCP-61777 CCCP-61777 CCCP-61777 CCCP-61777 CCCP-61777 CCCP-61777 CCCP-61777 CCCP-61777 CCCP-61777 CCCP-61777 CCCP-41873 CCCP-41873 CCCP-41873	II-14M II-14M II-14M II-14P II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/MOW MAG SPIVS AFL/Northern-LED AFL/Northern-ARH AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk AFL/Fit East AFL/Fit East AFL/Fit East AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/West Siberia AFL/Krasnoyarsk AFL/West Siberia AFL/Kazakhstan AFL/Kazakhstan AFL/Magadan AFL/Kazakhstan AFL/Magadan AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd trf trf ph. trf rgd trf trf trf trf trf trf trf trf trf trf	unknown 31jul63 24oct81 23aug56 unknown unknown 01jan60 unknown 15apr59 20mar61 30jan73 unknown unknown 01jan60 unknown 17apr59 13apr61 24feb73 unknown unknown a1jul63 unknown	stormy and rainy weather when both engines started to work irregularly some 12 minutes after take-off, the crew tried to return to the airport but did not find it due to bad visibility and flew out over the Caspian Sea again, 5 minutes after the first report about the engine problems the temperature of both engines fell and the aircraft crashed into the stormy sea some 20 km south of Baku 4 minutes later, all 5 crew and 28 passengers killed; wreck found 13may66; t/t 16,257 hours; canx 19jul66 in MGA document as II-14M; photo in Putnam book as such; an exhaust pipe burst in-flight due to a manufacturing defect canx 19apr83 as life-time expired; fuselage only seen at Pevek 16aug12 in document 20dec57 as II-14P, 18 pax configuration and mentioned again in document jun58; first II-14 at LED and first II-14 received at ARZ-407 for work in dec5; converted to II-14M date unknown in documents 20dec57/teb77; f/n DME 14aug78; canx 24jan79 as life-time expired VKO based; in MGA document as II-14M; in document jan59 in document feb59 canx 22nov73 as life-time expired in document as II-14M, photo as II-14M taken on the assembly line with II-14P CCCP-L1844 canx 13feb74 as worn out in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 23mar79 as life time expired in document as II-14M; photo as II-14M taken on the assembly line with II-14P CCCP-L1844 canx 13feb74 as worn out in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 24jan79 as life-time expired in document may56; in MGA document as II-14M; see c/n 6341407 canx 19may84 due to lack of spare parts in MGA document as II-14M;
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14600 04 02 14600 04 03 14600 04 04 14600 04 05 14600 04 06 14600 04 07	CCCP-L1870 CCCP-41870 CCCP-41870 CCCP-41870 CCCP-11871 CCCP-L1871 CCCP-L1871 CCCP-41871 CCCP-41871 CCCP-61775 CCCP-61775 CCCP-61775 CCCP-61775 CCCP-61777 CCCP-61777 CCCP-61777 CCCP-61777 CCCP-61777 CCCP-61777 CCCP-11873 CCCP-11873 CCCP-11757 CCCP-61757 CCCP-61757 CCCP-61757 CCCP-617582 CCCP-617582 CCCP-617582 CCCP-61782(1)	II-14M II-14M II-14M II-14M II-14P II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/MOW MAG SPIVS AFL/Northern-LED AFL/Northern-LED AFL/Northern-ARH AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Magadan AFL/Kazakhstan AFL/Magadan AFL/Kasnoyarsk AFL/West Siberia AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Moscow SPIMVL AFL/Moscow SPIMVL AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Malarus	rgd rgd trf ph. trf rgd trf trf trf rgd trf trf trf trf trf trf trf trf trf trf	unknown 31jul63 24oct81 23aug56 unknown unknown unknown 01jan60 unknown 15apr59 20mar61 30jan73 unknown 01jan60 unknown 17apr59 13apr61 24feb73 unknown 31jul63 unknown 15apr59	stormy and rainy weather when both engines started to work irregularly some 12 minutes after take-off, the crew tried to return to the airport but did not find it due to bad visibility and flew out over the Caspian Sea again, 5 minutes after the first report about the engine problems the temperature of both engines fell and the aircraft crashed into the stormy sea some 20 km south of Baku 4 minutes later, all 5 crew and 28 passengers killed; wreck found 13may66; t/t 16,257 hours; canx 18jul66 in MGA document as II-14M; photo in Putnam book as such; an exhaust pipe burst in-flight due to a manufacturing defect canx 19apr83 as life-time expired; fuselage only seen at Pevek 16aug12 in document 20dec57 as II-14P, 18 pax configuration and mentioned again in document jun58; first II-14 at LED and first II-14 received at ARZ-407 for work in dec5; converted to II-14M date unknown in documents 20dec62/feb77; f/n DME 14aug78; canx 24jan79 as life-time expired VKO based; in MGA document as II-14M; in document jan59 in document feb59 canx 22nov73 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 23mar79 as life time expired in MGA document as II-14M; photo as II-14M taken on the assembly line with II-14P CCCP-L1844 canx 13feb74 as worn out in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 24jan79 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 24jan79 as life-time expired in document as II-14M; photo as II-14M; see c/n 6341407 canx 19may84 due to lack of spare parts in MGA document as II-14M in document jan59; fin DME 09jul67 canx 30apr76 as life-time expired; reported wfu Irkutsk 1978 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Kirovograd Advanced Flying Training College
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14600 04 02 14600 04 03 14600 04 04 14600 04 05 14600 04 05 14600 04 07 14600 04 07 14600 04 08 14600 05 01 14600 05 01 14600 05 03 14600 05 04 14600 05 05 14600 05 06	CCCP-L1870 CCCP-41870 CCCP-41870 CCCP-41870 CCCP-41870 CCCP-41870 CCCP-41871 CCCP-41871 CCCP-41871 CCCP-41871 CCCP-41871 CCCP-41872 CCCP-41872 CCCP-41872 CCCP-41872 CCCP-41872 CCCP-41873 CCCP-41873 CCCP-41873 CCCP-41873 CCCP-41873 CCCP-41873 CCCP-61777 CCCP-61782(1) CCCP-61782(1) CCCP-61783(1) CCCP-61783(1) CCCP-61783(1) CCCP-61783(1) CCCP-61783(1) CCCP-61781 CCCP-61687 CCCP-61687 CCCP-61687 CCCP-61687 CCCP-61687 CCCP-61687 CCCP-61687 CCCP-61687 CCCP-61687 CCCP-61687 CCCP-6168	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14P II-14M	AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/MoW MAG SPIVS AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Northern-ARH AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk AFL/Wast Siberia AFL/Far East AFL/Magadan AFL/Kazakhstan AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Far East AFL/Far East AFL/Northern-LED AFL/AkhangelARH AFL/Azerbaijan AFL/Zaerbaijan AFL/Zaerbaijan AFL/Zaerbaijan AFL/Vakutiya-MS	rgd rgd trf ph. trf grgd trf grg trf grg trff grg trff grg trff grg trff g	unknown 31jul63 24oct81 23aug56 unknown unknown unknown 01jan60 unknown 15apr59 20mar61 30jan73 unknown 01jan60 unknown 17apr59 13apr61 24feb73 unknown 15apr59 04mar75 unknown 31jul63 unknown 15apr59 04mar75 unknown 28dec61 17mar72 unknown 28dec61 unknown 1959 unknown 06jan62 28aug73 unknown 06jan62 28aug73 unknown unknown unknown	stormy and rainy weather when both engines started to work irregularly some 12 minutes after take-off, the crew tried to return to the airporb tuil did not find if due to bad vibility and flew out over the Caspian Sea again, 5 minutes after the first report about the engine problems the temperature of both engines fell and the aircraft crashed into the stormy sea some 20 km south of Baku 4 minutes later, all 5 crew and 28 passengers killed; wreck found 13may66; l/t 16,257 hours; canx 18jul66 in MGA document as II-14M; photo in Putnam book as such; an exhaust pipe burst in-flight due to a manufacturing defect canx 19apr83 as life-time expired; fuselage only seen at Pevek 16aug12 in document as II-14M; phot of AVO for work in dec55; converted to II-14M date unknown in document s20dec57 as II-14P, 18 pax configuration and mentioned again in document jun58; first II-14 at LED and first II-14 received at AR2-407 for work in dec55; converted to II-14M date unknown in document feb59 canx 22nov73 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 23mar79 as life time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 24jan79 as life-time expired in document may56; in MGA document as II-14M; see c/n 6341407 canx 13feb74 as worn out in document ap359; ifn DME 03jul67 canx 30apr76 as life-time expired in MGA document as II-14M; see c/n 6341407 canx 30apr76 as life-time expired functure to 11-14P, 18 pax configuration Kirvoograd Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Kirvoograd Advanced Flying Training College; canx 03jul73 as life-time expired; see c/n 147001607 Advanced Flying Training College; in document 20dec57 as II-4P, 18 pax configuration Kirvoograd Advanced Flying Training College; in document 20dec57 as II-4P, 18 pax configuration Kirvoograd Advanced Flying Training College; in document 20dec57 as II-4P, 18 pax configuration; not mentioned in MGA document 20de
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	CCCP-41825(1)	II-14M	AFL/N.Kavkaz-ROV	rgd	unknown	in document 26sep59; damaged during hard landing Nalchik 10dec59; repaired 03may60; canx 29sep60;
14600 05 08	CCCP-L1852 CCCP-41852	II-14P II-14P	Aeroflot/ShVLP Aeroflot/KShVLP	rgd trf	unknown 06jan	see c/n 147001747 in document 20dec57 as II-14P, 18 pax configuration Kirovograd Advanced Flying Training College; year not given in MGA document; severely damaged on a
	CCCP-41852	II-14P	AFL/West SibOVB	trf	unknown	training flight 04apr62 when the left flap did not extend on landing, no casualties in document 02mar66; directorate not mentioned in MGA document; canx 17may6. after accident (last
14600 05 09	CCCP-L1838	II-14P	AFL/West Siberia	rgd	unknown	digit of year not available in document) registration not mentioned for this c/n in MGA document; in document 20dec57 as Il-14P, 18 pax
14600 05 10	CCCP-41838(1) CCCP-L1839	II-14P II-14P	AFL/West Siberia AFL/East Siberia	trf rgd	unknown unknown	configuration canx 23sep59 due to repair problems; see c/n 147001141 opb 133 ATO
14000 03 10	CCCP-L1839 CCCP-L1839 CCCP-41839	II-14P II-14M	AFL/Yakutiya AFL/Yakutiya	trf rgd	22mar57 unknown	opb 133 AAO; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in document mar59; canx 21nov75 as life-time expired
14600 05 11 14600 05 12	CCCP-L1841 CCCP-L1843	II-14P II-14P	AFL/West Siberia Aeroflot/ShVLP	rgd mfd	unknown 30may56	in MGA documents as II-14M; in document jan59; trf Troitsk School 09jan59; canx 25mar61 as for 'display' possibly Ulyanovsk Advanced Flying Training College
	CCCP-41843	II-14P	Aeroflot/UShVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College, opb 2 otryad 2 AE; w/o 15dec58 on an IFR training flight at night from Ulyanovsk-Baratayevka when the trainee made a mistake during final approac and the instruction when you are been approace to the start of the start
						instructor (who was on his 10th flight that day) failed to correct it, the aircraft crash-landed in a field 400 metres short of the runway threshold and caught fire, 4 of the 7 crew killed and the other 3 injured; t/t 2,057 hours 48 minutes; canx 30dec58
14600 06 01	CCCP-L1844	II-14P	AFL/N.Kavkaz-ROV	mfd	28jun56	photo on the assembly line, together with II-14M CCCP-L1872; directorate not mentioned in MGA document
	CCCP-L1844 CCCP-41844	II-14P II-14P	AFL/Ukraine-KHC AFL/Ukraine-KHC	trf rgd	unknown unknown	photo dec57; in document 20dec57 as II-14P, 18 pax configuration f/n MRV 09mar65; canx 30nov74 as life-time expired
14600 06 02	CCCP-L1845 CCCP-L1845	Il-14P Il-14P	AFL/East Siberia AFL/Yakutiya	rgd trf	unknown jan57	opb 133 ATO opb 139 OAO; trf given as 01may57 from MGA document; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
14600 06 03	CCCP-41845 CCCP-L1854	II-14M II-14P	AFL/Yakutiya-Mirny AFL/Georgia	rgd rgd	unknown unknown	in document of Mirny OAO 05feb72; canx 20jul76 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
14600 06 04	CCCP-61717 CCCP-L1855	II-14M II-14P	AFL/Georgia-TBS AFL/Azerbaijan	rgd rgd	unknown unknown	in documents oct59/29mar67; canx 17oct74 as worn out in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
14000 00 04	CCCP-41855 CCCP-41855	II-14M II-14M	AFL/Azerbaijan AFL/North Kavkaz	rgd trf	unknown 22dec67	f/n MRV 21feb67
14600.06.05	CCCP-41855	II-14M	AFL/North Ravkaz AFL/Kazakhstan AFL/East Siberia	trf	04jun73	canx 30jun77 as life-time expired
14600 06 05	CCCP-L1857(2) CCCP-41857	Il-14P Il-14P	AFL/East Siberia	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; mentioned again in document 1958; see c/n 6341505 opb AFL/East Siberia-IKT 31may70; canx 31dec76 as life-time expired; f/n IKT 1977, derelict
14600 06 07	CCCP-L1874	II-14P II-14P	AFL/Edst Siberia AFL/Moscow (MUTA)	rgd rgd	jul58 unknown	f/n may56; converted to II-14M date unknown; opb 63 AO; w/o 15aug57 on the leg from Riga to Copenhagen of a flight from Moscow-Vnukovo to Copenhagen when the right wing struck the chimney of Ørsted power station (6,700 metres from the runway) on a VFR approach in fog, the wing detached and fell onto the roof of the power station and the aircraft crashed into Sydhavnen canal and came to rest at a
14600 06 08	CCCP-L1859 CCCP-41859	II-14P	AFL/West SibTOF	rgd	unknown	depth of 5 metres, all 5 crew and 18 passengers killed; canx 31oct57 in document 20dec57 as II-14P, 18 pax configuration canx 21nov75 as life-time expired
14600 06 09	CCCP-L1875	II-14P II-14M	AFL/West SibTOF AFL/Moscow (MUTA)	rgd	unknown may56	mfd 31jul56 !; based VKO; in MGA document as II-14M
	CCCP-41875 CCCP-41875	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow SPiMVL	rgd trf	unknown 31jul63	based VKO; f/n 11apr59
14600.06.10	CCCP-41875 CCCP-L1860	Il-14M Il-14P	AFL/Centr.RegMya AFL/Northern	trf	unknown	first reported VVO 23oct87 in an incident report; canx 01feb88 as life-time expired; f/n Myachkovo 26sep91, partly broken up this date; no longer present by aug92 in deputy and 20de 20de at 1.400 and and interview.
14600 06 10	CCCP-L1860	II-14P	AFL/N.Kavkaz-ROV	rgd trf	unknown unknown	in document 20dec57 as II-14P, 18 pax configuration in document 29oct58; directorate not mentioned in MGA document; in MGA document as converted to II- 14M, but see next lines
	CCCP-41860 CCCP-41860	II-14P II-14P	AFL/Northern-LED AFL/Northern-ARH	LED trf 1	01jun61 15may70 ?	
	CCCP-41860	II-14P	AFL/ArkhangelARH	trf	01jan73	was preserved in the Soviet Air Force museum at Monino from 15aug74; canx 17oct74; photo aug75; l/n apr92; destroyed by arson in 1992, wreckage was still present years later
14600 06 11	CCCP-L1876 CCCP-41876	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	unknown unknown	in document may56; in MGA document as Il-14M in document 11apr59; canx 22jun60
14600 06 12	not known CCCP-L1861	II-14M II-14P	Iraq AFL/West Siberia	trf rgd	05jan61 unknown	opb Baghdad Flying Training Centre in document 20dec57 as II-14P, 18 pax configuration; mentioned again in document 1958
14600 06 13	CCCP-41861 CCCP-L1877	II-14P II-14M	AFL/West Siberia AFL/Moscow (MUTA)	rgd rgd	jul58 unknown	canx 21nov75 as life-time expired photo with just '0613' visible, taped on nose; in document may56; in MGA document as II-14M
	CCCP-41877 not known	II-14M II-14M	AFL/Moscow (MUTA) Iraq	rgd trf	unknown 05jan61	canx 22jun60 opb Baghdad Flying Training Centre
14600 06 14	CCCP-L1862 CCCP-41862	II-14P II-14M	AFL/Far East AFL/Magadan	rgd trf	unknown 25mar58	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown canx 16aug79 as life-time expired
14600 06 15	CCCP-L1878 CCCP-41878	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	unknown unknown	based VKO; in document may56; in MGA document as II-14M; photo exists based VKO
	CCCP-41878 CCCP-41878	II-14M II-14M	AFL/Yakutiya-Koi AFL/Moscow SPiMVL	trf trf	11apr59 29dec63	Yakutiya-Kolyma-Indigirka; directorate not mentioned in MGA document; f/n BMA 1961
14600 07 01	CCCP-41878 CCCP-L1863	II-14M II-14P	AFL/Yakutiya-CYX AFL/Azerbaijan	trf mfd	17jan64 28jun56	opb 248 LO; canx 22sep78 as life-time expired; fuselage sat near the boiler house at CYX in document 20dec57 as II-14P, 18 pax configuration
14600 07 02	CCCP-41863(1) CCCP-L1864	II-14P II-14P	AFL/Azerbaijan-BAK AFL/West Siberia	rgd rgd	unknown unknown	opb 107 LO; w/o 18jan59 on the leg from Voronezh to Stalingrad of a flight from Moscow-Vnukovo to Baku when crashed on finals to Stalingrad-Gumrak at night, all 5 crew and 20 passengers (among them an illegal one) killed; the reason for the accident was never officially stated, but 5 bullet holes of 10 and 35 mm diameter were found in the cockpit area while a cylindrical piece of metal 11x5 mm and small metal fragments were found in the hip of the captain, a Soviet Army training range was situated directly under the glide path and there was live firing at the range during the time of the crash; t/t 3,922 hours; canx 28jan59; see CCCP-41863 (2) c/n 14803028 in document 20dec57 as II-14P, I8 pax configuration
14600 07 02	CCCP-41864 CCCP-L1865	II-14P II-14P	Aeroflot/UShVLP AFL/Georgia-TBS	trf	14may58 unknown	Illyanovsk Advanced Flying Training College; canx 04jul72 as life-time expired in document 20dec57 as II-14P, 18 pax configuration and again in document oct58; converted to II-14M
1-000 07 03	CCCP-L1865	II-14P	AFL/Georgia-TBS	rgd rgd	unknown	according to MGA document, but see next lines
	CCCP-41865 CCCP-41865	II-14P II-14P	AFL/Azerbaijan-BAK AFL/Northern-LED	trf trf	01may59 09sep73	f/n jan69 with t/t 28,534 hours; trf date given as 24sep73 in MGA document; f/n LED 21nov76; considered not being
		11.1.15			24	worthy for rework by ARZ-407 at Minsk; canx 22jun78; flown to Chirkovichi village near Svetlogorsk (Belarus) and transported to the town for preservation
	no reg	II-14P	no titles	ph.	24apr11	in basic blue Aeroflot c/s without any markings; initially used as a children's cinema in Park kultury at Svetlogorsk; later moved to ul. Oktyabrskaya (near the fire station) at Svetlogorsk; dismantled apr11 (l/n 24apr11), arrived on two trailers in the museum at Minsk-Borovaya 29apr11, assembled by 18aug11
14600 07 04	CCCP-41865 CCCP-L1866	II-14P II-14M	Aeroflot AFL/West Siberia	Msb mfd	10aug12 21jul56	preserved in the museum at Minsk-Borovaya; I/n sep13 in MGA document as II-14M
	CCCP-41866 CCCP-41866	II-14M II-14M	AFL/North Kavkaz AFL/Belarus	trf trf	18jul58 09feb60	opb 104 OAO by 1960; dbr 26sep60 on a flight from Minsk to Brest when the right engine failed and the
						propeller had to be feathered, on finals to Brest in rain, the captain had problems in handling the aircraft due to the asymmetric power, the aircraft touched down 390 metres beyond the threshhold, overran the
14600 07 05	CCCD 11057	11.1.40				wet grass runway, hit a booth and ended up in a fire water pond, 1 of the 6 crew killed and the other 5 severely injured, all 21 passengers injured as well; t/t 6,363 hours; canx 24nov60
14600 07 05	CCCP-L1867 CCCP-L1867	II-14P II-14P	AFL/West Siberia AFL/N.Kavkaz-KRR	rgd trf	unknown 18jul58	
	CCCP-41867 CCCP-41867	II-14P II-14P	AFL/N.Kavkaz-VOG AFL/Krasnoyarsk	MRV trf	19oct61 22apr73	l/n MRV 15jun68 canx 28feb75 as life-time expired
14600 07 06	CCCP-L1868 CCCP-L1868	II-14P II-14P	AFL/East Siberia AFL/Yakutia-YKS	mfd trf	30may56 mar57	opb 133 ATO opb 139 OAO; in document 20dec57 as II-14P, 18 pax configuration
	CCCP-41874	II-14P	AFL/Yakutia-YKS	rgd	unknown	differing last two digits confirmed; canx 31jul70 according to canx order # 202, but flew Ust'-Nerpa- Zyryanka 28nov70 and was trf to AFL/Yakutia-Aldan 13nov73 according to documents of the Yakutian
14600 07 07	CCCP-L1882	II-14P	AFL/Northern	rgd	unknown	directorate in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-41882 CCCP-41882	II-14P II-14P	AFL/Northern AFL/ArkhangelARH	rgd trf	unknown 01jan73	canx 30dec74
14600 07 08	CCCP-L1883	II-14P	AFL/Georgia-TBS	mfd	10jan56	in document 20dec57 as II-14P, 18 pax configuration; mentioned again in documents feb58/sep58; converted to II-14M date unknown
	CCCP-41883	II-14M	AFL/Georgia-TBS		sep59	opb 112 LO; w/o 28nov64 on a flight from Tbilisi to Kutaisi when the crew did not navigate properly in adverse weather conditions (low clouds and snow) and was some 37 kilometres behind its assumed position due to strong headwind, ATC did not control the position of the aircraft and allowed it to descend, the aircraft hit tree tops and crashed at a height of 980 metres onto a slope of the Surami range (10 km south-west of Ali in the Khashuri district), the cockpit was destroyed and the fuselage broke into two parts, 3 of the 4 crew and 4 of the 11 passengers killed and all others severely injured; wreck and survivors found 29nov64; t/t 14,861 hours; canx 23dec64
14600 07 09	CCCP-06132	II-14P	MRP Gorki NII	mfd	01jun56	(N54.291448 E48.232786), f/n oct87; l/n apr11
14600 07 12	5012	II-14P	Chinese Air Force	mfd	04jul56	

		B-4217	II-14P	Shanxi Air Lines	rgd	mar88	f/n TYN 07oct88; wfu 1991; seen TYN sep94/sep00 for sale; t/t 7,203 hours 50 minutes and 17,452
Jushi Ju, Jushi Ju, Jushi		0-4217	11-141	Shanxi Ali Lines	rgu	ina oo	cycles; preserved as a memorial to Premier Zhou Enlai, Luxi County, Pingxiang City in Jiangxi Province
Jack 10 Clipped Part 10 <thclipped 10<="" part="" th=""> Clipped Part 10<td>14600 07 14</td><td></td><td></td><td></td><td></td><td></td><td>VIP version (salon-lyuks); based VKO; in document jul56; f/n LHR 16aug56</td></thclipped>	14600 07 14						VIP version (salon-lyuks); based VKO; in document jul56; f/n LHR 16aug56
Horse Constrained Constrained <thconstrained< th=""> <thc< td=""><td>14600 07 15</td><td></td><td></td><td>AFL/Kyrgyzstan-FRU</td><td></td><td></td><td></td></thc<></thconstrained<>	14600 07 15			AFL/Kyrgyzstan-FRU			
Spir-143 Link APAReport (No. 1) Spir-143				AFL/Yakutiya-YKS			
SC: 4480 Lot 4 Advances of the second secon	14600 07 16	CCCP-41892	II-14P	AFL/Moscow (MUTA)	rgd	unknown	VIP version (salon-lyuks)
1880 00 11 Money 11 00 10 mm Constant Line Line Line Line Line Line Line Line		CCCP-41892	II-14P	AFL/UzbekistNCU	trf	04jun63	VIP version (salon-lyuks); I/n 09jul75
1480 773 CF - Ar Ark Ark Disk Cite and in composition with these feating with the window. Checkle and the waters in the feating with the window with the window with the second with the second with the second with the window with window with the window with the window with the window with the		not known	II-14P		f/f	20sep56	converted to II-14FK aerial survey version; underwent joint trials 22/30oct56 (48 hours, 21 cycles)
Home IV-2 Constraint State IV-2 Constra							used in conjunction with Zhou Enlai's visit to Vietnam, Cambodia and Myanmar 17nov56-08feb57;
CED 4418 1.41 Af Acadamia Col Whence (abs), model (model) and a flashed (model) (mo	14600 07 23						VIP version (salon-lyuks)
$ 1400 \ 771 \ CCP - 1438 \ 1.449 \ 1$		CCCP-41893	II-14P	AFL/Kazakhstan	rgd	unknown	VIP version (salon-lyuks); based at Balkhash; f/n 02mar61
CCC - 1479 L144 AP Proceeding (MDD) Columnal Processing (MDD) <thco< td=""><td>14600 07 24</td><td></td><td></td><td></td><td></td><td></td><td>photo 1957, featured in the Soviet movie "Nepovtorimaya vesna" (Unrepeatable Spring) shot in 1957; I/n</td></thco<>	14600 07 24						photo 1957, featured in the Soviet movie "Nepovtorimaya vesna" (Unrepeatable Spring) shot in 1957; I/n
4458 77 CCC1189 11.48 All Fact Steps 74 74 74 9400 70 CCC1180 11.49 All Fact Steps 144 74 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>in document feb59</td></td<>							in document feb59
CCCP-1184 II-149 All-generation of the scale method in the scale meth	14600 07 25	CCCP-L1884	II-14M	AFL/East Siberia	rgd	unknown	
Hole of the second se		CCCP-41884	II-14M	AFL/Belarus-MHP		14sep67	
LCCP-LIBE 11-04 AL-MCM MM STREE rep informating informatin informatin informa		CCCP-41885	II-14M	AFL/East Siberia	rgd	unknown	
Line All-Dev MM G2/W trian Control contro control control	14600 07 27						
Head on 75 CCC 1187 114/2 AP Area Shares Interaction							canx 27oct75 as life-time expired
CCC-4811 1:49 Add Distributer Kall-physical and 186 and lead thes by "Sign" and lead the lead and th		CCCP-L1887	II-14M	AFL/East Siberia	trf	unknown	involved in an incident 14feb58 details unknown; canx 10may58
Handborn 07 JB CCP 11808 11.444 All Viets Starts For any starts 14600 08 D CCP 11809 1-144 All Viets Starts For any starts 14600 08 D CCP 11809 1-144 All Viets Starts For any starts 14600 08 D CCP 11809 1-144 All Viets Starts For any starts 14600 08 D CCP 11809 1-144 All Viets Starts For any starts 14600 08 D CCP 11809 1-144 All Viets Starts For any starts 14600 08 D CCP 11809 1-144 All Viets Starts For any starts 14600 08 D CCP 11809 1-144 All Viets Starts For any starts 14600 08 D CCP 11809 1-144 All Viets Starts For any starts 14600 08 D CCP 11809 1-144 All Viets Starts For any starts 14600 08 D CCP 11809 1-144 All Viets Starts For any starts 14600 08 D CCP 11809 1-144 All Viets Starts For any starts 14600 08 D CCP 11809 1-144 </td <td>14600 07 29</td> <td></td> <td></td> <td></td> <td>rga</td> <td>22jan66</td> <td>Kuibyshev around 1966 and used there by "Soyuz" chief designer Dmitri Kozlov</td>	14600 07 29				rga	22jan66	Kuibyshev around 1966 and used there by "Soyuz" chief designer Dmitri Kozlov
House and the second	14600 07 20			,	nod	untracum	Aerospace University), f/n jun90; reportedly scrapped 18oct03
		CCCP-41888	II-14M	AFL/West Siberia	rgd	unknown	in document feb60; canx 23sep82 as life-time expired
Letter CCCP-1888 11-44 ALF/Cert.RepMay rf 0.16/2 14600 00 10 CCCP-1888 11-44 ALF/Cert.Net.Net.Net.Net.Net.Net.Net.Net.Net.Ne	14000 00 01	CCCP-41889	II-14M	AFL/Moscow (MUTA)	rgd	jun58	
1400 CDP-1199 11-49 April (ASIN) Tr 22,005 1460 CDP-1188 11-44 South # Mr (Core - Mr) pt uscore 1460 CDP-1188 11-44 April (Core - Mr) min (Mr) min (Mr) min (Mr) 1460 CDP-1188 11-44 April (Core - Mr) min (Mr) min (Mr) <t< td=""><td>14600 08 02</td><td>CCCP-41889</td><td>II-14M</td><td>AFL/Centr.RegMya</td><td>trf</td><td>01dec76</td><td></td></t<>	14600 08 02	CCCP-41889	II-14M	AFL/Centr.RegMya	trf	01dec76	
1460 08 0 01 1:4 1:4 5:00 4.8 000 1:40		CCCP-41894	II-14P	Aeroflot/ShVLP	trf	27jun59	VIP version (salon-lyuks); canx 21apr64
$ \begin{array}{c} CCCP-4188 & 1-146 \\ CCCP-4188 & 1-46 \\ All/cector $904U, \ tr} & 2 \ \begin{tabular}{l} c c c c c c c c c c c c c c c c c c c$		CCCP-L1818	II-14M	AFL/Moscow-VKO			
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14600 B11 CCCP-11830 D1-444 AL/Last Siberia rnd unknown in MGA doniument as 11-441 (fn IR T D6205 do DCSCE0 14600 B11 CCCP-11830 D1-444 AL/Last Siberia rnd Unknown rnd TM30300 (sint GN2 base) TM3000 (sint GN2 base) TM3000 (sint GN2 base)		CCCP-41818	II-14M	AFL/Centr.RegMya	trf	unknown	partly dismantled; gone by aug92, moved to Nikitino Airfield, (N56.807486 E37.686431); still present in
14600 08 12 CCCP-11856 II-14W AF/LGSS Silveria right unknown in MCA document as II-14M 14600 08 15 CCCP-11856 II-14W AF/LGSS Silveria right unknown right unknown 14600 08 15 CCCP-11856 II-14P AF/LGSS Silveria right unknown right unknown 14600 08 20 CCCP-11856 II-14P AF/LGSS Silveria right unknown right unknown 14600 08 20 CCCP-11856 II-14P AF/LGSS Silveria right unknown right unknown right unknown 14600 08 20 CCCP-11856 II-14P AF/LGSSCHART right unknown	14600 08 11						in MGA document as II-14M; f/n IKT 20oct60
14600 08 16 CCCP-11896 II-14P AFL/Mescew (MTA) (*) Tod Uth version (sales/multis), phote latable in Yemen; used by Harold MacMillan on his difficul visit to Russia 4600 08 10 CCCP-11896 II-14P AFL/Mescew (MTA) (*) Tod 18900 VIP version (sales/multis), phote latable in Yemen; used by Harold MacMillan on his difficul visit to Russia 1400 08 10 CCCP-11896 II-14P AFL/Mescew (MTA) (*) Tod 18900 VIP version (sales/multis), phote latable in Yemen; used by Harold MacMillan on his difficul visit to Russia 1400 08 10 CCCP-11897 II-14P AFL/Tojetem (VTI) rdf VIP version (sales/multis), phote latable in Yemen; used by Harold MacMillan on his difficul visit to Russia 14600 08 2.0 CCCP-11898 II-14P AFL/Tojetem (VTI) rdf VIP version (sales/multis), rbin respirated 14600 08 2.0 CCCP-11898 II-4P AFL/Mescew (VAR) Tode Tode 14600 08 2.0	14600 08 12	CCCP-L1856	II-14M	AFL/East Siberia	rgd	unknown	in MGA document as II-14M
Accord 14:00 11-49 APL/Ubskitten APL/Fieldsamburg In feb39: (2000 828) (2000 82	14600 08 16	CCCP-L1896	II-14P	AFL/Moscow (MUTA)	rgd	unknown	VIP version (salon-lyuks)
CCCP-1498 II-14P AFL/Kazahistan ft Jimmor 5 VIP version (alon-hyuks) Converted to 11-14/Lk 2; cars Zaug88 at life-time expired 14600 08 20 CCCP-11897 II-14P AFL/Tajktan-DVU To 27/L07 Diversion (alon-hyuks) Diversion (alon-hyuks) Diversion (alon-hyuks) Diversion (alon-hyuks) 14600 08 20 CCCP-11897 II-14P AFL/Tajktan-DVU Diversion (alon-hyuks) Diversion (alon-hyuks) Diversion (alon-hyuks) 14600 08 20 CCCP-11897 II-14P AFL/Tajktan-DVU Diversion (alon-hyuks) Diversion (alon-hyuks) 14600 08 20 CCCP-11898 II-14P AFL/Koutby XKS Tif							in feb59; opb 235 OAO at VKO until 18jan60
14600 08 20 CCCP-1897 II-14P AFL/Tajkistan-DVU toc 1955 VTP version (sloen-lyuks); noodpit Junes Kader, the new Hungarian leader after the defeat of the uprising, from Moccow Rode June 2; noodpit Junes Kader, the new Hungarian leader after the defeat of the uprising, from Moccow Rode June 2; noodpit Junes Kader, the new Hungarian leader after the defeat of the uprising, from Moccow Rode June 2; noodpit Junes Kader, the new Hungarian leader after the defeat of the uprising, from Moccow Rode June 2; noodpit Junes Kader, the new Hungarian leader after the defeat of the uprising, from Moccow Rode June 2; noodpit Junes State June 2; noodpit Junes State June 3; noodpit Junes State June 2; noodpit Junes State June 2; noodpit Junes State June 3; noodpit Junes State June 2; noodpit Junes State June 3; noodpit Junes State June 3; noodpit Junes State June 3; noodpit Junes June 2; noodpit Junes June 2; noodpit Junes June 2; noodpit Junes June 3; noodpit Junes June 2; noodpit Junes June 3; noodpit June 3; noodpit Junes June 3; noodpit June						31mar75	
14600 8 23 CCCP-1898 11-4P AFL/Moscow (WITA) mfd 100ug5 VIP version (salom-'yuks); obj 235 0A0 at VK0 until 07jun60 14600 8 24 CCCP-1898 11-4P AFL/Moscow (WITA) tr 07jun50 VIP version (salom-'yuks); obj 235 0A0 at VK0 until 07jun60 14600 8 24 CCCP-1898 11-4P AFL/Matthy-AOH tr 11400 AFL/Matthy-AOH 14600 8 24 CCCP-1895 11-4P AFL/Mathhy-AOH tr 112640 VIP version (salom) VIP version (14600 08 20				toc		VIP version (salon-lyuks); brought Janos Kadar, the new Hungarian leader after the defeat of the uprising, from Moscow to Budapest mar57
CCCP-41898 11-14P AFL/Moscow (WITA) tr 10/2 14600 06.24 CCCP-11895 11-14P AFL/Moscow (WITA) tr 16/300 CCCP-11895 11-14P AFL/Moscow (WITA) 14600 06.24 CCCP-11895 11-14P AFL/Watchardw-YSL Tr 16/300 VIP version (salon)-/vsk2) 14600 06.24 CCCP-11895 11-14P AFL/Watchardw-YSL Tr 20/3 14600 06.24 CCCP-11895 11-14P AFL/Watchardw-YSL tr 20/3 14600 06.24 CCCP-11895 11-14P AFL/Watchardw-YSL tr 20/3 14600 08.21 11-14P AFL/Mosth Ka/vac tr 22/3 25/0.04 tr/W ersion (salon) 14600 08.31 11-14P AFL/Mosth Ka/vac tr 22/3 25/3 25/3 CCCP-11895 11-14P AFL/Mosth Ka/vac tr 22/3 25/3 CCCP-11895 11-14P AFL/Mosth Ka/vac tr 12/3 22/3 CCCP-11895 Tr/W ersion (salon)	14600 08 23	CCCP-L1898	II-14P			10aug56	VIP version (salon-lyuks)
CCCP-41898 II-14P AFL/Vaku/ya-ADH tri 11/an/4 VIP version (salon) 2000 V2 as solved as solv		CCCP-41898	II-14P	AFL/Moscow (MUTA)	trf	07jun60	VIP version (salon-lyuks)
14600 08 26 CCCP-11899 II-14P AF_U/Usrine-SIP rid 31aug56 14600 08 27 CCCP-11895 II-14P AF_U/Usrine-SIP rid virknown VIP Version (salon); cmx 23ug78 as life-time expired 14600 08 28 CCCP-11895 II-14P AF_U/Usrine-SIP rid virknown VIP Version (salon); cmx 23ug78 as life-time expired 14600 08 11 II-14P AF_U/Usrine-SIP rid 20µn66 VIP Version (salon); cmx 250x0A0 at VKO until 20µn60 14600 08 11 II-14P AF_U/ortin Kakaz rf 20µn66 VIP Version (salon); cmx 15nov79 as life-time expired 14600 08 13 II-14P AF_U/ortin Kakaz rf 20µn66 VIP Version (salon) 14600 08 33 055 II-14P Folish Ar Force d/d 26sep56 to sign only, not painted on aircaft 14600 08 38 053 053 II-14P Folish Ar Force d/d 26sep56 to sign only, not painted on aircaft temporary use of sign only, not painted on aircaft temporary use of sign only, not painted on aircaft 14600 08 38 053 055 II-14P Polish Ar Force d/d 26sep56 to tosinothe molys 2333 E8.8965123 issep 804512 i		CCCP-41898	II-14P	AFL/Yakutiya-ADH	trf	11jan74	VIP version (salon-lyuks); canx 30nov78 as life-time expired
14600 08 29 CCCP-11895 II-14P AFL/Macxiow (MUTA) rg/d unknown VIP version (salon) 14600 08 31 II-4P Soviet GX/AFL / Cs tr Usersion (salon) VIP version (salon) 14600 08 31 II-4P AFL/Macximalian tr Usersion (salon) VIP version (salon) 14600 08 31 II-4P AFL/Macximalian tr Usersion (salon) VIP version (salon) 14600 08 31 II-4P AFL/East Sterian AF tr Usersion (salon) VIP version (salon) 14600 08 33 II-4P AFL/East Sterian AF tr Usersion (salon) VIP version (salon) 14600 08 33 055 II-4P East German AF tr Usersion (salon) VIP version (salon) 14600 08 33 055 II-4P Polish AF Force d/d Zesep5 to IMacxis (the mass orth and most orth 302 seeper; flown to Sinsheim by German Army CH-53C; prepered at AFL / Macxis (the mass orth 302 seeper; flown to Sinsheim by German Army CH-53C; prepered at AFL / Macxis (the mass orth 302 seeper; flown to Sinsheim by German Army CH-53C; prepered at AFL / Macxis (the mass orth 302 seeper; flown to Sinsheim by German Army CH-53C; prepered at AFL / Macxis (the mass orth 302 seeper; flown to Sinsheim by German Army CH-53C; prepered at AFL / Macxis (the mass orth 302 seeper; flown to Sinsheim by Germa		CCCP-L1899	II-14P	AFL/Ukraine-SIP	mfd	31aug56	VIP Version (salon)
4000 08 31 CCCP-L1895 1-14P AFL/Acerbian	14600 08 29	CCCP-L1895	II-14P	AFL/Moscow (MUTA)	rgd	unknown	VIP version (salon)
CCCP-41895 $II-14P$ $AFL/Moth Kavkaz$ tr $22 kep57$ $I4600 08 11$ $DP-SBM$ $II-14P$ $AFL/Zast Siberiatr07may77VP version (salon)CCCP-41895II-14PAFL/Zast Siberiatr07may77VP version (salon)ATOII-14P(5)East German AFtr101007000000000000000000000000000000000000$		CCCP-L1895	II-14P	Soviet Gvt/AFL c/s	trf	01nov59	VIP version (salon); opb 235 OAO at VKO until 20jun60
CCCP-41895II-14PATU/East SiberiatrdO'mäy77VIP version (salon); canx 16nov79 as life-time expired14600 08 31DM-SARII-14P(S)East German AFtrd10/US714600 08 33DOSII-14PEast German AFrd28aug5814600 08 33OSII-14PPolish Air Forced/d26sep5414600 08 33OSII-14PPolish Air Forced/d26sep5414600 08 43CCCP-11669II-14PPolish Air Forced/d26sep5414600 08 40CCCP-11669II-14PPolish Air Forced/d26sep5414600 08 40CCCP-11669II-14PPolish Air Forced/d26sep5414600 08 40CCCP-11669II-14PCiv Avn Adm Chinargd195614600 08 40CCCP-11669II-14MAFL/Moscow (NUTA)rgd195614600 08 41CCCP-11669II-14MAFL/Moscow (NUTA)rgd195614600 08 41CCCP-41869II-14MAFL/Moscow (NUTA)rgd1136714600 08 41CCCP-41869II-14MAFL/Moscow (NUTA)rgd1136714600 08 41CCCP-41869II-14MAFL/Moscow (NUTA)rgd1136714600 08 42CCCP-41869II-14MAFL/Moscow (NUTA)rgd11367614600 08 43CCCP-41869II-14MAFL/Moscow (NUTA)rgd11460014600 08 43CCCP-41869II-14MAFL/Moscow (NUTA)rgd11460014600 08 43CCCP-41869II-14M		CCCP-41895	II-14P	AFL/North Kavkaz	trf	22dec67	VIP version (salon)
470 II-14P(S) East German AF trf 10jul 57 cpl-staft cpl-staft <t< td=""><td>14600 08 31</td><td>CCCP-41895</td><td>II-14P</td><td></td><td>trf</td><td>07may77</td><td>VIP version (salon); canx 16nov79 as life-time expired</td></t<>	14600 08 31	CCCP-41895	II-14P		trf	07may77	VIP version (salon); canx 16nov79 as life-time expired
470II-14PEast German AF14600 08 33005II-14PPolish Air Forced/d26sep5614600 08 33005II-14PPolish Air Forced/d26sep5614600 08 38628II-14PCiv Avn Adm Chinargd195614600 08 40CCCP-L1869II-14MAFL/Moscow (MUTA)rgdunknown14600 08 41CCCP-L1869II-14MAFL/Moscow -VKOrgdunknown14600 08 42CCCP-L1869II-14MAFL/Moscow -VKOrgdunknown14600 08 41CCCP-L1869II-14MAFL/Moscow -VKOrgdunknown14600 08 42CCCP-L1869II-14MAFL/Moscow SPINVLtrf1195614600 08 41CCCP-L1880II-14MAFL/Privolzhs-K-KUFtrf08feb6414600 08 42CCCP-L1880II-14MAFL/Moscow (MUTA)rgdunknown14600 08 43CCCP-L1881II-14MAFL/Moscow (MUTA)rgdunknown14600 08 42CCCP-L1881II-14MAFL/Moscow (MUTA)rgdunknown14600 08 42CCCP-L1681II-14MAFL/Moscow (MUTA)rgdunknown14600 08 43CCCP-L1605II-14MAFL/Moscow (MUTA)rgdunknown14600 08 44CCCP-L1605II-14MAFL/Moscow (MUTA)rgdunknown14600 08 45CCCP-L1605II-14MAFL/Moscow (MUTA)rgdunknown14600 08 46CCCP-L1605II-14MAFL/Moscow (MUTA)rgdunknown14600 08 47 <td></td> <td>DM-VAA</td> <td>II-14P(S) II-14P(S)</td> <td>East German AF</td> <td>trf</td> <td></td> <td>call-sign only, not painted on aircraft</td>		DM-VAA	II-14P(S) II-14P(S)	East German AF	trf		call-sign only, not painted on aircraft
14600 08 33005 0833II-14P Polish Air Forced/d25sep561c 12 doct55; fn WaW 08aug73 soc 31 doct55; fn WaW 08aug73 soc 31 doct55; fn WaW 08aug73 soc 31 doct57; last filiphi in early 1988 to Speyer; flown to Sinsheim by German Army CH-53G; preserved at Atu 8, Technik Museum Sinsheim (N49.239533 E8.3965812) since mar88; repainted in fake Soviet Air Force markings, /in a such sop2; repainted in fake Bulgarian Air Transport markings without registration, fn as such 09feb03, /in aug1314600 08 38628II-14PCiv Avn Adm China AFL/Moscow (MUTA)rgd195614600 08 40CCCP-41869II-14MAFL/Moscow (MUTA) Moscow SPMVLrgdunknownCCCP-41869II-14MAFL/Moscow (MUTA) Moscow SPMVLrgdjul5814600 08 41CCCP-41880II-14MAFL/Moscow (MUTA) Moscow (MUTA)rgdunknown14600 08 42CCCP-41881II-14MAFL/Moscow (MUTA) 							converted to transport aircraft; to TFS-27 (later renamed TS-24) 18sep64; with black code; wfu 01dec80;
Auto & Technik Museum Sinsheim (M49.239533 E8.8965812) since mar88; repainted in fake Soviet Air Force markings, without registration, f/n as such 09feb03, /n aug1314600 08 38628II-14PCiv Avn Adm China AFL/Moscow (MUTA)rgd1956phto 04jul68; f/n CAN 25apr79; //n CAN 01feb83; fate unknown based VKO; in MGA document as II-14M; in documents may56/1958; photo LHR 02nov56; reported as thf to AFL/Vakutiya 22mar57; repaired at ARZ-400 jun58/jul58CCCP-41869II-14MAFL/Moscow VKO CCCP-41869rgdjul58f/n BMA 1961CCCP-41869II-14MAFL/Moscow SPMVL Privolzhsk-KUFtrf11apr63CCCP-41869II-14MAFL/Moscow VMTA)rgdunknown 108feb64directorate not mentioned in MGA document cor2P-4186914600 08 41CCCP-41860II-14MAFL/Moscow (MUTA)rgdunknown 108feb64directorate not mentioned in MGA document carx 23sep82 due to lack of spares14600 08 42CCCP-11880II-14MAFL/Moscow (MUTA)rgdunknown 11apr53based VKO; in document ju159; directorate not mentioned in MGA document cor2P-4188014600 08 42CCCP-11881II-14MAFL/Moscow (MUTA)rgdunknown in MCA document as II-14M in document ju159; directorate not mentioned in MGA document cor2P-4188114600 08 42CCCP-11881II-14MAFL/Kazakhstan-ALArgdunknown in document ju159; directorate not mentioned in MGA document instructional aircraft (MS2.645052 E42.770434), /n may1314600 08 42CCCP-11631II-14MAFL/Kazakhstan-ALArgd14600 08 43CCCP-11605	14600 08 33				d/d	26sep56	toc 18oct56; f/n WAW 08aug73
 14600 08 38 628 11-14P CiV Avn Adm China rgd 14600 08 40 CCCP-11869 11-14M AFL/Moscow (MUTA) rgd unknown based VKD; in MGA document as 11-14M; in document may56/1958; photo LHR 02nov56; reported as trf CCCP-41869 11-14M AFL/Mascow SPIMUL trf 11apr53 CCCP-41869 11-14M AFL/Moscow SPIMUL trf 11apr53 CCCP-41869 11-14M AFL/Fart East trf 11apr53 trf 11apr54 trf 11apr53 trf		0000	11-14P	FUISH AIF FOFCE			Auto & Technik Museum Sinsheim (N49.239533 E8.8965812) since mar88; repainted in fake Soviet Air
14600 08 40CCCP-L1869II-14MAFL/Moscow (MUTA)rgdunknownibased VKO; in MGA document as II-14M; in documents may56/1958; photo LHR 02nov56; reported as trf to AFL/Yakutya 22mar57; repaired at ARZ-400 jun58/jul58CCCP-41869II-14MAFL/Moscow SPIMULtrf11mpr63CCCP-41869II-14MAFL/Moscow SPIMULtrf08feb64CCCP-41869II-14MAFL/Moscow SPIMULtrf108feb64CCCP-41869II-14MAFL/Moscow (MUTA)rgdunknown14600 08 41CCCP-41880II-14MAFL/Moscow (MUTA)rgdCCCP-41880II-14MAFL/Moscow (MUTA)rgdunknownCCCP-41880II-14MAFL/Moscow (MUTA)rgdunknownCCCP-41880II-14MAFL/Moscow (MUTA)rgdunknownCCCP-41881II-14MAFL/Moscow (MUTA)rgdunknownCCCP-41881II-14MAFL/Moscow (MUTA)rgdunknownCCCP-41881II-14MAFL/Moscow (MUTA)rgdunknownCCCP-41881II-14MAFL/Kazakhstan-ALArgdunknownCCCP-41881II-14MAFL/Kazakhstan-ALArgdunknown14600 08 42CCCP-11601II-14MAFL/Wascow (MUTA)rgdunknown14600 08 43CCCP-11605II-14MAFL/Wascow (MUTA)rgdunknown14600 08 44CCCP-11605II-14MAFL/Moscow (MUTA)rgdunknown14600 08 45CCCP-11605II-14MAFL/Moscow (MUTA)rgdunknown14600 08 4	14600 08 38	628	II-14P	Civ Avn Adm China	rad	1956	f/n as such 09feb03, l/n aug13
CCCP-41869II-14MAFL/Moscow SPIMVLtr11åpr6314600 08 41CCCP-41869II-14MAFL/Far Easttrf11dec81canx 23sep82 due to lack of spares14600 08 41CCCP-41880II-14MAFL/Moscow (MUTA)rgdunknownbased VKO; in document jul55; in MGA document as II-14MCCCP-41880II-14MAFL/Moscow (MUTA)rgdunknownbased VKO; in document jul55; in MGA document as II-14MCCCP-41880II-14MAFL/Moscow (MUTA)rgdunknownbased VKO; in document jul55; in MGA document as II-14MCCCP-41880II-14MAFL/Moscow (MUTA)rgdunknownin MGA document as II-14MCCCP-41881II-14MAFL/Moscow (MUTA)rgdunknownin MGA document as II-14M14600 08 42CCCP-41881II-14MAFL/Kazakhstan-ALArgdunknownin MGA document as II-14MCCCP-41881II-14MAFL/Moscow (MUTA)rgdunknownin MGA document as II-14M14600 08 43CCCP-11601II-14MAFL/West Siberiargdunknownin MGA document as II-14M14600 08 44CCCP-11605II-14MAFL/KarsoyarKJArgdunknownin MGA document as II-14M; in document jun56; f/n LHR 02nov56, photo exists14600 08 45CCCP-11605II-14MAFL/KarsoyarKJArgdunknownin document as II-14M; in document jun56; f/n LHR 02nov56, photo exists14600 08 45CCCP-11606II-14MAFL/KarsoyarKJArgdunknownin MGA document as II-14M; in a film; canx 20ju176 as life-time expired <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>based VKO; in MGA document as II-14M; in documents may56/1958; photo LHR 02nov56; reported as trf</td>							based VKO; in MGA document as II-14M; in documents may56/1958; photo LHR 02nov56; reported as trf
CCCP-41869II-14MAFL/Far Easttrf11dec81cax 23sep82 due to lack of spares14600 08 41CCCP-41880II-14MAFL/Moscow (MUTA)rgdunknownbased VKO; in document jul56; in MGA document as II-14MCCCP-41880II-14MAFL/Moscow (MUTA)rgdunknownbased VKO; in document jul56; in dGA document as II-14M14600 08 42CCCP-41881II-14MAFL/Moscow (MUTA)rgdunknownin Structional aircraft (NS2-645052 E42.770434), //n may1314600 08 43CCCP-41881II-14MAFL/Kazakhstan-ALArgdunknownin document jul59; directorate not mentioned in MGA document14600 08 44CCCP-41881II-14MAFL/Kazakhstan-ALArgdunknownin document jul59; directorate not mentioned in MGA document14600 08 43CCCP-11601II-14MAFL/Wast Siberiargdunknownin MGA document as II-14M14600 08 44CCCP-11605II-14MAFL/Karanetrf02ju158f/n MRV 24nov61; caxn 22jun73 as life-time expired14600 08 45CCCP-11605II-14MAFL/KrasnoyarKJArgdunknownin document oct59;14600 08 45CCCP-11606II-14MAFL/East SibIKTrgdunknownin document so 11-14M; in document so 11-14M; in document so 11-14M;14600 08 47CCCP-11623II-14MAFL/East Sib-IKTrgdunknownin document so 159/10ju168; f/n In a film; caxn 20ju176 as life-time expired14600 08 47CCCP-11623II-14MAFL/East Sib-IKTrgdunknownin document as II-14M; verhaul		CCCP-41869	II-14M	AFL/Moscow SPiMVL	trf	11apr63	
CCCP-41880II-14MAFL/Moscow (MUTA) AFL/Moscow SPINVLrgdunknownbased VKO; in document 11apr5914600 08 42CCCP-41881II-14MAFL/Moscow (MUTA) AFL/Moscow (MUTA)rgdunknownunknownbased VKO; in document 11apr5914600 08 42CCCP-41881II-14MAFL/Moscow (MUTA) AFL/Mascow (MUTA)rgdunknownin MGA document as II-14M14600 08 43CCCP-41881II-14MAFL/Vest Siberia argdrgdunknownin document ju159; directorate not mentioned in MGA document in document ju159; directorate not mentioned in MGA document acccP-91601II-14MAFL/West Siberia argdrgdunknown14600 08 44CCCP-11605II-14MAFL/West Siberia argdrgdunknownin document as II-14M14600 08 44CCCP-11605II-14MAFL/KrasnoyarKJArgdunknownin document as II-14M; in document ju156; f/n LHR 02nov56, photo exists ccCP-6160514600 08 45CCCP-61606II-14MAFL/KrasnoyarKJArgdunknownin document oct59; ccurent outhnown14600 08 46CCCP-11623II-14MAFL/East SibIKTrgdunknownin document suf59/10jU68; f/n in aflin; canx 20jU163 as life-time expired14600 08 47CCCP-61624II-14MAFL/East Sib-IKTrgdunknownin document as II-14M; overhauled at ARZ-400 jun58/jul58 ut11 10jU68; canx 28feb75 as life-time expired14600 08 47CCCP-61624II-14MAFL/Fast Sib-IKTrgdunknownin MGA document as II-14M; overhauled at ARZ-400 jun58/jul58 ut11 10jU68; can		CCCP-41869	II-14M	AFL/Far East	trf	11dec81	canx 23sep82 due to lack of spares
14600 08 42CCCP-L1881II-14MAFL/Moscow (MUTA)rgd rgdunknown unknowninstructional aircraft (N52.645052 E42.770434), l/n may1314600 08 43CCCP-41881II-14MAFL/Kazakhstan-ALA rgdrgd unknownunknownin MGA document as II-14M14600 08 43CCCP-11601II-14MAFL/Vrivolzhsk-KUFtrf01ja60in document 1969; f/n jan75; canx 28feb75 as life-time expired14600 08 43CCCP-11601II-14MAFL/Wasiberatrf02jul58f/n MRV 24nov61; canx 12jun73 as life-time expired14600 08 44CCCP-11605II-14MAFL/Wasiowntrf02jul58f/n MRV 24nov61; canx 12jun73 as life-time expired14600 08 45CCCP-11605II-14MAFL/KrasnoyarKJAtrf15nov58in document 02ot60; dbr, details unknown, canx 28dec6314600 08 45CCCP-11606II-14MAFL/KrasnoyarKJAtrf15nov58in document 02ot60; dbr, details unknown, canx 28dec6314600 08 46CCCP-11606II-14MAFL/East Sib1KTrgdunknownin documents 0x59/j0jul68; f/n in a film; canx 20jul76 as life-time expired14600 08 47CCCP-11624II-14MAFL/East Sib-EiXTrgdunknownin MGA document as II-14M14600 08 47CCCP-11624II-14MAFL/Fast Sib-EiXTrgdunknownin document as II-14M14600 08 47CCCP-61624II-14MAFL/Privolzhsk-KUFtrfunknownin document as II-14M14600 08 47CCCP-61624II-14MAFL/Privolzhsk-KUFtrfunknownin docum	14600 08 41	CCCP-41880	II-14M	AFL/Moscow (MUTA)	rgd	unknown	based VKO; in document 11apr59
CCCP-41881II-14MAFL/Kazakhsťan-ALÁrgdunknownin document jul59; directorate not mentioned in MGA document14600 08 43CCCP-11601II-14MAFL/Privolzhsk-KUFtrf01ja60in document jul59; directorate not mentioned in MGA document14600 08 43CCCP-11601II-14MAFL/Wasilsberargdunknownin MGA document as II-14M14600 08 44CCCP-11605II-14MAFL/Wasinetrf02jul58f/n MRV 24nov61; canx 12jun73 as life-time expired14600 08 44CCCP-11605II-14MAFL/Krasnoyar-KJAtrgunknownin MGA document as II-14M; in document as II-14M;14600 08 45CCCP-11605II-14MAFL/Krasnoyar-KJAtrgunknownin document 02ot50; d/r, details unknown, canx 28dec6314600 08 45CCCP-11606II-14MAFL/East Sib-1KTrgd <u td="">unknownin documents 3II-14M; overhauled at ARZ-400 jun58/jul5814600 08 46CCCP-11623II-14MAFL/East Sib-1KTrgd<u td="">unknownin documents 3II-14M; overhauled at ARZ-400 jun58/jul5814600 08 47CCCP-61624II-14MAFL/East Sib-1KTrgdunknownin document as II-14M14600 08 47CCCP-61624II-14MAFL/Fast Sib-1KTrgdunknownin document as II-14M14600 08 47CCCP-61624II-14MAFL/Privolzhsk-KUFtrfunknownin document as II-14M14600 08 47CCCP-61624II-14MAFL/Privolzhsk-KUFtrfunknownin document as II-14M14600 08 47CCCP-61624II-14MA</u></u>	14600 09 42					-	instructional aircraft (N52.645052 E42.770434), l/n may13
14600 08 43 CCCP-L1601 II-14M AFL/West Siberia rgd unknown in MGA document as II-14M 14600 08 44 CCCP-L1605 II-14M AFL/Ukraine trf 02jul58 f/n MRV 24nov61; canx 12jun73 as life-time expired 14600 08 44 CCCP-L1605 II-14M AFL/KrasnoyarKJA trf 02jul58 in MGA document as II-14M; in document jun56; f/n LHR 02nov56, photo exists 14600 08 45 CCCP-L1605 II-14M AFL/KrasnoyarKJA trg unknown in MGA document as II-14M; in document jun56; f/n LHR 02nov56, photo exists 14600 08 45 CCCP-L1606 II-14M AFL/East Sib-IKT rgd unknown in document 02ct60; dbr, details unknown, canx 28dec63 14600 08 46 CCCP-L1623 II-14M AFL/East Sib-IKT rgd unknown in document so II-14M; overhauled at ARZ-400 jun58/jul58 14600 08 47 CCCP-L1623 II-14M AFL/East Sib-IKT rgd unknown in MGA document as II-14M; overhauled at ARZ-400 jun58/jul58 14600 08 47 CCCP-L1624 II-14M AFL/East Sib-IKT rgd unknown in MGA document as II-14M; overhauled at ARZ-400 jun58/jul58 14600 08 47 CCCP-L1624 II-14M AFL/Ist Sib-IK	14000 08 42	CCCP-41881	II-14M	AFL/Kazakhstan-ALA	rgd	unknown	in document jul59; directorate not mentioned in MGA document
14600 08 44 CCCP-L1605 II-14M AFL/Moscow (MUTA) rgd unknown in MGA document as II-14M; in document jun56; f/n LHR 02nov56, photo exists 14600 08 45 CCCP-61605 II-14M AFL/KrasnoyarKJA trf 15nov58 in document o259; 14600 08 45 CCCP-61606 II-14M AFL/KrasnoyarKJA trf 15nov58 in document o259; 14600 08 45 CCCP-61606 II-14M AFL/East SibIKT rgd unknown in documents jun56/apr59; in MGA document as II-14M 14600 08 46 CCCP-61623 II-14M AFL/East Siberia rgd unknown in document o259/10jul68; f/n in a flim; canx 20jul76 as life-time expired 14600 08 47 CCCP-61623 II-14M AFL/East Siberia rgd unknown in MGA document as II-14M; overhauled at ARZ-400 jun58/jul58 14600 08 47 CCCP-61624 II-14M AFL/Past Sib-IKT rgd unknown in MGA document as II-14M; overhauled at ARZ-400 jun58/jul58 14600 08 47 CCCP-61624 II-14M AFL/Northerm-LED trf unknown in MGA document as II-14M 14600 08 47 CCCP-61624 II-14M AFL/Northerm-LED trf unknown in docume	14600 08 43	CCCP-L1601	II-14M	AFL/West Siberia	rgd	unknown	in MGA document as II-14M
CCCP-61605 II-14M AFL/KrasnoyarKJA rgd unknown in document 02oct60; dbr, details unknown, canx 28dec63 14600 08 45 CCCP-61606 II-14M AFL/East SibIKT rgd unknown in document sjun56/apr59; in MGA document as II-14M 14600 08 46 CCCP-61623 II-14M AFL/East Sib-IKT rgd unknown in document sot59/10jul68; f/n in a film; canx 20jul76 as life-time expired 14600 08 47 CCCP-61623 II-14M AFL/East Sib-IKT rgd unknown in MGA document as II-14M; overhauled at ARZ-400 jun58/jul58 14600 08 47 CCCP-11624 II-14M AFL/Moscow (MUTA) rgd unknown in MGA document as II-14M 14600 08 47 CCCP-11624 II-14M AFL/Northern-LED tf unknown in MGA document sjul56/19may58; directorate not mentioned in MGA document 14600 08 47 CCCP-11624 II-14M AFL/Northern-LED tf unknown in documents jul56/19may58; directorate not mentioned in MGA document CCCP-61624 II-14M AFL/Privolzhsk-KUF tf 01jan60 in documents jan60/dec65 CCCP-61624 II-14M AFL/Privolzhsk-KUF tf 04ccmutasi ant 12may71; canx 17oct74 as life-time expired	14600 08 44	CCCP-L1605	II-14M	AFL/Moscow (MUTA)	rgd	unknown	in MGA document as II-14M; in document jun56; f/n LHR 02nov56, photo exists
14600 08 46 CCCP-L1623 II-14M AFL/Fast Siberia rgd unknown in MGA document as II-14M; overhauled at ARZ-400 jun58/jul58 14600 08 47 CCCP-L1624 II-14M AFL/Fast Sib-IKT rgd unkinown in MGA document as II-14M; 14600 08 47 CCCP-L1624 II-14M AFL/Moscow (MUTA) rgd unknown in MGA document as II-14M CCCP-L1624 II-14M AFL/Northerm-LED trf unknown in MGA documents jul56/19may58; directorate not mentioned in MGA document CCCP-61624 II-14M AFL/Privolzhsk-KUF trf 01jan60 in documents jan60/dec65 CCCP-61624 II-14M AFL/Privolzhsk-KUF trf 04coument jan80/dec65 CCCP-61624 II-14M AFL/Privolzhsk-KUF trf 01jan60 indecument jan80/dec65	14600 08 45	CCCP-61605 CCCP-L1606	II-14M II-14M	AFL/KrasnoyarKJA AFL/East SibIKT	rgd rgd	unknown unknown	in document 02oct60; dbr, details unknown, canx 28dec63 in documents jun56/apr59; in MGA document as II-14M
14600 08 47 CCCP-L1624 II-14M AFL/Moscow (MUTA) rgd unknown in MGA document as II-14M CCCP-L1624 II-14M AFL/Northern-LED trf unknown in documents jul56/19may58; directorate not mentioned in MGA document CCCP-61624 II-14M AFL/Privolzhsk-KUF trf 01jan60 in documents jul56/19may58; directorate not mentioned in MGA document CCCP-61624 II-14M AFL/Privolzhsk-KUF trf 01jan60 in documents jan60/dec65 CCCP-61624 II-14M AFL/Privolzhsk-KZF trf dec65 until 21may71; canx 17oct74 as life-time expired	14600 08 46	CCCP-L1623	II-14M	AFL/East Siberia	rgd	unknown	in MGA document as II-14M; overhauled at ARZ-400 jun58/jul58
CCCP-61624 II-14M AFL/Privolzhsk-KUF trf 01jan60 in documents jan60/dec65 CCCP-61624 II-14M AFL/Privolzhsk-KZN trf dec65 until 21may71; canx 17oct74 as life-time expired	14600 08 47	CCCP-L1624	II-14M	AFL/Moscow (MUTA)	rgd	unknown	in MGA document as II-14M
		CCCP-61624	II-14M	AFL/Privolzhsk-KUF	trf	01jan60	in documents jan60/dec65
	14600 09 02						

14600 09 05	DM-SBG "02" red	II-14P II-14P	Deutsche Lufthansa Soviet Air Force	ph.	oct08	not in official East German register with red lightning-bolt cheatline; preserved in the centre of Kuibyshev (Novosibirsk region, N55.444721
14600 09 06 14600 09 07	"09" red ? DM-SBH	II-14 II-14P	Soviet Air Force Deutsche Lufthansa	nod	28may99	E78.313007), i/n apr12 preserved in housing area Stupino and broken up before aug03 not in official East German register housing and the study of th
14600 09 12 14600 09 16	CCCP-29118	II-14 II-14P	MAP Moscow OAO Polish Air Force	rgd d/d	28feb78 26sep56	canx 30jan89; seen Myachkovo 26sep91, partly broken up this date and read as CCCP-79118; gone by aug92 toc 18oct56
14600 09 19	0916 648	II-14P(S) II-14P	Polish Air Force Civ Avn Adm China	r/r rgd	1971 ? 1956	soc 05mar91; seen preserved Lodz (N51.720551 E19.411366) may92/sep12 with faded serial undertook night trials from Peking to Zhengzhou, Wuhan, Changsha and Guangzhou 17sep56; f/n KMG 16apr79; I/n TYN 07oct88; fate unknown
14600 09 21 14600 09 22	636 YR-ILZ (1) 922	Il-14P Il-14P Il-14P	Civ Avn Adm China Rom Gvt/TAROM c/s Romanian Air Force	rgd rgd	1956 19feb58	canx 16jun59; see c/n 148002001
	YR-ILR 922	II-14P II-14P II-14P	TAROM Romanian Air Force	rgd	09aug63	l/n BBU apr74; canx 17nov76 as such in technical School at Baneasa
14600 09 24	YR-ILC YR-ILC	II-14P II-14P	TAROM Romanian CAA/TAROM	rgd trf	04dec56 unknown	converted for navaids calibration duties with 'dog nose' radome seen Baneasa 01sep75; canx 04apr77 as wfu/scrapped
14600 09 25	CCCP-L1625 CCCP-61625	II-14M II-14M	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	rgd rgd	unknown 01oct59	in MGA document as II-14M; // ILHR 02nov56 opb 235 OAO at VKO until 01dec64
	CCCP-61625 CCCP-61625	II-14M II-14M	AFL/East Siberia AFL/Far East	trf trf	01dec64 18jul75	converted to II-14LIK-1 date unknown
14600 09 26	CCCP-61625 YR-ILA	II-14M II-14P	AFL/Kazakhstan-UKK TAROM	trf	07dec77 26nov56	still in service by 20sep86; canx 30jun87 as life-time expired; seen UKK 22apr93 in 'polar' c/s, derelict first CofA issued this dated; canx 25may77; photo Bucharest 1979, parked on the grass in good condition
14600 09 27	CCCP-L1626 CCCP-L1626	II-14M II-14M	AFL/Moscow (MUTA) AFL/N.Kavkaz-VOG	rgd trf	unknown unknown	in MGA document as II-14M in documents aug56/may59
	CCCP-61626 CCCP-61626	II-14M II-14M	AFL/N.Kavkaz-VOG AFL/Moscow SPIMVL	rgd trf	unknown 31jul63	in documents may60/02feb62 canx 18may76 as life-time expired
14600 09 28	CCCP-L1627 CCCP-61627 CCCP-61627	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd ph. trf	unknown sep75 01feb63	in MGA document as II-14M in document jan59 canx 20oct80 as life-time expired
14600 09 29	CCCP-61627 CCCP-L1628 CCCP-61628	II-14M II-14M II-14M	AFL/Magadan AFL/Moscow (MUTA) AFL/Magadan-GDX	mfd trf	1956 31oct58	in MGA document as II-14M opb 185 LO 1 Magadanskogo OAO; w/o 18sep62 on the leg from Nizhniye Kresty (now Cherski) to Bilibino
	CCCF-01028	11-1414	AFL/Magadall-ODA	ui	510((56	op 163 CD 1 magazinsky go GAC, who reserve a server of the reg from Nizimity excess (new criesky) to binding of a flight from Magazina to Billibino (delayed by bad weather by 4 days) when deviated from the prescribed flight path near the Belaya Strelka mountain range, entered low clouds, crashed at a height of 800 metres into the slope of a 975 metres high mountain 46 km SSE of Nizhniye Kresty and partially burnt out, all 5 crew and 27 passengers killed; t/t 9,868 hours; canx 12nov62 (year not clear in document)
14600 09 30	CCCP-L1632 CCCP-L1632	II-14M II-14M	AFL/Moscow (MUTA) AFL/N.Kavkaz-ROV	rgd trf	unknown 28may58	in MGA document as II-14M in documents aug56/05sep60
14600 09 32	CCCP-61632 634	II-14M II-14P	AFL/N.Kavkaz-ROV Civ Avn Adm China	rgd rgd	unknown 1956	in document dec60; canx 23mar62 after accident f/n CTU 06dec82; fate unknown
14600 09 33	CCCP-L1633 CCCP-61633	Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	unknown unknown	photo; in MGA document as II-14M
14600 09 34	CCCP-61633 CCCP-L1634	II-14M II-14M	AFL/Moscow SPIMVL AFL/Moscow (MUTA)	trf rgd	11apr63 unknown	canx 23sep82 as life time expired in MGA document as II-14M
	CCCP-61634 CCCP-61634 CCCP-61634	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow SPiMVL AFL/Centr.RegMya	rgd trf	unknown 31jul63 jan74	converted to II-14FKM; still in service 20sep86; canx 25dec87 as amortisation period expired; I/n BKA
14600 09 35	CCCP-L1635	II-14M	AFL/Moscow (MUTA)	rgd	unknown	apr91/may96 derelict; used in an anti-terrorist exercise and photo shows with mid-fuselage burnt; gone by apr97 in MGA document as II-14M; in document jan59
14600 09 36	CCCP-61635 CCCP-61635 CCCP-L1636	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow SPiMVL AFL/Moscow (MUTA)	rgd trf rgd	unknown 31jul63 unknown	based VKO; in document feb59; f/n ARN 1961 canx 18mar83 as life-time expired in MGA document as II-14M; based VKO; in document 1958
14000 09 50	CCCP-61636 CCCP-61636	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow SPiMVL	rgd trf	jun58 11apr63	based VKO
14600 09 37	CCCP-61636 CCCP-L1637	II-14M II-14M	AFL/Krasnoyarsk AFL/Moscow (MUTA)	trf rgd	14mar81 unknown	canx 30jan87 as life-time expired; seen IAA 11jun94, fuselage only in MGA document as an II-14M
	CCCP-61637 CCCP-61637	II-14M II-14M	AFL/Moscow (MUTA) AFL/Yakutiya-YKS	rgd trf	unknown 23jan63	w/o 25feb70 on a positioning flight from Ust'-Maya to Yakutsk at night with the centre of gravity being out
						of the envelope (too far forward) when the right propeller entered reverse pitch (due to a malfunction) shortly after take-off, the crew was not able to counteract as altitude was too low, and the aircraft crashed in a forest 1,350 metres behind the runway threshold and 310 metres to the right of the runway's
14600 09 38	CCCP-L1803	II-14M	AFL/Moscow (MUTA)	mfd	27oct56	extended centreline, all 5 crew killed; canx 25may70 based at VKO; in MGA document as II-14M; l/n feb59
	CCCP-41803 CCCP-41803 CCCP-41803	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow SPiMVL AFL/Centr.RegMya	rgd trf	unknown 31jul63 photo	canx 30nov88 as amortisation period expired, see next line converted to polar version sep/oct89 II-14LIK-1; dbr 353 km from Ice Station Mirny (Antarctica) 12sep90
	CCCF-41005	11-1401	Ai L/ Centi i Keg Hya		prioto	when starboard engine lost oil pressure and had to be shut down, resulting in a belly landing on glacier, t/t 32,985 hours and 13,353 cycles
14600 09 39	CCCP-L1853 CCCP-41853	II-14M II-14M	AFL/East Siberia AFL/East Siberia	rgd rgd	unknown unknown	in MGA document as II-14M canx 17oct74 as life-time expired
14600 09 40	CCCP-L1858 CCCP-L1858	Il-14M Il-14M	AFL/West Siberia AFL/N.Kavkaz-ROV	mfd trf	29oct56 18jul58	in MGA document as II-14M in document 18jun59
	CCCP-41858	II-14M	AFL/N.Kavkaz-ROV	rgd	unknown	opb 231 OAO; w/o 30jan61 on a check flight from Stalingrad-Gumrak at night when the check pilot simulated an engine failure shortly after take-off at a height of some 20-30 metres without warning the
						crew beforehand (such a simulation was allowed only during the daytime and at a height of at least 1,000 metres), the aircraft lost height, came down in a snow-covered field 2,100 metres behind the start of the take-off run and broke up, 1 of the 4 crew killed and 2 seriously injured; t/t 6,940 hours; camx 06mar61
14600 09 41	CCCP-L1600	Il-14M	AFL/West Siberia	rgd	unknown	(year not clear in MGA document) in MGA document as II-14M
	CCCP-91600 CCCP-91600	II-14M II-14M	AFL/Magadan AFL/East Siberia	trf trf	18may59 22oct74	f/n LED 22apr72 canx 30nov77 as life-time expired
14600 09 42	CCCP-L5658	Il-14	AFL/East SibIKT	mfd	02oct56	h/o to the crew by Factory # 30 17nov56; opb 64 ATO; dbr 18nov56 on the leg from Novosibirsk to Irkutsk of the delivery flight from Moscow to Irkutsk, on approach to Irkutsk at night in bad visibility the crew did
						not properly follow the glide path, the aircraft touched down hard some 2.5 km short of the runway, damaging its left main and nose landing gear, left wing and both engines, and eventually ran into a worder for the dama will be the access with a the store and the scheme access and the scheme to the scheme access and the scheme
14600 09 44	CCCP-L1602	II-14M	AFL/West Siberia	rqd	unknown	wooden fence, 1 of the 4 crew killed while the other 3 and the sole passenger were injured; t/t 29 hours, cannibalised for spares in MGA document as II-14M
14600 09 46	CCCP-91602 CCCP-L1607	II-14M II-14M	AFL/West SibOVB AFL/Moscow (MUTA)	OVB rgd	10feb65 unknown	in documents jan59/15jul70; canx 29jun82, could not be repaired due to lack of spare parts in MGA document as II-14M
	CCCP-61607 CCCP-61607	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow SPIMVL	rgd trf	unknown 11apr63	
14600 09 48	CCCP-61607 CCCP-L1620	II-14M II-14M	AFL/Central Region AFL/Far East	BKA rgd	1966 unknown	canx 03jul73 as life-time expired in MGA document as II-14M
14600 09 50 14600 10 01	CCCP-61620 "21" red CCCP-L1621	II-14M II-14LIK-1 II-14M	AFL/Far East-UUS Soviet Air Force AFL/East Siberia	rad	28jan71 photo unknown	converted to II-14s 'salon'; later converted to II-14RR; canx 30nov78 as life-time expired in MGA document as II-14M
14600 10 01	CCCP-61621 CCCP-61621 CCCP-L1622	II-14M II-14M II-14M	AFL/East Siberia AFL/West SibOVB	rgd rgd rgd	unknown unknown	in MGA document as II-14M; in documents jul56/oct58
14600 10 05	CCCP-61622 CCCP-L1629(2)	II-14M II-14P	AFL/West SibOVB AFL/Ukraine	rgd rgd	unknown unknown	in documents jun59/oct66; canx 24dec75 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; see c/n 4340506
	CCCP-61629	II-14P	AFL/Ukraine	rgd	unknown	fishery reconnaissance aircraft; f/n MRV 18jun66; reported Sochi 08feb87 in an incident report; canx details not given in MGA document
14600 10 08	CCCP-L1630 CCCP-L1630 CCCP-61630	II-14M II-14M II-14M	AFL/West Siberia AFL/Syktyvkar AFL/Syktyvkar	rgd trf rgd	unknown 26feb58 unknown	in MGA document as II-14M opb Syktyvkarskaya otdelnaya aviagruppa opb Syktyvkarskaya otdelnaya aviagruppa; in document 01apr59; canx 09jul62 after accident
14600 10 09	1105/SU-AJI 1105	II-14P II-14P	Egyptian Air Force Egyptian Air Force	Cal	06nov83	photo exists in white VIP c/s with titles
14600 10 10	YR-PCC	II-14P	Rom Gvt/TAROM c/s	rgd	07jan57	VIP aircraft, 'PCC' means 'Party Central Committee'; w/o 04nov57 on the leg from Kiev to Moscow-Vnukovo of a flight from Bucharest to Moscow with a delegation of the Romanian state and party leadership (among
						them the later Romanian dictator Nicolae Ceaucescu) aboard when came in too low in fog at night, hit tree tops 80 metres behind the inner marker and crashed into a forest 120 metres on (500 metres before the
						runway threshold and 130 metres to the left of its extended centre-line), 3 of the 6 crew (all Soviet citizens) and 1 of the 10 passengers killed, all surviving crew seriously injured and all surviving passengers clichtly introd, registration was previously used by II 12 of 0.0012502
14600 10 15	CCCP-61747 CCCP-61747	II-14M II-14M	AFL/Privolzhsk AFL/West Siberia	trf trf	01feb63 09jan72	slightly injured; registration was previoulsy used by Il-12 c/n 93013503 in MGA document as Il-14M
14600 10 18	CCCP-61747 CCCP-61747 CCCP-L1631 CCCP-61631	II-14M II-14M II-14M II-14M	AFL/West Siberia AFL/Kazakhstan-UKK AFL/Moscow (MUTA) AFL/Privolzhsk	trf rgd trf	19mar75 unknown 01jan60	still in service 20sep86; converted to II-14LIK-1; canx 30jan89 in MGA document as II-14M
	CCCP-61631 CCCP-61631	II-14M II-14M	ARZ-407 AFL/Privolzhsk	trf trf	01oct72 01may74	canx 27sep77 as life-time expired
14600 10 20	CCCP-L1638	II-14M	AFL/Moscow (MUTA)	rgd	unknown	in document aug56; in MGA document as Il-14M, photo as such

	CCCP-61638	II-14M	AFL/Belarus-MHP	trf	17may59	photo as such
	CCCP-61638 CCCP-61638	II-14M II-14M	AFL/Moscow SPiMVL AFL/Centr.RegMya	trf trf	03jul62 unknown	still in service 20sep86; canx 23may88 as life-time expired
14600 10 22	CCCP-L1640 CCCP-61640	II-14M II-14M	AFL/Far East AFL/Far East-UUS	rgd trf	unknown unknown	in MGA document as II-14M canx 30apr77 as life-time expired; seen UUS 1979; in natural metal c/s with dayglo trim
14600 10 23	CCCP-L1641 CCCP-61641	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd	unknown unknown	in MGA document as II-14M in document jan59
	CCCP-61641	II-14M	AFL/Moscow SPIMVL	rgd trf	11apr63	
14600 10 24	CCCP-61641 CCCP-L1648	II-14M II-14M	AFL/TATU AFL/Moscow (MUTA)	trf rgd	01aug70 unknown	Troitsk Aviation School; canx 23jul82 as worn out in MGA document as II-14M
	CCCP-61648 CCCP-61648	II-14M II-14M	AFL/Syktyvkar AFL/Komi-SCW	rgd trf	unknown 1967	opb Syktyvkarskaya otdelnaya aviagruppa; in document 01apr59 canx 28may75 as life-time expired
14600 10 25	CCCP-L1653	II-14M	AFL/West SibOVB	rgd	unknown	in MGA document as II-14M; in documents aug56/jan59
14600 10 26	CCCP-61653 CCCP-L1654	II-14M II-14M	AFL/West SibOVB AFL/Far East	rgd rgd	unknown unknown	in document 08oct60; trf oct61 to Cuba in MGA document as II-14M
	CCCP-61654	II-14M	AFL/Far East	rgd	unknown	canx 28may75 as life-time expired
14600 10 27	CCCP-L1657	II-14M	AFL/Moscow (MUTA)	w/o	03dec57	in MGA document as II-14M; crashed at Helsinki in poor visibilty, overshot the runway on landing, ran over an embankment and came to rest on a road, all 16 passengers and 5 crew survived; photo exists, with
14600 10 28	CCCP-L1658	II-14M	AFL/Northern-LED	rgd	unknown	damage to front of the fuselage and engines; canx 08jan58 in documents sep56/14may58; in MGA document as II-14M
	CCCP-L1658	II-14M	AFL/Moscow (MUTA)	trf	jan59	
	CCCP-61658 CCCP-61658	II-14M II-14M	AFL/Moscow (MUTA) AFL/Lithuania	rgd trf	unknown 17nov59	in document feb59
14600 10 29	CCCP-61658 CCCP-L1659	II-14M II-14M	AFL/ArkhangelARH AFL/West Siberia	trf KJA	06sep73 01nov62	canx 18may76 in MGA document as II-14M
	CCCP-61659 CCCP-L1664	II-14M II-14M	AFL/West Siberia	rgd	unknown	canx 22sep78
14600 10 30	CCCP-61664(1)	II-14M	AFL/West Siberia AFL/Yakutiya	rgd trf	unknown 22oct58	in MGA document as Il-14M canx 30jul75 as life-time expired; see c/n 807104
14600 10 31 14600 10 34	638 CCCP-L1671	II-14P II-14M	Civ Avn Adm China AFL/West Siberia	rgd rgd	1956 unknown	photo apr57 and again sep87; fate unknown in MGA document as II-14M
	CCCP-61671	II-14M	AFL/West SibOVB		sep66	in Günter G. Endres book 1978; canx 18jan82 as life-time expired
14700 10 35	CCCP-L1696 CCCP-L1696	II-14M II-14M	AFL/GosNII GVF AFL/Syktyvkar	mfd trf	01mar57 07jan58	opb Syktyvkarskaya otdelnaya aviagruppa; in MGA document as Il-14M
	CCCP-61696	II-14M	AFL/Syktyvkar	rgd	unknown	opb 75 AO; in document 01apr59; w/o 20jul60 on the leg from Cherepovets to Syktyvkar of a flight from Leningrad to Syktyvkar when encountered heavy turbulence in a thunderstorm (due to poor performance
						of the meteorological service), the right wing broke off due to the high g-loads and the aircraft crashed in a
						forest 9 km south of Kenozero lake in the Vilegodsk district of the Arkhangelsk region (N61.33, E49.33) and exploded, all 4 crew and 19 passengers killed; wreck found only 31jul60; t/t 5,505 hours; canx
14600 10 26	YR-ILD	II-14P	TAROM	rad	2Emay/E7	07aug60 seen wfu OTP 1979; still not canx by 29may97 !
14600 10 36	CCCP-41868	II-14P	AFL/East Siberia	rgd rgd	25may57 01aug78	in document sep79; canx 31dec86 as amortisation period expired
14600 10 37	CCCP-L1695 CCCP-61695	II-14P II-14P	AFL/Northern AFL/Northern-LED	rgd rgd	unknown unknown	in document 20dec57, 18 pax configuration in document 15iun59
14600 10 20	CCCP-61695	II-14P	AFL/ArkhangelARH AFL/Moscow (MUTA)	trf	01jan73	canx 17oct74 as life-time expired
14600 10 39	CCCP-L1676 CCCP-61676	II-14P II-14M	AFL/Ukraine-SIP	rgd trf	unknown 30mar60	in MGA document as Il-14M f/n ARN 1961; in document 13oct62; canx 10may73 as life-time expired
14600 10 41	DM-SBP LZ-ILK	II-14P II-14P	Deutsche Lufthansa TABSO/Balkan	rgd SOF	1956 10sep66	canx unknown was operated as a VIP aircraft (1966-1968?) in special c/s; preserved at Vidin; scrapped
14600 10 42	"01" red	II-14M	DOSAAF	mfd	24dec56	VIP version (salon); f/n aug90 at Moscow-Tushino; was the personal aircraft of WW2 fighter ace and later
						DOSAAF head Alexander Pokryshkin; wfu around 1982 and preserved; first post-restoration flight 15apr93 from Moscow-Tushino; I/n Kubinka 29may93
	RA-01301 CCCP-01301	II-14M II-14M	no titles Avion	Kub DME	14may94 aug02	in basic 'polar' Aeroflot c/s; l/n Myachkovo 19aug02 registration without hyphen; in basic 'polar' Aeroflot c/s, small 'www.avion.ru' titles behind nose; l/n flying
		11 1 411	Avion	DHE	uugoz	DME aug02; later stored at SVO, f/n jul03; made airworthy again nov06; f/f 24jul07; based at OSF; l/n
14600 10 43	CCCP-93915	II-14	MOM Moscow	rgd	07jan66	OSF aug12 trf to MOM "Progress" Kuibyshev 04jul69
14600 10 44	CCCP-93915 "60" red	II-14 II-14M	PO 'Polyot' Soviet Air Force	trf Lev	28feb78 1970s	canx 21jan85 VIP version (salon); photo, in natural metal finish with 'lightning bolt' cheatline
14600 10 44	CCCP-L1679	II-14M	AFL/West Siberia	rgd	unknown	in MGA document as II-14M
14600 10 46	CCCP-61679 LZ-ILA	II-14M II-14M	AFL/Armenia TABSO/Balkan	trf d/d	19may59 1956	canx oct61 to Cuba photo 1956 in natural metal c/s; seen ZRH 02feb68; photo SOF may72; w/o 04nov72 on a flight from
						Burgas to Sofia when the crew elected to divert to Plovdiv due to thick fog at Sofia and the aircraft crashed into a hill at Tsryncha while on approach to Plovdiv, all 4 crew and 31 passengers killed
14600 10 48	CCCP-L1682	II-14M	AFL/West Siberia	mfd	29nov56	in MGA document as II-14M
14600 10 49	CCCP-61682 650	II-14M II-14M	AFL/Yakutiya-YKS Civ Avn Adm China	trf rgd	28jun58 1956	canx 28sep76 as life-time expired f/n CTU 04nov86; fate unknown
14600 10 50	CCCP-L1683 CCCP-61683	II-14M II-14M	AFL/West Siberia AFL/West Siberia	rgd	unknown unknown	in document jan59; in MGA document as II-14M trf oct61 to Mali
	TZ-ABG	II-14M	Air Mali	rgd DKR	28feb63	I/n MLW 03/04mar67
14600 11 02	CCCP-61683 652	II-14M II-14M	AFL/Moscow SPiMVL Civ Avn Adm China	ret rgd	01nov67 1956	toc 01nov67; destroyed by fire on a ship 31oct79 off the Danish coast; canx 17nov80 based at Shanghai and grounded in 1986 as end of life reached; f/n SHA 14apr86; donated in sep87 to the
				-		Shanghai Institute of Aeronautics and Astronautics; preserved in the Shanghai Aviation Enthusiast Centre (N31.138825 E121.40141) f/n nov91, l/n sep12
14600 11 03	LZ-ILB	II-14M	TABSO/Balkan	d/d	1956	seen AMS 24mar64; still operational SOF 21apr73; seen SOF aug77 parked near the tower; broken up,
14600 11 04	CCCP-L1684	II-14M	AFL/Far East	rgd	unknown	near hangar area SOF 1986 flew KHV-OHO route 19sep58; in MGA document as Il-14M
	CCCP-61684 CCCP-61684	II-14M II-14M	AFL/Far East AFL/Magadan	rgd trf	unknown 27aug67	canx 25oct82 as life-time expired
14600 11 06	not known	II-14M	Soviet Air Force	mfd	27dec56	trf to MAP (date unknown); registered as, see next line
	CCCP-06146	II-14M	MAP Perm Motors	rgd	23oct81	No. 1, Perm Engine Manufacturing Production Association; ex-Air Force VIP c/s with white top, blue under- surfaces and dark blue 'lightning bolt' cheat-line; damaged Myachkovo 06jun83, undershot on landing and
14600 11 07	"03"	II-14M	Soviet Air Force	Mtp	1979	hit sandbank, collapsing the starboard main gear, repaired but canx 27feb84 ! salon; photo on internet quoting this c/n, source unknown
14600 11 10	CCCP-L1685	II-14M	AFL/Moscow (MUTA)	rgd	unknown	in MGA document as II-14M
	CCCP-61685 CCCP-61685	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow SPiMVL	rgd trf	unknown 11apr63	
	CCCP-61685	II-14M	AFL/Centr.RegMya	MOW		converted for infrared monitoring duties (detecting leaks in hot water pipelines etc) II-14FK, 1973-standard
	0000					polar c/s; canx 25mar87 as amortisation period expired; seen Myachkovo sep91/jul94, partly broken up and still in 'polar' c/s, gone by aug95
14600 11 13	CCCP-L1688 CCCP-61688	II-14M II-14M	AFL/Moscow (MUTA) AFL/Privolzhsk	rgd trf	unknown 24jul58	in MGA document as Il-14M canx 30nov74 as life-time expired
14600 11 14	CCCP-L1691 CCCP-61691	II-14M II-14M	AFL/Far East AFL/Far East	rgd rgd	unknown unknown	in MGA document as II-14M converted to II-14RR; canx 17dec79 as life-time expired
14600 11 15	CCCP-L1693	II-14M	AFL/West Siberia	rgd	unknown	in MGA document as II-14M
14600 11 16	CCCP-61693 YR-ILF	II-14M II-14M	AFL/Latvia TAROM	trf	17jun59 07feb57	canx 26sep73 as life-time expired first CofA issued this date; I/n BBU apr74; canx 07dec75
14600 11 17	YR-ILE	II-14M	TAROM	rgd	04jan57 1956	photo ATH mar62; canx 07dec75 as wfu/scrapped
14600 11 18 14600 11 19	654 YR-ILG	II-14M II-14M	Civ Avn Adm China TAROM	rgd rgd	15may57	f/n RGN 05jun57; l/n active apr86, location unknown; fate unknown l/n BBU apr74; canx 07dec75 and wfu/scrapped
14600 11 21	YU-ADE 7402	II-14M II-14M	JAT Yuqoslav Air Force	d/d trf	28jan57 1963	canx 1963
	71302	II-14M II-14M	Yugoslav Air Force AFL/Ukraine-SIP	r/r	ca.1970	converted to weather research aircraft with "Groza-40" weather radar and various external sensors;
	CCCP-52008(2)	11-1414	AFL/UKI allie-SIP	toc	11jan72	damaged 05feb83 when the flight engineer retracted the landing gear on the ground at Simferopol by
						mistake, repaired; accident report gives this c/n; last reported Kerch 29apr87 in an incident report; canx 23feb89 as life-time expired; see CCCP-52008 with unknown c/n
14600 11 22	CCCP-L1674 CCCP-61674	II-14M II-14M	AFL/Far East AFL/Far East	rgd rgd	unknown unknown	in MGA document as II-14M dbr, details unknown; canx 19apr63
14700 11 23	CCCP-L1698	II-14M	AFL/Northern	rgd	unknown	in document mar57, worked from Amderma; in MGA document as II-14M
14700 11 25	CCCP-61698 CCCP-L1502	II-14M II-14P	AFL/Northern AFL/Moscow (MUTA)	rgd rgd	unknown unknown	reported seen at Amderma, date unknown; trf oct61 to Cuba in MGA document as Il-14M
	CCCP-91502 CCCP-91502	II-14M II-14M	AFL/Moscow (MUTA) AFL/Privolzhsk-GOJ	rgd trf	unknown 01jan60	canx 21nov75 as life-time expired
14700 11 26	CCCP-91502 CCCP-L1504	II-14M II-14M	AFL/Privoiznsk-GOJ AFL/Moscow (MUTA)	rgd	unknown	mentioned in the incident report of Tu-104A CCCP-42362 as flying in Chuvashiya 17oct58; in MGA
	CCCP-91504	II-14M	AFL/Moscow (MUTA)	rgd	unknown	document as II-14M
14600 11 28	CCCP-91504 not known	II-14M II-14	AFL/Moscow SPIMVL ex Soviet AF c/s	trf OMS	11apr63 12jun94	f/n SVX 1963; canx 22dec72 as amortisation period expired in white ex-Air Force c/s; no markings
14600 11 30	CCCP-33683	II-14	Soviet AF/AFL c/s	rgd	29dec73	CofA canx 12mar80
14600 11 31 14700 11 34	CCCP-L1516	II-14 II-14M	Yemen Air Force AFL/Moscow (MUTA)	ADE rgd	07aug93 unknown	seen wfu this date based VKO; overhauled at ARZ-400 jun58/jul58; in MGA document as Il-14M
	CCCP-91516 CCCP-91516	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow SPiMVL	rgd trf	jul58 11apr63	based VKO
	CCCP-91516	II-14M	AFL/Centr.RegMya	trf	unknown	f/n LED 11sep87, converted II-14FK to geophysical survey aircraft, photo exists; canx 31oct88 as life-time
						expired

UNITE United and any and the set of t	14700 11 35	CCCP-L1517 CCCP-91517	II-14M II-14M	AFL/Moscow (MUTA) AFL/Latvia	MRV trf	17jun60 16aug59	based VKO; in MGA document as II-14M
NumberConstraint		CCCP-91517	II-14M	AFL/Magadan	trf	21jan65	
Hard D Hard D<		CCCP-91518	II-14M	AFL/Far East	rgd	unknown	canx 24dec75 as life-time expired
April 14.1 Constraints District in the provide second sec		CCCP-L1520 CCCP-91520	II-14M II-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	rgd rgd	unknown unknown	in documents 01sep57/jun59; in MGA document as II-14M photo; in documents jun59/1963
1.733 Product Mark Mark Clin Clin Clin Clin Clin Clin Clin Clin	14700 11 41	CCCP-91520		AFL/Krasnoyarsk		28apr73	in Aeroflot brochure canx 28feb75 as life-time expired
CU2>41098(2) 11498 AL/L SERVICE 14 15 12 10		71303	II-14M	Yugoslav Air Force	r/r	ca.1970	see c/n 146000509
1476 14.00 CCC 54.022 14.00 Adv/Name Filled Filled Fil							opb 138 LO; w/o 14jun81 on the leg from Severomuisk to Ust'-Barguzin of a flight from Severomuisk to Ulan-Ude when neither crew nor ATC checked the real position of the aircraft which differed from the
Harmon Lange Constraints All Materia OF Mail 158() NACk document at 1.1.84 14700 114 CCC 11573 1.1.84 All Materia The Mail 158() NACk document at 1.1.84 14700 114 CCC 11573 1.1.84 All Materia The Mail 158() NACk document at 1.1.84 14700 114 CCC 11573 1.1.84 All Materia The Mail 158() NACk document at 1.1.84 14700 114 CCC 11573 1.1.84 All Materia The Mail 158() NACk document at 1.1.84 14700 114 CCC 11573 1.1.84 All Materia The Mail 158() NACk document at 1.1.84 14700 114 CCC 11573 1.1.84 All Materia The Mail 158() NACk document at 1.1.84 14700 114 CCC 11573 1.1.84 All Materia The Mail 158() NACk document at 1.1.84 14700 114 CCC 11573 1.1.84 All Materia The Mail 158() NACk document at 1.1.84 14700 114 CCC 11573 1.1.84 All Materia The Mail 158() NACk document at 1.1.84 14700 114 CCC 11573 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>entered clouds and crashed at a height of 1,250 metres into the wooded slope of a 1,877 metres high mountain on Svyatoi Nos peninsula (N53.617 E108.733), all 4 crew and 44 passengers killed; t/t 16,185</td></td<>							entered clouds and crashed at a height of 1,250 metres into the wooded slope of a 1,877 metres high mountain on Svyatoi Nos peninsula (N53.617 E108.733), all 4 crew and 44 passengers killed; t/t 16,185
4270 14.20 0.14 447 (Normalian in the second se	14700 11 42						
CCCP-B124 L1-B4 Affultement T Display Part d'half brack from the Association Part d'half brack from the Association 14/00-116 CCCP-L1238 L1-B4 Affultement T Display Part d'half brack from the Association Part d'half brack from the Association 14/00-116 CCCP-L1238 L1-B4 Affultement T Part d'half brack from the Association Part d'half brack from the Association 14/00-114 CCCP-L1238 L1-B4 Affultement T Part d'half brack from the Association Part d'half bran from the Association <td>14700 11 45</td> <td>CCCP-L1524</td> <td>II-14M</td> <td>AFL/Privolzhsk</td> <td>rgd</td> <td>unknown</td> <td></td>	14700 11 45	CCCP-L1524	II-14M	AFL/Privolzhsk	rgd	unknown	
 Handbargen 1992 en 1992 e		CCCP-91524 CCCP-91524	II-14M II-14M	AFL/Northern AFL/Leningrad-LED	trf LED	01aug65 22apr72	opb 1 LOAO; converted to II-14FKM by ARZ-407 in 1971
 Horden Lef, S. C. 1997, E. L. 49. Horden Lef, C. C. 1997, E. L. 40. Sontet M. VII. 1997, E. M. All All All All All All All All All Al	14700 11 46					-	(fuselage and wings) seen 07apr91
1400 1140 CCC-46826 II-144 Solid AF Tore Fig. 2826-73 Content Limitely whether in Intry whether in Tell (intrame, or limitely whether in Intry whether in	14600 11 46						Magadan in 1958, subsequently repaired converted to II-14LR ice-reconnaissance, photo as such; canx 19may82 as life-time expired
Hor Di Li COC PA 153 (1970) II-144 (1970) All Apple Council (1970)	14600 11 47	CCCP-66826	II-14M	Soviet Air Force	rgd	29dec73	CofA canx 12mar80; photo ex-military aircraft in white/grey c/s with small red lightning-bolt cheatline and Soviet flag
CCC-1130 II-36 Al-Mescore (MU/A) Al-Mescore (MU/A) CCC-1138 II-36 Al-Mescore (MU/A) Al-Mescore (MU/A) CCC-1138 II-36 Al-Mescore (MU/A) CCC-1138 II-36 14700 12.01 CCC-1138 II-36 Al-Mescore (MU/A) CCC-1138		CCCP-91532	II-14M	AFL/KrasnoyarKJA	rgd	unknown	in documents may59/29aug67; canx 25feb77 as life-time expired
$ \begin{bmatrix} CCC_{1}SS_{1} \\ CCC_{2}SS_{2} \\ CCC_{2}SS$	14700 11 50	CCCP-91533	II-14M	AFL/N.Kavkaz-ROV	rgd	unknown	in document feb59 and MGA document as such; see previous and next lines in documents aug59/1960 as such; directorate not mentioned in MGA document; trf oct61 to Cuba
CCCP-9153 II-149 ALL/Fig: East-ULS tri 358/267 Solid LTD, w/o MPL2 on the log from Yound-Sakhidas to Statuthyce's of a flight from Yound-Sakhidas to Statuthyce's and was completing detarget, all 5 cm and 12 passengers billed; to 26.508 hours call of Shathyce's and was completing detarget, all 5 cm and 12 passengers billed; to 26.508 hours call of Shathyce's and was completing detarget, all 5 cm and 12 passengers billed; to 26.508 hours call of Shathyce's and was completing detarget, all 5 cm and 12 passengers billed; to 26.508 hours call of Shathyce's and was completing detarget, all 5 cm and 12 passengers billed; to 26.508 hours call of Shathyce's and was completing detarget, all 5 cm and 12 passengers billed; to 26.508 hours call of Shathyce's and the first optic flags of the shathyce's and the shathyce'shathyce'shathyce'shathyce'shathyce'shathyce'shathyce'sha	14700 11 50	CCCP-L1534 CCCP-91534	II-14M II-14M	AFL/Far East-KHV AFL/Far East-KHV	trf	1959	
14700 12 01 CCC9-11535 11-444 APL/Maccow MPL(A) rpd jubic 14700 12 02 CCC9-11535 11-444 APL/Maccow MPL(A) rpd jubic 14700 12 02 CCC9-11535 11-444 APL/Maccow MPL(A) rpd jubic 14700 12 02 CCC9-11537 11-444 APL/Maccow MPL(A) rpd jubic 14700 12 02 CCC9-11537 11-444 APL/Maccow MPL(A) rpd jubic 14700 12 02 CCC9-11537 11-444 APL/Mathys Atlan rpd jubic ind countering applicable rpd							opb 147 LO; w/o 04jul73 on the leg from Yuzhno-Sakhalinsk to Shakhtyorsk of a flight from Yuzhno- Sakhalinsk to Okha when descended 15-20 km too early in clouds and the error was not corrected by ATC,
14700 12 01 CCCP-1535 11-444 APL/Netscov (NUTA) pt juint 14700 12 02 CCCP-3535 11-444 APL/Netscov (NUTA) pt juint wb 074e37 as indicated with the indicated with th							south of Shakhtyorsk and was completely destroyed, all 5 crew and 13 passengers killed; t/t 26,509 hours
CCCP-91535 II-444 AE/LARbangekk tr unknown Constraints Bit Additional and Constraints Constraints <thconstraints< th=""> <thconstraints< th=""></thconstraints<></thconstraints<>	14700 12 01	CCCP-91535	II-14M	AFL/Moscow SPiMVL	trf	11apr63	
CCCP-15137 II-14M Soviet GAY/ALL /structure for a Logical Constraint on Allow the marked the optimization of the data	14700 12 02	CCCP-91535 CCCP-L1537	II-14M II-14M	AFL/Arkhangelsk AFL/Moscow (MUTA)	trf rgd	unknown unknown	in documents apr57/1959; in MGA document as II-14M
14700 12 03 CCCP-11538 11-144 ATU/Ubakidan-TAS rgf unknown 14700 12 05 CCCP-11530 11-144 ATU/Ubakidan-TAS rgf unknown 14700 12 05 CCCP-11530 11-144 ATU/Ubakidan-TAS rgf unknown incurrents aps7/mac95 jn MGA columents as 11-144 14700 12 06 CCCP-11530 11-144 ATU/Ubakidan-TAS rgf unknown incurrents aps6/pices; casx 2/pices / pices / pice		CCCP-91537	II-14M	Soviet Gvt/AFL c/s	toc	01oct59	opb 235 OAO at VKO until 13jan65
14700 12 01 CCCP-11330 1-444 AFL/Ubbelistam-TAS rg unknown maccurats maccurats <td< td=""><td></td><td></td><td></td><td></td><td></td><td>-</td><td>of 160 km/h, because of the difficult terrain the crew decided to force-land on the slope of a hill at Vtoroi Orochen settlement 6 km from Aldan, the right wing touched a barn, the aircraft turned to the right by 90 decrees and the rear fuelance detroued the roof of a house the aircraft was destroyed by fire, but all crew</td></td<>						-	of 160 km/h, because of the difficult terrain the crew decided to force-land on the slope of a hill at Vtoroi Orochen settlement 6 km from Aldan, the right wing touched a barn, the aircraft turned to the right by 90 decrees and the rear fuelance detroued the roof of a house the aircraft was destroyed by fire, but all crew
CCCP-1353 II-14M ATL/Kazekistam tr Offeb70 Un TAS 290C79: canx 25med79 as anotisation period expired 14700 12 0 CCCP-1354 II-14M ATL/Libekistam-TAS of unknown in documents mary7/jeep59; in MGA documents as II-14M 14700 12 0 CCCP-1354 II-14M ATL/Libekistam-TAS of unknown 14700 12 0 CCCP-1354 II-14M ATL/Libekistam-TAS of unknown 14700 12 0 CCCP-1354 II-14M ATL/Libekistam-TAS of unknown 14700 12 0 CCCP-1354 II-14M ATL/Libekistam of ama 35jaar as ilfe-time expired 14700 12 0 CCCP-1354 II-14M ATL/Libekistam of unknown of ama 35jaar as ilfe-time expired 14700 12 0 CCCP-1354 II-14M ATL/Libekistam of unknown of ama 35jaar as ilfe-time expired 14700 12 0 CCCP-1354 II-14M ATL/Libekistam of unknown in documents anot3jabr.2jac.2db document as II-14M in documents anot3jabr.2jac.2db document as II-14M in documents anot3jabr.2jac.2db document as II-14M i	14700 12 03				rgd		and passengers escaped; canx 27dec72
 14700 12 05 CCCP-11541 1-144 AFL/Uzbekisan-TAS rojd unknown in documents mys/Sylnabic in MGA document as II-144 in documents mys/Sylnabic in MGA document; canx 14dec/3 as a document as II-144 in document mys/Sylnabic in MGA document; canx 14dec/3 as in documents mys/Sylnabic in MGA document; canx 14dec/3 as a document as II-144 in document as II-144 in document is des/Syldes/Sylnabic in MGA document; canx 14dec/3 as a document as II-144 in document; canx 14dec/3 as a document as II-144 in document as II-144 in	14700 12 04	CCCP-91538 CCCP-L1540	II-14M II-14M	AFL/Kazakhstan AFL/Uzbekistan-TAS	rgd	06feb70 unknown	in documents may57/sep59; in MGA document as Il-14M
CCCP-91541 II-14M AFL/Uzbekistan-UGC rf owner 14700 12.06 CCCP-91542 II-14M AFL/Uzbekistan rd 06620 14700 12.07 CCCP-91543 II-14M AFL/Uzbekistan rg unknown 14700 12.07 CCCP-91543 II-14M AFL/Uzbekistan rg unknown 14700 12.07 CCCP-11543 II-14M AFL/Uzbekistan rg unknown rg unknown 14700 12.07 CCCP-11543 II-14M AFL/Uzbekistan rg unknown rd rd <td< td=""><td>14700 12 05</td><td>CCCP-L1541</td><td>II-14M</td><td>AFL/Uzbekistan-TAS</td><td>rgd</td><td>unknown</td><td>in documents may57/jan60; in MGA document as II-14M</td></td<>	14700 12 05	CCCP-L1541	II-14M	AFL/Uzbekistan-TAS	rgd	unknown	in documents may57/jan60; in MGA document as II-14M
14700 12 06 CCCP-11542 II-144 AFL/Korthern-LED rgd unknown 14700 12 07 CCCP-11543 II-144 AFL/Lothusina rgd unknown 14700 12 07 CCCP-11543 II-144 AFL/Lothusina rgd unknown 14700 12 08 CCCP-11544 II-144 AFL/Lothusina rgd unknown 14700 12 08 CCCP-11544 II-144 AFL/Lothusina rgd unknown rgd unknown <td></td> <td>CCCP-91541</td> <td>II-14M II-14M</td> <td>AFL/Kazakhstan</td> <td>trf trf</td> <td>unknown 06feb70</td> <td>f/n mar78</td>		CCCP-91541	II-14M II-14M	AFL/Kazakhstan	trf trf	unknown 06feb70	f/n mar78
14700 12 07 CCCP-11543 II-14M AFU/Utbekistan rgd unknown 14700 12 08 CCCP-11544 II-14M AFU/Utbekistan rgd ap57 14700 12 09 CCCP-11544 II-14M AFU/Nt kaykaz-ROV tr in MGA document as ali-14M 14700 12 09 CCCP-11544 II-14M AFU/Nt kaykaz-ROV tr in MGA document as apin for metrioned in MGA document; canx 14dec73 as amotisation period expired 14700 12 10 CCCP-11546 II-14M AFU/Northerm-LED rgd unknown in MGA document as II-14M 14700 12 10 CCCP-11546 II-14M AFU/Krasnoyarak tr rgd unknown 14700 12 10 CCCP-11546 II-14M AFU/Krasnoyarak tr rgd unknown 14700 12 10 CCCP-11547 II-14M AFU/Northerm-LED rgd unknown rgd unknown 14700 12 10 CCCP-11546 II-14M AFU/Northerm-LED rgd unknown rgd unknown 14700 12 12 CCCP-11546 II-14M AFU/Northerm-RVH rd rgd unknown rgd unknown 14700 12 12 CCCP-11547 II-14M AFU/Northerm-RVH rd rgd unknown rgd unknown 14	14700 12 06	CCCP-L1542	II-14M	AFL/Northern-LED	rgd	unknown	in documents may57/may59; in MGA document as II-14M photo exists; in documents may57/may59/1961; trf to the Riga Aviation Institute (RKIIGA) 08dec64 for use as a
CCCP-11544II-14MAFL/NLkavkaz-R0Vtrdunknown14700 12 09CCCP-91545II-14MAFL/NLkavkaz-R0Vrd14700 12 09CCCP-91545II-14MAFL/Ncrannyvarkrd14700 12 10CCCP-91546II-14MAFL/Vrannyvarkrd14700 12 11CCCP-91546II-14MAFL/Vrannyvarkrd14700 12 11CCCP-91546II-14MAFL/Vrannyvarkrd14700 12 11CCCP-91546II-14MAFL/Vrannyvarkrd14700 12 11CCCP-91546II-14MAFL/Vrannyvarkrd14700 12 11CCCP-91546II-14MAFL/Vrannyvarkrd14700 12 11CCCP-91546II-14MAFL/Voarnevrd14700 12 12CCCP-91548II-14MAFL/Voarnevrd14700 12 12CCCP-91548II-14MAFL/Voarnevrd14700 12 12CCCP-91548II-14MAFL/Voarnevrd14700 12 12CCCP-91548II-14MAFL/Vascov (MUTA)rd14700 12 14CCCP-91548II-14MAFL/Vascov (MUTA)rd14700 12 14CCCP-91548II-14MAFL/Vascov (MUTA)rd14700 12 14CCCP-91548II-14MAFL/Vascov (MUTA)rd14700 12 15II-14MAFL/Vascov (MUTA)rd14700 12 16CCCP-91550II-14MAFL/Vascov (MUTA)rd14700 12 16CCCP-91550II-14MAFL/Vascov (MUTA)rd14700 12 16CCCP-91550II-14MAFL/Vascov (MUTA)rd <t< td=""><td></td><td>CCCP-91543</td><td>II-14M</td><td>AFL/Lithuania</td><td></td><td>unknown</td><td>in MGA document as II-14M canx 04dec61 due to an accident</td></t<>		CCCP-91543	II-14M	AFL/Lithuania		unknown	in MGA document as II-14M canx 04dec61 due to an accident
14700 12 09CCCP-11545II-14MAFL/Northern-LED rgdrgdunknown in documents 6ct59/dec59amortisation period sexpired14700 12 10CCCP-91545II-14MAFL/Krasmovarskrgdunknown in documents oct59/dec59in HGA document as II-14M14700 12 11CCCP-91546II-14MAFL/Krasmovarskrgdunknown in documents oct59/dec59in HGA document as II-14M14700 12 12CCCP-11547II-14MAFL/Northern rgdrgdunknown in document 20in HGA document as II-14M14700 12 12CCCP-11547II-14MAFL/Northern rgdrgdunknown rgdunknown in document 20in HGA document as II-14M14700 12 12CCCP-11548II-14MAFL/Northern-RVH rgdrgdunknown rgdopb 21 CAO (ram 1570)14700 12 12CCCP-11548II-14MAFL/Northern-RVH rgdrgdunknown rgdopb 22 SOA 21 KQ until 30/un65 ccrCP-9154814700 12 12CCCP-11548II-14MAFL/Moscow (MUTA) rgdrgdunknown rgdopb 235 OA0 at KQ until 30/un65 ccrCP-9154914700 12 14CCCP-11550II-14MAFL/Krystrykra rdrfd07 aug65 unknown rgdin document as II-14M rgd14700 12 14CCCP-11550II-14MAFL/Krystrykra rdrfd07 aug67 rgdopb Syttykraskaya otdehaya aviagruppa unknown rgdopb Syttykraskaya otdehaya aviagruppa in document as II-14M14700 12 12CCCP-11550II-14MAFL/Krystrykrarfd07 aug67 rgdopb Syttykrask	14700 12 08	CCCP-L1544	II-14M	AFL/N.Kavkaz-ROV	trf	unknown	in documents feb57; directorate not mentioned in MGA document;
CCCP-91545II-14MAFL/Krasnoyarsk krftrf11jan59ssee line above; canx 24dec75 as life-time expired in MGA document as li-14M14700 12 11CCCP-91546II-14MAFL/Krasnoyarsk krgdunknown unknownmknown photo 1968 at Sovrudnik (now Severoyeniseisk); probably carried additional 'Polyarnaya Aviatsiya' titles; canx 18mov76 as life-time expired in document 206275 as 11-149, lap ax configuration; in MGA document as li-14M14700 12 12CCCP-91547II-14MAFL/Northern-LED rgdrgd unknown photo 1968 at Sovrudnik (now Severoyeniseisk); probably carried additional 'Polyarnaya Aviatsiya' titles; canx 18mov76 as life-time expired in document 206275 as 11-149, lap ax configuration; in MGA document as li-14M14700 12 12CCCP-91548II-14MSoviet Gvr/AFL (/s trf to 1000000000000000000000000000000000000	14700 12 09	CCCP-L1545	II-14M	AFL/Northern-LED	rgd	unknown	amortisation period expired in documents feb57/dec59; in MGA document as II-14M
CCCP-91546II-14MAFL/Polartrunknownchor J968 at Sovrudnik (now Severyeniseisk); probably carried additional 'Polyarnaya Aviatsiya' titles; cant J8nov76 as life-time expired14700 12 11CCCP-1547II-14MAFL/Northern - KUHrgunknownrgrgrgrg <td>14700 12 10</td> <td>CCCP-91545 CCCP-L1546</td> <td>II-14M II-14M</td> <td>AFL/Krasnoyarsk AFL/Krasnoyarsk</td> <td>trf rgd</td> <td>11jan59 unknown</td> <td>see line above; canx 24dec75 as life-time expired</td>	14700 12 10	CCCP-91545 CCCP-L1546	II-14M II-14M	AFL/Krasnoyarsk AFL/Krasnoyarsk	trf rgd	11jan59 unknown	see line above; canx 24dec75 as life-time expired
CCCP-91547II-14MAFL/Northern-LEDrddunknown14700 12 12CCCP-11548II-14MAFL/Moscow (MUTA)rddopb 21000; canx 25mar67 as amortisation period expired; l/n RVH 03jul9014700 12 13CCCP-91548II-14MAFL/Moscow (MUTA)rddin MGA document as II-14M14700 12 13CCCP-91548II-14MAFL/Vest Siberiardf00h 235 0A0 at VK0 until 30jun6514700 12 14CCCP-91549II-14MAFL/Far Eastrdf28jan5714700 12 14CCCP-91550II-14MAFL/Far Eastrdf29jan5814700 12 14CCCP-91550II-14MAFL/Far Eastrdf19aug5914700 12 15CCCP-91550II-14MAFL/Kythyrkarrtf19aug5914700 12 15CCCP-91550II-14MAFL/Kythyrkarrtf19aug5914700 12 16CCCP-91551II-14MAFL/Kythyrkarrtf19aug5914700 12 16CCCP-91551II-14MAFL/Moscow (MUTA)rgdunknownCCCP-91551II-14MAFL/Moscow (MUTA)rgdunknownCCCP-91551II-14MAFL/Moscow (MUTA)rgdunknownCCCP-91551II-14MAFL/Moscow (MUTA)rgdunknown14700 12 16CCCP-91551II-14MAFL/Moscow (MUTA)rgd14700 12 16CCCP-91554II-14MAFL/Moscow (MUTA)rgd14700 12 17CCCP-91554II-14MAFL/Moscow (MUTA)rgd14700 12 21B-4216II-14MAFL/Moscow (MUTA)rgd <t< td=""><td></td><td>CCCP-91546</td><td>II-14M</td><td>AFL/Polar</td><td>trf</td><td>unknown</td><td></td></t<>		CCCP-91546	II-14M	AFL/Polar	trf	unknown	
CCCP-91548II-14MAFL/Moscow (NUTA) erdrgd d unknownunknown cCCP-9154814700 12 13CCCP-11549II-14MAFL/Far East rgd JUNSrff 28jan57325 OAO at VKO until 30jun65 canx 25ma767 as life time expired14700 12 13CCCP-11549II-14MAFL/Far East rgd CCCP-91549rff JUNS707aug65; in document 1958; in MGA document as operating from Kerch; canx 18jan80 as life-time expired14700 12 14CCCP-11550II-14MAFL/Far East rgd CCCP-91550rff II-14M71/Var East rgd Unknownrff J9aug65; in Ukrainian CAD document as operating from Kerch; canx 18jan80 as life-time expired in MGA document as II-14M opb Syktyvkarskay a ddelanya aviagruppa opb Syktyvkarskay a ddelanya aviagruppa in document su II-14M opb Syktyvkarskay a ddelanya aviagruppa or pax flight VOZ-ODS 19sep69 canz 28feb75 as life-time expired in document as II-14M opb 160 AT0; w/o 06jll62 on a flight from Bukhara to Tashkent when the right engine failed (due to a dright engine, failed and crashed on a cotton field of the "Engels" kolknoar at Safe time engine), the aircraft continued its flight on one engine for 1 hour 39 minutes but the flight engine, failed and crashed on a cotton field of the "Engels" kolknoar at 31-14M14700 12 26II-14FCiv Avn Adm China soviet AF/AFL c/s rgdrgd 29dec71946 canz 28feb75 as life-time expired in AGA document as II-14M opb 160 AT0; w/o 06jll62 on a flight from Bukhara to Tashkent when the right engine failed (due to a dright engine, failed and crashed on a cotton field of the "Engels" kolknoar at 3104W14700 12 21B-4216II-14M AFL/Uzbekistanrgd rgd29dec7	14700 12 11	CCCP-91547	II-14M	AFL/Northern-LED	rgd	unknown	photo may64; opb 1 LOAO from 1970
CCCP-91548II-14MAFL/Far Easttrf30/un65cinx 25/mar67 as life time expired14700 12 13CCCP-91549II-14MAFL/Far Eastrgdin document 358; in MGA document as II-14M14700 12 14CCCP-91550II-14MAFL/Jkra EastrgdunknownCCCP-91550II-14MAFL/Jkra EastrgdunknownCCCP-91550II-14MAFL/Syktyvkartrf1905CCCP-91550II-14MAFL/SyktyvkarunknownCCCP-91550II-14MAFL/SyktyvkarunknownCCCP-91550II-14MAFL/Moscow (MUTA)rgdunknownCCCP-91551II-14MAFL/Moscow (MUTA)rgdunknownCCCP-91551II-14MAFL/Jboscow (MUTA)rgdunknownCCCP-91551II-14MAFL/UbekistanrgdunknownCCCP-91551II-14MAFL/UbekistanrgdunknownCCCP-91554II-14MAFL/UbekistanrgdunknownCCCP-91554II-14MAFL/UbekistanrgdunknownCCCP-91554II-14MAFL/Ubekistanrgdunknown14700 12 21CCCP-91554II-14MAFL/Ubekistanrgdunknown14700 12 22CCCP-61875II-14PCiv Avn Adm ChinargdJun8614700 12 21B-4216II-14PCiv Avn Adm ChinargdJun8614700 12 22CCCP-61875II-14PCiv Avn Adm ChinargdJun8614700 12 22CCCP-61875II-14PSoviet AF/AFL c/s <td< td=""><td>14700 12 12</td><td>CCCP-L1548 CCCP-91548</td><td>II-14M II-14M</td><td>AFL/Moscow (MUTA) AFL/Moscow (MUTA)</td><td>rgd rgd</td><td>unknown</td><td>in MGA document as II-14M</td></td<>	14700 12 12	CCCP-L1548 CCCP-91548	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	unknown	in MGA document as II-14M
CCCP-91549II-14MAFL/Ukraine-SIPtrtrO'Zaug60photo 21aug65; in Ukrainian CAD document as operating from Kerch; canx 18jan80 as life-time expired14700 12 14CCCP-91550II-14MAFL/Syktyvkartrf19aug59opb Syktyvkarskaya otdelnaya aviagruppa;in MGA document as 11-14M14700 12 15CCCP-91550II-14MAFL/Syktyvkartrf19aug59opb Syktyvkarskaya otdelnaya aviagruppa;in document jun76; canx 20jul76 as life-time expired14700 12 15CCCP-91551II-14MAFL/Moscow (MUTA)rgdunknownin MGA document as II-14MCCCP-91551II-14MAFL/Moscow (MUTA)rgdunknownin MGA document as II-14MCCCP-91551II-14MAFL/Uzbekistanrgdunknownin document jun76; canx 20jul76 as life-time expired14700 12 16CCCP-91551II-14MAFL/Uzbekistanrgdunknownopp 15d0 ATO; w/O 05jul62 on a flight from Bukhara to Tashkent when the right engine failed (due to a design fault of the engine), the aircraft continued its flight on one engine for 1 hour 39 minutes but the flight engine erse the working engine below nominal power so that the aircraft stalled and crashed on a cotton field of the "Engle3"14700 12 21B-4216II-14PCiv Avn Adm Chinargdjun814700 12 22CCCP-61875II-14Soviet AF/AFL c/srgdjun814700 12 22B-4216II-14FKCiv Avn Adm Chinargdjun814700 12 23603II-14FKCiv Avn Adm Chinargdjun814700 12 24603II-14FKCiv Av	14700 12 13	CCCP-91548 CCCP-L1549	II-14M II-14M	AFL/West Siberia AFL/Far East	trf mfd	30jun65 28jan57	canx 25mar87 as life time expired
CCCP-91550II-14MAFL/Syktyvkartrfunknown unknownopb Syktyvkarskaya otdelnaya aviagruppa; in document sdec5914700 12 15CCCP-1551II-14MAFL/Moscow (MUTA) AFL/Moscow (MUTA)rgdunknown unknownin document iun76; carx 20jul76 as life-time expired14700 12 16CCCP-91551II-14MAFL/Moscow SPIMUL tftrf01jan60on pax flight VOZ-ODS 19sep6914700 12 16CCCP-91554II-14MAFL/Dekistan AFL/Uzbekistanmfd31jan57in document iunF59; in MGA document as II-14M14700 12 21CCCP-91554II-14MAFL/Uzbekistan ardrgdunknownon pax flight VOZ-ODS 19sep6914700 12 21B-4216II-14PCiv Avn Adm China ard 22rgdunknownopb 160 ATO; w/o 06jul62 on a flight from Bukhara to Tashkent when the right engine failed (due to a design fault of the engine), the aircraft continued its flight on one engine for 1 hour 39 minutes but the flight engineer set the working engine at a height of 100 metres the propeller left the feathered position and created additional drag so that the aircraft stalled and crashed on a cotton field of the "Engels" kolkhoz at Yangiyul (Tashkent region), the fuselage broke into 3 parts, 11 of the 33 passengers killed and the others and all 5 crew severely injured; t/t 11,030 hours; canx 28jul6214700 12 22B-4216II-14PCiv Avn Adm China GG3rgdjun86survey aircraft; f/n HRB 05oct88; fate unknown14700 12 29603II-14FKCiv Avn Adm China GG3rgdrgdjun86survey aircraft; f/n HRB 05oct88; fate unknown14700 12 29603<	14700 12 14	CCCP-91549 CCCP-L1550	II-14M II-14M	AFL/Ukraine-SIP AFL/Far East	trf	07aug60	in MGA document as II-14M
 14700 12 15 CCCP-11551 II-14M AFL/Moscow (MUTA) AFL/Moscow SPIMVL trf 0 Jjan60 unknown CCCP-91551 II-14M AFL/Centr.RegVOZ trf 0 unknown CCCP-91554 II-14M AFL/Uzbekistan AFL/Uzbekistan CCCP-91554 II-14M AFL/Uzbekistan rgd unknown color for the engine). AFL/Uzbekistan argd unknown do and color af light from Bukhara to Tashkent when the right engine failed (due to a design fault of the engine). The unknown do the crew tried to restart the right engine at a height of 100 metres the propeller left the feathered or other and SI an		CCCP-91550	II-14M	AFL/Syktyvkar	trf	unknown	opb Syktyvkarskaya otdelnaya aviagruppa; in documents dec59
CCCP-91551II-14MAFL/Centr.RegVOZtmfdunknowncan'x 28feb75 as life-time expired14700 12 16CCCP-11554II-14MAFL/Uzbekistanmfd31jan57in document mar59; in MGA document as II-14MCCCP-91554II-14MAFL/Uzbekistanrgdunknownunknownopb 160 ATO; w/o 06jul62 on a flight from Bukhara to Tashkent when the right engine failed (due to a design fault of the engine), the aircraft continued its flight on one engine for 1 hour 39 minutes but the flight engineer set the working engine below nominal power so that the aircraft lost height and speed, when the crew tried to restart the right engine at a height of 100 metres the propeller left the feathered position and created additional drag so that the aircraft stalled and crashed on a cotton field of the "Engels" kolkhoz at Yangiyul (Tashkent region), the fuselage broke into 3 parts, 11 of the 33 passengers killed and the others and all 5 crew severely injured; t/t 11,030 hours; canx 28jul6214700 12 21B-4216II-14PCiv Avn Adm Chinargdjun86survey aircraft; fn HRB 05oct88; fate unknown14700 12 2512-25II-14PAbanian Air Forced/d1971originally delivered to China; with 'lightning bolt' cheatline; wfu by 1992 at TIA; dbr by rebels TIA mar97; still present TIA oct02, serial not visible as rudder had decayed away; broken up by apr03, sent to Elbasan metallar/gic furnace to be metled down14700 12 29603II-14FKCiv Avn Adm Chinargd1956f/n CTU 1983; I/n TYN 30oct8614700 12 30 ? not knownII-14FKCiv Avn Adm Chinargd1956f/n CTU 1983; I/n TYN 30oct8614700 12 30 ? not knownII-14FKCiv Avn Adm C	14700 12 15	CCCP-L1551 CCCP-91551	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd	unknown	in MGA document as II-14M
 design fault of the engine), the aircraft continued its flight on one engine for 1 hour 39 minutes but the flight engine at a height of 100 metres the propeller left the feathered position and created additional drag so that the aircraft stalled and crashed on a cotton field of the "Engels" kolkhoz at Yangiyul (Tashkent region), the fuselage broke into 3 parts, 11 of the 33 passengers killed and the others and all 5 crew severely injured; t/t 11,030 hours; canx 28jul62 14700 12 22 CCCP-61875 II-14 Soviet AF/AFL c/s rgd 29de73 CofA canx 12mar80 14700 12 25 12-25 II-14P Albanian Air Force d/d 1971 originally delivered to China; with 'lightning bolt' cheatline; wfu by 1992 at TIA; dbr by rebels TIA mar97; still present TIA oct02, serial not visible as rudder had decayed away; broken up by apr03, sent to Elbasan metallurgic furnace to be metled down 14700 12 29 603 II-14FK Civ Avn Adm China rgd 1956 f/n CTU 1983; I/n TYN 30oct86 603 II-14FK Civ Avn Adm China rgd 29de31 derelict fuselage only in very faded c/s (N45.213004 E147.612305), batch number of c/n difficult to read 14700 12 30 ? not known II-14T Soviet Air Force 	14700 12 16	CCCP-91551 CCCP-L1554	II-14M II-14M	AFL/Centr.RegVOZ AFL/Uzbekistan	trf mfd	unknown 31jan57	canx 28feb75 as life-time expired in document mar59; in MGA document as II-14M
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 14700 12 21 B-4216 II-14P Civ Avn Adm China rgd jun86 survey aircraft; f/n HRB 05oct88; fate unknown 14700 12 22 CCCP-61875 II-14 Soviet AF/AFL c/s rgd 29dec73 CofA canx 12mar80 14700 12 25 12-25 II-14P Albanian Air Force d/d 1971 originally delivered to China; with 'lightning bolt' cheatline; wfu by 1992 at TIA; dbr by rebels TIA mar97; still present TIA oct02, serial not visible as rudder had decayed away; broken up by apr03, sent to Elbasan metallurgic furnace to be melted down 14700 12 29 603 II-14FK Civ Avn Adm China rgd 1956 f/n CTU 1983; I/n TYN 30oct86 14700 12 30 ? not known II-14T Soviet Air Force BVV 26aug1 							when the crew tried to restart the right engine at a height of 100 metres the propeller left the feathered position and created additional drag so that the aircraft stalled and crashed on a cotton field of the "Engels"
14700 12 25 12-25 II-14P Albanian Air Force d/d 1971 originally delivered to China; with 'lightning bolt' cheatline; wfu by 1992 at TLA; dbr by rebels TLA mar97; still present TLA oct02, serial not visible as rudder had decayed away; broken up by apr03, sent to Elbasan metallurgic furnace to be melted down 14700 12 29 603 II-14FK Civ Avn Adm China rgd 1956 f/n CTU 1983; I/n TYN 30oct86 603 II-14FK China General Av trf mar89 displayed in a park in Taiyuan in the mid 1990s, status unknown by 1999 14700 12 30 ? not known II-14T Soviet Air Force BVV 26aug11 derelict fuselage only in very faded c/s (N45.213004 E147.612305), batch number of c/n difficult to read							the others and all 5 crew severely injured; t/t 11,030 hours; canx 28jul62 survey aircraft; f/n HRB 05oct88; fate unknown
14700 12 29 603 II-14FK Civ Avn Adm China rgd 1956 f/n CTU 1983; I/n TYN 30oct86 603 II-14FK China General Av trf mar89 displayed in a park in Taiyuan in the mid 1990s, status unknown by 1999 14700 12 30 ? not known II-14FK Soviet Air Force BVV 26aug11 derelict fuselage only in very faded c/s (N45.213004 E147.612305), batch number of c/n difficult to read							originally delivered to China; with 'lightning bolt' cheatline; wfu by 1992 at TIA; dbr by rebels TIA mar97; still present TIA oct02, serial not visible as rudder had decayed away; broken up by apr03, sent to Elbasan
		603	II-14FK	China General Av	trf	mar89	f/n CTU 1983; l/n TYN 30oct86 displayed in a park in Taiyuan in the mid 1990s, status unknown by 1999
	14700 12 30 ?	' not known	II-14T	Soviet Air Force	BVV	26aug11	derelict fuselage only in very faded c/s (N45.213004 E147.612305), batch number of c/n difficult to read on tail

14700 12 31	B-4203	Il-14FK	Zhongyuan Airlines	rgd	may86	undertook pollution monitoring tasks late 87/early 88; used in the filming of the TV series 'Soul of the
14700 12 32	CCCP-L1300	II-14FK	AFL/Moscow SPiMVL	mfd	17apr57	Yellow River' early oct92, before grounding of all II-14s in China dec92; fate unknown
	CCCP-91483 CCCP-91483	Il-14FK Il-14FK	AFL/Moscow SPiMVL AFL/Centr.RegMya	rgd trf	unknown unknown	geophysical survey aircraft with towed magnetic anomaly detector 'bird'; damaged 70 km east of Bratsk 02oct82 when hit trees and belly-landed during survey flight, repaired; later converted to aero-chemical survey aircraft and based Myachkovo 1984; photo BTS 1987; retired in 1988; canx 23may88 as life-time
14700 12 33	CCCP-L1555 CCCP-91555	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	BMA rgd	jun58 unknown	expired; seen wfu Myachkovo 26sep91, broken up by aug92 in MGA document as II-14M, photo as such in document jan59
	CCCP-91555 CCCP-91555	II-14M II-14M	AFL/Privolzhsk AFL/West Siberia	trf trf	01jan60 01dec65	canx 27mar78 as worn out
14700 12 34	CCCP-L1556 CCCP-91556	II-14M II-14M	AFL/Northern AFL/Krasnoyarsk	rgd trf	unknown 20apr59	in MGA document as II-14M avionics test-bed ? (RPSN-1 Emblema weather radar), photo exists; canx 14jan77 as life-time expired
14700 12 35	CCCP-L1557	II-14M	AFL/Northern	rgd	unknown	in MGA document as II-14M
	CCCP-91557 CCCP-91557	II-14M II-14M	AFL/Northern SibNia	rgd trf	unknown 28may63	canx 16may65
14700 12 36	CCCP-L1558 CCCP-91558	II-14M II-14M	AFL/East Siberia AFL/East Siberia	rgd rgd	unknown unknown	in MGA document as II-14M
	CCCP-91558	II-14M	AFL/Moscow SPiMVL	trf	01nov62	photo; canx 30apr87 as amortisation period expired; f/n Myachkovo 26sep91, seen partly broken up this date, gone by aug92
14700 12 37	CCCP-L1559 CCCP-L1559	II-14M II-14M	AFL/Moscow (MUTA) AFL/Privolzhsk	rgd trf	unknown 26jul58	in document jun57; in MGA document as II-14M in document nov59
14700 12 20	CCCP-91559	II-14M	AFL/Privolzhsk-RTW	rgd	unknown	in documents dec60/aug65; canx 29jul77 as life-time expired
14700 12 38	CCCP-L1560 CCCP-91560	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	unknown unknown	in document feb59; in MGA document as Il-14M
	CCCP-91560 CCCP-91560	II-14M II-14M	AFL/Moscow SPiMVL AFL/Yakutiya-Mirny	trf trf	11apr63 23jan64	in documents of Mirny oao 05feb72; canx 30jul75 as life-time expired
14700 12 39	CCCP-L1561 CCCP-91561	II-14M II-14M	AFL/Privolzhsk AFL/Privolzhsk	rgd rgd	unknown unknown	in MGA document as Il-14M canx oct61 to Cuba
	CU-T816	II-14M	Cubana	5	jan81	preserved Santiago de Cuba (N19.972273 W75.838849) mar88/jul90; seen feb02/oct03 with 'Club Juvenil' titles; I/n oct03/nov09 all white; a 2013 GE image shows it dismantled at (N19.973093 W75.837212)
14700 12 40	CCCP-L1562 CCCP-91562	II-14M II-14M	AFL/Far East AFL/Far East-UUS	rgd rgd	unknown unknown	in MGA document as II-14M f/n UUS 1977, in natural metal c/s with dayglo trim; was preserved near the airport terminal at UUS in 1977/79; canx 20oct80 as life-time expired
14700 12 41	EP-HMI 5-55	Il-14P Il-14P	Iranian Government Iranian Air Force	d/d THR	mar57 19jun69	probably re-registered to, see line below VIP Version (salon); I/n THR mar71, in white c/s with blue cheatline and grey undersides, 'I.I.A.F' below cheatline on forward fuselage; involved in a hard landing at Noushahr airport in 1963 or 1964,
14700 12 43	CCCP-61751	II-14P	AFL/Moscow (MUTA)	rgd	unknown	subsequently repaired; preserved Doshan Tappeh near Tehran (N35.704424 E51.481208); l/n jul12 VIP Version (salon)
	CCCP-61751 CCCP-61751	II-14P II-14P	Soviet Gvt/AFL c/s AFL/Far East	toc trf	01oct59 11apr64	VIP Version (salon); photo exists; opb 235 OAO at VKO until 25may67, see next line VIP Version (salon); from MGA document, see previous line
	CCCP-61751 CCCP-61751	II-14P II-14P	AFL/Yakutiya-Aldan AFL/Yakutiya-MJZ	trf trf	25may67 unknown	VIP Version (salon) VIP Version (salon); in Mirny OAO documents 05feb72; trf to UTO-17 08apr74; converted to Il-14LIK-1
	CCCP-61751	II-14LIK-1	AFL/Ukraine	trf	01mar75	during rework by ARZ-407
14700 12 44	CCCP-61751 CCCP-61773	II-14LIK-1 II-14P	AFL/Kazakstan-UKK AFL/Moscow (MUTA)	trf rgd	02jun78 unknown	still in service by 20sep86; canx 10nov87 as life-time expired VIP Version (salon)
	CCCP-61773	II-14P	Soviet Gvt/AFL c/s	toc	01oct59	VIP Version (salon); f/n BUD 1961; opb 235 OAO at VKO; seen in a documentary film, carried Yuri Gagarin for visit to Hungary in 1961
	CCCP-61773 CCCP-61773	II-14P II-14P	AFL/Georgia-TBS AFL/Ukraine	trf trf	29may66 01mar75	f/n 30jun66; converted to II-14LIK-2; still in service by 20sep86; canx 24oct88
14700 12 45	CCCP-61755	II-14P II-14P	AFL/Moscow (MUTA)	mfd	28feb57	VIP Version (salon); toc 01jul59
	CCCP-61755	11-146	Soviet Gvt/AFL c/s	trf	01oct59	VIP Version (salon); was reportedly the personal aircraft of Soviet leader Nikita Khrushchov; a photo shows Khrushchov in front of this aircraft; f/n KRT nov61; opb 235 OAO at VKO until 14jan65; version reported as
	CCCP-61755	II-14P	AFL/Yakutiya-Koi	trf	14jan65	II-14SI VIP Version (salon); photo 12mar67; took part in the search for II-14P CCCP-61657 which had crashed 86 km from Yakutsk 12mar67; used to resupply the drifting polar stations SP-22 and SP-23 in the late 1970s; wfu in 2nd half of 1980s; canx 28may87 as amortisation period expired; seen CYX jul92/sep03, partly
14700 12 46	CCCP-61753	II-14P		rad	unknown	broken up; I/n mar11 VIP Version (salon); last digit of c/n difficult to read in MGA document, previously reported as c/n
14700 12 40			AFL/Moscow (MUTA)	rgd		147001249
	CCCP-61753	II-14P	Soviet Gvt/AFL c/s	toc	01oct59	VIP Version (salon); opb 235 OAO at VKO; photo with Nikita Khrushchov and Todor Zhivkov by rear exit door; c/n from MGA document, also see CCCP-52091(2)
	CCCP-61753 CCCP-61753	II-14P II-14P	AFL/Kazakhstan Soviet Gvt/AFL c/s	trf trf	01jul66 10oct66	VIP Version (salon) VIP Version (salon); opb 235 OAO at VKO until 01may67
	CCCP-61753 CCCP-61753	II-14P II-14P	AFL/Yakutiya AFL/West Siberia	trf trf	25may67 unknown	VIP Version (salon) converted to Il-14LIK-1; in 'polar' c/s; directorate not mentioned in MGA document
	CCCP-61753 CCCP-61753	II-14LIK-1 II-14LIK-1	AFL/Far East	trf trf	28mar75 14jun76	mentioned in an incident report at Kolpashevo 18dec86; l/n LBD 1988; canx 29dec88
14700 12 47	CCCP-61752 CCCP-61752	II-14M II-14M	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	mfd trf	29mar57 01oct59	VIP Version (salon); toc 01aug59 VIP Version (salon); opb 235 OAO at VKO
	CCCP-61752	II-14SI	AFL/Far East-UUS	trf	11apr64	VIP Version (salon); damaged 06nov75 on a training flight from UUS when the landing gear was retracted by mistake while the aircraft was taxiing from the runway; repaired and converted by ARZ-407 at Minsk
	CCCP-61752	II-14RR	AFL/Far East-UUS			30mar76 to, see next line fishery reconnaissance version (with "Groza-40" weather radar); opb 147 LO; in 'polar' c/s; w/o 18dec76
						on an ice-reconnaissance flight from Petropavlovsk-Kamchatski to Yuzhno-Sakhalinsk when deviated from the prescribed approach pattern to UUS, entered clouds over mountainous terrain and crashed at a height
						of 910 metres into the snow-covered southern slope of Mt. Ostraya (the name means 'sharp') 12.5 km east of the airport (N46°54'10" E142°52'50"), all 6 crew and 3 of the 5 passengers killed and the 2 survivors
						seriously injured; wreck found only 21dec76; t/t 6,627 hours 25 minutes and 4,927 cycles; canx 07feb77; tail of the wreck still extant by 2012
14700 12 48	CCCP-61754 CCCP-61754	II-14P II-14P	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	rgd toc	unknown 01oct59	VIP Version (salon) VIP Version (salon); opb 235 OAO at VKO until 1965
	CCCP-61754 CCCP-61754	II-14P II-14P	AFL/Yakutiya AFL/Belarus	trf trf	01feb70 ? 13oct	VIP Version (salon); unable to read year in MGA document
	CCCP-61754	II-14P	AFL/Ukraine	trf	14apr75	seen PRG date ?; converted to II-14LIK-2 research aircraft; still in service by 20sep86; canx 28may87 as
14700 12 49	CCCP-52091(2)	II-14M	Soviet AF/AFL c/s	rgd	29dec73	amortisation period expired c/n from Soviet Register; CofA canx 12mar80; 223rd Flight unit; see CCCP-52091(1) c/n 7342905; also
14700 12 50	CCCP-61756	II-14P	AFL/Moscow (MUTA)	mfd	30mar57	see CCCP-61753 c/n 147001246 VIP Version (salon)
	CCCP-61756 CCCP-61756	II-14P II-14LIK-1	AFL/Kazakhstan AFL/Kazakhstan-BXJ	toc	23oct59	VIP Version (salon); converted to, see next line navaids calibration aircraft (LIK = lyotno-izmeritelny kompleks - flight measurement suite); w/o 24mar76
						on a calibration flight from Ashkhabad when turned to the left after take-off instead of to the right, entered clouds and crashed at N38.154549 E57.778992 at a height of 990 metres into the slope of Mt. Uldepe
14700 13 01	CCCP-29119	II-14	MAP Moscow OAO	rgd	28feb78	(1,631 metres) in the Kopet-Dag range, all 6 crew killed; t/t 16,199 hours 03 minutes; canx 22jun75 canx 30jan89
14700 13 02	not known CCCP-41801(2)	II-14 II-14	Soviet Air Force AFL/Magadan	no toc	reports 16sep82	canx 25mar87 as amortisaton period expired; see c/n 146000504
14700 13 03	CCCP-L1563 CCCP-91563	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	unknown unknown	in MGA document as II-14M
	CCCP-91563 CCCP-91563	II-14M II-14M	AFL/Moscow SPiMVL AFL/Central Region	trf MRV	31jul63 25aug60	still in service 20sep86; canx 05feb88 as amortisation period expired; f/n DME 30aug88, derelict
14700 13 04	CCCP-L1564 CCCP-91564	II-14M II-14M	AFL/Privolzhsk AFL/Privolzhsk	rgd rgd	unknown unknown	in MGA document as II-14M
	CCCP-91564 CCCP-91564	II-14M II-14M	AFL/Moscow SPiMVL AFL/Krasnoyarsk	trf trf	10sep62 07dec78	
	CCCP-91564	II-14M	AFL/Centr.RegMya	trf	25mar81	f/n BHK 26apr84; still in service 20sep86; canx 28feb89 as amortisation period expired; seen Myachkovo 26sep91, partly broken up, gone by aug92; seen preserved Borki/Kletino 10sep95, but not present by
14700 13 05	CCCP-L1565	II-14M	AFL/Azerbaijan	rgd	unknown	aug03 and probably broken up in MGA document as II-14M
	CCCP-91565 01305	II-14M II-14M	AFL/Azerbaijan Cambodian AF	rgd d/d	unknown 1963	canx oct61 to Cambodia opb 1st Transport Group; photo Paya Lebar sep63; in white c/s with red cheatline, grey undersides and
	305 ?	II-14M	Cambodian AF	no	reports	Cambodian flag on fin; either this c/n or 147001315 was w/o 1968 in a night-landing accident
14700 13 06	CCCP-L1568 CCCP-L1568	II-14M II-14M	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA	rgd trf	unknown 17oct58	in documents jun57/apr59; in MGA document as Il-14M
14700 13 07	CCCP-91568 CCCP-L1569	II-14M II-14M	AFL/Kazakhstan-ALA AFL/Northern	rgd rgd	unknown unknown	in MGA documents apr59/28oct64; canx 12jun73 as life-time expired in MGA document as II-14M
	CCCP-91569 CCCP-91569	II-14M II-14M	AFL/Northern AFL/Magadan	rgd trf	unknown 01feb61	photo; converted to II-14LR ice-reconnaissance; canx 19jan81 as life-time expired
14700 13 08	CCCP-L1574 CCCP-91574	II-14M II-14M	AFL/Privolzhsk AFL/Privolzhsk-KUF	rgd rgd	unknown unknown	in MGA document as II-14M in document jun65; canx 20jul73 as worn out
14700 13 09	CCCP-L1580 CCCP-91580	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	mfd rgd	25feb57 unknown	in MGA document as II-14M
			,	. 90		

	CCCP-91580 CCCP-91580 CCCP-91580	II-14M II-14FKM II-14FKM	AFL/Moscow SPiMVL AFL/West Siberia AFL/Arkhangelsk	trf trf trf	11apr63 unknown 22feb78	directorate not mentioned in MGA document; converted to II-14FKM in 1964 at ARZ-407 (21feb78 in MGA document); reconfigured to passenger lay-out 08dec81; converted back to II- 14FKM/geophysical survey aircraft with towed MAD 'bird' 17jun82; damaged near Arkhangelsk-Talagi 02aug82 when starboard engine lost power, belly-landed short of runway but repaired; canx 30apr87 as
14700 13 10	CCCP-L1581 CCCP-91581 TZ-ABF	II-14M II-14M II-14M	AFL/Far East AFL/Far East Air Mali	rgd rgd DKR	unknown unknown 17mar63	amortisation period expired in MGA document as II-14M canx to Mali, date unknown
14700 13 11	CCCP-91581 CCCP-91581 CCCP-91581 CCCP-L1582	II-14M II-14M II-14M II-14M	AFL/Moscow SPiMVL AFL/Krasnoyarsk AFL/Northern	trf trf rgd	14mar68 07dec81 unknown	canx 30apr87 as amortisation period expired in MGA document as II-14M
14700 15 11	CCCP-L1582 CCCP-91582 CCCP-91582	II-14M II-14M II-14M	AFL/Ukraine-IEV AFL/Estonia AFL/Northern	trf trf trf	unknown 29may59 09sep73	in documents jun57/may58; directorate not mentioned in MGA document date difficult to read in MGA document with t/t 28,666 hours
14700 13 12	CCCP-91582 CCCP-04194	II-14M II-14M	AFL/Leningrad Polyarnaya Aviats.	trf rgd	30apr75 unknown	canx 30dec76 as life-time expired 24 pax configuration
14700 13 13	CCCP-04194 CCCP-N626	II-14M II-14M	AFL/Polar Polyarnaya Aviats.	trf rgd	10feb60 1957	in documents 12mar60/15aug61; trf 27jun61 to Soviet AF, opb mil. unit 15565 first CofA was valid until 22mar58
	CCCP-04195 CCCP-04195	II-14M II-14M	Polyarnaya Aviats. AFL/Polar	rgd trf	1959 10feb60	24 pax configuration opb otryad 254 UPA GVF; flew 209 hours 35 min for ice reconnaissance in the Eastern sector of the Soviet Arctic 13sep/23oct63
	CCCP-04195 CCCP-04195	II-14M II-14M	AFL/Central Region AFL/Krasnoyarsk	trf trf	21oct70 01mar74	w/o 27oct77 near Cape Chelyuskin airport when deviated from the approach pattern and flew into the ground; canx 28feb78
14700 13 14	CCCP-L1301 CCCP-91482	Il-14FK Il-14FK	AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS	rgd rgd	unknown unknown	f/n Myachkovo 26sep91, seen partly broken up this date, gone by aug92; canx 30jun87 as amortisation period expired
14700 13 15	CCCP-L1576 CCCP-91576 01315	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) Cambodian AF	rgd rgd d/d	unknown unknown 1963	in MGA document as II-14M; photo as such BMA late50s trf 18jul61 to Cambodia opb 1st Transport Group; f/n Paya Lebar sep63; in white c/s with red cheatline, grey undersides and Cambodian flag on fin; either this c/n or 147001305 was w/o 1968 in a night-landing accident
14700 13 16	315 CCCP-N627 CCCP-04196	II-14M II-14M	Cambodian AF Polyarnaya Aviats.	rgd	photo 1957	opb 1st Transport Group; in white c/s with red cheatline, grey undersides and Cambodian flag on fin first CofA was valid until 22mar58
14700 13 17	YU-ADG 7404	II-14M II-14M II-14M	AFL/Polar JAT Yugoslav Air Force	no d/d trf	reports 28jun57 1963	type not confirmed as an II-14; w/o 04jan59 when crashed in the Khatanga region, at least two crew killed d/d was also reported as jan57 which is too early for this c/n; canx 1963 photo at SVO
	71304 CCCP-52024(2)	II-14M II-14M	Yugoslav Air Force AFL/Ukraine	r/r rgd	ca.1970 01jan72	'71304' also mentioned in MGA document
	CCCP-52024(2)	II-14M	AFL/Krasnoyarsk	trf	20apr85	in 'polar' c/s; canx 02mar87 as amortisation period expired; seen IAA 11jun94, derelict; l/n IAA 23sep04 and broken up 2005; see Avia-14 c/n 704115
14700 13 18	YU-ADH 7405 71305	II-14M II-14M II-14M	JAT Yugoslav Air Force Yugoslav Air Force	d/d trf r/r	28jun57 1963 ca.1970	photo PRG 29dec58; canx 1963 f/n BEG 18aug63
	CCCP-29106 CCCP-29106	II-14LIK-2 II-14LIK-2	MAP'Sverdlov' Perm MAP Moscow MSZ	rgd rgd	21jul71 17may74	navaids calibration aircraft; mfd given as 25jun57 in canx document later trf to MAP MSZ Sukhoi; reportedly based at Khodynka until around 1985/86 and then at Chkalovskaya; last overhaul completed 12jun84; canx 03nov87; t/t 15,310 hours and 7,542 cycles; broken up
14700 13 19	YU-ADI 7406	II-14M II-14M	JAT Yugoslav Air Force	d/d trf	28jun57 1963	canx 1963
14700 13 20	71306 YU-ADJ	II-14M II-14M	Yugoslav Air Force JAT	r/r d/d	ca.1970 28jun57	fate unknown, but probably the II-14 broken up in a shelter area at Batajnica AB, confirmed by photos that at least one II-14 of Yugoslav AF was scrapped canx 1963
14700 13 20	7407 71307	II-14M II-14M	Yugoslav Air Force Yugoslav Air Force	trf r/r	1963 ca.1970	f/n SXF 03aug67
14700 13 21	CCCP-26199 660	II-14M II-14M	MAP Taganrog MSZ Civ Avn Adm China	rgd rgd	27oct71 1957	canx 20sep88 f/n CAN 20dec80; seen WUH 1984; l/n WUH sep87, wfu; broken up 1988
14700 13 22 14700 13 24	656 658	II-14M II-14M	Civ Avn Adm China Civ Avn Adm China	rgd rgd	1957 1957	operational at Guangzhou until mid 1980s; fate unknown f/n PEK oct85; //n SIA sep87; fate unknown
14700 13 25	HA-MAA CCCP-41841	II-14M II-14M	MALEV AFL/Polar	d/d toc	10apr57 23oct70	in natural metal c/s without markings, photo exists; CofA issued 29apr57; seen AMS 08oct63; wfu may70 and flown to the Soviet Union 01jun70, the same date as the registration was cancelled
	CCCP-41841	II-14M	AFL/KrasnoyarIAA	trf	04dec76	year not clear in MGA document; still in service 20sep86; canx 10may88 as amortisation period expired; seen IAA 11jun94 in 'polar' c/s; wreck still present IAA 20apr05
14700 13 26	CCCP-N624 CCCP-04197 CCCP-04197	II-14M II-14M II-14M	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	mfd rgd trf	29mar57 1959 10feb60	rgd 24may57 24 pax configuration opb 254 AO UPA GVF; flew 179 hours 45 min for ice-reconnaissance in the Eastern sector of the Soviet Arctic 02jul/01sep63; w/o 20oct63 on a ice-reconnaissance flight from Nagurskaya to Graham Bell Island (Franz-Joseph-Land Archipelago) in difficult weather conditions during the polar night when the crew lost orientation over Morgan Sound and the aircraft crashed at a height of 150 metres into the smooth slope of a glacier (which had not been visible on the radar due to design deficiencies) on Graham Bell Island (facing the central part of Morgan Sound) and burnt out, all 5 crew and 2 passengers (hydrologists) killed; t/t
14700 13 27	CCCP-N628 CCCP-04198	II-14M II-14M	Polyarnaya Aviats. Polyarnaya Aviats.	rgd rgd	24may57 1959	8,051 hours; wreck found 23oct63; canx 27nov63 photo exists; first CofA was valid until 20may58 24 pax configuration
	CCCP-04198	II-14LR	AFL/Polar	trf	10feb60	converted to ice-reconnaissance aircraft; in document 22dec51; assigned to an Antarctic expedition 24sep62; damaged shortly before 23jan64 on landing at Pevek when overran, nose gear collapsed; repaired
14700 13 28	CCCP-04198 CCCP-N629	II-14LR II-14M	AFL/Yakutiya-Koi Polyarnaya Aviats.	trf rgd	01oct70 24may57	f/n mar80; canx 18aug83 as life-time expired; seen CYX sep03. derelict in document 28may58
	CCCP-04199 CCCP-04199 CCCP-04199	II-14M II-14M II-14M	Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi	rgd trf trf	1959 10feb60 01oct70	24 pax configuration canx 15feb85 as life-time expired: seen CYX 05iul92 in 'polar' c/s. derelict. partly broken up by sep03
14700 13 29	CCCP-L1510 CCCP-91510	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	unknown unknown	in MGA document as II-14M; in document 1957; photo 1958 at Budapest
14700 13 33	CCCP-91510 CCCP-L1333	II-14M II-14G	AFL/KrasnoyarKJA AFL/Moscow (MUTA)	trf rgd	09dec60 unknown	year unclear in MGA document; in documents aug60/01aug62; canx 28feb78 as life-time expired cargo version
14700 13 34	CCCP-61703 CCCP-L1324	II-14G II-14	AFL/Moscow (MUTA) AFL/West Siberia	rgd rgd	unknown unknown	cargo version; f/n BMA 1959; dbr 02feb60, details unknown; canx 15feb60 cargo version; in document 1958
14700 13 35	CCCP-61786(1) CCCP-L1328 CCCP-61707	II-14 II-14 II-14	AFL/West Siberia AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd rgd	jun58 unknown unknown	cargo version; canx 29may61, trf to Soviet AF opb mil. unit 78474; see c/n 147001722 cargo version cargo version
	CCCP-61707 CCCP-61707	II-14 II-14	AFL/Moscow SPiMVL AFL/Magadan	trf trf	11apr63 21jan64	cargo version cargo version; canx 16oct81 as life-time expired
14700 13 36	CCCP-L1340 CCCP-91493	II-14 II-14	AFL/Northern AFL/Northern	rgd rgd	unknown unknown	cargo version cargo version; canx 17may61, trf to Soviet AF opb mil. unit 78474
14700 13 37	"06" CCCP-61764 CCCP-61764 CCCP-61764	II-14M II-14M II-14M II-14M	Soviet Air Force AFL/Ukraine AFL/Krasnoyarsk AFL/Magadan	toc toc trf trf	unknown 17aug59 07mar73 11may83	mentioned in MGA document reported Pevek 29dec87 in incident report when struck by taxying Il-14 CCCP-61774 c/n 147001339, both
14700 13 39	CCCP-61774	II-14	AFL/Moscow (MUTA)	rgd	unknown	aircraft suffering minor damage; canx 14dec88 VIP Version (salon)
	CCCP-61774 CCCP-61774 CCCP-61774	II-14 II-14 II-14	Soviet Gvt/AFL c/s AFL/Turkmenistan AFL/Ukraine	toc trf trf	01oct59 may67 01mar75	VIP Version (salon); opb 235 OAO at VKO probably until 1965 VIP Version (salon); f/n IEV 20jul67 VIP Version (salon)
	CCCP-61774	II-14	AFL/Magadan	trf	15may83	VIP Version (salon); damaged at Pevek 29dec87 after hitting Il-14 CCCP-61764 c/n 147001337; canx date unknown
14700 13 41 14700 13 42	9N-RF1 535	II-14P II-14P	Nepal Government Chosonminhang	rgd d/d	11dec58 08sep58	VIP version (salon); CofA date 25aug59; photo KTM nov68; wfu oct71 VIP version (salon); a photo taken in 1959 of a visit by Kim II Sung to Moscow suggests the serial ended in '1' for this particular aircraft; photo 18jun63 as '535', probably somewhere in China; wfu 1989; seen FNJ 14apr12/jun13 in excellent condition with 'Chosonminhang' titles; t/t 5,013 hours; '1342' found on plate may13; seen mid sep13, dismantled awaiting shipment to Myohyang where it will be displayed at the International Friendship Exhibition
14700 13 43 14700 13 46	CCCP-83964 CCCP-61857	II-14 II-14	MAP Tbilisi APO Soviet AF/AFL c/s	rgd rgd	03mar69 29dec73	c/n just as 1343 on Soviet register; reported Veli, Georgia, 09aug87 in incident report; canx 18may90 CofA canx 12mar80
14700 13 47 14700 13 48	CCCP-L1303 CCCP-91481 CCCP-L1308	Il-14FK Il-14FK Il-14FK	AFL/Northern AFL/Moscow SPiMVL AFL/Northern	rgd rgd rgd	unknown unknown unknown	f/n LBV feb76; canx 19dec84 as life-time expired
	CCCP-91494 CCCP-91494	II-14FK II-14FK	AFL/Northern AFL/Moscow SPiMVL	rgd trf	unknown 15dec60	f/n KRT jan71; canx 30jun87 as amortisation period expired
14700 13 49 14700 13 50	CCCP-L1313 CCCP-61787 CCCP-L1314	Il-14FK Il-14FK Il-14FK	AFL/West Siberia AFL/West Siberia AFL/Moscow SPiMVL	rgd rgd rad	unknown unknown unknown	canx 31dec86
14/00 13 50	CCCP-L1314 CCCP-91480	II-14FK II-14FK	AFL/Moscow SPIMVL AFL/Moscow SPIMVL	rgd rgd	unknown unknown	

	CCCP-91480	II-14FK	AFL/Centr.RegMya	trf	unknown	f/n IBA apr72; research aircraft; converted to geophysical survey aircraft with a towed MAD "bird"; photo in "Sovyetski Soyuz" (Soviet Union) magazine No. 130/1966; canx 25mar87 as amortisation period expired
14700 14 02 14700 14 06	"01" CCCP-L1519	II-14M II-14M	Soviet Air Force AFL/Moscow (MUTA)	rgd	unknown	in MGA document as II-14M
14700 14 07	CCCP-91519 CCCP-91519 CCCP-L1526	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Krasnoyarsk AFL/Moscow (MUTA)	rgd trf	unknown 16apr59 unknown	canx 30nov77 as life-time expired in MGA document as II-14M
14700 14 07	CCCP-91526 CCCP-91526 CCCP-91526	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPiMVL	rgd rgd trf	unknown 31jul63	canx 25mar87 as amortisation period expired; f/n Myachkovo 26sep91, seen partly broken up this date,
14700 14 08	CCCP-L1529	II-14M	AFL/Krasnoyarsk	rgd	unknown	gone by aug92 in MGA document as II-14M
14700 14 09	CCCP-91529 CCCP-L1531 CCCP-L1531	II-14M II-14M II-14M	AFL/Krasnoyarsk AFL/Moscow (MUTA) AFL/N.Kavkaz-KRR	rgd rgd trf	unknown unknown 24feb58	canx 14jan77 as life-time expired photo; in document as II-14M
	CCCP-91531 CCCP-91531	II-14M II-14M	AFL/N.Kavkaz-KRR NII ?	rgd trf	unknown 06may60	canx 28dec (year not visible in MGA document)
14700 14 10 14700 14 11	CCCP-L1536 CCCP-91536 CCCP-L1552	II-14M II-14M II-14M	AFL/Lithuania AFL/Lithuania-VNO AFL/Moscow (MUTA)	rgd rgd rgd	unknown unknown unknown	in MGA document as II-14M dbr 1962 when overran the runway at Odessa and nose gear broke off; canx 09jul62 in MGA document as II-14M
14700 14 11	CCCP-L1552 CCCP-91552	II-14M II-14M	AFL/KrasnoyarKJA AFL/KrasnoyarKJA	trf rgd	20apr59 unknown	in documents jun57/oct59 in documents nov59/12mar61; canx to Cuba date unknown
14700 14 12 14700 14 13	CCCP-L1501 CCCP-91501 CCCP-N631	II-14M II-14M II-14M	AFL/Kazakhstan AFL/Kazakhstan Polyarnaya Aviats.	rgd rgd rgd	unknown unknown 05jun57	in MGA document as II-14M dbr, details unknown; canx 29sep71
14700 14 13	CCCP-L1512 CCCP-L1512	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Privolzhsk-KUF	rgd trf	unknown 01jan60	in document 1957; reported in the accident report of II-14 CCCP-52025 f/n PEZ 30oct60; in MGA document as II-14M, photo exists as such
	CCCP-91512 CCCP-91512	II-14M II-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-CSY	rgd trf	oct60 jan64	based at KUF until jan64
14700 14 14	CCCP-91512 CCCP-L1513 CCCP-91513	II-14M II-14M II-14M	AFL/Privolzhsk-GOJ AFL/Northern AFL/Northern	trf rgd rgd	unknown unknown unknown	probably in early 1970s; canx 08sep75 as life-time expired in MGA document as II-14M
14700 14 15	CCCP-91513 CCCP-L1514	II-14M II-14M	AFL/Krasnoyarsk AFL/Moscow (MUTA)	trf mfd	02jan59 20may57	canx 28sep76 as life-time expired in MGA document as II-14M
	CCCP-91514 CCCP-91514 CCCP-91514	II-14M II-14M II-14M	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Yakutiya-YKS	rgd trf trf	unknown 01oct59 02mar65	opb 235 OAO at VKO until 02mar65; f/n KRT nov61 canx 15dec81 as worn out
14700 14 16	CCCP-L1577 CCCP-91577	II-14M II-14M	AFL/Uzbekistan AFL/Uzbekistan	mfd rgd	17may57 unknown	in MGA document as II-14M opb 160 ATO; w/o 13dec59 on the leg from Termez to Tashkent of a flight from Kabul to Tashkent when
						the crew left the prescribed flight-path and did not navigate properly, the aircraft veered off course by 40- 50 km to the right, overflew the Baisun-Tau range the summits of which were covered by clouds and crached to be bight for come 3.70 metrors into the court to be control for a for the transfer of the control for the court of the cou
						crashed at a height of some 3,700 metres into the south-eastern slope of mount Kushtang (27 km north- east of Baisun, Surkhondaryo region), all 5 crew and 25 passengers killed; wreck found only 02jun60; t/t 3,029 hours; canx 19jul60
14700 14 17	CCCP-L1583 CCCP-91583	II-14M II-14M	AFL/Uzbekistan AFL/Uzbekistan	rgd rgd	unknown unknown	in MGA document as Il-14M canx oct61 to Cuba
14700 14 18	CCCP-04200	II-14M	AFL/Polar	mfd	17may57	24 pax configuration; opb 247 AO; toc 10feb60; in document 12mar60; w/o 02sep60 on the leg from Arkhangelsk to Cherepovets of a flight from Pevek to Moscow in below-minima weather conditions when hit trees on the northern slope of cloud-covered 225 metres high Belaya hill (N61.925704 E38.165131),
						Plesetsk district of the Arkhangelsk region in bad visibility, lost its left wing, crashed after 130 metres on the southern slope and burnt out, all 5 crew and 13 passengers (polar researchers from the Soviet military)
14700 14 19	CCCP-04201	II-14M	AFL/Polar	rgd	unknown	killed; t/t 3,580 hours; canx 04oct60 24 pax configuration; toc 10feb60; photo, in 'polar' c/s with red tail, small 'Aeroflot' and 'Polyarnaya Aviatsiya' titles beneath cockpit; in fleet list 20oct58/15aug61
14700 14 20	CCCP-04201 CCCP-N632	II-14M II-14M	AFL/Yakutiya-Koi Polyarnaya Aviats.	trf rgd	01oct70 05jun57	canx 18jan82 as life-time expired; f/n CYX 05jul92, partly broken up, l/n sep03 force-landed feb58
	CCCP-04202 CCCP-04202	II-14M II-14M	Polyarnaya Aviats. AFL/Polar	rgd trf	1959 10feb60	24 pax configuration damaged shortly before 28jun63 whilst taxiing at SVO when the tail hit the wing of An-10 CCCP-11196; in document 1964
	CCCP-04202 CCCP-04202	II-14M II-14M	AFL/Central Region AFL/Krasnoyarsk	trf trf	21oct70 14dec76	canx 16jul84 as life-time expired
14700 14 21	CCCP-04203 CCCP-04203 CCCP-04203	II-14M II-14M II-14M	AFL/Polar AFL/Central Region AFL/Magadan	rgd trf trf	unknown 21oct70 02jul82	24 pax configuration; toc 10feb60; in fleet list 15aug61/1964
14700 14 22	CCCP-04203 LZ-750	II-14M II-14M	AFL/Central Region Bulgarian AF	trf CPH	28oct82 21may63	canx 26nov86 as life-time expired I/n GVA 06jul63 as such
	LZ-ILP LZ-ILP LZ-ILP	II-14M II-14M II-14M	TABSO Bulair Balkan c/s	VAR Isd SOF	23sep66 68-72 may72	was operated as a VIP aircraft (1966/68?); photo with Bulgarian Air Transport titles and TABSO on tail //n SOF 21apr73, operational; seen in a playground at Varna-Aksakovo (Bulgaria) 26jun93; gone by aug02
14700 14 23	HA-MAB	II-14M II-14M	MALÉV	d/d	08jul57	CofA issued 09jul57; seen AMS 15jul60; dbr after airframe damaged in heavy storm, landed safely; burnt in fire-practice at Ferihegy during 1972
14700 14 24	HA-MAC CCCP-41851	II-14M II-14M	MALÉV AFL/Polar	mfd	27may57 29oct70	d/d 08jul57; CofA issued 09jul57; seen LHR 16mar62; wfu may70 and flew to the Soviet Union 30may70, the same date as the registration was cancelled
	CCCP-41851 CCCP-41851 CCCP-41851	II-14M II-14LR	AFL/KrasnoyarIAA AFL/KrasnoyarIAA	toc trf ph.	04dec76 jan81	year not clear in MGA document ice-reconnaissance aircraft with "Initsiativa" radar under wing centre section (LR = ledovy razvedchik);
						damaged on Graham Bell Island (Franz-Joseph-Land Archipelago) 08jun82 when lost speed and belly- landed on glacier in white-out conditions during an ice-reconnaissance mission, repaired; canx 29feb88 as amortication particle varied; seen chard at Index 11/1042; wreck till present IAA 20apr05 white top
14700 14 25	CCCP-L1515	II-14M	AFL/Moscow (MUTA)	mfd	08jun57	amortisation period expired; seen stored at Igarka 11jun94; wreck still present IAA 20apr05, white top, grey undersides with titles in MGA document as II-14M
	CCCP-L1515 CCCP-91515	II-14M II-14M	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	rgd toc	unknown 01oct59	opb 235 OAO at VKO until 14mar65
	CCCP-91515 CCCP-91515	II-14M II-14M	AFL/Yakutiya-YKS AFL/Ukraine	trf trf	14mar65 06feb73	still in Yakutsk OAO documents in early 1970s opb UTO-8 at IEV; used call-sign CCCP-52577 at some time; converted to a navaids calibration aircraft; w/o 14nov74 on a positioning flight from Kiev-Zhulyany via Donetsk to Voroshilovgrad when a fuel pipe in
						the nacelle of the right engine fractured shortly after take-off, causing a fire in the wheel well which remained unnoticed by the crew as there was no fire signalisation in the wheel well, the fire resulting in
14700 14 26	CCCP-L1455	II-14M	AFL/Uzbekistan	rgd	unknown	catastrophic failure of the right wing and the aicraft crashed at Zhukov-ostrov (10.8 km south-east of Kiev- Zhulyany airport), all 6 crew killed; t/t 19,892 hours 45 minutes and 16,481 cycles; canx 24dec74 in MGA document as II-14M
	CCCP-61722 CCCP-61722	II-14M II-14M	AFL/Uzbekistan AFL/East Siberia	rgd trf	unknown 15jan77	f/n SKD 25aug75; photo exists canx 22jul87 as life-time expired
14700 14 27 14700 14 28	CCCP-L1343 CCCP-61709 CCCP-L5050(2)	II-14 II-14 II-14	AFL/Krasnoyarsk AFL/KrasnoyarKJA SibNIA	rgd rgd rgd	unknown unknown unknown	cargo version cargo version; flew on KHV-OHO route 19sep58; KJA 17nov61; canx 26jun79 as life-time expired static test-bed 1957; see c/n 4340102
14700 14 29	CCCP-L1352 CCCP-61715	Il-14G Il-14G	AFL/Yakutiya-YKS AFL/Yakutiya-YKS	mfd rgd	23may57 unknown	cargo version cargo version; canx 31may77 as life-time expired
14700 14 30	CCCP-L1358 CCCP-61704 CCCP-61704	Il-14G Il-14G Il-14G	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPiMVL	rgd rgd trf	unknown jul58 11apr63	cargo version; based VKO; in document 1958 cargo version; based VKO cargo version; f/n LHR 26nov63
	CCCP-61704 CCCP-61704	Il-14G Il-14G	AFL/Magadan AFL/Magadan-Sym	trf trf	17jan64 unknown	cargo version cargo version; l/n Seimchan 1974; canx 17jan83 as life-time expired
14700 14 31	CCCP-L1359 CCCP-61732	Il-14G Il-14G	AFL/East Siberia AFL/East Siberia	mfd rgd	1957 unknown	cargo version cargo version; opb 134 ATO; w/o 05jun61 local time (according to Moscow time still 04jun61) on the leg from Irkutsk to Chita of a cargo flight from Irkutsk to Khabarovsk when descended too early on approach
						to Chita in bad visibility at night (ATC had transmitted incorrect meteo data), hit trees on the western slope of khrebet Cherskogo mountain (170 metres below its summit and 430 metres above the level of the
14700 14 32	CCCP-L1360	II-14G	AFL/Ukraine-IEV	mfd	may57	airport) 11 km from the airport and caught fire, all 5 crew killed; t/t 4,698 hours; canx 02jul61 cargo; opb 86 OAO; w/o 17aug57 on a training flight from Kiev-Zhulyany when collided on approach with II-14M CCCP-L2071 due to ATC error, the right wing was hit by the right propeller of CCCP-L2071 at an
						altitude of some 250-300 metres, the fuel tank exploded and the wing severed, the wreck fell on two houses (the larger one of them being # 27) at Sovskaya street and the right wing on a shed, all 4 crew
14700 14 22	CCCB 11266	TI. 14	AEL (Armonia	اد مرمو	unknown	killed plus 6 persons on the ground killed and 23 injured (11 of them severely); t/t 157 hours 34 minutes; canx 31oct57
14700 14 33	CCCP-L1366 CCCP-41814 CCCP-41814	II-14 II-14 II-14	AFL/Armenia AFL/Armenia AFL/West Siberia	rgd rgd trf	unknown unknown 19jan73	cargo version cargo version cargo version; canx 23mar79 as life-time expired
14700 14 34	CCCP-L1367 CCCP-61788(1)	Il-14 Il-14	AFL/West Siberia AFL/West SibOVB	rgd rgd	unknown unknown	cargo version cargo version; in document apr60; canx 26oct76 as life-time expired; see c/n 8343901
14700 14 35	CCCP-L1368 CCCP-61710 not known	Il-14G Il-14G Il-14G	AFL/Krasnoyarsk AFL/Krasnoyarsk Soviet Air Force	rgd rgd no	unknown unknown reports	cargo version cargo version; canx 26jun61 cargo version; probably opb mil. unit 78474 or 78478, but last two digits missing in MGA document
14700 4	CCCP-13353	Il-14G	MAP Perm Motors	rgd	20jun63	in Āeroflot c/s; canx 30oct86; seen Perm-Froly aug99/aug01; forward fuselage seen in aviation museum of Mikhail Pavlov at V. Muly near Perm (N57.957278 E56.125258) dec09/jul12
14700 14 36	CCCP-L1375	Il-14G	AFL/Northern	rgd	unknown	cargo version

14700 14 37	CCCP-91492 CCCP-58641	Il-14G Il-14P	AFL/Komi-SCW MRP Solntsevo	rgd rgd	unknown 16may66	cargo version; f/n SCW 1977; canx 29aug77 as life-time expired converted to II-14IRE, avionics test-bed; photo with 'Aeroflot' titles and suspended avionics pod beneath
14700 14 38	CCCP-L1381	Il-14	AFL/West Siberia	mfd	jun57	the fuselage; canx 01oct86 cargo version
	CCCP-L1381 CCCP-61725	Il-14 Il-14	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	trf rgd	28jul58 unknown	cargo version cargo version; canx 27jun61
	not known CCCP-06147	Il-14 Il-14	Soviet Air Force MAP Perm Motors	no rgd	reports 25jan82	cargo version; opb mil. unit 78474 at Balashov canx 13sep84
14700 14 44	1126	II-14T	Syrian Air Force	SXF	1967	roundel with three stars (the Egyptian roundel had two stars); in natural metal c/s; reportedly flew from SXF to Cairo
14700 14 49	1126 CCCP-L1386	Il-14T Il-14G	Egyptian Air Force AFL/Moscow (MUTA)	trf rgd	unknown unknown	stored at Cairo-Almaza, I/n 06nov83/30oct84 cargo version; f/n RGN 1960
	CCCP-61705 CCCP-61705	Il-14G Il-14G	AFL/Moscow (MUTA) AFL/Magadan	rgd trf	unknown 01feb63	cargo version cargo version
14700 14 50	CCCP-61705 CCCP-L1395	II-14G II-14	AFL/Tyumen AFL/Azerbaijan	trf rgd	12nov75 unknown	cargo version; canx 25oct78 as life-time expired cargo version
14700 14 50	CCCP-41809 CCCP-41809	II-14 II-14	AFL/Azerbaijan AFL/ArkhangelARH	rgd trf	unknown 24apr75	cargo version cargo version cargo version; canx 17nov80 as worn out
14700 15 01	CCCP-L1400 CCCP-91490	II-14G	AFL/Northern AFL/Northern	rgd	unknown	cargo version
	CCCP-91490	II-14G II-14G	AFL/N.Kavkaz-VOG	rgd LED	unknown 11jul70	cargo version; photo exists with Severnoye upravleniye titles by nose in documents mar60/1961; directorate not mentioned in MGA document orb 1.1000; in present preference in the line of the line previously explored to 11.1457, by ADZ
	CCCP-91490	II-14G	AFL/Leningrad-LED	trf	unknown	opb 1 LOAO; in passenger configuration; canx 29jul77 as life-time expired; converted to II-14FK by ARZ- 407 in 1979
14700 15 02	CCCP-91490 CCCP-L1407	Il-14FK Il-14G	AFL/Leningrad-RVH AFL/Northern	trf rgd	05jan82 unknown	opb 2 LOAO; reported broken up 1983 cargo version
14700 15 03	CCCP-91491 CCCP-L1418	Il-14G Il-14G	AFL/Northern-LED AFL/Privolzhsk	LED rgd	18aug60 unknown	I/n ARN nov70; in fleet, cargo configuration; canx 14jan77 as life-time expired cargo version
	CCCP-91488 CCCP-91488	Il-14G Il-14G	AFL/Privolzhsk AFL/Magadan	rgd trf	unknown 01feb64	cargo version cargo version; f/n nov74; canx 17jan83 as life-time expired
14700 15 04	CCCP-L1419 CCCP-41840	Il-14P Il-14	AFL/Georgia-TBS AFL/Georgia-TBS	mfd trf	26jun57 unknown	cargo version; in documents 1957/jul57, was a training aircraft cargo version; in document may59; in accident report as 'CCCP-41840 under the index 52744'; opb 112
						LO; w/o 09mar68 on a cargo flight from Tbilisi to Yerevan with an inexperienced crew, on approach to Yerevan from the direction of lake Sevan the aircraft entered clouds and crashed into the slope of Mt.
						Getantag impacting the slope with the left wing at 2,265 metres and crashed 130 metres higher up, all 5 crew killed; t/t 13,441 hours 48 minutes; canx 15apr68
14700 15 05	CCCP-L1420 CCCP-61733	Il-14 Il-14	AFL/East Siberia AFL/East Siberia	rgd rgd	unknown unknown	cargo version cargo version; canx 30mar76 as life-time expired
14700 15 06	CCCP-L1421 CCCP-61723	Il-14 Il-14	AFL/Uzbekistan AFL/Uzbekistan	rgd rgd	unknown unknown	cargo version cargo version; in document mar59
14700 15 09	CCCP-61723 09	II-14 II-14P	AFL/East Siberia Albanian Air Force	trf d/d	31jan77 21jun57	cargo version; canx 25oct82 as life-time expired VIP version (salon); Presidential Aircraft with red 'lightning bolt' cheatline and roundel on fuselage; f/n
1000 10 00	15-09	II-14P	Albanian Air Force	r/r	21)01107	Rome 21jan62 VIP version (salon); seen Bari 09jan77, call-sign ZA-TBK; photos exist with blue 'lightning bolt' cheatline
	10 00			.,.		and later again with red lightning bolt cheatine; who by 1992 at TIA; dbr by rebels TIA mar97; still present TIA oct02, serial not visible as rudder had decayed away; broken up by apr03, sent to Elbasan
14700 15 10	CCCP-93921	II-14P	MAP Myachkovo	rgd	06nov65	metallurgic furnace to be melted down
14700 15 10	CCCP-93921 CCCP-41826	II-14P II-14	Moscow OAO Soviet Gvt/AFL c/s	trf toc	17nov77 03may61	canx 30jan89; seen Myachkovo sep91/jun92 in Aeroflot c/s; partly broken up by jul94 and gone since opb 235 OAO at VKO probably until 1965
14700 15 12	HA-MAG	II-14P	Hungarian Govt	d/d	mar57	VIP version (salon); was a gift from the Soviet Union; built in the autumn of 1956 and delivered late due to the Hungarian uprising; used '41512' as flight plan
	512	II-14P	Hungarian AF	r/r	1959	VIP version (salon); c/n confirmed in official document; f/n PRG 28jun68; to Minsk for maintenance aug76 with t/t 3,846 hours and 3,208 cycles
14700 15 13	CCCP-61780 no serial	II-14P II-14P	AFL/East Siberia Civ Avn Adm China	toc d/d	01oct76 01aug57	f/n mar80; canx 30jun87 as amortisation period expired to Xijiao Airport
14700 15 15	600	II-14P	Civ Avn Adm China	rgd	aug57	VIP version (salon); photo exists and in film, but according to CAAC this registration never existed; personal aircraft of Zhou Enlai and confirmed later became 678
	678 678	II-14P II-14P	Civ Avn Adm China China General Av	PEK trf	sep78 jul89	VIP version (salon); personal aircraft of Zhou Enlai from late 1950s f/n TYN 10nov93 in CAAC c/s; displayed in all-white and full colours since 1996
	678	Il-14P	Civ Avn Adm China	rest	. 1998	(N39.092021 E117.15902); I/n sep09; see also 602 with unknown c/n
14700 15 14	CCCP-61748	II-14M	AFL/Krasnoyarsk	mfd	31oct57	trf 21mar76; late mfd; reported in an incident report 14aug87 at Igarka with c/n given as 147001614; canx 13nov87 as amortisation expired; seen IAA 11jun94 in 'polar' c/s, derelict
14700 15 15 14700 15 16	CCCP-69306 CCCP-L1427	II-14 II-14P	MRP Solntsevo AFL/Ukraine-LWO	rgd	16may66 unknown	canx 30jul87 carxg version; in documents 1957/1960
	CCCP-91605	II-14P II-14P II-14M	AFL/Ukraine-LWO	rgd rgd	unknown	cargo version; canx 27may61, trf to Soviet AF, opb mil. unit 78474 at Balashov
14700 15 17	CCCP-L1429 CCCP-61724	II-14M	AFL/Uzbekistan AFL/Uzbekistan	rgd	nov58 unknown	cargo version; overhauled at AERB-243 cargo version; canx 26jun61, trf to Soviet AF, opb mil. unit 78474 at Balashov
14700 15 18	CCCP-L1434 CCCP-91498	II-14M II-14M	AFL/Kazakhstan AFL/Kazakhstan	rgd	nov58 unknown	cargo version; overhauled at AERB-243 cargo version; canx 04jun61, trf to Soviet AF, opb mil. unit 78478
14700 15 19	CCCP-L1435 CCCP-61778(1)	II-14M II-14M	AFL/Moscow (MUTA) AFL/Syktyvkar	LHR trf	09nov57 17nov58	cargo version in document 01apr59; cargo version; dbr 08dec59 on landing at Vorkuta in difficult weather conditions
4 4700 45 00	0000 14440					when the air pressure at Vorkuta had not been fed into the altimeter and the aircraft touched down before reaching the runway, no casualties; see c/n 14803066; canx 14may60
14700 15 20	CCCP-L1440	Il-14G	AFL/Ukraine-LWO	mfd	15jul57	opb 88 AO; w/o 30aug57 on the leg from Lviv to Kiev of a cargo flight from Lviv to Moscow when proceeded according to VFR while the actual weather conditions did not allow for this, the crew followed a
						road but missed a crossing while flying through a cloud, while trying to return to the road the aircraft crashed into a wooded hill near Slovita village (Hlynyany district of the Lviv region), all 5 crew and 2
14700 15 21	CCCP-L1444	II-14M	AFL/Kazakstan	rgd	unknown	passengers killed; t/t 122 hours; canx 31oct57 cargo version; in document 1958
	CCCP-91499 CCCP-91499	II-14M II-14M	AFL/Kazakstan AFL/Magadan	rgd trf	jun58 20apr63	cargo version cargo version
14700 15 22	CCCP-91499 CCCP-L1450	II-14M II-14	AFL/Magadan-Sym AFL/Krasnoyarsk	trf rgd	unknown unknown	cargo version; seen Seimchan 1974; canx 22jun81 as life-time expired cargo version
14700 15 41	CCCP-61711 BL554	II-14 II-14	AFL/Krasnoyarsk Indian Air Force	rgd	unknown early64	cargo version; canx 27oct77 as life-time expired at Khormaksar; seen BOM 13nov66 and DEL 07oct67 c/n checked, previously reported as c/n 1540; l/n
						DEL aug07/feb09, in poor condition with no external serial visible with faded IAAI (International Airport Authority of India) titles, having been in use by the Fire department as a trainer; call-sign 'VNJ' in cockpit
						with serial; removed at the beginning of may09, wings and tail were hacked off and the fuselage loaded onto a low-loader
14700 15 46 14700 15 48	BL548 CCCP-41802	II-14 II-14T	Indian Air Force AFL/Moscow SPiMVL	DEL toc	21jun66 01feb60	cargo version; converted to II-14LIK-1; canx 19nov87 as amortisation period expired; seen Myachkovo
14700 16 01	BL561	Il-14	Indian Air Force			26sep91 partly broken up, present jul95 but gone by aug95; was a navaids calibration aircraft
14700 16 03	CCCP-41816 CCCP-41816	Il-14 Il-14	AFL/Moscow (MUTA) AFL/Moscow SPiMVL	mfd trf	30aug57 31jul63	cargo version; based at VKO; in document 1959; toc 07oct60 cargo version
	CCCP-41816 CCCP-41816	II-14 II-14	AFL/Magadan AFL/Centr.RegMya	trf trf	21jan64 15jul76	cargo version converted to polar version (in accident report as an Il-14M, though); opb 229 LO Antarkticheskogo AO; w/o
						17feb86 on a positioning flight from Ice Station Molodyozhnaya to Ice Station Mirny (distance 2,020 km) when unexpectedly strong headwinds (140 km/h) and severe icing caused the aircraft to run out of fuel
						after more than 10 hours, the crew attempted an emergency landing on the Filippi glacier 240 km west of Ice Station Mirny (at S66.833 E88.00) in white-out conditions, but the aircraft crashed into the surface of
						the glacier and was completely destroyed, all 5 crew and the sole passenger (an aircraft mechanic) killed; t/t 32,094 hours 22 minutes and 18,078 cycles; wreck found some days later; canx 31dec86
14700 16 05	CCCP-93917 CCCP-93917	II-14M II-14M	MSP Kom na Amur MSP Kom na Amur	rgd rgd	27oct80 17feb81	canx 30dec87
14700 16 06	CCCP-93932	II-14M	Minsudprom	rgd	17feb82	opb Amurski sudostroitelny zavod im. Leninskogo Komsomola at Komsomolsk-na-Amure; in standard 'blue' Aeroflot c/s; canx 30feb87; was towed on the road from Komsomolsk-na-Amure to Khurba and preserved
14700 16 07	CCCP-61782(2)	II-14LR	AFL/Far East-UUS	toc	19jun80	near the airport; l/n sep91; scrapped f/n UUS 07dec82; l/n UUS 1984; still in service 20sep86; t/t 14,235 hours 5,113 cycles as of 20aug87;
14700 16 11	BL558	II-14	Indian Air Force	SHJ	03jan68	canx 06oct87 as amortisation period expired; scrapped at UUS in 1987; see c/n 146000410 and DEL 11jan69
14700 16 14 14700 16 17	CCCP-06143 not known	Il-14 Il-14T	MAP Moscow OAO Soviet Air Force	mfd no	aug57 reports	rgd 13may81; canx 30jan89
	CCCP-61784(2)	II-14T	AFL/Yakutiya-Koi	toc	09oct80	in 'polar' c/s; still in service 20sep86; seen CYX 05jul92, wfu; seen stored at the factory airfield at Arsenyev aug11 (N44.14 E133.25), awaiting the opening of the Far Eastern Aviation Museum, see c/n
14700 16 18	BL555	II-14	Indian Air Force	DEL	20mar68	7343109; canx date not given in MGA document I/n DEL 16may77, wfu
14700 16 21	"15" red	Il-14T	Soviet Air Force	mfd	18oct57	preserved inside Ivanovo Air Base (N57.042505 E40.992899) at the 610th Combat & Conversion Training Centre museum since oct84 to commemorate the service life of the 259 II-14Ts serving in the Soviet Air
14700 16 23	CCCP-79168	II-14M	MAP Ufa Motors	mfd	27aug57	Force between 1958 and 1967; I/n aug13 rgd 06dec65; reported BKA 04jan87 in an incident report; canx 14nov88
14700 16 24	CCCP-61795 CCCP-61795	II-14T II-14T	AFL/Kazakhstan AFL/Yakutiya-Koi	mfd trf	10sep57 20apr85	toc 31jul64 mentioned in incident report at CYX 01mar87; canx 14mar89 as amortisation period expired; seen CYX
						05jul92 in 'polar' c/s, partly broken up, l/n sep03

14700 16 29 14700 16 30 14700 16 31 14700 16 32 14700 16 33	BL550 CCCP-64453 CCCP-21510 BL552 BL553 not known	II-14 II-14 II-14 II-14 II-14 II-14 II-14	Indian Air Force MAP Moscow OAO MAP Moscow OAO Indian Air Force Indian Air Force Soviet Navy	DEL rgd rgd DEL DEL	21oct67 01aug75 25oct78 11dec66 13aug67 jun65	canx 30jan89 canx 30jan89 coded 'H' converted to flying laboratory on behalf of Central Scientific Institute named after A.I. Krylov, two radomes
14700 16 34 14700 16 40	BL556 "23" red FLARF01114	II-14 II-14T II-14T	Indian Air Force Soviet Air Force Myachkovo Fl. Club	no Siv Mya	reports 26oct94 17aug01	housing radars at bottom of fuselage; further research equipment installed aug74 in all-pale blue c/s; flown to Zhukovski; f/n Zhukovski 05jul95, still present aug97 c/n confirmed, ex "23"; all-white c/s without registration with just 'ASK' painted on tail; registration
	RA-1114K	II-14T	Andrei Ivanov	Муа	27jun04	painted on Myachkovo 01aug02 and 22aug03 as 01114-FLARF with 'ASK' removed, I/n Myachkovo 23aug03 in old Polyarnaya Aviatsiya c/s, no titles; under restoration at Myachkovo, conducted an engine run of both
	CCCP-91612(2)	II-14T	Andrei Ivanov	Mya	01oct12	engines 08may12; I/n sep12 flown to Stupino this date in these fake marks; seen active Novinki 22jun13; I/n Stupino oct13; see II-14FK
14700 16 41 14700 16 42	BL549 CU-T322	II-14T II-14	Indian Air Force Cubana	ADE	14dec66	CCCP-91612(1) c/n 148001945 coded 'C'; I/n DEL 23feb69 crashed on a training flight into the sea off Varadero Beach 13may80, all 3 crew killed; also reported as
14700 16 45	CCCP-93912	II-14	MAP Kazan APO	rgd	18dec65	CU-T822 seen SVO 28apr78 in Aeroflot c/s; photo jun09 in good condition but dismantled at Kazan-Borisoglebskoye
14700 16 46	BL547	II-14	Indian Air Force	DEL	13aug67	(N55.866215 E49.120485); I/n nov13 and dec74
14700 16 47	"06" blue FLARF01707	II-14T II-14T	Soviet Air Force Fed of Light Avn	OSF Tno	20may93 17jun00	flew to Moscow-Tushino in 1994 and seen there 25sep94/aug99 c/n confirmed; in grey military c/s with 'FLA Rossii' titles; code "18" white was applied on the port side around aug05 for a brief appearance in the TV series "Moskovskaya Saga"; sat derelict at various places of Moscow-Tushino airfield; under restoration from dec10, right engine started up for the first time 29jan12
14700 17 01 14700 17 03	BL569 CCCP-29107	II-14T II-14	Indian Air Force MAP Moscow MSZ	d/d rgd	22dec66 25nov70	previously reported as c/n 147001704, see this c/n canx 30jan89
14700 17 04 14700 17 08 14700 17 11	BL551 BL557 CCCP-93926	II-14 II-14 II-14T	Indian Air Force Indian Air Force MOM Omsk Motors	no DEL rgd	reports 13aug67 16jun76	canx 16apr89; seen preserved in Aeroflot c/s OMS jun93/jun94
14700 17 11	not known CCCP-61783(2)	II-14 II-14 II-14	Soviet Air Force AFL/Far East	no toc	reports 17jul80	cargo version; f/n UUS 1984; mentioned in incident report, date unknown; canx 19nov87 as amortisation
14700 17 22	not known	II-14T	Soviet Air Force	no	reports	period expired; scrapped at UUS in 1987; see c/n 146000501
14700 17 25	CCCP-61786(2) BL560	II-14LR II-14	AFL/Yakutiya Indian Air Force	toc	24oct80 photo	converted to II-14LR date unknown; f/n 20sep86 at Polar station SP-26 and again spring 1988 at NP-30; photo in 'polar' c/s; canx date unknown to VNII PANKh at Krasnodar and later to AON (General Aviation) museum; I/n 1996; see c/n 147001334 in white/grey c/s
14700 17 26 14700 17 27	BL546 CCCP	II-14 II-14	Indian Air Force	DEL mfd	21jun66 30nov57	i/s nov57
14700 17 29	CCCP-93933 "01" blue	II-14 II-14T	MAP MSZ Sukhoi Soviet Air Force	rgd PKC	02feb81 08jul94	reportedly based at Khodynka until around 1985/86 and then at Chkalovskaya; last overhaul completed 10may84; canx 03nov87; t/t 10,920 hours and 6,863 cycles; broken up derelict; l/n PKC 25aug02; still visible on GE image dated 20aug03, but not on next image dated 24may05
14700 17 30 14700 17 32	BL563 "15" blue	II-14 II-14	Indian Air Force Soviet Air Force	DEL	13aug67 13may95	derelict
14700 17 36 14700 17 38	CCCP-66750 CCCP-29109	Il-14 Il-14	MAP 'Znamya Truda' MAP Myachkovo	rgd rgd	16mar66 06nov65	based at Moscow-Khodynka Factory # 30 f/n Moscow apr79
14700 17 40	CCCP-29109 BL562	II-14 II-14	MAP Zhukovski Indian Air Force	trf DEL	unknown 05dec67	in incident report Djezkazgan 30jan87; canx 18apr89
14700 17 42 14700 17 47 14700 17 50	CCCP-06144 CCCP-41825(2) "48" red	II-14 II-14P II-14T	MAP Moscow OAO Soviet AF/AFL c/s Soviet Air Force	mfd rgd d/d	nov57 29dec73 1957	rgd 13may81; canx 30jan89 CofA canx 12mar80; 223rd Flight Unit; see c/n 146000507 calibration aircraft; opb 201 osae at Tököl; in white/grey c/s with red cheatline; wfu 1983; h/o as a gift to
14/00 1/ 50	40 100	11 141	Soviet All Porce	u/u	1957	the Hungarian Transport Museum at Ferihegy 21feb84, but remained in storage at Tököl and broken up there in 1988 due to its condition, only one propeller found its way to the museum
14700 18 01 14700 18 05	BL568 BL564	II-14 II-14	Indian Air Force Indian Air Force	DEL DEL	08nov67 11jan69	seen wfu DEL 1977
14700 18 06	CCCP-41817 CCCP-41817 CCCP-41817	Il-14G Il-14G Il-14G	AFL/Moscow (MUTA) AFL/Moscow SPiMVL AFL/Krasnoyarsk	toc trf trf	12jul61 31jul63 02mar73	cargo version cargo version; f/n LHR 26nov63 cargo version; canx 27dec78 as life-time expired
14700 18 10	not known	II-14	Soviet Navy	ci i	1976	converted to flying laboratory installing electronic equipment and so called two "dielectric lenses" at the nose and tail of fuselage; the aircraft was intended for missions performed over sea for the purpose of ship personnel to be trained as radar operators; using installed electronic equipment, II-14 could model any
14700 18 15 14700 18 16	BL565 BL566	II-14T II-14	Indian Air Force Indian Air Force	DEL DEL	24dec67 21jan68	aircraft and its individual effective reflective capability and BOM feb73
14700 18 17	BL567	TI 1 4				
14700 18 21	"04" red	II-14 II-14T	Indian Air Force Soviet Air Force	mfd	1957	opb 226 osap at Sperenberg; f/n Sperenberg 1976; wfu 1981 and stored at Mirgorod; performed a test
14700 18 21	"04" red	II-14T	Soviet Air Force			flight 23nov87 and ferried Mirgorod-Starokostantinov (for refuelling)-Lvov (for customs clearance)- Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, I/n aug09; repainted in fake MALÉV colours starting sep09
	"04" red HA-MAL	II-14T II-14T	Soviet Air Force MALÉV	mfd BUD	1957 29jun10	flight 23nov87 and ferried Mirgorod-Starokostantinov (for refuelling)-Lvov (for customs clearance)- Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, J/n aug09; repainted in fake MALÉV colours starting sep09 preserved in these fake colours in the Aircraft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; J/n feb14
14700 18 21 14700 18 22 14700 18 23	"04" red	II-14T	Soviet Air Force			flight 23nov87 and ferried Mirgorod-StaroKostantinov (for refuelling)-Lvov (for customs clearance)- Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, //n aug09; repainted in fake MALÉV colours starting sep09 preserved in these fake colours in the Aircraft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; //n feb14 factory drawings of this c/n as serial '204', probably Afghan, exist opb 226 osap at Sperenberg; db 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly
14700 18 22	"04" red HA-MAL 204	II-14T II-14T II-14T	Soviet Air Force MALÉV Afghan Air Force	BUD	29jun10	flight 23nov87 and ferried Mirgorod-StaroKostantinov (for refuelling)-Lvov (for customs clearance)- Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, I/n aug09; repainted in fake MALÉV colours starting sep09 preserved in these fake colours in the Aircraft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; I/n feb14 factory drawings of this c/n as serial '204', probably Afghan, exist opb 226 osap at Sperenberg; dbr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, I/n may95 converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; canx 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280)
14700 18 22 14700 18 23 14700 18 24 14700 18 25 14700 18 25 14700 18 32	"04" red HA-MAL 204 "05" red not known CCCP-41835(2) CCCP-93930 CCCP-64455	II-14T II-14T II-14T II-14T II-14T II-14T II-14 II-14	Soviet Air Force MALÉV Afghan Air Force Soviet Air Force Soviet Air Force AFL/ArkhangelARH MAP Kom. na Amrure MAP Ufa Motors	BUD mfd trf rgd rgd	29jun10 1957 24dec57 17may80 25dec80 06dec65	flight 23nov87 and ferried Mirgorod-Starokostantinov (for refuelling)-Lvov (for customs clearance)- Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, //n aug09; repainted in fake MALÉV colours starting sep09 preserved in these fake colours in the Aircarft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; l/n feb14 factory drawings of this c/n as serial '204', probably Afghan, exist opb 226 osap at Sperenberg; dbr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, l/n may95 converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; canx 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95, l/n may11; see c/n 6341806 canx 27may88 canx 20sep88; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria
14700 18 22 14700 18 23 14700 18 24 14700 18 25	"04" red HA-MAL 204 "05" red not known CCCP-41835(2) CCCP-93930 CCCP-64455 "09" red CCCP-L1323	II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T	Soviet Air Force MALÉV Afghan Air Force Soviet Air Force Soviet Air Force AFL/ArkhangelARH MAP Kom. na Amrure MAP Ufa Motors Soviet Air Force Aeroflot/ShVLP	BUD mfd trf rgd OSF mfd	29jun10 1957 24dec57 17may80 25dec80 06dec65 06sep93 29jan58	flight 23nov87 and ferried Mirgorod-StaroKostantinov (for refuelling)-Lvov (for customs clearance)- Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, //n aug09; repainted in fake MALÉV colours starting sep09 preserved in these fake colours in the Aircarft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; l/n feb14 factory drawings of this c/n as serial '204', probably Afghan, exist opb 226 osap at Sperenberg; dbr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, l/n may95 converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; canx 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95, l/n may11; see c/n 6341806 canx 27may88 canx 20sep88; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria broken up, wreck still present 16apr97 Advanced Flying Training College; toc 15feb58
14700 18 22 14700 18 23 14700 18 24 14700 18 25 14700 18 32 14800 18 40	"04" red HA-MAL 204 "05" red not known CCCP-41835(2) CCCP-93930 CCCP-64455 "09" red	II-14T II-14T II-14T II-14T II-14T II-14T II-14 II-14T II-14T	Soviet Air Force MALÉV Afghan Air Force Soviet Air Force AFL/ArkhangelARH MAP Kom. na Amrure MAP Ufa Motors Soviet Air Force	BUD mfd mfd trf rgd OSF	29jun10 1957 24dec57 17may80 25dec80 06dec65 06sep93	flight 23nov87 and ferried Mirgorod-StaroKostantinov (for refuelling)-Lvov (for customs clearance)- Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, //n aug09; repainted in fake MALÉV colours starting sep09 preserved in these fake colours in the Aircraft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; i/n feb14 factory drawings of this c/n as serial '204', probably Afghan, exist opb 226 cosap at Sperenberg; cbr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, I/n may95 converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; canx 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95, I/n may11; see c/n 6341806 canx 27may88 canx 20sep88; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria broken up, wreck still present 16apr97
14700 18 22 14700 18 23 14700 18 24 14700 18 25 14700 18 32 14800 18 40	"04" red HA-MAL 204 "05" red not known CCCP-41835(2) CCCP-64455 "09" red CCCP-6453 CCCP-61727	II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T	Soviet Air Force MALÉV Afghan Air Force Soviet Air Force AFL/ArkhangelARH MAP Kom. na Amrure MAP Ufa Motors Soviet Air Force Aeroflot/ShVLP Aeroflot/ShVLP	BUD mfd trf rgd OSF mfd	29jun10 1957 24dec57 17may80 25dec80 06dec65 06sep93 29jan58	flight 23nov87 and ferried Mirgorod-Starokostantinov (for refuelling)-Lvov (for customs clearance)- Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, //n aug09; repainted in fake MALÉV colours starting sep09 preserved in these fake colours in the Aircraft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; l/n feb14 factory drawings of this c/n as serial '204', probably Afghan, exist opb 226 osap at Sperenberg; dbr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, l/n may95 converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; canx 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95, l/n may11; see c/n 6341806 canx 27may88 canx 20sep88; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria broken up, wreck still present 16apr97 Advanced Flying Training College; canx 18may61, trf to the Soviet Air Force, opb mil. unit 78474 at Balashov, see next line in grey Air Force c/s with blue cheatline added, no titles; dbr 10jan85 when had to divert to Uralsk (Kazakhstan), deviated from the glide path on approach at night in difficult weather conditions, failed to go around and hit the ground 1,340 metres before the runway threshold, all 4 crew and 1 of the 2 pasengers
14700 18 22 14700 18 23 14700 18 24 14700 18 25 14700 18 32 14800 18 40	"04" red HA-MAL 204 "05" red not known CCCP-41835(2) CCCP-61835(2) CCCP-64455 "09" red CCCP-L1323 CCCP-61727 "08" blue	II-14T II-14T II-14T II-14T II-14T II-14 II-14 II-14T II-14T II-14T II-14T II-14T II-14T	Soviet Air Force MALÉV Afghan Air Force Soviet Air Force Soviet Air Force AFL/ArkhangelARH MAP Kom. na Amrure MAP Ufa Motors Soviet Air Force Aeroflot/ShVLP Aeroflot/ShVLP Soviet Air Force	BUD mfd trf rgd OSF mfd rgd	29jun10 1957 24dec57 17may80 25dec80 06dec65 06sep93 29jan58 unknown	flight 23nov87 and ferried Mirgorod-StaroKostantinov (for refuelling)-Lvov (for customs clearance)- Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, //n aug09; repainted in fake MALÉV colours starting sep09 preserved in these fake colours in the Aircarft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; l/n feb14 factory drawings of this c/n as serial '204', probably Afghan, exist opb 226 osap at Sperenberg; dbr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, l/n may95 converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; canx 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95, l/n may11; see c/n 6341806 canx 27may88 canx 20sep83; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria broken up, wreck still present 16apr97 Advanced Flying Training College; toc 15feb58 Advanced Flying Training College; toc 15feb58 Advanced Flying Training College; canx 18may61, trf to the Soviet Air Force, opb mil. unit 78474 at Balashov, see next line in grey Air Force c/s with blue cheatline added, no titles; dbr 10jan85 when had to divert to Uralsk (Kazakhstan), deviated from the glide path on approach at night in difficult weather conditions, failed to go around and hit the ground 1,340 metres before the runway threshold, all 4 crew and 1 of the 2 passengers injured; t/t 11,007 hours 17 minutes; canx 1985 Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training Co
14700 18 22 14700 18 23 14700 18 24 14700 18 25 14700 18 25 14700 18 32 14800 18 40 14800 18 43	"04" red HA-MAL 204 "05" red not known CCCP-41835(2) CCCP-64455 "09" red CCCP-64455 "09" red CCCP-61727 "08" blue CCCP-06142 CCCP-L1360 CCCP-61740 CCCP-61740 CCCP-N341	II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T	Soviet Air Force MALÉV Afghan Air Force Soviet Air Force Soviet Air Force AFL/ArkhangelARH MAP Kom. na Amrure MAP Wa Motors Soviet Air Force Aeroflot/ShVLP Aeroflot/ShVLP Soviet Air Force MAP Moskovski OAO Aeroflot/UShVLP AFL/Yakutiya-Koi Polyarnaya Aviats.	BUD mfd mfd trf rgd OSF mfd rgd rgd trg trg trg	29jun10 1957 24dec57 17may80 25dec80 06dec65 06sep93 29jan58 unknown 07may81 15feb58 unknown 18jan73 unknown	flight 23nov87 and ferried Mirgorod-Starokostantinov (for refuelling)-Lvov (for customs clearance)- Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, //n aug09; repainted in fake MALÉV colours starting sep09 preserved in these fake colours in the Aircraft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; i/n feb14 factory drawings of this c/n as serial '204', probably Afghan, exist opb 226 osap at Sperenberg; ibr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, l/n may95 converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; canx 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95, l/n may11; see c/n 6341806 canx 27may88 canx 20sep88; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria broken up, wreck still present 16apr97 Advanced Flying Training College; canx 18may61, trf to the Soviet Air Force, opb mil. unit 78474 at Balashov, see next line in grey Air Force c/s with blue cheatline added, no titles; dbr 10jan85 when had to divert to Uralsk (Kazakhstan), deviated from the glide path on approach at night in difficult weather conditions, failed to go around and hit the ground 1,340 metres before the runway threshold, all 4 crew and 1 of the 2 passengers injured; t/t 11,007 hours 17 minutes; canx 1985 Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College;
14700 18 22 14700 18 23 14700 18 24 14700 18 25 14700 18 25 14700 18 32 14800 18 40 14800 18 43	"04" red HA-MAL 204 "05" red not known CCCP-41835(2) CCCP-64455 "09" red CCCP-L1323 CCCP-61727 "08" blue CCCP-06142 CCCP-06142	II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T	Soviet Air Force MALÉV Afghan Air Force Soviet Air Force AFL/ArkhangelARH MAP Kom. na Amrure MAP Ufa Motors Soviet Air Force Aeroflot/ShVLP Aeroflot/ShVLP Soviet Air Force MAP Moskovski OAO Aeroflot/UShVLP Aeroflot/UShVLP AFL/Yakutiya-Koi Polyarnaya Aviats. Polyarnaya Aviats.	BUD mfd trf rgd rgd OSF mfd rgd rgd trf trf	29jun10 1957 24dec57 17may80 25dec80 06dec65 06sep93 29jan58 unknown 15feb58 unknown 18jan73 unknown 10feb60	flight 23nov87 and ferried Mirgorod-Starokostantinov (for refuelling)-Lvov (for customs clearance)- Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, //n aug09; repainted in fake MALÉV colours starting sep09 preserved in these fake colours in the Aircraft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; i/n feb14 factory drawings of this c/n as serial '204', probably Afghan, exist opb 226 osap at Sperenberg; dbr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, l/n may95 converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; canx 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95, l/n may11; see c/n 6341806 canx 27may88 canx 20sep8; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria broken up, wreck still present 16apr97 Advanced Flying Training College; canx 18may61, trf to the Soviet Air Force, opb mil. unit 78474 at Balashov, see next line in grey Air Force c/s with blue cheatline added, no titles; dbr 10jan85 when had to divert to Uralsk (Kazakhstan), deviated from the glide path on approach at night in difficult weather conditions, failed to go around and hit the ground 1,340 metres before the runway threshold, all 4 crew and 1 of the 2 passengers injured; t/t 11,007 hours 17 minutes; canx 1985 Ulyanovsk Advanced Flying Training College; photo mid-70s; canx 28mar77 as life-time expired; seen CYX 05jul92 fuselage in sections, in original polar c/s; l/n sep03 in document 18mar58 as just delivered cargo version; f/n LED mar60; re-equipped with ROZ-1 nose radar instead of RBP-3 system 25aug66
14700 18 22 14700 18 23 14700 18 24 14700 18 25 14700 18 25 14700 18 32 14800 18 40 14800 18 43	"04" red HA-MAL 204 "05" red not known CCCP-41835(2) CCCP-64455 "09" red CCCP-6475 "09" red CCCP-61727 "08" blue CCCP-061740 CCCP-061740 CCCP-01760 CCCP-01760 CCCP-04176 CCCP-04176	II-14T II-14T	Soviet Air Force MALÉV Afghan Air Force Soviet Air Force Soviet Air Force AFL/ArkhangelARH MAP Kom. na Amrure MAP Wa Motors Soviet Air Force Aeroflot/ShVLP Aeroflot/ShVLP Soviet Air Force MAP Moskovski OAO Aeroflot/UShVLP AFL/Yakutiya-Koi Polyarnaya Aviats. Polyarnaya Aviats. Polyarnaya Aviats.	BUD mfd rgd rgd rgd rgd rgd toc rgd trf rgd trf rgd trf	29jun10 1957 24dec57 17may80 25dec80 06dec65 06sep93 29jan58 unknown 07may81 15feb58 unknown 18jan73 unknown 10feb60 21oct70 21feb58 unknown	flight 23nov87 and ferried Mirgorod-StaroKostantinov (for refuelling)-Lvov (for customs clearance)- Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, //n aug09; repainted in fake MALÉV colours starting sep09 preserved in these fake colours in the Aircarft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; l/n feb14 factory drawings of this c/n as serial '204', probably Afghan, exist opb 226 osap at Sperenberg; dbr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, l/n may95 converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; canx 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95, l/n may11; see c/n 6341806 canx 27may88 canx 20sep83; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria broken up, wreck still present 16apr97 Advanced Flying Training College; toc 15feb58 Advanced Flying Training College; toc 15feb58 Advanced Flying Training College; toc 15feb58 Advanced Flying Training College; toc 15feb58 (Kazakhstan), deviated from the glide path on approach at night in difficult weather conditions, failed to go around and hit the ground 1,340 metres before the runway threshold, all 4 crew and 1 of the 2 passengers injured; t/t 11,007 hours 17 minutes; canx 1985 Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo mid-70s; canx 28mar77 as life-time expired; seen CYX 05jul92 fuselage in sections, in original polar c/s; l/n sep03 in document 18mar58 as just delivered
14700 18 22 14700 18 23 14700 18 24 14700 18 25 14700 18 25 14700 18 32 14800 18 40 14800 18 43	"04" red HA-MAL 204 "05" red not known CCCP-41835(2) CCCP-64455 "09" red CCCP-11323 CCCP-64455 "09" red CCCP-11323 CCCP-61727 "08" blue CCCP-06142 CCCP-06142 CCCP-04176 CCCP-04176 CCCP-04177 CCCP-04177	II-14T II-14T	Soviet Air Force MALÉV Afghan Air Force Soviet Air Force Soviet Air Force AFL/ArkhangelARH MAP Kom. na Amrure MAP Ufa Motors Soviet Air Force Aeroflot/ShVLP Aeroflot/ShVLP Soviet Air Force MAP Moskovski OAO Aeroflot/UShVLP AFL/Yakutiya-Koi Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	BUD mfd mfd trf rgd oSF mfd rgd trg trf rgd trf mfd trf	29jun10 1957 24dec57 17may80 25dec80 06dec65 06sep93 29jan58 unknown 07may81 15feb58 unknown 18jan73 unknown 10feb60 21oct70	flight 23nov87 and ferried Mirgorod-StaroKostantinov (for refuelling)-Lvov (for customs clearance)- Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, //n aug09; repainted in fake MALÉV colours starting sep09 preserved in these fake colours in the Aircarft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; l/n feb14 factory drawings of this c/n as serial '204', probably Afghan, exist opb 226 osap at Sperenberg; dbr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, l/n may95 converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; canx 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95, l/n may11; see c/n 6341806 canx 27may88 canx 20sep88; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria broken up, wreck still present 16apr97 Advanced Flying Training College; toc 15feb38 Advanced Flying Training College; toc 15feb38 Advanced Flying Training College; toc 15feb38 Advanced Flying Training College; 1985 Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; Photo mid-70s; canx 28mar77 as life-time expired; seen CYX 05jul92 fuselage in sections, in original polar c/s; l/n sep03 in document 18mar58 as just delivered cargo version; f/n LED mar60; re-equipped with ROZ-1 nose radar instead of RBP-3 system 25aug66 l/n nov74; dbr, details unknown, canx 28sep76 in fleet list 18mar58 as just delivered photo; in fleet list mar65
14700 18 22 14700 18 23 14700 18 24 14700 18 25 14700 18 25 14700 18 32 14800 18 40 14800 18 43	"04" red HA-MAL 204 "05" red not known CCCP-41835(2) CCCP-41835(2) CCCP-64755 "09" red CCCP-64755 "09" red CCCP-61727 "08" blue CCCP-06142 CCCP-06142 CCCP-06142 CCCP-061740 CCCP-04176 CCCP-04176 CCCP-04177	II-14T II-14T	Soviet Air Force MALÉV Afghan Air Force Soviet Air Force Soviet Air Force AFL/ArkhangelARH MAP Kom. na Amrure MAP Ufa Motors Soviet Air Force Aeroflot/ShVLP Aeroflot/ShVLP Soviet Air Force MAP Moskovski OAO Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP AFL/Yakutiya-Koi Polyarnaya Aviats. AFL/Polar AFL/Central Region Polyarnaya Aviats. Polyarnaya Aviats. Polyarnaya Aviats.	BUD mfd mfd trf rgd rgd rgd rgd trf rgd trf rgd trf	29jun10 1957 24dec57 17may80 25dec80 06dec65 06sep93 29jan58 unknown 07may81 15feb58 unknown 18jan73 unknown 10feb60	flight 23nov87 and ferried Mirgorod-Starokostantinov (for refuelling)-Lvov (for customs clearance)- Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, // n aug09; repainted in fake MALÉV colours starting sep09 preserved in these fake colours in the Aircarft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; l/n feb14 factory drawings of this c/n as serial '204', probably Afghan, exist opb 226 osap at Sperenberg; dbr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, l/n may95 converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; canx 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95, l/n may11; see c/n 6341806 canx 27may88 canx 20sep83; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria broken up, wreck still present 16apr97 Advanced Flying Training College; canx 18may61, trf to the Soviet Air Force, opb mil. unit 78474 at Balashov, see next line in grey Air Force c/s with blue cheatline added, no titles; dbr 10jan85 when had to divert to Uralsk (Kazakhstan), deviated from the glide path on approach at night in difficult weather conditions, failed to go around and hit the ground 1,340 metres before the runway threshold, all 4 crew and 1 of the 2 passengers injured; t/t 11,007 hours 17 minutes; canx 1985 Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; Photo mid-70s; canx 28ma77 as life-time expired; seen CYX 05jul92 fuselage in sections, in original polar c/s; l/n sep03 in document 18mar58 as just delivered cargo version; f/n LED mar60; re-equipped with ROZ-1 nose
14700 18 22 14700 18 23 14700 18 24 14700 18 25 14700 18 25 14700 18 32 14800 18 40 14800 18 43	"04" red HA-MAL 204 "05" red not known CCCP-41835(2) CCCP-64455 "09" red CCCP-64455 "09" red CCCP-64757 "09" red CCCP-61727 "08" blue CCCP-061740 CCCP-061740 CCCP-04176 CCCP-04176 CCCP-04176 CCCP-04177 CCCP-04177 CCCP-04177	II-14T II-14T	Soviet Air Force MALÉV Afghan Air Force Soviet Air Force Soviet Air Force AFL/ArkhangelARH MAP Kom. na Amrure MAP Ufa Motors Soviet Air Force Aeroflot/ShVLP Aeroflot/ShVLP Soviet Air Force MAP Moskovski OAO Aeroflot/UShVLP AFL/Yakutiya-Koi Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Central Region AFL/Central Region	BUD mfd mfd trf rgd OSF mfd rgd toc rgd toc rgd trf rgd trf f trf f f trf	29jun10 1957 24dec57 17may80 25dec80 06dec65 06sep93 29jan58 unknown 07may81 15feb58 unknown 10feb60 21oct70 10mar79 unknown	flight 23nov87 and ferried Mirgorod-StaroKostantinov (for refuelling)-Lvov (for customs clearance)- Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, // naug09; repainted in fake MALÉV colours starting sep09 preserved in these fake colours in the Aircarft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; l/n feb14 factory drawings of this c/n as serial '204', probably Afghan, exist opb 226 osap at Sperenberg; dbr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, l/n may95 converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; canx 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95, l/n may11; see c/n 6341806 canx 27may88 canx 20sep88; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria broken up, wreck still present 16apr97 Advanced Flying Training College; toc 15feb58 Advanced Flying Training College; toc 15feb58 Advanced Flying Training College; toc 15feb58 Advanced Flying Training College; toc 15feb58 Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training Co
14700 18 22 14700 18 23 14700 18 24 14700 18 25 14700 18 32 14800 18 40 14800 18 43 14800 18 44 14800 19 01 14800 19 02	"04" red HA-MAL 204 "05" red not known CCCP-41835(2) CCCP-64455 "09" red CCCP-64455 "09" red CCCP-61727 "08" blue CCCP-06142 CCCP-06142 CCCP-06142 CCCP-01740 CCCP-04176 CCCP-04176 CCCP-04177 CCCP-04177 CCCP-04177 CCCP-04177	II-14T II-14T	Soviet Air Force MALÉV Afghan Air Force Soviet Air Force Soviet Air Force AFL/ArkhangelARH MAP Kom. na Amrure MAP Ufa Motors Soviet Air Force Aeroflot/ShVLP Aeroflot/ShVLP Soviet Air Force MAP Moskovski OAO Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP AFL/Yakutiya-Koi Polyarnaya Aviats. AFL/Polar AFL/Central Region AFL/Central Region AFL/Central Region AFL/KrasnoyarIAA	BUD mfd mfd trf rgd rgd rgd trf rgd trf rgd trf trf trf	29jun10 1957 24dec57 17may80 25dec80 06dec65 06sep93 29jan58 unknown 07may81 15feb58 unknown 18jan73 unknown 10feb60 21oct70 21feb58 unknown 10feb60 21oct70 10mar79	flight 23nov87 and ferried Mirgorod-StaroKostantinov (for refuelling)-Lvov (for customs clearance)- Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, l/n aug09; repainted in fake MALÉV colours starting sep09 preserved in these fake colours in the Aircarft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; l/n feb14 factory drawings of this c/n as serial '204', probably Afghan, exist opb 226 osap at Sperenberg; dbr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, l/n may95 converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; canx 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95, l/n may11; see c/n 6341806 canx 27may88 canx 20sep8; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria broken up, wreck still present 16apr97 Advanced Flying Training College; canx 18may61, trf to the Soviet Air Force, opb mil. unit 78474 at Balashov, see next line in grey Air Force c/s with blue cheatline added, no titles; dbr 10jan85 when had to divert to Uralsk (Kazakhstan), deviated from the glide path on approach at night in difficult weather conditions, failed to go around and hit the ground 1,340 metres before the runway threshold, all 4 crew and 1 of the 2 passengers injured; t/t 11,007 hours 17 minutes; canx 1885 Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College
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14700 18 22 14700 18 23 14700 18 24 14700 18 25 14700 18 32 14800 18 40 14800 18 43 14800 18 44 14800 19 01 14800 19 02	"04" red HA-MAL 204 "05" red not known CCCP-41835(2) CCCP-64155 (CCP-64157) CCCP-64743 CCCP-61727 "08" blue CCCP-61740 CCCP-61740 CCCP-61740 CCCP-61740 CCCP-04176 CCCP-04176 CCCP-04176 CCCP-04177 CCCP-04177 CCCP-04177 CCCP-04177	II-14T II-14T	Soviet Air Force MALÉV Afghan Air Force Soviet Air Force Soviet Air Force AFL/ArkhangelARH MAP Kom. na Amrure MAP Wa Motors Soviet Air Force Aeroflot/ShVLP Aeroflot/ShVLP Soviet Air Force MAP Moskovski OAO Aeroflot/UShVLP AFL/Takutiya-Koi Polyarnaya Aviats. Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Central Region Polyarnaya Aviats. AFL/Polar AFL/KrasnoyarIAA Polyarnaya Aviats.	BUD mfd mfd trf rgd oSFF mfd rgd trgd trf rgd trf rgd trf trf rgd trf rgd trf rgd trf rgd trf rgd rgd trf rgd rgd rgd rgd rgd rgd rgd rgd rgd rgd	29jun10 1957 24dec57 17may80 25dec80 06dec65 06sep93 29jan58 unknown 07may81 15feb58 unknown 10feb60 21oct70 21feb58 unknown 10feb60 21oct70 10mar79 unknown 10feb60 21oct70 10mar79 unknown	flight 23nov87 and ferried Mirgorod-Starokostantinov (for refuelling)-Lvov (for cistoms clearance)- Kunmadaras-Tököi 24725nov87; ferried to Ferleyo V8dec87; Vt 5.928 hours by 26nov87; <i>No</i> as a gift to the Hungarian Transport Museum at Ferlegy 23feb89, initially stored and finally displayed in the museum from 20oct91, (<i>n</i> aug09; repainted in fake MALÉV colours starting sep09 preserved in these fake colours in the Aircraft Memorial Park at Ferlegy (N47.427967 E19.261343), starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; (<i>n</i> feb14 factory drawings of this (<i>n</i> as serial '204', probably <i>K</i> pfan, exist opb 226 osap at Sperenberg; dbr 1987 during landing at Sperenberg and dumped, <i>f</i> (<i>n</i> 14jan93, partly broken up, i/n may95 converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; canx 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95, i/n may11; see c/n 6341806 canx 27may88 canx 20sep88; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria broken up, wreck still present 16apr97 Advanced Flying Training College; cot 15feb58 Advanced Flying Training College; cot 15feb58 Advanced Flying training College; cot 15feb58 in grey Air Force c/s with blue cheatline added, no titles; dbr 10jan85 when had to divert to Uralsk (Kazakhstan), deviated from the glide path on approach at night in difficult weather conditions, failed to go around and hit the ground 1,340 merse before the runway threshold, all 4 crew and 1 of the 2 passengers injured; t/t 11,007 hours 17 minutes; canx 1985 Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo mid-70s; canx 28mar77 as life-time expired; seen CYX 05jul92 fuselage in sections, in original polar c/s; l/n sep03 in document 18mar58 as just delivered photo; in fleet list 18mar58 converted to II-14LR by ARZ-407 27jun84; damaged 30mar86 on take-off from Graham Bell Island (Franz- Joseph Land
14700 18 22 14700 18 23 14700 18 24 14700 18 25 14700 18 32 14800 18 40 14800 18 43 14800 18 44 14800 19 01 14800 19 02	"04" red HA-MAL 204 "05" red not known CCCP-41835(2) CCCP-64455 "09" red CCCP-1323 CCCP-64455 "09" red CCCP-1323 CCCP-061727 "08" blue CCCP-061740 CCCP-061740 CCCP-061740 CCCP-04176 CCCP-04176 CCCP-04176 CCCP-04177 CCCP-04177 CCCP-04177 CCCP-04177 CCCP-04177 CCCP-04178 CCCP-04178 CCCP-04178 CCCP-04178 CCCP-04178	II-14T II-14T	Soviet Air Force MALÉV Afghan Air Force Soviet Air Force Soviet Air Force AFL/ArkhangelARH MAP Kom. na Amrure MAP Wa Motors Soviet Air Force Aeroflot/ShVLP Aeroflot/ShVLP Aeroflot/UShVLP Aeroflot/UShVLP AfL/Yakutiya-Koi Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Central Region AFL/Cantral Region AFL/Cantral Region AFL/Cantral Region AFL/Cantral Region AFL/Polar AFL/Polar AFL/Polar AFL/Polats. AFL/Polat	BUD mfd mfd rgd OSFd rgd toc rgd trf rgd trf rgd trf trf trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd rgd oSFd trf rgd rgd trf rgd rgd rgd rgd trf rgd rgd rgd trf rgd rgd trf rgd rgd rgd trf rgd rgd trf rgd rgd trf rgd trf rgd rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf trf rgd trf trf trf trf trf trf trf trf trf trf	29jun10 1957 24dec57 17may80 25dec80 06dec65 06sep93 29jan58 unknown 07may81 15feb58 unknown 10feb60 21oct70 10mar79 unknown 10feb60 21oct70 10mar79 unknown	flight 23nov87 and ferried Mirgorod-Starokostantinov (for refuelling)-Lvov (for customs clearance)- Kunnadarsa-Tokol 24/25nov87; ferried to Ferihegy 08dec87; t/ 5,928 hours by 26nov87; h/ 0 as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, l/n aug09; repainted in fake MALEV colours starting sep09 preserved in these fake colours in the Aircraft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mari1 and 12sep12, port engine 25mar12; l/n feb14 factory drawings of this c/n as serial '204', probably Afghan, exist opb 226 osap at Sperenberg; dbr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, l/n may95 converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; canx 13jun88; seen Arkhangelsk [un/jUH94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95, l/n may11; see c/n 6341806 canx 27may88 canx 20sep88; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria broken up, wreck still present 16apr97 Advanced Flying Training College; toc 15feb58 Advanced Flying Training College; canx 18may61, trf to the Soviet Air Force, opb mil. unit 78474 at Balashov, see next line in grey Air Force c/s with blue cheatline added, no titles; dbr 10jan85 when had to divert to Uralsk (Kazakhstan), deviated from the glide path on approach at night in difficult weather conditions, failed to go around and hit the ground 1,340 metres before the runway threshold, all 4 crew and 1 of the 2 passengers injured; t/t 11,007 hours 17 minutes; canx 1985 Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training Coll
14700 18 22 14700 18 23 14700 18 24 14700 18 25 14700 18 32 14800 18 40 14800 18 43 14800 18 44 14800 19 01 14800 19 02	"04" red HA-MAL 204 "05" red not known CCCP-41835(2) CCCP-41835(2) CCCP-41835(2) CCCP-41823 CCCP-64755 "09" red CCCP-1323 CCCP-61727 "08" blue CCCP-06142 CCCP-06142 CCCP-06142 CCCP-061740 CCCP-04176 CCCP-04176 CCCP-04176 CCCP-04177 CCCP-04177 CCCP-04177 CCCP-04177 CCCP-04178 CCCP-04178 CCCP-04178 CCCP-04178 CCCP-04178 CCCP-04178 CCCP-04178 CCCP-04179 CCCP-04179 CCCP-04179 CCCP-04180	II-14T II-14T	Soviet Air Force MALÉV Afghan Air Force Soviet Air Force Soviet Air Force AFL/ArkhangelARH MAP Kom. na Amrure MAP Ufa Motors Soviet Air Force Aeroflot/ShVLP Soviet Air Force MAP Moskovski OAO Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP AFL/Polar AFL/Polar AFL/Central Region Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Central Region AFL/KrasnoyarIAA Polyarnaya Aviats. AFL/Polar AFL/Central Region AFL/KrasnoyarIAA	BUD mfd mfd trf rgd OSFF mfd tocd trgd rgd trgd trf rgd trf trf trf trf trf trf trf trf rgd trf rgd rgd trf trf rgd trf trf rgd trf trf trf trf trf trf trf trf trf trf	29jun10 1957 24dec57 17may80 25dec80 06dec65 06sep93 29jan58 unknown 07may81 15feb58 unknown 10feb60 21oct70 21feb58 unknown 10feb60 21oct70 10mar79 unknown 10feb60 21oct70 10mar79 unknown 10feb60 21oct70 10mar79 unknown 10feb60 21oct70 10mar79 unknown 10feb60 21oct70 10mar79 unknown	flight 23nov87 and ferried Mirgorod-Starokostantinov (for refuelling)-Lvov (for customs clearance)- Kunnadara-Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum form 20oct31 (<i>I</i> /n aug087 repainted in fake MALEV colours starting sep09 preserved in these fake colours in the Aircraft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; Vin feb14 factory drawings of this c/n as serial '204'; probably Afghan, exist opb 226 osap at Sperenberg; dbr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, Vin may95 converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; canx 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95; //n may11; see c/n 6341806 canx 20sep85; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria Droken up, wreck still present 16apr97 Advanced Flying Training College; cot 15feb58 Advanced Flying Training College; cot 16feb58 Unynovsk Advanced Flying Training College; Uyanovsk Advanced Flying Training College; Uya
14700 18 22 14700 18 23 14700 18 24 14700 18 25 14700 18 32 14800 18 40 14800 18 43 14800 18 44 14800 19 01 14800 19 02 14800 19 03	"04" red HA-MAL 204 "05" red not known CCCP-41835(2) CCCP-64455 "09" red CCCP-1323 CCCP-64455 "09" red CCCP-1323 CCCP-61727 "08" blue CCCP-061740 CCCP-061740 CCCP-0176 CCCP-04176 CCCP-04176 CCCP-04176 CCCP-04177 CCCP-04177 CCCP-04177 CCCP-04177 CCCP-04178 CCCP-04178 CCCP-04178 CCCP-04178 CCCP-04178 CCCP-04178 CCCP-04178 CCCP-04179 CCCP-04179 CCCP-04179 CCCP-04179 CCCP-04179 CCCP-04179 CCCP-04179 CCCP-04179 CCCP-04179 CCCP-04179 CCCP-04179 CCCP-04179	II-14T II-14T	Soviet Air Force MALÉV Afghan Air Force Soviet Air Force Soviet Air Force AFL/ArkhangelARH MAP Kom. na Amrure MAP Ufa Motors Soviet Air Force Aeroflot/ShVLP Aeroflot/ShVLP Aeroflot/UShVLP Soviet Air Force MAP Moskovski OAO Aeroflot/UShVLP AFL/Yakutiya-Koi Polyarnaya Aviats. Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Central Region AFL/Central Region AFL/Yakutiya AFL/Central Region AFL/Yakutiya AFL/Central Region Polyarnaya Aviats.	BUD mfd trf rgd SFd rgd rgd tocd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd Fd rgd Fd rgd Ff rgd rgd Ff Ff Ff Ff Ff Ff Ff Ff Ff Ff Ff Ff Ff	29jun10 1957 24dec57 17may80 25dec80 06dec65 06sep93 29jan58 unknown 07may81 15feb58 unknown 10feb60 21oct70 10mar79 unknown 10feb60 21oct70 10mar79 unknown 10feb60 21oct70 10mar79 unknown 10feb60 21oct70 10mar79 unknown 10feb60 21oct70 10mar79 unknown 10feb60 21oct70 10mar79 unknown 10feb60 21oct70 10mar79 unknown	flight 23nov87 and ferried Mirgorod-Starokostantinov (for refuelling)-Lvov (for customs clearance)- Kunnadaras-Toki0 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, l/n aug09; repainted in fake MALEV colours starting sep09 preserved in these fake colours in the Aircraft Memorial Park at Ferihegy (N47.427967 E19.261343), starboard engine runs conducted mari1 and 12sep12, port engine 25mar12; l/n feb14 factor drawings of this c/n as serial '204', probably Afghan, exist opb 226 osap at Sperenberg; dbr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, l/n may95 converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; canx 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95, l/n may11; see c/n 6341806 canx 20sep8; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria broken up, wreck still present 16apr97 Advanced Flying Training College; con 5feb58 Advanced Flying Training College; con 5feb58 Advanced Flying Training College; canx 18may61, trf to the Soviet Air Force, opb mil. unit 78474 at Balashov, see next line in grey Air Force c/s with blue cheatline added, no titles; dbr 10jan85 when had to divert to Uralsk (Kazakhstan), deviated from the glide path on approach at night in difficult weather conditions, failed to go around and hit the ground 1,340 metres before the runway threshold, all 4 crew and 1 of the 2 passengers injured; t/t 11,007 hours 17 minutes; canx 1985 Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; Divon mid-70s; canx 28mar77 as life-time expired; seen

						spares, forward fuselage detached from the wreck and used to repair II-14FKM CCCP-41834 c/n 8343903 which had been damaged 07nov87 (story in "Pravda" daily newspaper 25mar90)
14800 19 06	CCCP-N446	II-14T	Polyarnaya Aviats.	rgd	unknown	photo; in fleet list 18mar58 as just delivered
	CCCP-04181	II-14T	Polyarnaya Aviats.	rgd	1958	in fleet list 28may58
	CCCP-04181	II-14T	AFL/Polar	trf	10feb60	converted to II-14LR with 'Initsiativa' radar, as such in fleet list 04apr60; assigned to an Antarctic expedition 24sep62
	CCCP-04181	II-14LR	AFL/Centr.RegMya	trf	21oct70	used call-sign CCCP-30863; f/n LED aug78; mentioned in incident report at Murmansk-Murmashi 27mar87;
						canx 03oct88 as life-time expired
14800 19 08	"08" red	Il-14T	Soviet Air Force	Kho	26apr93	opb 326 tbad at Tartu; in white/light grey VIP c/s; h/o to the museum at Khodynka by the division
						commander of 326 tbad (Dzhokhar Dudayev, who later became the president of Chechnya) in 1992, ferried to Khodynka by an Aeroflot crew; seen in the museum at Khodynka (N55.787738 E37.536399)
						apr93/sep08; destroyed by arson 20aug09, wreck l/n oct11; scrapped around 09jan12, some parts will be
						used for the restoration of II-14T c/n 147001647; by mar12 only centre wing section remained
14800 19 09	PK-MZA	II-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1909', presumably delivery reg only
14800 19 10	PK-MZB	II-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1910', presumably delivery reg only
14800 19 11 14800 19 12	PK-MZC PK-MZD	Il-14T Il-14T	Indonesian AF Indonesian AF	no no	reports	details from Czech CAA, c/n in document as '1911', presumably delivery reg only
14800 19 12	CCCP-N447	II-141 II-14T	Polyarnaya Aviats.	rgd	reports unknown	details from Czech CAA, c/n in document as '1912', presumably delivery reg only in fleet list 18mar58 as just delivered
11000 15 15	CCCP-04174	II-14T	Polyarnaya Aviats.	rgd	unknown	photo; in fleet list 28jan60
	CCCP-04174	II-14T	AFL/Polar	trf	10feb60	
	CCCP-04174	II-14T	AFL/Central Region	trf	21oct70	
14000 10 14	CCCP-04174	II-14T	AFL/Krasnoyarsk	trf	28dec73	damaged 11aug79, details unknown; repaired; canx 27aug85 as life-time expired
14800 19 14	CCCP-N448 CCCP-04182	Il-14T Il-14T	Polyarnaya Aviats. Polyarnaya Aviats.	rgd rgd	unknown 1959	in fleet list 18mar58 as just delivered in document 03apr59
	CCCP-04182	II-14T	AFL/Polar	trf	10feb60	opb otryad 248 UPA GVF; in document 15aug61; flew ice reconnaissance in the Eastern sector of the
						Soviet Arctic 18jun/04sep63; trf to AFL/Yakutiya-Kolyma-Indigirka
	CCCP-04182	II-14T	AFL/Yakutiya-Koi	trf	01oct70	canx 19feb81 as life-time expired; f/n jun82; l/n CYX 04jul92, partly broken up
14800 19 15	CCCP-N449	II-14T	Polyarnaya Aviats.	rgd	unknown	in fleet list 18mar58 as just delivered
	CCCP-04183 CCCP-04183	II-14T II-14T	Polyarnaya Aviats. AFL/Polar	rgd trf	unknown 10feb60	photo; in fleet list 26jun59; damaged 19dec60 on landing at the ice airstrip of drifting polar station SP-8;
	CCCF-04105	11-141	AFL/FOIAI	ui	TOIEDOO	repaired; still in fleet list 28mar/15aug61
	not known	II-14T	Soviet Air Force	trf	28jun61	opb mil. unit 78684
14800 19 16	CCCP-N450	II-14T	Polyarnaya Aviats.	rgd	unknown	in fleet list 18mar58 as just delivered
	CCCP-04175	II-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04175 CCCP-04175	II-14T II-14T	AFL/Polar	trf trf	10feb60 01oct70	
14800 19 17	PK-MZE	II-141 II-14T	AFL/Yakutiya-Koi Indonesian AF	no	reports	photo; cargo version; in natural metal c/s without 'dayglo' red elements; canx 18jul80 as life-time expired details from Czech CAA, c/n in document as '1917', presumably delivery reg only
14800 19 18	PK-MZF	II-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1917', presumably delivery reg only
14800 19 19	PK-MZG	II-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1919', presumably delivery reg only
14800 19 20	PK-MZH	II-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1920', presumably delivery reg only
14800 19 21	PK-MZI	II-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1921', presumably delivery reg only
14800 19 22	PK-MZJ	II-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1922', presumably delivery reg only
14800 19 25 14800 19 34	CCCP-48098 CCCP-29112	II-14T II-14T	MAP 'Znamya Truda' MOM'Sverdlov, 'Perm	rgd rgd	11dec65 29nov65	is Khodynka Factory # 30; canx 18apr89; seen wfu at Lukhovitsy-Tretyakovo 18sep97 seen Perm-Froly (N57.899101 E56.243214) aug99/jul12, preserved in Aeroflot c/s; canx 13dec88
14800 19 35	CCCP-66756	II-141 II-14	MOMS Kuibyshev	rgd	08dec65	f/n VKO 06apr72 in Aeroflot c/s; canx 08jul88
14800 19 40	"10"	II-14T	Soviet Air Force	mfd	1957	colour of code probably red or blue; opb Urals military district; tailcone removed for glider towing work; in
						white/light grey c/s with thin red or blue cheatline; wfu in mid-1970s and h/o to the "Sintez"
						pharmaceutical factory at Kurgan, displayed in the "Kosmos" pioneers' camp; transferred to the aviation
						museum at Kurgan apr92 and restored, repainted in white/light grey c/s with standard red cheatline and tail, no markings whatsoever; preserved in the aviation museum at Kurgan (N55.461407 E65.411363), f/n
						aug03_c/n painted on fin in error as '14700194' in 2006_l/n may13
14800 19 41	611	II-14T	Civ Avn Adm China	rad	1958	aug03, c/n painted on fin in error as '14700194' in 2006, l/n may13 f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu
14800 19 41	611	II-14T	Civ Avn Adm China	rgd	1958	aug03, c/n painted on fin in error as '14700194' in 2006, I/n may13 f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to
14800 19 41	611	II-14T	Civ Avn Adm China	rgd	1958	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816
				-		f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11
14800 19 41 14800 19 42	611 613	II-14T II-14T	Civ Avn Adm China Civ Avn Adm China	rgd rgd	1958 1958	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Balyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during
				-		f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes,
				-	1958	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings
14800 19 42	613	Il-14T	Civ Avn Adm China	rgd		f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower
14800 19 42	613	Il-14T	Civ Avn Adm China	rgd	1958	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a dive and crossed
14800 19 42	613	Il-14T	Civ Avn Adm China	rgd	1958	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Balyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a dive and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres there was not enough time
14800 19 42	613	Il-14T	Civ Avn Adm China	rgd	1958	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfail experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shoseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a dive and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres there was not enough time and height left to recover from the dive and the aircraft crashed on the banks of a rivulet 125 metres from
14800 19 42	613	Il-14T	Civ Avn Adm China	rgd	1958	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a dive and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres there was not enough time and height left to recover from the dive and the aircraft crashed on the banks of a rivulet 125 metres from Dachnoye settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709
14800 19 42	613	Il-14T	Civ Avn Adm China	rgd	1958	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfail experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shoseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a dive and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres there was not enough time and height left to recover from the dive and the aircraft crashed on the banks of a rivulet 125 metres from
14800 19 42 14800 19 43	613 CCCP-91610 CCCP-91611 CCCP-91611	Il-14T Il-14FK Il-14FK Il-14FK	Civ Avn Adm China AFL/Northern-LED AFL/Moscow SPIMVL AFL/Leningrad-LED	rgd mfd mfd trf	1958 27may58 31may58 06apr61	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a dive and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres there was not enough time and height left to recover from the dive and the aircraft crashed on the banks of a rivulet 125 metres from Dachnoye settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709 hours; canx 26dec60 toc 03jun58
14800 19 42 14800 19 43	613 CCCP-91610 CCCP-91611	II-14T II-14FK II-14FK	Civ Avn Adm China AFL/Northern-LED AFL/Moscow SPiMVL	rgd mfd mfd	1958 27may58 31may58	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a dive and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres there was not enough time and height left to recover from the dive and the aircraft crashed on the banks of a rivulet 125 metres from Dachnoye settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709 hours; canx 26dec60 toc 03jun58 opb 1 LOAO; t/n LED aug78; 1/n LED 04sep81 opb 2 LOAO; w/o 16sep84 on a maritime research flight from Rzhevka when the right engine lost power
14800 19 42 14800 19 43	613 CCCP-91610 CCCP-91611 CCCP-91611	Il-14T Il-14FK Il-14FK Il-14FK	Civ Avn Adm China AFL/Northern-LED AFL/Moscow SPIMVL AFL/Leningrad-LED	rgd mfd mfd trf	1958 27may58 31may58 06apr61	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a diva and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres there was not enough time and height left to recover from the dive and the aircraft crashed on the banks of a rivulet 125 metres from Dachnoye settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709 hours; canx 26dec60 toc 03jun58 opb 1 LOAO; f/n LED aug78; l/n LED 04sep81 opb 2 LOAO; w/o 16sep84 on a maritime research flight from Rzhevka when the right engine lost power (possibly due to icing), the aircraft lost speed and height, ditched in the Irben Strait south of Saaremaa
14800 19 42 14800 19 43	613 CCCP-91610 CCCP-91611 CCCP-91611	Il-14T Il-14FK Il-14FK Il-14FK	Civ Avn Adm China AFL/Northern-LED AFL/Moscow SPIMVL AFL/Leningrad-LED	rgd mfd mfd trf	1958 27may58 31may58 06apr61	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (NZ3.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfail experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a dive and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres there was not enough time and height left to recover from the dive and the aircraft crashed on the banks of a rivulet 125 metres from Dachnoye settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709 hours; canx 26dec60 toc 03jun58 opb 1 LOAO; t/n LED aug78; l/n LED 04sep81 opb 2 LOAO; w/o 16sep84 on a maritime research flight from Rzhevka when the right engine lost power (possibly due to icing), the aircraft lost speed and height, ditched in the Trhen Strait south of Saaremaa island (Estonia) and sank after 12 minutes, all 6 crew and 4 passengers were able to leave the aircraft and passe daw and ard passengers were able to cleave the aircraft and 4 passengers were able to leave the aircraft and passend and height, ditched in the Trhen Strait south of Saaremaa
14800 19 42 14800 19 43	613 CCCP-91610 CCCP-91611 CCCP-91611	Il-14T Il-14FK Il-14FK Il-14FK	Civ Avn Adm China AFL/Northern-LED AFL/Moscow SPIMVL AFL/Leningrad-LED	rgd mfd mfd trf	1958 27may58 31may58 06apr61	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a diva and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres there was not enough time and height left to recover from the dive and the aircraft crashed on the banks of a rivulet 125 metres from Dachnoye settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709 hours; canx 26dec60 toc 03jun58 opb 1 LOAO; f/n LED aug78; l/n LED 04sep81 opb 2 LOAO; w/o 16sep84 on a maritime research flight from Rzhevka when the right engine lost power (possibly due to icing), the aircraft lost speed and height, ditched in the Irben Strait south of Saaremaa
14800 19 42 14800 19 43 14800 19 44	613 CCCP-91610 CCCP-91611 CCCP-91611 CCCP-91611	II-14T II-14FK II-14FK II-14FK II-14FK	Civ Avn Adm China AFL/Northern-LED AFL/Moscow SPIMVL AFL/Leningrad-LED AFL/Leningrad-RVH	rgd mfd trf trf	1958 27may58 31may58 06apr61 05jan82	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.17847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc O2jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a diva and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres), the crew lost spatial orientation, the banks of a rivulet 125 metres from Dachnoye settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709 hours; canx 26dec60 toc Lo2jun58 opb 1 LOAO; t/n LED aug78; l/n LED 04sep81 opb 1 LOAO; w/o 16sep84 on a maritime research flight from Rzhevka when the right engine lost power (possibly due to icing), the aircraft lost speed and height, ditched in the Irbo Strait south of Saaremaa island (Estonia) and sank after 12 minutes, all 6 crew and 4 passengers were able to leave the aircraft and were rescued by a patrol boat; t/t 19,341 hours 35 minutes and 5,904 cycles; canx 19jul85 see II-14T c/n 147001640
14800 19 42 14800 19 43 14800 19 44 14800 19 45	613 CCCP-91610 CCCP-91611 CCCP-91611 CCCP-91611 CCCP-91612(1)	II-14T II-14FK II-14FK II-14FK II-14FK II-14FK	Civ Avn Adm China AFL/Northern-LED AFL/Moscow SPIMVL AFL/Leningrad-LED AFL/Leningrad-RVH AFL/GosNII GVF AFL/West SibOvn	rgd mfd mfd trf trf trf	1958 27may58 31may58 06apr61 05jan82 05jun58 24may79	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a dive and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres here was not enough time and height left to recover from the dive and the aicraft crashed on the banks of a rivulet 125 metres from Dachnoye settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709 hours; canx 26dec60 to algo 28, l/n LED 04sep81 opb 1 LOAO; f/n LED aug78; l/n LED 04sep81 opb 2 LOAO; w/o 16sep84 on a maritime research flight from Rzhevka when the right engine lost power (possibly due to icing), the aircraft lost speed and height, ditched in the Irben Strait south of Saaremaa island (Estonia) and sank after 12 minutes, all 6 crew and 4 passengers were able to leave the aircraft and were rescued by a patrol boat; t/t 19,341 hours 35 minutes and 5,904 cycles; canx 19jul85 see II-14T c/n 147001640
14800 19 42 14800 19 43 14800 19 44	613 CCCP-91610 CCCP-91611 CCCP-91611 CCCP-91611 CCCP-91612(1)	Il-14T Il-14FK Il-14FK Il-14FK Il-14FK Il-14FK	Civ Avn Adm China AFL/Northern-LED AFL/Moscow SPIMVL AFL/Leningrad-LED AFL/Leningrad-RVH AFL/Leningrad-RVH	rgd mfd trf trf	1958 27may58 31may58 06apr61 05jan82 05jun58	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghal 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings to C02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a dive and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres there was not enough time and height left to recover from the dive and the aircraft crashed on the banks of a rivulet 125 metres from Dachnove settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709 hours; canx 26dec60 to c03jun58 opb 1 LOA0; t/n LED 04sep81 opb 2 LOA0; w/o 16sep84 on a maritime research flight from Rzhevka when the right engine lost power (possibly due to icing), the aircraft lost speed and height, ditched in the Irbo Strait south of Saaremaa island (Estonia) and sank after 12 minutes, al 6 crew and 4 passengers were able to leave the aircraft and were rescued by a patrol boat; t/t 19,341 hours 35 minutes and 5,904 cycles; canx 19jul85 see II-14T c/n 147001640 featured in the Soviet movie "Razreshity evzlyct" (Request take-off) shot in 1971; canx 25dec87 due to no replacement engines available; l/n SVO 03jun88
14800 19 42 14800 19 43 14800 19 44 14800 19 45 14800 19 46	613 CCCP-91610 CCCP-91611 CCCP-91611 CCCP-91611 CCCP-91612(1) CCCP-91612(1) CCCP-91613	II-14T II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK	Civ Avn Adm China AFL/Northern-LED AFL/Moscow SPIMVL AFL/Leningrad-LED AFL/Leningrad-RVH AFL/GosNII GVF AFL/GosNII GVF AFL/West SibOvn AFL/Kazakhstan-UKK	rgd mfd trf trf trf tcc trf	1958 27may58 06apr61 05jan82 05jun58 24may79 07jun58	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was fiying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a diva and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres), the crew lost spatial orientation, the banks of a rivulet 125 metres from Dachnoye settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709 hours; canx 26dec60 toc 03jun58 opb 1 LOAO; w/o 16sep84 on a maritime research flight from Rzhevka when the right engine lost power (possibly due to icing), the aircraft lost speed and height, ditched in the Irben Strait south of Saaremaa Island (Estonia) and sank after 12 minutes, all 6 crew and 4 passengers were albe to leave the aircraft and were rescued by a partol boat; t/t 19,341 hours 35 minutes and 5,904 cycles; canx 19Jul85 see II-14T c/n 147001640 features toring 4 crews and 4 passengers were albe to leave the aircraft and were rescued by a partol boat; t/t 19,341 hours 35 minutes and 5,904 cycles; canx 19Jul85 see II-14T c/n 147001640 featured in the Soviet movie "Razreshitye vzlyot" (Request take-off) shot in 1971; canx 25dec87 due to no replacement engines available; l/n SVO 03jun88 f/n TAS 29oct77; last passenger Aerofibt II-14; still in service 20sep86; reported wfu Ust-Kamenog
14800 19 42 14800 19 43 14800 19 44 14800 19 45 14800 19 46 14800 19 47	613 CCCP-91610 CCCP-91611 CCCP-91611 CCCP-91611 CCCP-91612(1) CCCP-91612(1) CCCP-91613 CCCP-91614	II-14T II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK	Civ Avn Adm China AFL/Northern-LED AFL/Moscow SPIMVL AFL/Leningrad-LED AFL/Leningrad-RVH AFL/GosNII GVF AFL/West SibOvn AFL/Kazakhstan-UKK AFL/Ukraine	rgd mfd mfd trf trf trf	1958 27may58 27may58 06apr61 05jan82 05jun58 24may79 07jun58 09jun58	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a dive and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres there was not enough time and height left to recover from the dive and the aircraft crashed on the banks of a rivulet 125 metres from Dachnoye settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709 hours; canx 26dec50 toc 03jun58 opb 1 LOAO; f/n LED aug78; l/n LED 04sep81 opb 2 LOAO; w/o 16sep84 on a maritime research flight from Rzhvka when the right engine lost power (possibly due to icing), the aircraft lost speed and height, ditched in the Irben Strait south of Saaremaa island (Estonia) and sank after 12 minutes, all 6 crew and 4 passengers were able to leave the aircraft and were rescued by a patrol boat; t/t 19,341 hours 35 minutes and 5,904 cycles; canx 19ju85 see II-147 c/n 147001640 featured in the Soviet movie "Razreshitye vzlyot" (Request take-off) shot in 1971; canx 25dec87 due to no replacement engines available; if NSVO 03jun88 f/n TAS 29oct77; last passenger Aeroflot II-14; still in service 20sep86; reported wfu Ust-Kamenogorsk 19%9; canx 05jul89 as amortisation period expired f/n CAL 13an75; l/n ACC 10nov77; canx
14800 19 42 14800 19 43 14800 19 44 14800 19 45 14800 19 46	613 CCCP-91610 CCCP-91611 CCCP-91611 CCCP-91611 CCCP-91612(1) CCCP-91612(1) CCCP-91613	II-14T II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK	Civ Avn Adm China AFL/Northern-LED AFL/Moscow SPIMVL AFL/Leningrad-LED AFL/Leningrad-RVH AFL/GosNII GVF AFL/GosNII GVF AFL/West SibOvn AFL/Kazakhstan-UKK	rgd mfd mfd trf trf trf tcc tcc tcc	1958 27may58 06apr61 05jan82 05jun58 24may79 07jun58	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was fiying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a diva and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres), the crew lost spatial orientation, the banks of a rivulet 125 metres from Dachnoye settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709 hours; canx 26dec60 toc 03jun58 opb 1 LOAO; w/o 16sep84 on a maritime research flight from Rzhevka when the right engine lost power (possibly due to icing), the aircraft lost speed and height, ditched in the Irben Strait south of Saaremaa Island (Estonia) and sank after 12 minutes, all 6 crew and 4 passengers were albe to leave the aircraft and were rescued by a partol boat; t/t 19,341 hours 35 minutes and 5,904 cycles; canx 19Jul85 see II-14T c/n 147001640 features toring 4 crews and 4 passengers were albe to leave the aircraft and were rescued by a partol boat; t/t 19,341 hours 35 minutes and 5,904 cycles; canx 19Jul85 see II-14T c/n 147001640 featured in the Soviet movie "Razreshitye vzlyot" (Request take-off) shot in 1971; canx 25dec87 due to no replacement engines available; l/n SVO 03jun88 f/n TAS 29oct77; last passenger Aerofibt II-14; still in service 20sep86; reported wfu Ust-Kamenog
14800 19 42 14800 19 43 14800 19 44 14800 19 44 14800 19 45 14800 19 45 14800 19 46 14800 19 47 14800 19 49 14800 19 49	613 CCCP-91610 CCCP-91611 CCCP-91611 CCCP-91611 CCCP-91612(1) CCCP-91612(1) CCCP-91613 CCCP-91614 CCCP-91615 615 617	II-14T II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK II-14F	Civ Avn Adm China AFL/Northern-LED AFL/Moscow SPIMVL AFL/Leningrad-LED AFL/Leningrad-RVH AFL/GosNII GVF AFL/West SibOvn AFL/Kazakhstan-UKK AFL/West Siberia Civ Avn Adm China Civ Avn Adm China	rgd mfd trf trf tcc tcc toc toc rgd	1958 27may58 06apr61 05jan82 05jun58 24may79 07jun58 16jun58 1958	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghal 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings to C2jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a dive and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres there was not enough time and height left to recover from the dive and the aircraft crashed on the banks of a rivulet 125 metres from Dachnoye settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709 hours; canx 26dec60 to cloud; the laircraft lost speed and height, ditched in the Irbon Strait south of Saaremaa island (Estonia) and sank after 12 minutes, all 6 crew and 4 passengers were able to leave the aircraft and were rescued by a patrol boat; t/t 19,341 hours 35 minutes and 5,904 cycles; canx 19jul85 see II-14T c(n 147001640 featured in the Soviet movie "Razreshitye vziyot" (Request take-off) shot in 1971; canx 25dec87 due to no replacement engines available; I/n SV0 03jun88 f/n TAS 290ct77; last passenger Aeroffot II-14; still in service 20sep86; reported wfu Ust-Kamenogorsk 1989; canx 05jul89 as amortisation period expired f/n CAI 13jan75; I/n ACC 10nov77; canx 18jul88 as life-time expired f/n CAI 13jan75; I/n AEC 10nov77; canx 18jul88 as life-time expired f/n CAI 48457 operational; fate unknown
14800 19 42 14800 19 43 14800 19 44 14800 19 44 14800 19 45 14800 19 46 14800 19 47 14800 19 49	613 CCCP-91610 CCCP-91611 CCCP-91611 CCCP-91611 CCCP-91612(1) CCCP-91612(1) CCCP-91613 CCCP-91613 CCCP-91615 615 617 YR-ILZ (2)	II-14T II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK II-14F II-14T II-14T	Civ Avn Adm China AFL/Northern-LED AFL/Moscow SPIMVL AFL/Leningrad-LED AFL/Leningrad-RVH AFL/GosNII GVF AFL/West SibOvn AFL/Kazakhstan-UKK AFL/West Siberia Civ Avn Adm China Civ Avn Adm China	rgd mfd trf trf trf toc toc toc toc toc rgd	1958 27may58 27may58 06apr61 05jan82 05jun58 24may79 07jun58 09jun58 16jun58 1958 1958 1958 1958	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a diva and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres), the crew lost spatial orientation, the aircraft entered a diva and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres) and 2 cillegal) passengers killed; t/t 1,709 hours; canx 26dec60 toc 03jun58 opb 1 LOAO; t/n LED aug78; l/n LED 04sep81 opb 1 LOAO; t/n LED aug78; l/n LED 04sep81 opb 1 LOAO; t/o 16sep84 on a maritime research flight from Rzhevka when the right engine lost power (possibly due to icing), the aircraft lost speed and height, ditched in the Irben Strait south of Saaremaa island (Estonia) and sank after 12 minutes, all 6 crew and 4 passengers were able to leave the aircraft and were rescued by a patrol bast; t/t 19,341 hours 35 minutes and 5,904 cycles; canx 19jul85 see II-14T c/n 147001640 featured in the Soviet movie "Razreshitye vzlyot" (Request take-off) shot in 1971; canx 25dec87 due to no replacement engines available; l/n SVO 03jun88 f/n TAS 29oct77; last passenger Aerofito II-14; still in service 20sep86; reported wfu Ust-Kamenogorsk 1989; canx 05jul89 as amortisation perio
14800 19 42 14800 19 43 14800 19 44 14800 19 44 14800 19 45 14800 19 45 14800 19 46 14800 19 47 14800 19 49 14800 19 49	613 CCCP-91610 CCCP-91611 CCCP-91611 CCCP-91611 CCCP-91612(1) CCCP-91612(1) CCCP-91613 CCCP-91614 CCCP-91615 615 617	II-14T II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK II-14F	Civ Avn Adm China AFL/Northern-LED AFL/Moscow SPIMVL AFL/Leningrad-LED AFL/Leningrad-RVH AFL/GosNII GVF AFL/West SibOvn AFL/Kazakhstan-UKK AFL/West Siberia Civ Avn Adm China Civ Avn Adm China	rgd mfd trf trf tcc tcc toc toc rgd	1958 27may58 06apr61 05jan82 05jun58 24may79 07jun58 16jun58 1958	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (NZ3.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a dive and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres there was not enough time and height left to recover from the dive and the aircraft crashed on the banks of a rivulet 125 metres from Dachnoye settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709 hours; canx 26dec60 toc 03jun58 opb 1 LOAO; t/n LED aug78; 1/n LED 04sep81 opb 2 LOAO; w/o 16sep84 on a maritime research flight from Rzhevka when the right engine lost power (possibly due to icing), the aircraft lost speed and height, ditched in the Irben Strait south of Saaremaa island (Estonia) and sank after 12 minutes, all 6 crew and 4 passengers were able to leave the aircraft and were rescued by a patrol boat; t/t 19,341 hours 35 minutes and 5,904 cycles; canx 19jul85 see II-141 c/n 147001640 featured in the Soviet movie "Razreshitye vzlyot" (Request take-off) shot in 1971; canx 25dec87 due to no replacement engines available; /n SVO 03jun88 /n CAK 13jan75; (/n ACC 10nov77; canx 18jul88 as life-time expired /n PCK sep81; /n PEK 4aug83; rate unknown /f PEK 28oct86; i/n PEK 31oct87 operational; fate unknown /f PEK 28oct86; i/n PEK
14800 19 42 14800 19 43 14800 19 44 14800 19 44 14800 19 45 14800 19 45 14800 19 48 14800 19 48 14800 19 49 14800 19 50 14800 20 01	613 CCCP-91610 CCCP-91611 CCCP-91611 CCCP-91611 CCCP-91612(1) CCCP-91612(1) CCCP-91613 CCCP-91613 CCCP-91615 615 YR-ILZ (2) 2001	II-14T II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK II-14F II-14F II-14P II-14P	Civ Avn Adm China AFL/Northern-LED AFL/Moscow SPIMVL AFL/Leningrad-LED AFL/Leningrad-LED AFL/Leningrad-RVH AFL/GosNII GVF AFL/West SibOvn AFL/Kazakhstan-UKK AFL/Wrst Siberia Civ Avn Adm China Rom GvL/TAROM c/s Romanian Air Force	rgd mfd trf trf toc trf toc toc rgd rgd	1958 27may58 06apr61 05jan82 05jun58 24may79 07jun58 16jun58 1958 1958 1958 16jun59 photo	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a diva and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres), the crew lost spatial orientation, the aircraft entered a diva and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres) theres there was not enough time and height left to recover from the dive and the aircraft crashed on the banks of a rivulet 125 metres from Dachnoye settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709 hours; canx 26dec60 toc clouds (the lower and height, ditched in the Irben Strait south of Saaremaa island (Estonia) and sank after 12 minutes, all 6 crew and 4 passengers were able to leave the aircraft and were rescued by a patrol boat; t/t 19,341 hours 35 minutes and 5,904 cycles; canx 19Jul85 see 1I-14T c/n 147001640 featured in the Soviet movie "Razreshity evzlyot" (Request take-off) shot in 1971; canx 25dec87 due to no replacement engines available; I/n SVO 03Jun88 f/n TAS 29oct77; last passenger Aeroflot II-14; still in service 20sep86; reported wfu Ust-Kamenogorsk 1989; canx 05Jul89 as amortisation period expired f/n PCK sep81; (/n PEK sug83; fate unknown f/n PEK Se
14800 19 42 14800 19 43 14800 19 44 14800 19 44 14800 19 45 14800 19 45 14800 19 46 14800 19 47 14800 19 49 14800 19 49	613 CCCP-91610 CCCP-91611 CCCP-91611 CCCP-91611 CCCP-91612(1) CCCP-91612(1) CCCP-91613 CCCP-91613 CCCP-91615 615 617 YR-ILZ (2)	II-14T II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK II-14FK II-14F II-14T II-14T	Civ Avn Adm China AFL/Northern-LED AFL/Moscow SPIMVL AFL/Leningrad-LED AFL/Leningrad-RVH AFL/GosNII GVF AFL/West SibOvn AFL/Kazakhstan-UKK AFL/West Siberia Civ Avn Adm China Civ Avn Adm China	rgd mfd trf trf tcc tcc toc toc rgd	1958 27may58 27may58 06apr61 05jan82 05jun58 24may79 07jun58 09jun58 16jun58 1958 1958 1958 1958	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (NZ3.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and seen there nov10/sep11 based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory #103, t/t 21,259 hours 48 minutes, 28,116 landings toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a dive and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres there was not enough time and height left to recover from the dive and the aircraft crashed on the banks of a rivulet 125 metres from Dachnoye settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709 hours; canx 26dec60 toc 03jun58 opb 1 LOAO; t/n LED aug78; 1/n LED 04sep81 opb 2 LOAO; w/o 16sep84 on a maritime research flight from Rzhevka when the right engine lost power (possibly due to icing), the aircraft lost speed and height, ditched in the Irben Strait south of Saaremaa island (Estonia) and sank after 12 minutes, all 6 crew and 4 passengers were able to leave the aircraft and were rescued by a patrol boat; t/t 19,341 hours 35 minutes and 5,904 cycles; canx 19jul85 see II-141 c/n 147001640 featured in the Soviet movie "Razreshitye vzlyot" (Request take-off) shot in 1971; canx 25dec87 due to no replacement engines available; /n SVO 03jun88 /n CAK 13jan75; (/n ACC 10nov77; canx 18jul88 as life-time expired /n PCK sep81; /n PEK 4aug83; rate unknown /f PEK 28oct86; i/n PEK 31oct87 operational; fate unknown /f PEK 28oct86; i/n PEK

spares, forward fuselage detached from the wreck and used to repair II-14FKM CCCP-41834 c/n 8343903

378 Il-14s built by factory # 84 at Tashkent-Tuzel from 1954 to 1958

The construction number for the Tashkent II-14s is explained as with most other Tashkent built aircraft. The first digit represents the year built followed by the number 34 indicating the factory number (84 !), then the two digit batch number, the last two digits being the number in the batch. Batches 01 to 02 seem to have consisted of 5 aircraft each, batches 03 to 39 consisted of 10 aircraft each and batch 40 of at least 4 aircraft. Adding these up would suggest a total of 379 aircraft produced here.

4 34 01 01	CCCP-L5051	II-14P	AFL/EAU	f/f	14mar54	Yegoryevskoye aviatsionnoye uchilishche; first II-14 from Tashkent production; photo in natural metal c/s with thin blue cheatlines; featured in the Soviet movie "Ispytanie vernosti" (Test of Loyalty) shot in 1954; in document 20dec57 as 18 pax configuration; canx 05apr58 as worn out
4 34 01 02	CCCP-L5050(1)	II-14P	AFL/Moscow (MUTA)	rgd	unknown	canx 20sep56; see c/n 147001428
4 34 01 05	CCCP	II-14P		mfd	07jun54	i/s jun54
	CCCP-58648	II-14	MAP Moscow MSZ	rgd	22nov65	later trf to MAP MSZ Sukhoi; reportedly based at Khodynka; last overhaul completed 16mar82; canx 11mar86; t/t 27,205 hours and 21,105 cycles; broken up
4 34 02 02	CCCP-04184	II-14P	Polyarnaya Aviats.	rgd	unknown	18 pax configuration
	CCCP-04184	II-14P	AFL/Polar	trf	10feb60	in document 15aug61; dbr shortly before 04dec61 when crashed on landing at Dikson Island; canx 21mar62
4 34 02 03	"012" red	II-14P	Soviet Air Force	LHR	23feb55	VIP version (salon-lyuks); with the Soviet Deputy Foreign Minister; l/n LHR 24jul56, photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail
	CCCP-69311	II-14P	MRP NIIRZ-Leninets	rgd	30auq68	canx 31jan76
4 34 02 04	CCCP-L5063(1)	II-14P	Aeroflot			completed service trials 11nov54; see c/n 5340801
	"010" black	II-14P	Soviet Air Force		photo	VIP version (salon-lyuks); photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail; see c/n 4340304
4 34 03 01	"005" black	II-14P	Soviet Air Force		feb55	VIP version (salon-lyuks); at Paris
	"017"	II-14P	Soviet Air Force	LHR	21apr56	VIP version (salon-lyuks); photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail
	no code	II-14P	Soviet Air Force	OMS	11jul93	wfu; I/n OMS 12jun94
4 34 03 02	"008" black	II-14P	Soviet Air Force			VIP version (salon-lyuks)
	"016" black	II-14P	Soviet Air Force	LHR	20apr56	VIP version (salon-lyuks); photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail; //n LHR 21apr56
4 34 03 03	"006" black	II-14P	Soviet Air Force	LHR	17mar56	VIP version (salon-lyuks); photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail
4 34 03 04	"010"	II-14P	Soviet Air Force	LHR	photo	VIP version (salon-lyuks); photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail; see c/n 4340204
4 34 03 05	"002" blue	II-14P	Soviet Air Force	VKO	jul55	VIP version (salon-lyuks); based at VKO; in natural metal c/s with 1930s type Red Star on rudder; featured in the Soviet newsreel "Novosti dnya" # 41 released jul55
	"035" blue	II-14P	Soviet Air Force	ph.	1956	VIP version (salon-lyuks); during Khrushchov's visit to India; based at VKO; in natural metal c/s with 1930s type Red Star on rudder
	CCCP-L1824	II-14P	AFL/Moscow-VKO	LHR	15aug56	VIP version (salon-lyuks); I/n LHR 22aug56

Problem Problem <t< th=""><th>4 34 03 06</th><th>CCCP-L1824 CCCP-41824(1) "001" blue</th><th>Il-14P Il-14P Il-14P</th><th>Aeroflot/UShVLP Aeroflot/UShVLP Soviet Air Force</th><th>trf rgd KBL</th><th>21may58 jun58 15dec55</th><th>Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College; canx 25mar61; see c/n 146001146 VIP version (salon-lyuks); during Khrushchov's visit; in natural metal c/s with 1930s type Red Star on rudder and c/n on tail; the controls of the left engine failed in-flight due to a manufacturing defect</th></t<>	4 34 03 06	CCCP-L1824 CCCP-41824(1) "001" blue	Il-14P Il-14P Il-14P	Aeroflot/UShVLP Aeroflot/UShVLP Soviet Air Force	trf rgd KBL	21may58 jun58 15dec55	Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College; canx 25mar61; see c/n 146001146 VIP version (salon-lyuks); during Khrushchov's visit; in natural metal c/s with 1930s type Red Star on rudder and c/n on tail; the controls of the left engine failed in-flight due to a manufacturing defect
CEP + 1/2 CEP + 1/2 <thcep +="" 1="" 2<="" th=""> <thcep +="" 1="" 2<="" th=""> <thc< td=""><td></td><td>"007" CCCP-L5053</td><td>II-14P II-14P</td><td>Soviet Air Force NII GVF</td><td></td><td>jun55 1957</td><td>VIP version (salon-lyuks) VIP version (salon-lyuks); in natural metal c/s with 1930s type Red Star on rudder and c/n on tail test filghts</td></thc<></thcep></thcep>		"007" CCCP-L5053	II-14P II-14P	Soviet Air Force NII GVF		jun55 1957	VIP version (salon-lyuks) VIP version (salon-lyuks); in natural metal c/s with 1930s type Red Star on rudder and c/n on tail test filghts
Constraint Constraint Constraint Constraint 4 Marcel The constraint The constr	4 24 04 01	CCCP-61736	II-14M	AFL/N.Kavkaz-VOG	rgd	unknown	first Il-14P modified to Il-14M 24 pax configuration f/n MRV 01mar61 and 21dec67; l/n AER 08jun71; canx 30sep75 as worn out
Constraint Constra	4 34 04 01	CCCP-41849		AFL/Moscow (MUTA)		-	
		CCCP-41849	II-14M	AFL/Moscow	trf	14mar68	converted to 1L-141 IK-2 date unknown
Top: Top: <th< td=""><td>4 34 04 03</td><td>CCCP-41849</td><td>II-14LIK-2</td><td>AFL/Ukraine-KCH</td><td></td><td></td><td>canx 16nov79 as amortisation period expired VIP version (salon-lyuks); carried Austrian government delegation from Vöslau to Moscow 11apr55; in</td></th<>	4 34 04 03	CCCP-41849	II-14LIK-2	AFL/Ukraine-KCH			canx 16nov79 as amortisation period expired VIP version (salon-lyuks); carried Austrian government delegation from Vöslau to Moscow 11apr55; in
4 14 0.4 30 CCP_LICS 1.14 AF_play-back and play of the second play of th	4 34 04 05						VIP version (salon-lyuks); in natural metal c/s with 1930s type Red Star on rudder and c/n on tail
$ \begin{array}{c} \label{eq:constraint} \\ \begin{tabular}{l l l l l l l l l l l l l l l l l l l $		CCCP-L5061	II-14P		rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; canx 13feb58 as for 'display' opb 65 ATO; w/o 06aug55 on a flight from Stalingrad (now Volgograd) to Moscow-Vnukovo when the right engine ran out of oil and caught fire, the crew diverted to Voronezh for an emergency landing, but the right wing was destroyed by the fire and detached, the aircraft crashed in a field 4 km north-east of the runway and exploded, all 5 crew and 20 passengers (among them a delegation of 10 women from Norway) killed; t/t 824 hours (the engine had a t/t of 250 hours only, but already suffered from a fatigue crack which
4 4 4 4 10 CCC-1528 11-49 Anothycinity reg Mathematical and the second and second and the second and the second and the second and the sec	4 34 04 09	CCCP-41832(1)	II-14P	AFL/Magadan	trf	12jun58	in document 20dec57, 18 pax configuration flew on KHV-OHO route 19sep58; see c/n 14803070
4 March 1 CCCP L5000 II L4P All Plats End in the second purposes Ind 2 purpose 4 March 2 CCCP L5000 II L4P All Plats End in the second purposes III Data configuration, in use by a Ending L4bod; rest Unservice L4 Data D4 March 2000 4 March 2 CCCP L5000 II L4P All Plats End in the second purposes III Data configuration, in use by a Ending L4bod; rest Unservice L4D	4 34 04 10						Kiev Aviation Institute; in document 20dec57 as II-14P, 18 pax configuration; canx 25mar61 as for
4 Ha S1 CCCF 15039 II-49 AP, Place Shear ord Shear 4 Ja S1 CCCF 15039 II-49 AP, Place Shear ord Shear 4 Ja S1 CCCF 15039 II-49 AP, Place Shear ord Shear 4 Ja S1 CCCF 15039 II-49 AP, Place Shear ord Shear 4 Ja S1 CCCF 15039 II-49 AP, Place Shear ord Shear CCCF 15039 II-49 AP, Place Shear ord Shear Shear Shear Shear CCCF 15030 II-49 AP, Place Shear ord Shear	4 34 05 01	CCCP-L5055	II-14P	AFL/VNESh ?	rgd	unknown	document 20dec57 as II-14P, 18 pax configuration, in use by a technical school; canx 10may58 as for
4 34 55 CCCF.15500 11-49 And/CoNT (A) into a finite channel Avelation College: control 25% million and biology. (In block million)	4 34 05 03	CCCP-L5059	II-14P	AFL/Yakutiya	trf	22mar57	opb 133 ATO opb 133 ATO opb 139 AO; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown opb 139 AO; w/o 31oct61 on a cargo flight (carrying apples) from Yakutsk to Sangar when the crew mistook the lights of Smorodichny for the lights of Sangar on approach at night and in haze (Sangar had an electricity black-out, but the crew had not been informed about that) and flew at a height of 160 metres into the wooded south-western slope of Mt. Vaatala Khayata 8 km south-east of the airport, the right wing was ripped off at first, then the aircraft turned over, came to a rest after 200 metres and caught fire, all 5
L CCCP-L122(1) 1-144 ATUGANII GA No description CCCP-L1562 11-44 ATUGANII GA No description No description No No <	4 34 05 05	CCCP-93923	II-14P	MSM Moscow Metalw.	rgd	11sep67	Irkutsk Technical Aviation College; canx 25mar61 as for 'display'; l/n Irkutsk mid-1972, wfu trf to the Soviet Air Force around 1980
Here CCCP-L5062 11-144 AFU/MOW Mod SPNS UT unknown Here CCCP-L5062 11-144 AFU/Gaall G/T if instance path in Standard Marker of Middly magazine # 9/1959 CCCP-13063 11-144 AFU/Gaall G/T if instandard Marker of Middly magazine # 9/1959 4/3 40 50 V.17 11-44 AFU/Gaall G/T if instandard Marker of Middly magazine # 9/1959 4/3 40 50 V.17 11-44 Caceboolouk AF 0(1 Standard Marker of Versite in Standard Marker o	4 34 05 06						prototype; see c/n 146001005
CCCP 1502 II-140 ALP/OW MASH SWY T II-18098 ALP/OW MASH SWY T II-18097 ALP/OW SWY T II-18097 ALP/OW MASH SW							14M c/n and registration from MGA document, version not mentioned; f/n WAW 19oct56 during Khrushchov's
$ \begin{array}{c} \begin{array}{c} CCCP-3148 \\ CCCP-$							
 43 46 50 V. 17 11-4P Catcholovak AF 43 46 50 V. 17 11-4P Catcholovak AF 43 46 50 058 11-4P Catcholovak AF 43 46 50 050 11-4P Catcholovak AF 43 46 50 000 11-4P Catcholovak AF Catcholovak AF Catcholovak AF Catcholovak AF Catcholovak AF Catcholovak AF					rgd		preserved in standard 'blue' c/s in front of the terminal at Bykovo (N55.622818 E38.063824) from 09sep80, l/n in its original c/s may10, repainted in all-grey c/s, seen as such aug11; scrapped apr12, only
41 30 E0 0058 11-49 Carcheological AF 4/d 30 april probably Mat a senial consisting of a latter with two numbers initially, as the system relating to c/n and senior incomposition period consints, or and senior incomposition period consints, or and senior incomposition period consints, or and senior incomposition period consisting of a latter with two numbers initially, as the system relating to c/n and senior incomposition period consisting of a latter with two numbers initially, as the system relating to c/n and senior incomposition period consisting of a latter with two numbers initially, as the system relating to c/n and senior incomposition period consisting of a latter with two numbers initially, as the system relating to c/n and senior incomposition period consisting of a latter with two numbers initially, as the system relating to c/n and senior incomposition period consisting of a latter with two numbers initially, as the system relating to c/n and senior incomposition period consisting of a latter with two numbers initially. 4 34 06 01 0611 11-44 Carcheolowak AF Carcheolowak AF Carcheolowak AF 4 34 06 02 0621 11-44 Carcheolowak AF Carcheolowak AF Carcheolowak AF Carcheolowak AF 4 34 06 03 0649 11-44 Carcheolowak AF Carcheolowak AF Carcheolowak AF Carcheolowak AF 4 34 06 05 068 11-44 Carcheolowak AF Carcheolowak AF Carcheolowak AF Carcheolowak AF	4 34 05 07						supplied as a pattern aircraft to Avia at Prague-Letnany seen at PRG feb77 active, all silver c/s; f/n preserved at Zbraslavice, aug91, l/n oct96; f/n preserved at
Oc. Prov (1) II-14P CS-G-W (LSPW) rpd Description Partial State 4 34 05 00 CCP-S2062(2) II-14P AL/Vskutya rpd 204057 see can date above; can: 13aug05 as amortisation period expired; see CCP-S2065 with unknown (/n fr. MSR 0decd); converted for photo-sumption in 1957 4 34 05 01 Se1.48 II-14P AL/Vskutya rpd 22aug7 see can date above; can: 13aug05 as amortisation period expired; see CCP-S2065 with unknown (/n fr. MSR 0decd); converted for photo-sumption in 1957 4 34 06 01 G601 II-14P Cacheolowsk AF see can date above; can: 13aug05 as amortisation period expired; see CCP-S2065 with unknown (/n fr. MSR 0decd); converted for photo-sumption (/n fr. MSR 0decd); converted for p	4 34 05 08	0508	II-14P	Czechoslovak AF	d/d	30apr55	probably had a serial consisting of a letter with two numbers initially, as the system relating to c/n and
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		0508	II-14P	Czechoslovak AF			canx 29dec59; see c/n 911109 converted to Il-14FG; scrapped at Hradec Kralove in 1979
SP-LNB II-14P Aeropol rgd 22sig/24 f/r.WW 10jm/72 4 34 06 01 0601 II-14P Zschoslovak AF Zschoslovak AF Zschoslovak AF 4 34 06 02 0602 II-14P Czechoslovak AF Zschoslovak AF Zschoslovak AF Zschoslovak AF 4 34 06 02 0602 II-14P Czechoslovak AF Zschoslovak AF Zschoslovak AF 4 34 06 03 0603 II-14P Czechoslovak AF Zschoslovak AF Zschoslovak AF 4 34 06 03 0603 II-14P Czechoslovak AF Zschoslovak AF Zschoslovak AF 4 34 06 04 0604 II-14P Czechoslovak AF Zschoslovak AF Zschoslovak AF 4 34 06 05 0603 II-14P Civ Am Adm China regl Jama/5c, IVP configurated X halo Stapp 25, canx 22oz64 4 34 06 05 0606 II-14P Polish Air Force rd T/m H725, rock registration Stapp 20, ratio rati rati ratio ratio ratio rati ratio ratio ratio rati rati		CCCP-52065(2)	II-14P	AFL/Yakutiya	toc	20feb73	see canx date above; canx 13aug80 as amortisation period expired; see CCCP-52065 with unknown c/n
4 3 4 0 6 01 0601 II-14P Czechoslovak AF according to Czech magazine; probably had a serial consisting of a letter with two numbers initially, as the system relating to (<i>n</i> and serial was not introduced Unit 1597; converted to 11-147, opti 4 5.04 of 0.04 <i>Pipi a</i> if Hader (Kinok in 1569) 4 3 4 0 6 02 0602 II-14P Czechoslovak AF according to Czech magazine; probably had a serial consisting of a letter with two numbers initially, as the system relation (<i>Ling Pipi a</i> if Hader (Kinok in 1569) 4 3 4 0 6 00 0603 II-14P Cir Ver (SFWV) (<i>d</i> 29apr55 4 3 4 0 6 00 0604 II-14P Cir Ver Adm China rpd 1954 4 3 4 0 6 00 003 II-14P Polish Air Force (<i>d</i> 17/ms72 4 3 4 0 6 07 00606 II-14P Polish Air Force (<i>d</i> 17/ms72 4 3 4 0 6 07 SP-INA II-14P Polish Air Force (<i>d</i> 17/ms72 4 3 4 0 6 07 SP-INA II-14P Airton Classics r/r 1372 4 3 4 0 6 07 SP-INA II-14P Airton Classics r/r 1372 4 3 4 0 6 07 SP-INA II-14P Airton Cir Tor r/r 2572 4 3 4 0 6 07	+ 5+ 05 10	SP-LNB	II-14P	Aeropol	rgd	22aug74	f/n WAW 10jun77 canx 24oct89; seen WAW 1990/95; seen very derelict at Warsaw in mid-1996, only fuselage left by
4 34 06 02 0602 II-14P Czechoslovsk AF 4 34 06 03 0K-BYT II-14P Czechoslovsk AF 4 34 06 04 0603 II-14P Czechoslovsk AF 4 34 06 05 604 II-14P Czechoslovsk AF 4 34 06 05 604 II-14P Civ An Adm China rgd 1/4 4 34 06 05 604 II-14P Civ An Adm China rgd 1/4 4 34 06 05 606 II-14P Polish AF Force r/r 1/7 IPC3 (20074) 1/14 Add00014 III-14P Polish AF Force r/r 1/7 1/7 1/7 Scaled87 r/r 1/7 IV-1400050 (20074) III-14P Polish AF Force r/r 1/9 1/9 Scaled87 r/r 1/7 IV-14072 (20002) (20074) r/r 1/0 Scaled87 4 34 06 07 SP-LNA II-14P Polish AF Force r/r 1/9 2/2 2/2 Scaled87 r/r 1/14/9	4 34 06 01	0601	II-14P	Czechoslovak AF			according to Czech magazine; probably had a serial consisting of a letter with two numbers initially, as the system relating to c/n and serial was not introduced until 1957; converted to II-14RT, opb by 46.bold at
0603 II-14P Czechoslovak AF tr 220dt5 4 34 06 04 604 II-14P Civ Arn Adm China rgd 1954 4 34 06 05 608 II-14P Civ Arn Adm China rgd 1954 4 34 06 05 608 II-14P Civ Arn Adm China rgd 1954 4 34 06 05 608 II-14P Polish Air Force r/r 17/000000000000000000000000000000000000	4 34 06 02	0602	II-14P	Czechoslovak AF			according to Czech magazine; reported China, Chengdu Guangahan College as 602, see 602 with unknown
4 34 06 05 608 II-14P Civ Avn Adm China rgd 1954 4 34 06 05 003 II-14P Polish Air Force d/d 17/11 17/11 19/11	4 34 06 03						rgd 13mar56; VIP configuration; photo BUD oct62; canx 22oct64 converted to II-14FG; arrived at Kbely museum 24nov76; preserved in poor condition and very faded c/s, serial worn away; wings and tail dismantled by aug12; moved by road 15apr13 to Olomouc museum (due
4 34 06 0 003 II-14P Polish Air Force d/d 17/In 55 leased by LCIP (Polskie Linie Lonticze) in Air Force marks, three times between 23jul65-08apr66, 11may70-24oct70 and 16ct74-12apr75 6606 II-14P Polish Air Force r/r 199au94 r/r 1975 soc 31dec87 r/r 1975 soc 31dec87 r/r 199au94 4 34 06 07 SP-LNA II-14P LOT rgd 20jun55 r/r r/r 199au94 r/r r/r 199au94 r/r r/r <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>not c/n 146000608 as reported before !; conversion started in Shanghai jan74 to become a combi aircraft,</td>							not c/n 146000608 as reported before !; conversion started in Shanghai jan74 to become a combi aircraft,
N606RRII-14PAviation Classicsrgd19aug94ffn MUcu 1aug88; moved to Santa Rosa aug93 and in Soviet AF C/s, by 05nov94; owned by Pacific Coast Ar Museum, still present apr98 and Current on register mar74 but never received a CoAf, by apr00 painted in a such Santa Rosa aug93 and in Soviet AF C/s, by 05nov94; owned by Pacific Coast Ar Museum, still present apr98 and Current on register mar74 but never received a CoAf, by apr00 painted in original 3 due to Coff expiry from H171/ub1; seen AMS 04aug62; canx 21jul72 from H171/ub1; seen AMS 04aug62; canx 21jul72 h/ by ARZ-407, with fty 14,998 hours; canx 13jul80 with fty 118,293 hours and 7,736 cycles leased but in force marks, twice between 17jul63-1964 and 20nov70- 17jun71; seen MAW 17aug72 cocccp-61292 li-14First Pace Pacific Ar Pa	4 34 06 06	003	II-14P	Polish Air Force	d/d	-	leased by LOT (Polskie Linie Lotnicze) in Air Force marks, three times between 23jul65-08apr66, 11may70-
4 34 06 07 SP-LNA CCCP-52081 II-14P II-14P LOT AFL/Northerm rg d 20jun55 2005 r/n CPH 17jul61; seen AMS 04aig62; canx 21jul72 4 34 06 08 004 II-14P Polish Air Force r/d h/o by AR2-407, with Vt 14, 498 hours; canx 18jul80 with Vt 18, 293 hours and 7,736 cycles 60608 II-14P Polish Air Force r/r 19jun51 seen AMS 04aig62; canx 21jul72 4 34 06 09 0608 II-14P Soviet Air Force r/r 19jun51 seed My LOT (Polskie Linie Lotnicze) in Air Force arx 18jul85 as amortisation period expired; see c/n 146000502 4 34 06 10 0610 II-14P Polyamaya Aviats. CCCP-04185 rgd unknown 18 pax configuration; rg d 10feb60 5 34 07 01 CCCP-04185 II-14P Ci v An Adm China rgd 1955 rd 17 SSV certaine aug68 daving Soviet occupation; converted to 11-14FG; destroyed at Kbely by the fire brots SX 1990 canx 19ug60 as worn out photo SX 1995; canx 1902 canx 19ug60 as worn out photo SX 1995; canx 1902 canx 19ug60 as worn out photo SX 1995; canx 1902 canx 19ug60 as worn out photo in ACount 140000610 as reported before 1; first CAAC II-14 to be converted to 21 seas, work started 30jun81 in Shanghai; engines nearly out of hours by late 1984 having been based/operational in SA 407 07 5 34 07 07 CCCP-15052 CCCP-51718 II-14P AFU/Uzbakistan cCCP-51718							f/n MUC 11aug88; moved to Santa Rosa aug93 and in Soviet AF c/s, by 05nov94; owned by Pacific Coast Air Museum, still present apr98 and current on register mar04 but never received a CofA; by apr00 painted in original Polish Air Force colours, wearing serial '0606' and no American registration; I/n as such Santa
 17/un71; seen WAW 17aug73 36068 11-14P Soviet Air Force AFL/Arkhangel-ARH CCCP-61789(2) 11-14P Soviet Air Force AFL/Arkhangel-ARH CdCP-61789(2) 11-14P Czechoslovak AF CdCP-61789(2) 11-14P CdCP-61789(2) 11-14P CdCP-61789(2) 11-14P CdCP-61789(2) 11-14P CdV An Adm China rgd rgd 1955 rfn RKN 20apr62; operational at Guangzhou until mid 1980s; not c/n 146000660 as reported before 1; first CAAC 11-14 to be converted to 32 seats, work started 30(in 81 in Shangha); engines nearly out of hours by late 1984 having been based/operational in Shanghai, flowin to Beijing dec84 as a gift for the Aviation Institute in document 20dec57, 18 pax configuration; converted to 11-14M date unknown CCCP-61718 11-14P Deutsche Lufthansa rfr 25/jan64 rfr 25/jan64 rfr 25/jan64 rfr 25/jan64 rfr 25/jan64 rfr 21/jm56 rfr 21/jm56<td></td><td>CCCP-52081</td><td>II-14P</td><td>AFL/Northern</td><td>toc</td><td>25feb73</td><td>h/o by ARZ-407, with t/t 14,998 hours; canx 18jul80 with t/t 18,293 hours and 7,736 cycles</td>		CCCP-52081	II-14P	AFL/Northern	toc	25feb73	h/o by ARZ-407, with t/t 14,998 hours; canx 18jul80 with t/t 18,293 hours and 7,736 cycles
$ \begin{array}{c} \text{CCCP-61789(2)} & \text{II-14} \\ 4 34 06 10 \\ 610 \\ 610 \\ 11-14P \\ 5 34 07 01 \\ 5 34 07 02 \\ 5 34 07 02 \\ 5 34 07 02 \\ 5 34 07 02 \\ 5 34 07 02 \\ 5 34 07 04 \\ 5 34 07 04 \\ 5 34 07 04 \\ 5 34 07 04 \\ 5 34 07 04 \\ 5 34 07 04 \\ 610 \\ 11-14P \\ 11-$		0608	II-14P	Polish Air Force	r/r	1975 ?	17jun71; seen WAW 17aug73
5 34 07 01CCCP-04185 CCCP-04185II-14P II-14PPolyarnaya Aviats. AFL/Polartrd trd trd trd 10feb60brigade during training in 1975; canx 19755 34 07 02OK-BYZ OK-BYZII-14P CIV AN Adm China CIV AN Adm Chinatrd rgd10feb60 1955photo; in document 12mar60; canx 19aug60 as worn out photo SXF 1959; canx 11oct635 34 07 04610II-14PCiV AN Adm China CIV AN Adm Chinargd1955fr/n RSN 20apr62; operational at Guangzhou until mid 1980s; not c/n 146000606 as reported before !; first CAAC II-14 to be converted to 32 seats, work started 30jun81 in Shanghai; engines nearly out of hours by late 1984 having been based/operational in Shanghai, fown to Beijing dec84 as a gift for the Aviation Institute in document 20dec57, 18 pax configuration; converted to 11-14M date unknown5 34 07 09CCCP-61718 CCCP-61718II-14PAFL/Kazakhstan trf 25jan64trf 25jan645 34 07 09DDR-ABAII-14PAFL/Kazakhstan Utstach at trf CCCP-61718trf 25jan745 34 07 09DDR-ABAII-14PDeutsche Lufthansa M AFL/Kazakhstantrf 25jan745 34 07 09DDR-ABAII-14PDeutsche Lufthansatrf 25jan745 34 07 09DDR-ABAII-14PAFL/Kazakhstan Trftrf 25jan745 34 07 09DDR-ABAII-14PAfly An Air Forced/d 30jul55; c/n confirmed on vide footageDM-SBAII-14PAfghan Air ForceKBL5 34 07 10no serialII-14PAfghan Air ForceKBL5 34 07 10no serialII-14P <t< td=""><td></td><td>CCCP-61789(2)</td><td>II-14</td><td>AFL/ArkhangelARH</td><td>toc</td><td>01oct81</td><td></td></t<>		CCCP-61789(2)	II-14	AFL/ArkhangelARH	toc	01oct81	
5 34 07 02OK-BYZII-14PCS-Gvt (LSFMV) Civ Avn Adm Chinargd10jul56 rgdintoto SXF 1959; canx 110ct635 34 07 03606II-14PCiv Avn Adm Chinargd1955f/n RGN 20apr62; operational at Guangzhou until mid 1980s; not c/n 146000606 as reported before 1; first CAAC II-14 to be converted to 32 seats, work started 30jun81 in Shanghai; engines nearly out of hours by late 1984 having been based/operational in Shanghai; flown to Beijing dec84 as a gift for the Aviation Institute5 34 07 07CCCP-15052II-14PAFL/Uzbekistanrgdunknown5 34 07 07CCCP-61718II-14MAFL/Kazakhstantrf22jul58CCCP-61718II-14MAFL/Kazakhstantrf22jul58CCCP-61718II-14MAFL/Kazakhstantrf22jul58photo 1970s at SeimchancccP-61718II-14MAFL/KazakhstanCCCP-61718II-14PDeutsche Lufthansad/d30jul555 34 07 09DDR-ABAII-14PDeutsche Lufthansatrf22jul58DM-SBAII-14PDeutsche Lufthansatrf21jun5618 pax configuration; converted to 26 pax configuration; rgd 30jul55; c/n confirmed on vide footageDM-SBAII-14PDeutsche Lufthansatrf1959/st18 pax configuration; converted to 26 pax configuration in 1956 photo in ex-Deutsche Lufthansa c/s; canx 31dec645 34 07 10no serialII-14PAfghan Air ForceKB15dec6534 07 10no serialII-14PAfghan Air ForceKB15dec655 34 07 10no serial <t< td=""><td></td><td>CCCP-04185</td><td>II-14P</td><td>Polyarnaya Aviats.</td><td>rgd</td><td>unknown</td><td>brigade during training in 1975; canx 1975 18 pax configuration;</td></t<>		CCCP-04185	II-14P	Polyarnaya Aviats.	rgd	unknown	brigade during training in 1975; canx 1975 18 pax configuration;
 5 34 07 04 610 II-14P Civ Avn Adm China rgd 1955 f/n SHA apr80; not c/n 146000610 as reported before 1; first CAAC II-14 to be converted to 32 seats, work started 30jun81 in Shanghai; engines nearly out of hours by late 1984 having been based/operational in Shanghai; 1900 converted to 32 seats, work started 30jun81 in Shanghai; engines nearly out of hours by late 1984 having been based/operational in Shanghai; 1900 converted to 32 seats, work started 30jun81 in Shanghai; engines nearly out of hours by late 1984 having been based/operational in Shanghai; 1900 converted to 32 seats, work started 30jun81 in Shanghai; engines nearly out of hours by late 1984 having been based/operational in Shanghai; 1900 converted to 32 seats, work started 30jun81 in Shanghai; engines nearly out of hours by late 1984 having been based/operational in Shanghai; 1900 converted to 32 seats, work started 30jun81 in Shanghai; engines nearly out of hours by late 1984 having been based/operational in Shanghai; 1900 converted to 31 seater 0 converted to 32 seater 0 converted to 32 seater 0 seater 0 converted to 32 seater 0 converted to 30 seater 0 converted to 32 seater 0 converted to 32 seater 0 converted to 32 seater 0 converted to 31 seater 0 converted to 32 seater 0 converted to 31 seater 0 converted to 31 seater 0 converted to 31 seater 0 converted to 32 seater 0 converted to 31 seater 0 converted to 32 se		OK-BYZ	II-14P	CS-Gvt (LSFMV)	rgd	10jul56	photo SXF 1959; canx 11oct63
 S 34 07 07 CCCP-L5052 II-14P AFL/Uzbekistan rgd unknown rgd rgd unknown rgd rgd							unknown f/n SHA apr80; not c/n 146000610 as reported before !; first CAAC II-14 to be converted to 32 seats, work
CCCP-61718 II-14M AFL/Kazakhstan trf 22jul58 CCCP-61718 II-14M AFL/Kazakhstan trf 22jul58 S 34 07 09 DDR-ABA II-14P Deutsche Lufthansa d/d 30jul55 first passenger aircraft operated in Eastern Germany; 18 pax configuration; rgd 30jul55; c/n confirmed on video footage DM-SBA II-14P Deutsche Lufthansa r/r 21jun56 18 pax configuration; converted to 26 pax configuration in 1956 DM-SBA II-14P Deutsche Lufthansa r/r 21jun56 18 pax configuration; converted to 26 pax configuration in 1956 DM-SBA II-14P Egyptian Air Force sld 31dec64 fate unknown 5 34 07 10 no serial II-14P Afghan Air Force KB 15dec55 in natural metal c/s, no markings apart from Afghan flag on rudder and roundels on wings; officially h/o 30jan56 YA-AAF II-14P Afghan Air Force KB 15dec55 also reported as YA-AAE 1; c/n not confirmed c/n not confirmed c/n not confirmed metal/fn dumped near the Olympic Stadium in Kabul (N34,516472 E69.198723) as a broken hulk, f/n jun02, i/n may04; no longer visible no long E image dated 20nov09 see c/n 4340204 5 34 08 01 CCCP-L5053(2) II-14P AFL/Votekistan rgd	5 34 07 07	CCCP-L5052	II-14P	AFL/Uzbekistan	rgd	unknown	Shanghai, flown to Beijing dec84 as a gift for the Aviation Institute
5 34 07 09 DDR-ABA II-14P Deutsche Lufthansa d/d 30jul55 first passenger aircraft operated in Eastern Germany; 18 pax configuration; rgd 30jul55; c/n confirmed on video footage DM-SBA II-14P Deutsche Lufthansa r/r 21jun56 18 pax configuration; converted to 26 pax configuration in 1956 DM-SBA II-14P Interflug trf 1959/62 photo in ex-Deutsche Lufthansa c/s; canx 31dec64 5 34 07 10 no serial II-14P Afghan Air Force KBL 15dec55 in natural metal c/s, no markings apart from Afghan flag on rudder and roundels on wings; officially h/o 30jan56 7 AvAAF II-14P Afghan Air Force d/d 1955 also reported as YA-AAE 1; c/n not confirmed c/n not confirmed c/n not confirmed c/n not confirmed termed te	-	CCCP-61718 CCCP-61718	II-14M II-14M	AFL/Kazakhstan AFL/Magadan	trf trf	22jul58 25jan64	photo 1970s at Seimchan
DM-SBA II-14P Deutsche Lufthansa r/r 21jun56 18 pax configuration; converted to 26 pax configuration in 1956 DM-SBA II-14P Interflug trf 1959/62 photo in ex-Deutsche Lufthansa c/s; canx 31dec64 5 34 07 10 no serial II-14P Egyptian Air Force sld 31dec64 fate unknown 7 AAAF II-14P Afghan Air Force KBL 15dec55 in natural metal c/s, no markings apart from Afghan flag on rudder and roundels on wings; officially h/o 30jan56 7 Ar-AAF II-14P Afghan Air Force d/d 1955 also reported as YA-AAE !; c/n not confirmed c/n not confirmed into confirmed ir	5 34 07 09						first passenger aircraft operated in Eastern Germany; 18 pax configuration; rgd 30jul55; c/n confirmed on
5 34 07 10 no serial II-14P Afghan Air Force KBL 15dec55 in natural metal c/s, no markings apart from Afghan flag on rudder and roundels on wings; officially h/o 30jan56 YA-AAF II-14P Afghan Government d/d 1955 also reported as YA-AAE !; c/n not confirmed c/n not confirmed; f/n dumped near the Olympic Stadium in Kabul (N34.516472 E69.198723) as a broken hulk, f/n jun02, l/n may04; no longer visible on GE image dated 20nov09 5 34 08 01 CCCP-L5063(2) II-14P AFL/Uzbekistan AFL/North Kavkaz rgd unknown see c/n 4340204		DM-SBA	II-14P	Interflug	trf	1959/62	18 pax configuration; converted to 26 pax configuration in 1956 photo in ex-Deutsche Lufthansa c/s; canx 31dec64
T-002 II-14P Afghan Air Force c/n not confirmed; f/n dumped near the Olympic Stadium in Kabul (N34.516472 E69.198723) as a broken hulk, f/n jun02, f/n may04; no longer visible on GE image dated 20nov09 5 34 08 01 CCCP-L5063(2) II-14P AFL/Uzbekistan rgd unknown see c/n 4340204 CCCP-L5063(2) II-14P AFL/North Kavkaz trf 29may58 converted to II-14M date unknown	5 34 07 10	no serial	II-14P	Afghan Air Force	KBL	15dec55	in natural metal c/s, no markings apart from Afghan flag on rudder and roundels on wings; officially h/o 30jan56
5 34 08 01 CCCP-L5063(2) II-14P AFL/Uzbekistan rgd unknown see c/n 4340204 CCCP-L5063(2) II-14P AFL/North Kavkaz trf 29may58 converted to II-14M date unknown					d/d	1955	c/n not confirmed; f/n dumped near the Olympic Stadium in Kabul (N34.516472 E69.198723) as a broken
	5 34 08 01	CCCP-L5063(2)	II-14P	AFL/North Kavkaz	trf	29may58	see c/n 4340204 converted to II-14M date unknown

5 34 08 02						
	CCCP-L5064	II-14P	Aeroflot/ShVLP	rgd	unknown	Advanced Flying Training College; in document 20dec57, 18 pax configuration
	CCCP-L5064 CCCP-52055	II-14P II-14P	AFL/VAU AFL/VAU	trf	25jan58 unknown	Higher Aviation College Higher Aviation College; in document mar59
	CCCP-52055	II-14P	Aeroflot/UShVLP	rgd trf	08jan60	
5 34 00 03	CCCP-52055	II-14P	AFL/GosNII GII ?	trf	05may69	canx 14jul69 (last digit assumed)
5 34 08 03	DDR-ABZ DM-SBB	II-14P II-14P	Deutsche Lufthansa Deutsche Lufthansa	d/d	30nov55 1956	rgd 30nov55; 18 pax configuration registration probably used for ferry flight
	DM-SBZ	II-14P	Deutsche Lufthansa	r/r	21jun56	converted to 26 pax configuration in 1956; photo in new Deutsche Lufthansa c/s 1963/64
	434	II-14P	East German AF	trf	16jan61	according to other sources already dec59; opb STFS, oct63 to TFG-17 (later renamed TFS-27 and TS-24); with black code; wfu 08nov79; to FWD 29sep80; broken up at DRS
5 34 08 04	DDR-ABX	II-14P	Deutsche Lufthansa	rgd	17nov55	already reported seen SXF 13nov55; 18 pax configuration; converted to 26 pax configuration in 1956
	DM-SBX	II-14P	Deutsche Lufthansa	rgd	21jun56	canx 31dec64
6 34 08 05	not known DM-SBC	II-14P II-14P	Egyptian Air Force Deutsche Lufthansa	sld rgd	31dec64 1956	fate unknown canx date unknown; transferred to Interflug, date unknown
6 34 08 07	DM-SBD	II-14P	Deutsche Lufthansa	rgd	1956	canx date unknown; transferred to Interflug, date unknown
5 34 08 08	CCCP-66752 CCCP-66752	II-14P II-14P	MAP Tashkent APO Moscow OAO	rgd trf	15dec65 01oct79	2010 - 10 - 10 - 10 - 10 - 10 - 10 - 10
5 34 08 09	DDR-ABF	II-14P II-14P	Deutsche Lufthansa	rgd	17nov55	canx 30jan89 already reported seen SXF 13nov55; 18 pax configuration converted to 26 pax configuration in 1956
	DM-SBF	II-14P	Deutsche Lufthansa	rgd	21jun56	
	DM-SBF not known	II-14P II-14P	Interflug Egyptian Air Force	trf sld	'59/'63 31dec64	photo in Deutsche Lufthansa new c/s in 1962; canx 31dec64 fate unknown
5 34 09 07	not known	II-14P	Soviet Air Force ?	310	5106004	VIP version (salon); an exhaust pipe burst in-flight after a t/t of 240 hours due to a manufacturing defect
5 34 10 03	not known	II-14P		mfd	dec55	
5 34 10 04	CCCP-06145 not known	II-14 II-14P	MAP Kazan Soviet Air Force	rgd	10aug81	canx 30dec87 VIP version (salon); opb AKDON, was the personal aircraft of the Soviet Minister of Defence, Marshall
5 5 . 10 0 .						Georgi Zhukov; had to make a forced landing with Zhukov on board in late spring or early summer 1956
	CCCP-06197	II-14	MAP Rybinsk Motors	rgd	12dec78	when an engine failed in-flight due to a manufacturing defect canx 1982
6 34 10 10	4202	II-14P	Chinese Air Force	ph.	oct82	VIP version (salon); active at Shahezhen 08apr86; preserved in the China Aviation Museum at Shahezhen
				,		AFB, Changping (N40.181773 E116.35774) nov92/jul13; c/n confirmed in official documents; 4202 was
6 34 11 02	HA-VLG	II-14P	Hungarian Govt	mfd	09mar56	chairman Mao's aircraft and used between 19mar57 and 10sep58 VIP version (salon); d/d 08may56; in natural metal c/s with blue lightning-bolt, no titles
0 54 11 02	HA-MAK	II-14P	MALÉV	trf	01aug60	c/n from official documents; in full MALÉV c/s; CofA issued 02jul60
	102	II-14P	Hungarian AF	trf	oct61	VIP version (salon); f/n BUD 05nov64; l/n SXF 06sep75; to Minsk for maintenance aug76 with t/t 4,935
	CCCP-61763	II-14P	AFL/East Siberia	toc	01oct76	hours and 4,119 cycles photo; canx 17apr86 as amortisation period expired
6 34 12 06	DDR-ABL	II-14P	Deutsche Lufthansa	rgd	1956	f/n BUD 16may56
6 34 12 08	DM-SBL DDR-AVI	II-14P II-14P	Deutsche Lufthansa FW Dresden, n/t	rgd d/d	10dec57 1956	26 pax version; w/o 28feb63 when crashed near Königsbrück pattern aircraft for licence production by Flugzeugwerke Dresden; canx aug56
0 34 12 08	DM-ZZA	II-14P	FW Dresden, n/t	rgd	24apr56	used as test aircraft; canx 01jul61
	461	II-14P	East German AF	trf	dec61	opb TFG-17 (later renamed TFS-27); with black code; damaged 27aug61 while taxiing at Dessau, but
						repaired; wfu 01apr64; still seen DRS 25may64 and 04sep64, see next line; to Kdo. LSK/LV mar66 (paper
	not known	II-14P	Egyptian Air Force	sld	01apr64	date) fate unknown
6 34 12 09	CCCP-N812	II-14P	Polyarnaya Aviats.	rgd	unknown	in fleet list 18mar58
	CCCP-04186 CCCP-04186	II-14P II-14P	Polyarnaya Aviats. AFL/Polar	rgd trf	unknown 10feb60	18 pax configuration; in fleet list 19jun58 in fleet list 03mar61; w/o shortly before 05dec61 on landing at the ice airstrip of the drifting polar station
	CCCF-04180	11-14P	AFL/F0Idi	ui	TOLEDOO	in fleet list 03mar61; w/o shortly before 05dec61 on landing at the ice airstrip of the drifting polar station SP-8 when one wing hit the ice; canx 16feb62
6 34 12 10	CCCP-04187	II-14P	Polyarnaya Aviats.	rgd	unknown	18 pax configuration; in fleet list 19jun58
	CCCP-04187 CCCP-04187	II-14P II-14P	AFL/Polar AFL/Krasnoyarsk	trf trf	01jan60 15apr60	in MGA document as such
	CCCP-04187 CCCP-04187	II-14P	AFL/Kazakhstan	trf	29apr60	canx 03jul73 as life-time expired
6 34 13 01	CCCP-04188	II-14P	Polyarnaya Aviats.	mfd	17apr56	
	CCCP-04188 CCCP-04188	II-14P II-14P	AFL/Polar AFL/Centr.RegMya	trf trf	10feb60 21oct70	converted to polar version (in accident report as an II-14T, though); in document 22nov61 photo exists; opb 229 LO; in 'polar' c/s; dbr 12feb81 on the leg from Sredni Island to Krenkel polar station
	CCCF-04188	11-14P	AFL/CentrikegMya	ui	2100070	on Hayes Island (Franz-Joseph Land archipelago) of a flight from Myachkovo to Krenkel, on approach at
						dusk (with the max. landing weight exceeded by 700 kg) the crew twice lost visual contact with the runway
						lighting but failed to go around, the aircraft touched down in deep snow 32 metres left of the runway
						centre-line, the nose gear collapsed, the lower part of the nose was damaged and the long-range fuel tanks in the cabin broke loose, 5 of the 6 crew injured and 2 of the 7 passengers killed (by fuel tanks and cargo)
						plus 4 injured; t/t 27,926 hours and 11,225 cycles; canx 10apr81; hulk still present at the airstrip by jul13
6 34 13 02	CCCP-04189 CCCP-04189	II-14P II-14P	Polyarnaya Aviats. AFL/Polar	mfd trf	29apr56 10feb60	rgd unknown in fleet list 28mar61; f/n SVO 1968; converted to Il-14LIK-2
	CCCP-04189 CCCP-04189	II-14P II-14LIK-2	AFL/Central Region	trf	21oct70	
	CCCP-04189	II-14LIK-2	AFL/Ukraine	trf	21jun78	mentioned in incident report at Kerch 29apr87; canx 11may89 as life-time expired
6 34 13 03	CCCP-04190 CCCP-04190	II-14P II-14P	Polyarnaya Aviats. AFL/Polar	rgd trf	unknown 10feb60	photo; in fleet list 22nov61; in natural metal c/s with red cheatline and trim, 'Aeroflot Polyarnaya Aviatsiya'
	CCCF-04150	11-141	ALLITOIDI	cri	1016000	titles; assigned to an Antarctic expedition 24sep62, operated at Mirny (Antarctica); converted to II-14LIK-
						2; equipped as geophysical survey laboratory by PGO 'Sevmorgeo' in early 1970s (prototype of this type of
			AFL/Central Region	trf	21oct70	laboratory); arrived again at Antarctica on board of M/V 'Ob" in 1970 or 1971
	CCCP-04190	II-14P			25jun77	canx 31jul86 as amortisation period expired
	CCCP-04190 CCCP-04190	II-14P II-14P	AFL/Far East	trf		
6 34 13 04	CCCP-04190 CCCP-N822	II-14P II-14P	AFL/Far East Polyarnaya Aviats.	trf rgd	unknown	in fleet list 18mar58
6 34 13 04	CCCP-04190	II-14P	AFL/Far East	trf		in fleet list 18mar58 ice-reconnaissance aircraft; in fleet list 08jul58
	CCCP-04190 CCCP-N822 CCCP-04191 CCCP-04191 CCCP-04191	II-14P II-14P II-14LR II-14LR II-14LR	AFL/Far East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi	trf rgd rgd trf trf	unknown unknown 10feb60 01oct70	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03
6 34 13 04 6 34 13 05	CCCP-04190 CCCP-N822 CCCP-04191 CCCP-04191	II-14P II-14P II-14LR II-14LR	AFL/Far East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	trf rgd rgd trf	unknown unknown 10feb60	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95;
	CCCP-04190 CCCP-N822 CCCP-04191 CCCP-04191 CCCP-04191	II-14P II-14P II-14LR II-14LR II-14LR	AFL/Far East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi	trf rgd rgd trf trf	unknown unknown 10feb60 01oct70	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav
6 34 13 05	CCCP-04190 CCCP-N822 CCCP-04191 CCCP-04191 CCCP-04191 614	II-14P II-14P II-14LR II-14LR II-14LR II-14P	AFL/Far East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China	trf rgd rgd trf trf rgd	unknown unknown 10feb60 01oct70 1956	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training
6 34 13 05	CCCP-04190 CCCP-N822 CCCP-04191 CCCP-04191 CCCP-04191 614 7401	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-14P	AFL/Far East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China	trf rgd rgd trf trf rgd	unknown unknown 10feb60 01oct70 1956 26apr56	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401'
6 34 13 05	CCCP-04190 CCCP-N822 CCCP-04191 CCCP-04191 CCCP-04191 614	II-14P II-14P II-14LR II-14LR II-14LR II-14P	AFL/Far East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China	trf rgd rgd trf trf rgd	unknown unknown 10feb60 01oct70 1956	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzbou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade-
6 34 13 05 6 34 13 06	CCCP-04190 CCCP-0422 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301	II-14P II-14P II-14LR II-14LR II-14LR II-14LR II-14P II-14P II-14P	AFL/Far East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force	trf rgd trf trf rgd mfd	unknown unknown 10feb60 01oct70 1956 26apr56 ca.1970	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13
6 34 13 05	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-L5065 CCCP-L5065	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P	AFL/Yar East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/North Kavkaz	trf rgd rgd trf trf rgd mfd r/r rgd trf	unknown unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown
6 34 13 05 6 34 13 06	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-L5065 CCCP-L5065 CCCP-L5065	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/Tar East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Vakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/North Kavkaz AFL/Tajikistan-DYU	trf rgd rgd trf rgd mfd r/r rgd trf	unknown unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73; seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s
6 34 13 05 6 34 13 06 6 34 13 08	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-L5065 CCCP-L5065	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M	AFL/Ter East Polyamaya Aviats. Polyamaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/North Kavkaz AFL/Tajikistan-DYU AFL/Uzbekistan	trf rgd rgd trf rgd mfd r/r rgd trf trf	unknown unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown
6 34 13 05 6 34 13 06	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 G14 7401 71301 CCCP-L5065 CCCP-L5065 CCCP-61737 CCCP-L5066 CCCP-61737	II-14P II-14P II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14P II-14P	AFL/Far East Polyarmaya Aviats. Polyarmaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/North Kavkaz AFL/Tajiktan-DYU AFL/Uzbekistan AFL/Uzbekistan AFL/Dizbekistan AFL/Pivolzhsk	trf rgd trf trf rgd mfd r/r rgd trf trf trf	unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 31jul72 as life-time expired
6 34 13 05 6 34 13 06 6 34 13 08	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-61737 CCCP-61737 CCCP-61737 CCCP-1842	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14P II-14P II-14P	AFL//Far East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/Voth Kavkaz AFL/Tajikistan-DYU AFL/Uzbekistan AFL/Voth Kavkaz	trf rgd trf trf rgd mfd r/r rgd trf trf trf trf trf	unknown unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58 14apr62	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 31jul72 as life-time expired
6 34 13 05 6 34 13 06 6 34 13 08	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 G14 7401 71301 CCCP-L5065 CCCP-L5065 CCCP-61737 CCCP-L5066 CCCP-61737	II-14P II-14P II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14P II-14P	AFL/Far East Polyarmaya Aviats. Polyarmaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/North Kavkaz AFL/Tajiktan-DYU AFL/Uzbekistan AFL/Uzbekistan AFL/Dizbekistan AFL/Pivolzhsk	trf rgd trf trf rgd mfd r/r rgd trf trf trf	unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dcc13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 31jul72 as life-time expired in document 20dec57 as II-14P, 18 pax configuration
6 34 13 05 6 34 13 06 6 34 13 08	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-61737 CCCP-61737 CCCP-61737 CCCP-61737 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41842	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P	AFL/Tar East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/VTh Kavkaz AFL/Tajikistan-DYU AFL/Uzbekistan AFL/VTpikistan-DYU AFL/Uzbekistan AFL/VIzbekistan AFL/VIzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan-ARH AFL/Jarkhangel-ARH AFL/Tajikistan-DYU	trf rgd trf trf rgd mfd r/r rgd trf trf trf trf trf trf trf rgd trf	unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58 14apr62 24feb73 17may75 1956	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 31jul72 as life-time expired
6 34 13 05 6 34 13 06 6 34 13 08 6 34 13 09	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-15065 CCCP-15065 CCCP-61737 CCCP-15065 CCCP-61737 CCCP-61737 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41842	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/Far East Polyamaya Aviats. Polyamaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/Uzbekistan AFL/VITh Kavkaz AFL/Uzbekistan AFL/Uzbekistan AFL/Vorth Kavkaz AFL/Vorth Kavkaz AFL/VIzbekistan AFL/Vazbekistan AFL/Vazbekistan AFL/Vazbekistan AFL/Vazbekistan AFL/Vazbekistan AFL/ArkhangeL-ARH AFL/Tajikistan-DYU	trf rgd trf trf rgd mfd trf trf trf trf trf trf trf trf trf trf	unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 14apr62 24feb73 17may75 1956 jul58	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 31jul72 as life-time expired in document 20dec57 as II-14P, 18 pax configuration
6 34 13 05 6 34 13 06 6 34 13 08 6 34 13 09	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-L5067 CCCP-41842 CCCP-41842	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/Far East Polyarmaya Aviats. Polyarmaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/North Kavkaz AFL/Tajikistan-DYU AFL/Uzbekistan AFL/Vorth Kavkaz AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Zijkistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU	trf rgd trf trf trgd mfd r/r rgd trf trf trf trf trf trf trf trf trf trf	unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58 14apr62 24feb73 17may75 1958 jul58 14jan72	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 31jul72 as life-time expired in document 20dec57 as II-14P, 18 pax configuration
6 34 13 05 6 34 13 06 6 34 13 08 6 34 13 09	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-1842 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41842	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/Far East Polyarmaya Aviats. Polyarmaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan-DYU AFL/Znjikistan-DYU AFL/Northern AFL/Northern AFL/Northern AFL/Northern AFL/Northern	trf rgd trf rgd mfd r/r rgd trf trf trf trf trf trf trf trf trf trf	unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58 14apr62 24feb73 17may75 1956 jul58 14jan72 26may75 27apr79	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 18sep76 as life-time expired in document 20dec57 as II-14P, 18 pax configuration with t/t 22,322 hours photo on internet at RWN dated mar80; converted to II-14LIK-2
6 34 13 05 6 34 13 06 6 34 13 08 6 34 13 09 6 34 14 01	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15066 CCCP-1842 CCCP-41842 CCCP-41804 CCCP-41804 CCCP-41804	II-14P II-14P II-14LR II-14LR II-14LR II-14P	AFL/Far East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/VIZbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Zjakistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Northern AFL/Xraine	trf rgd trf rgd mfd r/r rgd trf trf trgd trf trf trgd trf trf trf trf trf trf trf trf trf trf	unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58 14apr62 24feb73 17may75 1956 jul58 14jan72 26may75 27apr79 30jan84	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug55; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 31jul72 as life-time expired in document 20dec57 as II-14P, 18 pax configuration canx 18sep76 as life-time expired in document 20dec57 as II-14P, 18 pax configuration with t/t 22,322 hours photo on internet at RWN dated mar80; converted to II-14LIK-2 canx 31jul86 as amortisation period expired
6 34 13 05 6 34 13 06 6 34 13 08 6 34 13 09	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-1842 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41842	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/Far East Polyarmaya Aviats. Polyarmaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan-DYU AFL/Znjikistan-DYU AFL/Northern AFL/Northern AFL/Northern AFL/Northern AFL/Northern	trf rgd trf rgd mfd r/r gd trf trf dd trf trf dd rgd trf trf trf dd rgd trf trf trf gd trf rgd rgd rf rf rgd rf rf trf rgd rf rf trf trf trf rgd rf rf trf trf rgd rf trf trf trf trf trf trf trf trf trf	unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58 14apr62 24feb73 17may75 1956 jul58 14jan72 26may75 27apr79	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 18sep76 as life-time expired in document 20dec57 as II-14P, 18 pax configuration with t/t 22,322 hours photo on internet at RWN dated mar80; converted to II-14LIK-2
6 34 13 05 6 34 13 06 6 34 13 08 6 34 13 09 6 34 14 01	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-61737 CCCP-L5066 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804	II-14P II-14P II-14LR II-14LR II-14LR II-14P	AFL/Far East Polyamaya Aviats. Polyamaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/North Kavkaz AFL/North Kavkaz AFL/Uzbekistan AFL/Uzbekistan AFL/Vorth Kavkaz AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan-DYU AFL/Northerm AFL/Vabekistan-DYU AFL/Vortherm AFL/Vabekistan-DYU AFL/Vapikistan-DYU AFL/Vapikistan-DYU AFL/Vapikistan-DYU AFL/Vapikistan-DYU AFL/Vapikistan-DYU AFL/Vapikistan-DYU	trf d rgd trf rgd mfd r/r gd trf trf d trf trf trf trf trf trf trf trf trf trf	unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58 14apr62 24feb73 17may75 1956 jul58 14jan72 26may75 27apr79 30jan84 1956 unknown	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; I/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; I/n 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 31jul72 as life-time expired in document 20dec57 as II-14P, 18 pax configuration with t/t 22,322 hours photo on internet at RWN dated mar80; converted to II-14LIK-2 canx 31jul86 as amortisation period expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown photo on internet at RWN dated mar80; converted to II-14LIK-2 canx 31jul86 as amortisation period expired in document 20dec57 as II-14P, 18 pax configuration
6 34 13 05 6 34 13 06 6 34 13 08 6 34 13 09 6 34 14 01	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-1842 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41819	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M	AFL/Far East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Zrajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Kanakhstan AFL/Varhern AFL/Karahstan AFL/Varhare AFL/Arjikistan-DYU AFL/Northern-ARH AFL/Tajikistan-DYU AFL/Northern-ARH AFL/Tajikistan-DYU	trf gd rgd trf rgd mfd r/r rgd trf trf rgd trf trf trf trf trf trf trf trf trf trf	unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58 14apr62 24feb73 17may75 1956 jul58 14jan72 26may75 27apr79 30jan84 1956 unknown 14jan72 05may72	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 18sep76 as life-time expired in document 20dec57 as II-14P, 18 pax configuration with t/t 22,322 hours photo on internet at RWN dated mar80; converted to II-14LIK-2 canx 31jul86 as amortisation period expired in document 20dec57 as II-14P, 18 pax configuration in document 20dec57 as II-14P, 18 pax configuration with t/t 22,322 hours
6 34 13 05 6 34 13 06 6 34 13 08 6 34 13 09 6 34 14 01	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-61737 CCCP-L5066 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804	II-14P II-14P II-14LR II-14LR II-14LR II-14P	AFL/Far East Polyamaya Aviats. Polyamaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/North Kavkaz AFL/North Kavkaz AFL/Uzbekistan AFL/Uzbekistan AFL/Vorth Kavkaz AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan AFL/Vabekistan-DYU AFL/Northerm AFL/Vabekistan-DYU AFL/Vortherm AFL/Vabekistan-DYU AFL/Vapikistan-DYU AFL/Vapikistan-DYU AFL/Vapikistan-DYU AFL/Vapikistan-DYU AFL/Vapikistan-DYU AFL/Vapikistan-DYU	trf d rgd trf rgd mfd r/r gd trf trf d trf trf trf trf trf trf trf trf trf trf	unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58 14apr62 24feb73 17may75 1956 jul58 14jan72 26may75 27apr79 30jan84 1956 unknown	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; l/n 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 11/27 as life-time expired in document 20dec57 as II-14P, 18 pax configuration with t/t 22,322 hours photo on internet at RWN dated mar80; converted to II-14LIK-2 canx 31/86 as amortisation period expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown photo on internet at RWN dated mar80; converted to II-14LIK-2 canx 31/86 as as mortisation period expired in document 20dec57 as II-14P, 18 pax configuration
6 34 13 05 6 34 13 06 6 34 13 08 6 34 13 09 6 34 14 01	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-1842 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14P	AFL/Far East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/Noth Kavkaz AFL/Tajikistan-DYU AFL/Uzbekistan AFL/Voth Kavkaz AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Northern AFL/Centr.RegBKA AFL/VIrajikistan-DYU AFL/Northern AFL/Vajikistan-DYU AFL/Northern AFL/Vajikistan-DYU AFL/Northern AFL/Vajikistan-DYU AFL/Northern-ARH AFL/Leningrad-LED AFL/Leningrad-RVH Deutsche Lufthansa	trf gd rgd trf rgd mfd r/r gd ff trf trf d trf trf gd trf trf trf gd trf trf trf gd trf trf trf gd trf trf trf tr gd trf trf tr gd trf trf tr gd trf trf tr gd trf trf trf tr gd trf	unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58 14apr62 24feb73 17may75 1956 jul58 14jan72 26may75 27apr79 30jan84 1956 unknown 14jan72 05may72 05may2	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56, photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 31jul72 as life-time expired in document 20dec57 as II-14P, 18 pax configuration with t/t 22,322 hours photo on internet at RWN dated mar80; converted to II-14LIK-2 canx 31jul86 as amortisation period expired in document 20dec57 as II-14P, 18 pax configuration; with t/t 22,322 hours photo on internet at RWN dated mar80; converted to II-14LIK-2 canx 31jul86 as amortisation period expired in document 01jan72 opb 1 LOA0 opb 2 LOAO; canx 31jul86 as amortisation period expired; f/n RVH 03jul90/07jan91; scrapped at Rzhevka, remains seen 07apr91 26 pax configuration
6 34 13 05 6 34 13 06 6 34 13 08 6 34 13 09 6 34 14 01 6 34 14 02	CCCP-04190 CCCP-N822 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14LIK-2 II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P	AFL/Far East Polyamaya Aviats. Polyamaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/North Kavkaz AFL/Tajlikistan-DYU AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Vizbekistan AFL/Vizbekistan AFL/North Kavkaz AFL/North Kavkaz AFL/North Kavkaz AFL/North Kavkaz AFL/NorthKavkaz AFL/NorthKavkaz AFL/Northern AFL/Northern AFL/Northern AFL/Northern AFL/Vajkistan-DYU AFL/Northern AFL/Vajkistan-DYU AFL/Northern AFL/Vajkistan-DYU AFL/Northern-ARH AFL/Tajlikistan-DYU AFL/Northern-ARH AFL/Laningrad-LED AFL/Leningrad-RVH Deutsche Lufthansa Interflug	trf gd rgd trf rgd mfd r/r dtf trf gd trf trf gd trf trf gd trf trf gd trf trf trgd trf trf trf gd trf trf trf trf gd trf trf trf trf gd trf trf trf trf trf trf trf trf trf trf	unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58 14apr62 24feb73 17may75 1956 jul58 14jan72 26may75 27apr79 30jan84 1956 unknown 14jan72 05may72 05jan82	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; I/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; J/n 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 31jul72 as life-time expired in document 20dec57 as II-14P, 18 pax configuration with t/t 22,322 hours photo on internet at RWN dated mar80; converted to II-14LIK-2 canx 31jul86 as amortisation period expired in document 01jan72 opb 1 LOA0 opb 2 LOA0; canx 31jul86 as amortisation period expired; f/n RVH 03jul90/07jan91; scrapped at Rzhevka, remains seen 07apr91 26 pax configuration in 40c0
6 34 13 05 6 34 13 06 6 34 13 08 6 34 13 09 6 34 14 01 6 34 14 02	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-1842 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14P	AFL/Far East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/Noth Kavkaz AFL/Tajikistan-DYU AFL/Uzbekistan AFL/Voth Kavkaz AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Northern AFL/Centr.RegBKA AFL/VIrajikistan-DYU AFL/Northern AFL/Vajikistan-DYU AFL/Northern AFL/Vajikistan-DYU AFL/Northern AFL/Vajikistan-DYU AFL/Northern-ARH AFL/Leningrad-LED AFL/Leningrad-RVH Deutsche Lufthansa	trf d rgd trf rgd mfd r/r gd trf trf gd f trf trf trf trf gd f trf trf trf gd f trf trf trf trf gd f trf trf trf trf trf trf trf gd f trf trf trf trf trf trf trf trf trf trf	unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58 14apr62 24feb73 17may75 1956 jul58 14jan72 26may75 27apr79 30jan84 1956 unknown 14jan72 05may72 05may2	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56, photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 31jul72 as life-time expired in document 20dec57 as II-14P, 18 pax configuration with t/t 22,322 hours photo on internet at RWN dated mar80; converted to II-14LIK-2 canx 31jul86 as amortisation period expired in document 20dec57 as II-14P, 18 pax configuration; with t/t 22,322 hours photo on internet at RWN dated mar80; converted to II-14LIK-2 canx 31jul86 as amortisation period expired in document 01jan72 opb 1 LOA0 opb 2 LOAO; canx 31jul86 as amortisation period expired; f/n RVH 03jul90/07jan91; scrapped at Rzhevka, remains seen 07apr91 26 pax configuration
6 34 13 05 6 34 13 06 6 34 13 08 6 34 13 09 6 34 14 01 6 34 14 02 6 34 14 03	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-1842 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41819 CCCP-4182 CCP-4182 CCCP-4182 CCCP-4182 CCP-4184 CCCP-4184	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14P	AFL/Far East Polyarmaya Aviats. Polyarmaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/VIZbekistan AFL/Leningrad-RDH AFL/Leningrad-RDH AFL/Leningrad-RDH AFL/Leningrad-RDH AFL/Leningrad-RDH MAP 'Znamya Truda'	trf dgd rgd trf frgd mfd r/ gdft frf frfgd dff frff gdf frff trf frgd bff frff gdf frff rffd dg rgd	unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58 14apr62 24feb73 17may75 1956 jul58 14jan72 26may75 27apr79 30jan84 1956 unknown 14jan72 05jan82 21jun56 '59/63 31dec66 09jun56 17apr73	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training1; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 31jul72 as life-time expired in document 20dec57 as II-14P, 18 pax configuration with t/t 22,322 hours photo on internet at RWN dated mar80; converted to II-14LIK-2 canx 31jul86 as amortisation period expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in document 20dec57 as II-14P, 18 pax configuration; with t/t 22,322 hours photo on internet at RWN dated mar80; converted to II-14LIK-2 canx 31jul86 as amortisation period expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in document 01jan72 opb 1 LOA0 opb 2 LOA0; canx 31jul86 as amortisation period expired; f/n RVH 03jul90/07jan91; scrapped at Rzhevka, remains seen 07apr91 26 pax configuration converted to 32 pax configuration in 1964; canx 31dec66 fate unknown f/n AMS 10may60; canx 21jul72 Zhamya Truda' is Factory # 30
6 34 13 05 6 34 13 06 6 34 13 08 6 34 13 09 6 34 14 01 6 34 14 02 6 34 14 03 6 34 14 03	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-15065 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-L5065 CCCP-1842 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41819 CCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-83967 CCCP-8396	II-14P II-14P II-14LR II-14LR II-14LR II-14P	AFL/Far East Polyarmaya Aviats. Polyarmaya Aviats. AFL/Polar AFL/Vakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/Noth Kavkaz AFL/Tajikistan-DYU AFL/Uzbekistan AFL/Vorth Kavkaz AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Northern AFL/Centr.RegBKA AFL/Vorthern AFL/Vapikistan-DYU AFL/Northern-ARH AFL/Vorthern-ARH AFL/Leningrad-LED AFL/Leningrad-RVH Deutsche Lufthansa Interflug Egyptian Air Force LOT MAP 'Znamya Truda' MAP Uan-Ude	trf drydd yn fd ryd frf rod ryd frf rod ryd frf dryd frf dryd rael ar fallan yn gan ar fallan yn gan ar fallan yn gan ar fallan yn gan ar fallan a	unknown 10feb60 01ot70 1956 26apr56 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58 14apr62 24feb73 17may75 1956 jul58 14jan72 26may75 27apr79 30jan84 1956 unknown 14jan72 05may72 05jan82 21jun56 '59/63 31dec66 09jun56 17apr73 24sep78	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at UOG in 1960s canx 31jul72 as life-time expired in document 20dec57 as II-14P, 18 pax configuration with t/t 22,322 hours photo on internet at RWN dated mar80; converted to II-14LIK-2 canx 31jul86 as amortisation period expired in document 01jan72 opb 1 LOA0 opb 2 LOAO; canx 31jul86 as amortisation period expired; f/n RVH 03jul90/07jan91; scrapped at Rzhevka, remains seen 07apr91 Z6 pax configuration in 1964; canx 31dec66 fate unknown f/n AMS 10may60; canx 21jul72 'Znamya Truda' is Factory # 30 canx 21jul88
6 34 13 05 6 34 13 06 6 34 13 08 6 34 13 09 6 34 14 01 6 34 14 02 6 34 14 03	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-1842 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41819 CCCP-4182 CCP-4182 CCCP-4182 CCCP-4182 CCP-4184 CCCP-4184	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14P	AFL/Far East Polyarmaya Aviats. Polyarmaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/VIZbekistan AFL/Leningrad-RDH AFL/Leningrad-RDH AFL/Leningrad-RDH AFL/Leningrad-RDH AFL/Leningrad-RDH MAP 'Znamya Truda'	trf dgd rgd trf frgd mfd r/ gdft frf frfgd dff frff gdf frff trf frgd bff frff gdf frff rffd dg rgd	unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58 14apr62 24feb73 17may75 1956 jul58 14jan72 26may75 27apr79 30jan84 1956 unknown 14jan72 05jan82 21jun56 '59/63 31dec66 09jun56 17apr73	 ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; I/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 18sep76 as life-time expired in document 20dec57 as II-14P, 18 pax configuration with t/t 22,322 hours photo on internet at RWN dated mar80; converted to II-14LIK-2 canx 31jul86 as amortisation period expired in document 01jan72 opb 1 LOA0 opb 2 LOA0; canx 31jul86 as amortisation period expired; f/n RVH 03jul90/07jan91; scrapped at Rzhevka, remains seen 07apr91 26 pax configuration converted to 32 pax configuration in 1964; canx 31dec66 fate unknown f/n AMS 10may60; canx 21jul72 Zhanwa Tuda' is Factory # 30 canx 27jul88 photo 04jun88; crashed immediately after take-off from Linfen 07oct88 hitting buildings including a hotel due to supected fatigue/failure of the port engine, killing all but 4 of the 44 passengers/4 crew on board,
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6 34 13 05 6 34 13 06 6 34 13 08 6 34 13 09 6 34 14 01 6 34 14 02 6 34 14 03 6 34 14 03	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 614 7401 71301 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-1842 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41819 CCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-41819 CCCP-83967 CCCP-8396	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14P	AFL/Far East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/Northern AFL/Cantr.RegBKA AFL/Northern AFL/Apikistan-DYU AFL/Tajikistan-DYU AFL/Northern-ARH AFL/Laningrad-RVH Deutsche Lufthansa Interflug Egyptian Air Force LOT MAP 'Znamya Truda' MAP Ulan-Ude Shanxi Air Lines	trf dgd rgd trf frgd mfd r/r gd trf frf gdf frf frf gdd frf frf gdf frf gd rff gd gd frf g gd frf gd gd frf g rgd	unknown 10feb60 01oct70 1956 26apr56 ca.1970 unknown 24feb58 16jan64 22jan66 unknown 07jun58 14apr62 24feb73 17may75 1956 jul58 14jan72 26may75 27apr79 30jan84 1956 unknown 14jan72 05jan82 21jun56 '59/63 31dec66 09jun56 17apr73 24sep78 mar88	 ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; I/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade-Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 18sep76 as life-time expired in document 20dec57 as II-14P, 18 pax configuration with t/t 22,322 hours photo on internet at RWN dated mar80; converted to II-14LIK-2 canx 31jul86 as amortisation period expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in document 01jan72 opb 1 LOAO opb 2 LOAQ; canx 31jul86 as amortisation period expired; f/n RVH 03jul90/07jan91; scrapped at Rzhevka, remains seen 07apr91 26 pax configuration in 1964; canx 31dec66 fatu unknown f/n AMS 10may60; canx 21jul72 Z'namya Tuda' is Factory # 30 canx 27jul88 photo 04jun88; crashed immediately after take-off from Linfen 07oct88 hitting buildings including a hotel due to suspected fatigue/failure of the port engine, killing all but 4 of the 44 passengers/4 crew on board, 2 people on the ground were killed in MGA document as uch, possible in error; see c/n 146000407
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6 34 13 05 6 34 13 06 6 34 13 08 6 34 13 09 6 34 14 01 6 34 14 01 6 34 14 02 6 34 14 03 6 34 14 04 6 34 14 06 6 34 14 07 6 34 14 08	CCCP-04190 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-04191 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-15065 CCCP-18422 CCCP-41842 CCCP-41842 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41819 CCCP-15069 CCCP-15069 CCCP-15070 CCCP-41820 CCCP-15070 CCCP-15070 CCCP-15080 CCCP-15080	II-14P II-14P II-14LR II-14LR II-14LR II-14P II-	AFL/Far East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi Civ Avn Adm China Yugoslav Air Force Yugoslav Air Force AFL/Uzbekistan AFL/Noth Kavkaz AFL/Tajikistan-DYU AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan AFL/Uzbekistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Northern AFL/Centr.RegBKA AFL/Varjikistan-DYU AFL/Northern-ARH AFL/Canigrad-LED AFL/Leningrad-RVH Deutsche Lufthansa Interflug Egyptian Air Force LOT MAP Ulan-Ude Shanxi Air Lines AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Tajikistan-DYU AFL/Kazakhstan AFL/Tajikistan-DYU	trf gd rgd trf frgd mfd r/r gd frf frgd rff trf frgd frf frf gd frf frf gd frf frf gd gd gd frgd rgd gd gd gd rgd rgd rgd rgd rgd rgd rgd	unknown 10feb60 01ot70 1956 26apr56 26apr56 26apr56 26apr56 26apr56 26apr56 24feb73 17may75 1956 14jan72 25may72 05jan82 21jun56 '59/f63 31dec66 09jun56 17apr73 224sep78 mar88 unknown 14jan72 25may72 05jan82	ice-reconnaissance aircraft; in fleet list 08jul58 canx 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03 f/n SIA sep77; seen Xian-Xiguan 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996 VIP version (salon); c/n from museum website; donated by Soviet leader Nikita Khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training]; f/n SPU 20sep69; photos exist with just '401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin (M44.818269 E20.206013) since 04apr73, seen 1985/dec13 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown photo at VOG in 1960s canx 31jul72 as life-time expired in document 20dec57 as II-14P, 18 pax configuration with t/t 22,322 hours photo on internet at RWN dated mar80; converted to II-14LIK-2 canx 31jul86 as amortisation period expired in document 01jan72 opb 1 LOA0 opb 2 LOA0; canx 31jul86 as amortisation period expired; f/n RVH 03jul90/07jan91; scrapped at Rzhevka, remains seen 07apr91 26 pax configuration in 1964; canx 31dec66 fate unknown f/n AMS 10may60; canx 21jul72 Zhamya Truda' Is Factory # 30 canx 22jul88 photo 04jun88; crashed immediately after take-off from Linfen 07oct88 hitting buildings including a hotel due to suspected fatigue/failure of the port engine, killing all but 4 of the 44 passengers/4 crew on board, 2 people on the ground were killed in Macument 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 24jan73 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 24jan73 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 24jan73 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 24jan73 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 24jan73 as II-14P, 18 p

6 34 15 02 6 34 15 03	624 622	II-14P II-14P	Civ Avn Adm China Civ Avn Adm China	rgd rgd	1956 1956	f/n CAN 25apr79; operational at Guangzhou until mid 1980s; l/n SIA 27sep85; broken up Lanzhou 1989 f/n RGN 18mar61; operational at Guangzhou until mid 1980s; seen CAN oct87 in derelict condition; dismantled in 1988; assemblies seen CAN apr00/may01 and in Guangzhou Technical School mar03/nov06; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun, f/n oct07, l/n nov10, dismantled
6 34 15 04	not known B-4208	Il-14P Il-14P	Chinese Air Force Zhongyuan Airlines	no f/f	reports 23jan86	for the airline; rgd given as may86 from the Chinese register; wfu dec92; seen preserved near the Zhongyuan Airlines office Zhengzhou may01/dec06; donated to the CAAC museum at Jichan Fulu
6 34 15 05	CCCP-L1857(1) CCCP-L5071 CCCP-41821	II-14P II-14P II-14M	AFL/East Siberia AFL/Tajikistan-DYU AFL/Tajikistan-DYU	rgd rgd	unknown 1956 nov59	(N40.014927 E116.53047) near Xie Dao 13dec06; moved by road to Beijing jan07; f/n may08; l/n jun13 in MGA document as such, possibly in error, see c/n 146000605 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-41821 CCCP-41821	II-14M II-14M	AFL/Uzbekistan AFL/N.Kavkaz-MRV	trf trf	10mar60 28mar68	photo in 1970s; canx 27dec73 as life-time expired
6 34 15 06	CCCP-L5072 CCCP-41847	II-14P II-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd	unknown unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown in document may59; canx 18jan68 to AFL/GosNII GA
6 34 15 07	DM-SBW	II-14P	Deutsche Lufthansa	rgd rgd	07dec57	
	DM-SBW not known	II-14P II-14P	Interflug Egyptian Air Force	trf sld	'59/'63 01jul64	canx 01jul64 fate unknown
6 34 15 08	DM-SBS 471	II-14P II-14P	Deutsche Lufthansa East German AF	d/d trf	12jul56 24may57	rgd 12jul56; 26 pax configuration i/s 24jul57; opb RFS (later renamed STFS); with red cheatline and black code
	DM-VAB	II-14P	East German AF	rgd	28aug58	call-sign only, not painted on aircraft
	DM-SAR (1) 471	II-14P II-14P	EGAF/IFL c/s, n/t East German AF	rgd	17may65	registration used temporarily only; canx 17may77 opb TFS-27 since 18oct64 (later renamed TS-24); with black code; wfu 10mar80; to FWD 04aug80;
6 34 15 09	DM-SBU	II-14P	Deutsche Lufthansa	rad	18jul56	broken up at DRS 26 pax configuration; photo as such, date unknown
0 54 15 09	DM-SBU	II-14P	Interflug	rgd trf	'59/'63	canx 01jul64
6 34 15 10	not known DM-SBV	II-14P II-14P	Egyptian Air Force Deutsche Lufthansa	sld rgd	01jul64 18jul56	fate unknown 26 pax configuration
	DM-SBV not known	II-14P II-14P	Interflug Egyptian Air Force	trf sld	'59/'63 31dec66	converted to 32 pax configuration in 1964; canx 31dec66 fate unknown
6 34 16 01	DM-SBI	II-14P	Deutsche Lufthansa	rgd	27aug56	26 pax configuration
	DM-SBI not known	II-14P II-14P	Interflug Egyptian Air Force	trf sld	'59/'63 31dec66	converted to 32 pax configuration in 1964; canx 31dec66 fate unknown
6 34 16 02	SP-LNE SP-LNE	Il-14P Il-14P	LOT Aeropol	rgd trf	08sep56 1974	f/n LBG jul59 and AMS 07sep59; converted for photo-survey work in 1967 in basic LOT c/s with 'Aeropol' titles; f/n WAW 22feb76; canx 14apr87; used by the Airport Fire
			-			Department for training; stored at WAW (N52.164925 E20.952625) l/n 1992/jan12 in a poor state
6 34 16 03	CCCP-L5073 CCCP-61721	II-14P II-14P	AFL/Uzbekistan AFL/TurkmenisASB	rgd trf	unknown 18apr59	in document 20dec57 as II-14P, 18 pax configuration; overhauled at AERB-243 nov58 f/n ASB 12jun62; canx 30dec74 as amortisation period expired
6 34 16 04	CCCP-L5075	II-14P	AFL/Tajikistan-DYU	rgd	1956	in document 20dec57 as II-14P, 18 pax configuration; overhauled at AERB-243 nov58; converted to II-14M date unknown
	CCCP-41822	II-14M	AFL/Tajikistan-DYU	rgd	unknown	f/n LED 1972; operated until 03mar75
	CCCP-41822 CCCP-41822	II-14M II-14LIK-2	AFL/Kazakhstan AFL/Ukraine	trf trf	03mar75 30jan84	converted to II-14LIK-2 and was some sort of test-bed later I/n LED 13sep87; canx 27may88 as life-time expired
6 34 16 05	CCCP-L5074 CCCP-91486	II-14P II-14M	AFL/Kyrgyzstan AFL/Kyrgyzstan	rgd rgd	unknown unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown canx 30apr77 as life-time expired
6 34 16 06	CCCP-L5076	II-14P	AFL/Kazakhstan	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-41812 CCCP-41812	Il-14P Il-14P	AFL/Kazakhstan AFL/Tajikistan-DYU	rgd trf	jul58 19mar64	operated until jun66
6 34 16 07	CCCP-41812 SP-LNF	II-14p II-14P	AFL/Yakutiya LOT	trf rgd	01jul66 21sep56	canx 26sep73 as life-time expired w/o 14jun57 when crashed near Moscow-Vnukovo; canx 20dec57
6 34 16 08	CCCP-L5077	II-14P	AFL/Turkmenistan	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-L5077 CCCP-41850	II-14P II-14P	AFL/Tajikistan-DYU AFL/Kazakhstan-ALA	trf trf	unknown 21may60	in document jan63
6 34 16 09	CCCP-41850 CCCP-L5078	II-14P II-14P	AFL/Tajikistan-DYU Aeroflot/UShVLP	trf rgd	16mar64 unknown	canx 16jun76 as life-time expired Ulyanovsk Advanced Flying Training College' in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61779 CCCP-61779	II-14P II-14P	Aeroflot/UShVLP Aeroflot/KShVLP	rgd trf	jul58 06jan	Ulyanovsk Advanced Flying Training College Kirovograd Advanced Flying Training College
	CCCP-61779	II-14P	Aeroflot/UShVLP	trf	28mar66	Ulyanovsk Advanced Flying Training College; canx 31jul72 as life-time expired
6 34 16 10	CCCP-L5079 CCCP-41813	II-14P II-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd rgd	unknown unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jun59/jan60; canx 29jul77 as life-time expired
6 34 17 01	CCCP-L5081 CCCP-91485	II-14P II-14P	AFL/Kyrgyzstan-FRU AFL/Kyrgyzstan-FRU	rgd rgd	unknown jul58	photo 1958; in document 20dec57 as II-14P, 18 pax configuration canx 18nov76 as life-time expired
6 34 17 02	DM-SBE	II-14P	Deutsche Lufthansa	rgd	18dec57	26 pax configuration
	DM-SBE not known	II-14P II-14P	Interflug Egyptian Air Force	trf sld	'59/'63 31dec64	canx 31dec64 fate unknown
6 34 17 04	DM-SBY DM-SBY	II-14P II-14P	Deutsche Lufthansa Interflug	rgd trf	13nov56 '59/'63	26 pax configuration canx 31dec64
6 34 17 05	not known CCCP-L5083	II-14P	Egyptian Air Force	sld	31dec64	fate unknown
0 34 17 05	CCCP-91479	II-14P II-14M	AFL/Ukraine AFL/Ukraine	rgd rgd	unknown unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
6 34 17 06	CCCP-91479 CCCP-L5082	II-14M II-14P	AFL/Yakutiya AFL/Ukraine	trf mfd	11jan64 jul56	photo may72; canx 30may74 as life-time expired in document 20dec57 as II-14P, 18 pax configuration
	CCCP-41848	II-14M	AFL/Ukraine-IEV	rgd	unknown	opb 86 OAO; w/o 08jul61 on the leg from Kazan to Sverdlovsk (now Yekaterinburg) of a flight from Kiev to Sverdlovsk when ran out of fuel 120 km from Sverdlovsk (1,108 kg of fuel were on board which was 550
						kg less than required including reserve), crashed into a wood near Sosnovy Bor village (Nizhniye Sergi
						district of the Sverdlovsk region) and burnt out, all 5 crew and 4 passengers killed while the remaining 17 passengers were injured; wreck and survivors found 09jul61; t/t 9,100 hours; canx 27jul61
6 34 17 07	CCCP-L5084 CCCP-91487	II-14P II-14M	AFL/Kyrgyzstan AFL/Kyrgyzstan	rgd rgd	unknown unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-91487 CCCP-91487	II-14M II-14M	AFL/Moldova AFL/Far East	trf trf	23apr60 11jan62	canx 31ian75 as life-time expired
6 34 17 08	CCCP-L5085	II-14P	AFL/Azerbaijan	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-41805 CCCP-41805	II-14M II-14M	AFL/Azerbaijan AFL/North Kavkaz	rgd trf	unknown 22dec67	
6 34 17 09	CCCP-41805 CCCP-L5086	Il-14M Il-14P	AFL/West Siberia AFL/Azerbaijan-BAK	trf mfd	11apr73 31aug56	canx 30nov74 as life-time expired photo; in document 20dec57 as II-14P, 18 pax configuration; opb 107 LO; converted to II-14M date
	CCCP-41806	II-14M	AFL/Azerbaijan	rgd	unknown	unknown opb 107 LO; w/o 23oct59 on the leg from Stalingrad to Moscow- Vnukovo of a flight from Baku to Moscow
	CCCF-41800	11-1414	AFL/AZEI Daijali	igu	unknown	when deviated from the glide path on approach to Vnukovo in bad visibility (clouds down to 50-60 metres)
						at night, touched tree tops 1,400 metres short of the runway threshold, crashed into a forest 410 metres short of the YO beacon and caught fire, all 5 crew and 23 of the 24 passengers (among them the composer
						Sergei Agababov) killed and the sole survivor severely injured, the crew had already had a working day of 13 hours 50 minutes (flying time 5 hours 53 minutes) at take-off from Stalingrad; t/t 4,945 hours; canx
6 34 17 10	CCCP-L5087	II-14P	AFL/Privolzhsk	rad	unknown	01feb60 in document 20dec57 as II-14P, 18 pax configuration
6 34 17 10	CCCP-L5087	II-14P	AFL/Belarus	rgd trf	unknown 07mar58	
	CCCP-41815 CCCP-41815	II-14P II-14P	AFL/Belarus-MHP AFL/East Siberia	rgd trf	unknown 04mar75	in document 20may64 canx 27oct77 as life-time expired
6 34 18 01	CCCP-L5088 CCCP-61657	II-14P II-14P	AFL/Georgia-TBS AFL/Georgia	mfd rgd	1956 unknown	in document 20dec57 as II-14P, 18 pax configuration; mentioned again in document mar58
	CCCP-61657	II-14P	AFL/Yakutiya-YKS	trf	14apr66	opb 271 LO; w/o 12mar67 on the leg from Olyokminsk to Yakutsk of a flight from Irkutsk to Yakutsk when the right engine caught fire due to a leak in the fuel system, as the fire could not be extinguished and it
						was not possible to reach Pokrovsk airfield for an emergency landing the crew tried to make a forced
						landing in the taiga 35 km from Pokrovsk (86 km from Yakutsk), but darkness and snowfall prevented a successful outcome, the aircraft collided with the trees and crashed, all 4 crew and 11 of the 16 passengers
						killed plus 3 passengers injured (the last words of the captain were 'It looks like it is time to say goodbye'); canx 26apr67
6 34 18 02	DM-SBO	II-14P	Deutsche Lufthansa	rgd	13nov56	
	DM-SBO not known	II-14P II-14P	Interflug Egyptian Air Force	trf sld	'59/'63 31dec66	26 pax configuration; converted to 32 pax configuration 1964; canx 13nov66 fate unknown
6 34 18 03	CCCP-L5089 CCCP-41833(1)	Il-14P Il-14M	AFL/West Siberia AFL/West Siberia	rgd rgd	unknown unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown see c/n 14803074
6 34 18 04	CCCP-41833(1) CCCP-L5090	II-14M II-14P	AFL/Armenia AFL/West Siberia	trf rgd	08may60 unknown	mentioned in an incident report; canx date unknown as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-41834(1)	II-14M	AFL/Far East	trf	10may59	canx 31jan75 as life-time expired; see c/n 8343903
6 34 18 05	CCCP-L5092 CCCP-61749	II-14P II-14M	AFL/Far East AFL/Far East	rgd rgd	unknown unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 30mar75 as life-time expired
6 34 18 06	CCCP-L5091 CCCP-L5091	Il-14P Il-14P	AFL/West Siberia Aeroflot/ShVLP	rgd trf	unknown 29may58	in document 20dec57 as Il-14P, 18 pax configuration Advanced Flying Training College
	CCCP-41835(1) CCCP-41835(1)	Il-14P Il-14P	AFL/Belarus AFL/Magadan	trf trf	04jun59 12oct60	contract rying round concern see c/n 147001824 canx 12jun73 as worn out
6 34 18 07	CCCP-L5093	II-14P	AFL/West Siberia	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-41836 CCCP-41836	II-14M II-14M	AFL/West Siberia AFL/Kazakhstan-TSE	rgd trf	unknown 30apr60	in document feb61; canx 27oct72 as life-time expired

6 34 18 08	CCCP-L5094	II-14P	AFL/Tajikistan-DYU	trf	1956	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
6 34 18 09	CCCP-41823 CCCP-L5095	II-14P II-14P	AFL/Tajikistan-DYU AFL/West Siberia	rgd rgd	unknown unknown	dbr, details unknown, canx 10sep62 in document 20dec57 as II-14P, 18 pax configuration
0 0 1 10 00	CCCP-41837	II-14P	AFL/West Siberia	rgd	unknown	
	CCCP-41837	II-14P	Aeroflot/KShVLP	trf	28dec61	Kirovograd Advanced Flying Training College
6 24 19 10	CCCP-41837 CCCP-L1603	II-14P II-14P	AFL/Yakutiya AFL/West Siberia	trf	10sep73	canx 01jul74 as life-time expired
6 34 18 10	CCCP-L1603	II-14P II-14P	Aeroflot/ShVLP	rgd trf	unknown 29may58	in document 20dec57 as II-14P, 18 pax configuration Advanced Flying Training College
	CCCP-91603	II-14P	AFL/Belarus	trf	19may59	
	CCCP-91603	II-14P	AFL/Armenia	trf	17oct60	f/n EVN 21nov64
	CCCP-91603 CCCP-91603	II-14P II-14P	AFL/uzbekistan AFL/East Siberia	trf trf	04jan73 15jan77	canx 19feb81 as life-time expired
6 34 19 01	CCCP-L1619	II-14P	AFL/Uzbekistan-TAS	rgd	unknown	in documents jul56/jul59; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-61619	II-14P	AFL/Uzbekistan-TAS	rgd	unknown	in documents oct59/jan68; f/n TAS 01apr68; canx 03jul73 as life-time expired
6 34 19 02	CCCP-L1608	II-14P	AFL/Far East	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; mentioned again in document feb59
6 34 19 03	CCCP-61608 CCCP-L1604	II-14P II-14P	AFL/Far East AFL/Far East	rgd mfd	unknown 28sep56	converted to II-14LIK-2; still in service 20sep86; canx 25dec87 as amortisation period expired in document 20dec57 as II-14P, 18 pax configuration
0 0 1 1 0 00	CCCP-91604	II-14P	AFL/Far East	rgd	unknown	
	CCCP-91604	II-14P	AFL/Yakutiya-YKS	trf	02feb64	in Yakutsk oao documents in early 1970s
	CCCP-91604	II-14P	AFL/Yakutiya-Zhg	trf	10apr74	canx 18nov76 as life-time expired; photos exist taken at Olenek 19aug10 of just the fuselage without wings and tail section
6 34 19 04	CCCP-L1639	II-14P	AFL/Tajikistan-DYU	rgd	1956	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-61639	II-14M	AFL/Tajikistan-DYU	rgd	jun58	operated until 08jun68
6 24 10 05	CCCP-61639	II-14M	AFL/West Siberia	trf	08jun68	canx 26oct76 as life-time expired
6 34 19 05	CCCP-L1642 CCCP-61642	II-14P II-14P	AFL/Uzbekistan AFL/TurkmenisASB	trf trf	unknown 17apr59	in document 20dec57 as II-14P, 18 pax configuration in document apr59/jan60
	CCCP-61642	II-14P	AFL/Armenia	trf	14jul60	
	CCCP-61642	II-14P	AFL/West Siberia	trf	19jan73	canx 20sep79 as life-time expired
6 34 19 06	CCCP-L1644 CCCP-61644	II-14P II-14P	AFL/Uzbekistan AFL/N.Kavkaz-VOG	rgd trf	unknown 31may58	in document 20dec57 as II-14P, 18 pax configuration f/n MRV 25mar66; photo also at SVO, date unknown
	CCCP-61644	II-14P	Aeroflot/TATU	trf	05may72	Troitsk Technical Aviation College; canx 23jul82 as worn out
6 34 19 07	CCCP-L1643	II-14P	AFL/Uzbekistan-TAS	rgd	unknown	in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration
6 34 19 08	CCCP-61643 CCCP-L1649	II-14P II-14P	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd	unknown unknown	in documents apr60/may68; f/n MRV 23feb63; l/n TAS 01apr68; canx 30mar76 as life-time expired photo; in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-
0 34 19 08	CCCF-LI049	11-146	AFL/ UZDEKISLAII-TAS	rgd	unknown	14M date unknown
	CCCP-61649	II-14M	AFL/Uzbekistan-TAS	rgd	unknown	in documents jan60/dec63; canx 20jul70 as life-time expired, last digit difficult to read in MGA document
6 34 19 09	CCCP-L1645	II-14P	AFL/Kyrgyzstan-FRU	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61645 CCCP-61645	II-14P II-14P	AFL/Kyrgyzstan-FRU AFL/Kazakhstan	rgd trf	jun58 04apr75	converted to II-14LIK-2; canx 19may82 as life-time expired; f/n UKK 22apr93, burnt remains only
6 34 19 10	CCCP-L1651	II-14P	AFL/Uzbekistan-TAS	rgd	unknown	in documents aug56
	CCCP-L1651	II-14P	AFL/Kyrgyzstan	trf	unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-61651	II-14M	AFL/Uzbekistan-TAS	rgd	unknown	in documents apr60/jan75; directorate not mentioned in MGA document; f/n TAS 21aug75; canx 30apr77
6 34 20 01	CCCP-L1650	II-14P	AFL/Ukraine	rgd	unknown	as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
0 0 1 20 01	CCCP-61650(1)	II-14M	AFL/Krivoi Rog FS	trf	16jan59	canx 25mar61 as for 'display'; see c/n 14803030
6 34 20 02	CCCP-L1655	II-14M	AFL/West SibOVB	rgd	unknown	in document sep56; in MGA document as II-14M
6 34 20 03	CCCP-61655 CCCP-L1660	II-14M II-14P	AFL/West SibOVB AFL/TurkmenisASB	rgd	unknown unknown	in documents nov60/09jun66; canx 23feb82 as life-time expired in document oct56 and in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date
0 34 20 03	CCCF-L1000	11-146	AFL/ TUTKINENISASD	rgd	unknown	unknown
	CCCP-61660	II-14M	AFL/TurkmenisASB	rgd	unknown	in documents may60/jul65; photo shows it damaged, probably at Krasnovodsk, right main gear retracted,
	0000 14650					but propeller not bent; canx 30sep73 as life-time expired
6 34 20 04	CCCP-L1652 CCCP-61652	II-14P II-14M	AFL/Krasnoyarsk AFL/Krasnoyarsk	rgd rgd	unknown unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 27sep77 as life-time expired
6 34 20 05	CCCP-L1656	II-14P	Aeroflot/ShVLP	rgd	unknown	Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-61656	II-14P	Aeroflot/ShVLP	rgd	unknown	Advanced Flying Training College
6 34 20 06	CCCP-61656 CCCP-L1661	II-14P II-14P	Aeroflot/KShvLP AFL/Far East	trf rgd	28dec61 unknown	Kirovograd Advanced Flying Training College; canx 26sep73 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
0 54 20 00	CCCP-61661	II-14P	AFL/Far East	rgd	unknown	canx 08sep75 as life-time expired
6 34 20 07	CCCP-L1663	II-14P	AFL/Uzbekistan	mfd	1956	converted to II-14M date unknown
	CCCP-61663(1)	II-14M	AFL/Uzbekistan	rgd	unknown	opb 160 ATO; w/o 23dec58 on the leg from Ashkhabad to Tashkent of a flight from Mineralnyye Vody to
						Tashkent when approached in below minima conditions (night, bad visibility, snow fall), had to go around, lost speed in the process, stalled at a height of some 100-150 metres and crashed in a field, all 6 crew and
						15 passengers killed; t/t 3,295 hours; canx 13jan59; see c/n 14803029
6 34 20 08	CCCP-L1662	II-14P	AFL/Belarus-MHP	rgd	unknown	in documents oct56/01nov59; in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61662 CCCP-61662	II-14P	AFL/Belarus AFL/Magadan-GDX	rgd	unknown	photo
	CCCP-01002	II-14P	AFL/Magadan-GDX	trf	12feb65 26feb75	10/m 04 life time availand
	CCCP-61662		AFL/Far Fast			Canx 1810n84 as lite-time expired
6 34 20 09	CCCP-61662 CCCP-L1666	II-14P II-14P	AFL/Far East AFL/Belarus-MHP	trf rgd	unknown	canx 18jun84 as life-time expired f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as Il-14P, 18 pax configuration;
6 34 20 09	CCCP-L1666	II-14P II-14P	AFL/Belarus-MHP	trf rgd	unknown	f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
6 34 20 09	CCCP-L1666 CCCP-61666	II-14P II-14P II-14M	AFL/Belarus-MHP AFL/Belarus-MHP	trf rgd rgd	unknown unknown	f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66
6 34 20 09 6 34 20 10	CCCP-L1666	II-14P II-14P	AFL/Belarus-MHP AFL/Belarus-MHP AFL/Belarus-BQT	trf rgd rgd trf	unknown	f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-L1666 CCCP-61666 CCCP-61666 CCCP-L1667 CCCP-61667	II-14P II-14P II-14M II-14M II-14P II-14P	AFL/Belarus-MHP AFL/Belarus-MHP AFL/Belarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU	trf rgd rgd trf rgd red	unknown unknown 20jul66 1956 unknown	f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out
	CCCP-L1666 CCCP-61666 CCCP-61666 CCCP-L1667 CCCP-61667 CCCP-61667	II-14P II-14P II-14M II-14M II-14P II-14P II-14P	AFL/Belarus-MHP AFL/Belarus-MHP AFL/Belarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Armenia	trf rgd trf rgd red trf	unknown 20jul66 1956 unknown 25may60	f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60
6 34 20 10	CCCP-L1666 CCCP-61666 CCCP-L1667 CCCP-61667 CCCP-61667 CCCP-61667	II-14P II-14P II-14M II-14M II-14P II-14P II-14P II-14P	AFL/Belarus-MHP AFL/Belarus-MHP AFL/Belarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Armenia AFL/Yakutiya	trf rgd trf rgd red trf trf	unknown 20jul66 1956 unknown 25may60 09jan62	<pre>f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired</pre>
	CCCP-L1666 CCCP-61666 CCCP-61666 CCCP-L1667 CCCP-61667 CCCP-61667	II-14P II-14P II-14M II-14M II-14P II-14P II-14P	AFL/Belarus-MHP AFL/Belarus-MHP AFL/Belarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Armenia	trf rgd trf rgd red trf	unknown 20jul66 1956 unknown 25may60	f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60
6 34 20 10	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-L1646 CCCP-L1646	II-14P II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/Belarus-MHP AFL/Belarus-BMHP AFL/Jelarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tayikistan-DYU AFL/YAKUtiya AFL/YAKUtiya AFL/ShVLP AFL/ShVLP AFL/VAU	trf rgd trf rgd trf trf trf trf trf trf trf	unknown 20jul66 1956 unknown 25may60 09jan62 unknown unknown 02feb59	f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College
6 34 20 10	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-L1646 CCCP-L1646 CCCP-61646	II-14P II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/Belarus-MHP AFL/Belarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Armenia AFL/Yakutiya AFL/Pelarus-MHP AFL/ShVLP AFL/VAU AFL/Belarus-MHP	trf rgd trf rgd trf trf trf trf trf trf trf	unknown 20jul66 1956 unknown 25may60 09jan62 unknown unknown 02feb59 unknown	f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College directorate not mentioned in MGA document; in documents apr59/apr60 and 20may66
6 34 20 10	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-L1646 CCCP-L1646	II-14P II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/Belarus-MHP AFL/Belarus-BMHP AFL/Jelarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/YAKUtiya AFL/YAKUtiya AFL/ShVLP AFL/ShVLP AFL/VAU	trf rgd trf rgd trf trf trf trf trf trf trf	unknown 20jul66 1956 unknown 25may60 09jan62 unknown unknown 02feb59	f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College
6 34 20 10 6 34 21 01	CCCP-L1666 CCCP-61666 CCCP-11667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61646 CCCP-11646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61646	II-14P II-14P II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M	AFL/Belarus-MHP AFL/Belarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Selarus-MHP AFL/ShVLP AFL/VAU AFL/Belarus-MHP AFL/USbelarus-MHP AFL/USbekistan-TAS AFL/Uzbekistan-URC	trf rgd rgd trf rgd trf trf trf trf trf trf trf	unknown 20jul66 1956 unknown 2Smay60 09jan62 unknown unknown 02feb59 unknown 10jan73 oct56 unknown	<pre>f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College directorate not mentioned in MGA document; in documents apr59/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14M in document may63</pre>
6 34 20 10 6 34 21 01 6 34 21 02	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-616470 CCCP-61670	II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M	AFL/Belarus-MHP AFL/Belarus-BMP AFL/Jelarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Armenia AFL/Yakutiya AFL/Jelarus-MHP AFL/Jelarus-MHP AFL/VAU AFL/Jelarus-MHP AFL/Uzbekistan-TAS AFL/Uzbekistan-URC AFL/JcosNII GA	trf rgd trf rgd trf trf trf trf trf trf trf trf	unknown 20jul66 1956 unknown 25may60 09jan62 unknown unknown 10jan73 oct56 unknown 21mar69	<pre>f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College directorate not mentioned in MGA document; in documents apr59/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AER8-243, nov58; in MGA document as II-14M in document may63 canx 14jul69, trf for tests</pre>
6 34 20 10 6 34 21 01	CCCP-L1666 CCCP-61666 CCCP-11667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61646 CCCP-11646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61646	II-14P II-14P II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M	AFL/Belarus-MHP AFL/Belarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Selarus-MHP AFL/ShVLP AFL/VAU AFL/Belarus-MHP AFL/USbelarus-MHP AFL/USbekistan-TAS AFL/Uzbekistan-URC	trf rgd rgd trf rgd trf trf trf trf trf trf trf	unknown 20jul66 1956 unknown 2Smay60 09jan62 unknown unknown 02feb59 unknown 10jan73 oct56 unknown	<pre>f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College directorate not mentioned in MGA document; in documents apr59/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AER8-243, nov58; in MGA document as II-14M in document may63 canx 14jul69, trf for tests in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M</pre>
6 34 20 10 6 34 21 01 6 34 21 02	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-616470 CCCP-61670	II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M	AFL/Belarus-MHP AFL/Belarus-BMP AFL/Jelarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Armenia AFL/Yakutiya AFL/Jelarus-MHP AFL/Jelarus-MHP AFL/VAU AFL/Jelarus-MHP AFL/Uzbekistan-TAS AFL/Uzbekistan-URC AFL/JcosNII GA	trf rgd trf rgd trf trf trf trf trf trf trf trf	unknown 20jul66 1956 unknown 25may60 09jan62 unknown unknown 10jan73 oct56 unknown 21mar69	<pre>f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College directorate not mentioned in MGA document; in documents apr59/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AER8-243, nov58; in MGA document as II-14M in document may63 canx 14jul69, trf for tests</pre>
6 34 20 10 6 34 21 01 6 34 21 02 6 34 21 03	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61647 CCCP-616467 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61647 CCCP-61670 CCCP-61677 CCCP-61647	II-14P II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M	AFL/Belarus-MHP AFL/Belarus-BMP AFL/Jelarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Armenia AFL/Yakutiya AFL/Belarus-MHP AFL/Belarus-MHP AFL/USPelarus-MHP AFL/USPekistan-TAS AFL/USPekistan-TAS AFL/GosNII GA AFL/Kazakhstan-ALA	trf rgd trf rgd trf trf trf trf trf trf trf trf trf trf	unknown 20jul66 1956 unknown 25may60 09jan62 unknown 02feb59 unknown 10jan73 oct56 unknown 21mar69 unknown unknown	 f/n IEV¹ 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College in document; in document aug56 advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College outer to at metioned in MGA document; in documents apr59/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14M in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents aug56/apr59; and 20may12 as life-time expired; f/n RSC early93 being broken up, remains only left y sep93
6 34 20 10 6 34 21 01 6 34 21 02	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61670 CCCP-L1647 CCCP-L1647 CCCP-1647	II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14P II-14M	AFL/Belarus-MHP AFL/Belarus-BMP AFL/Jelarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Yakutiya AFL/Yakutiya AFL/Belarus-MHP AFL/USHVLP AFL/USHVLP AFL/USHVLP AFL/UZbekistan-TAS AFL/UZbekistan-URC AFL/GosNII GA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Fiviolzhsk	trf rgd trf rgd trf trf trf trf trf trf trf trf trf trf	unknown 20jul66 1956 unknown 25may60 09jan62 unknown 02feb59 unknown 10jan73 oct56 unknown 21mar69 unknown unknown unknown	<pre>f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College directorate not mentioned in MGA document; in documents apr59/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14M in documents may63 canx 14jul69, trf for tests in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jun59/dec61; canx 24jan72 as life-time expired; f/n RSC early93 being broken up, remains only left by sep93 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown</pre>
6 34 20 10 6 34 21 01 6 34 21 02 6 34 21 03	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61647 CCCP-616467 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61647 CCCP-61670 CCCP-61677 CCCP-61647	II-14P II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M	AFL/Belarus-MHP AFL/Belarus-BMP AFL/Jelarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Armenia AFL/Yakutiya AFL/Belarus-MHP AFL/Belarus-MHP AFL/USPelarus-MHP AFL/USPekistan-TAS AFL/USPekistan-TAS AFL/GosNII GA AFL/Kazakhstan-ALA	trf rgd trf rgd trf trf trf trf trf trf trf trf trf trf	unknown 20jul66 1956 unknown 25may60 09jan62 unknown 02feb59 unknown 10jan73 oct56 unknown 21mar69 unknown unknown	 f/n IEV¹ 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College in document; in document aug56 advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College outer to at metioned in MGA document; in documents apr59/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14M in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents aug56/apr59; and 20may12 as life-time expired; f/n RSC early93 being broken up, remains only left y sep93
6 34 20 10 6 34 21 01 6 34 21 02 6 34 21 03 6 34 21 04	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61646 CCCP-11646 CCCP-11646 CCCP-61646 CCCP-61646 CCCP-61647 CCCP-61647 CCCP-61647 CCCP-61665	II-14P II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M	AFL/Belarus-MHP AFL/Belarus-MHP AFL/Jelarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Selarus-MHP AFL/ShVLP AFL/Selarus-MHP AFL/USPelarus-MHP AFL/USPelarus-MHP AFL/USPekistan-TAS AFL/Uzbekistan-URC AFL/GosNII GA AFL/Kazakhstan-ALA AFL/Frivolzhsk AFL/Privolzhsk	trf rgd trf rgd trf trf trf trf trf rgd trf rgd rgd rgd	unknown 20jul66 1956 unknown 25may60 09jan62 unknown 10jan73 oct56 unknown 10jan73 oct56 unknown 21mar69 unknown unknown unknown	<pre>f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College directorate not mentioned in MGA document; in documents apr59/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14M in document may63 canx 14jul69, trf for tests in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jun59/dec61; canx 24jan72 as life-time expired; f/n RSC early93 being broken up, remains only left by sep93 in document as II-14P, 18 pax configuration; converted to II-14M date unknown canx 25sep86 as IIfe-time expired in MGA document as II-14W, still as such jan59 converted to II-14FKW; opb 6 LO from 08jun66; w/o 05apr77 on a training flight from Novosibirsk-Severny</pre>
6 34 20 10 6 34 21 01 6 34 21 02 6 34 21 03 6 34 21 04	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-11646 CCCP-11646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61647 CCCP-61647 CCCP-61647 CCCP-61647	II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14M	AFL/Belarus-MHP AFL/Belarus-BMP AFL/Jelarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Yakutiya AFL/Yakutiya AFL/Jelarus-MHP AFL/VAU AFL/VAU AFL/VAU AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/VEkistan-URC AFL/GosNII GA AFL/Kazakhstan-ALA AFL/Frivol2hsk AFL/Privol2hsk AFL/Privol2hsk AFL/Privol2hsk	trf rgd trf rgd trf trf trf trf trf trf rgd trf rgd rgd rgd rgd mfd	unknown 20jul66 1956 unknown 25may60 09jan62 unknown 02feb59 unknown 10jan73 oct56 unknown 21mar69 unknown unknown unknown unknown unknown 09jan57	<pre>f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College directorate not mentioned in MGA document; in documents apr59/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14M in documents aug56/ acanx 14jul69, trf for tests in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan59/dec61; canx 24jan72 as life-time expired; f/n RSC early93 being broken up, remains only left y sep93 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as life-time expired in MGA document as II-14M; still as such jan59 converted to II-14FKM; opb 6 LO from 08jun66; w/o 05apr77 on a training flight from Novosibirsk-Severny when the crew simulated a failure of the left engine and gave maximum right rudder, leading to</pre>
6 34 20 10 6 34 21 01 6 34 21 02 6 34 21 03 6 34 21 04	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-11646 CCCP-11646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61647 CCCP-61647 CCCP-61647 CCCP-61647	II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14M	AFL/Belarus-MHP AFL/Belarus-BMP AFL/Jelarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Yakutiya AFL/Yakutiya AFL/Jelarus-MHP AFL/VAU AFL/VAU AFL/VAU AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/VEkistan-URC AFL/GosNII GA AFL/Kazakhstan-ALA AFL/Frivol2hsk AFL/Privol2hsk AFL/Privol2hsk AFL/Privol2hsk	trf rgd trf rgd trf trf trf trf trf trf rgd trf rgd rgd rgd rgd mfd	unknown 20jul66 1956 unknown 25may60 09jan62 unknown 02feb59 unknown 10jan73 oct56 unknown 21mar69 unknown unknown unknown unknown unknown 09jan57	<pre>f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College directorate not mentioned in MGA document; in documents apr59/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AER8-243, nov58; in MGA document as II-14M in document may63 canx 14jul69, trf for tests in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jun59/dec61; canx 24jan72 as life-time expired; f/n RSC early93 being broken up, remains only left by sep93 in document as II-14P, 18 pax configuration; converted to II-14M date unknown canx 25sep86 as IIfe-time expired in MGA document as II-14W, still as such jan59 converted to II-14FKW; opb 6 LO from 08jun66; w/o 05apr77 on a training flight from Novosibirsk-Severny</pre>
6 34 20 10 6 34 21 01 6 34 21 02 6 34 21 03 6 34 21 04	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-11646 CCCP-11646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61647 CCCP-61647 CCCP-61647 CCCP-61647	II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14M	AFL/Belarus-MHP AFL/Belarus-BMP AFL/Jelarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Yakutiya AFL/Yakutiya AFL/Jelarus-MHP AFL/VAU AFL/VAU AFL/VAU AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/VEkistan-URC AFL/GosNII GA AFL/Kazakhstan-ALA AFL/Frivol2hsk AFL/Privol2hsk AFL/Privol2hsk AFL/Privol2hsk	trf rgd trf rgd trf trf trf trf trf trf rgd trf rgd rgd rgd rgd mfd	unknown 20jul66 1956 unknown 25may60 09jan62 unknown 02feb59 unknown 10jan73 oct56 unknown 21mar69 unknown unknown unknown unknown unknown 09jan57	 f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College directorate not mentioned in MGA document; in documents apr59/apr60 and 20may66 canx 14jul69, trf for tests in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents Jun59/dec61; canx 24jan72 as life-time expired; f/n RSC early93 being broken up, remains only left by sep93 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as life-time expired in Gacument as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as life-time expired in GA document as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as life-time expired converted to II-14FKM; opb 6 LO from 08jun66; w/o 05apr77 on a training flight from Novosibirsk-Severny when the crew simulated a failure of the left engine and gave maximum right rudder, leading to aerodynamic overbalancing and a resulting side-slip (it was impossible to return the rudder to the neutral position in this situation), the aircraft went out of control and crashed insh-hand near Penyok village (Chulym district of the Novosibirsk region), al 6 crew Killed; t/t 29,251 hours 39 minutes and 21,779
6 34 20 10 6 34 21 01 6 34 21 02 6 34 21 03 6 34 21 04 6 34 21 06	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61646 CCCP-11646 CCCP-61646 CCCP-61646 CCCP-61647 CCCP-61647 CCCP-61647 CCCP-61665 CCCP-11675	II-14P II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14M	AFL/Belarus-MHP AFL/Belarus-MHP AFL/Belarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Selarus-MHP AFL/Selarus-MHP AFL/USPKISTAN- AFL/USPKISTAN- AFL/USPKISTAN-URC AFL/GosNII GA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Frivolzhsk AFL/Privolzhsk AFL/West SibOvn AFL/West SibOvn	trf rgd trf rgd trf trf trf trf trf trf rgd rgd rgd rgd rgd	unknown 20jul66 1956 unknown 25may60 00jan62 unknown 02feb59 unknown 10jan73 oct56 unknown 21mar69 unknown unknown unknown unknown 09jan57 unknown	f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College (in document; in document aug56 advanced Flying Training College; in document; in document apr59/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14M in document may63 canx 14jul69, trf for tests in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jun59/dec61; canx 24jan72 as life-time expired; f/n RSC early93 being broken up, remains only left by sep93 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown (from 08jun66; w/o 05apr77 on a training flight from Novosibirsk-Severny when the crew simulated a failure of the left engine and gave maximum right rudder, leading to aerodynamic overblancing and a resulting side-slip (it was impossible to return the rudder to the neutral position in this situation), the aircraft went out of control and crashed in bush-land near Penyok village (Chulym district of the Novosibirsk region), all 6 crew killed; t/t 29,251 hours 39 minutes and 21,779 cycles; canx 11jul77
6 34 20 10 6 34 21 01 6 34 21 02 6 34 21 03 6 34 21 04	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-616467 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61647 CCCP-61647 CCCP-61665 CCCP-11675 CCCP-61665 CCCP-61665 CCCP-61665	II-14P II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14M II-14M II-14M	AFL/Belarus-MHP AFL/Belarus-BMP AFL/Jelarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Armenia AFL/Yakutiya AFL/Jelarus-MHP AFL/Belarus-MHP AFL/VAU AFL/Belarus-MHP AFL/Uzbekistan-TAS AFL/Uzbekistan-ALA AFL/Kazakhstan-ALA AFL/Frivolzhsk AFL/Privolzhsk AFL/West SibOvn AFL/West SibOvn	trf rgd trf rgd trf trf trf trf trf trf trf trf rgd rgd mfd rgd	unknown 20jul66 1956 unknown 25may60 09jan62 unknown 02feb59 unknown 10jan73 oct56 unknown 21mar69 unknown unknown unknown 09jan57 unknown	f/n IEV ¹ 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College in document; in document aug56 Advanced Flying Training College; in document aug5/gav64 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14M in documents aug56/aug67 as II-14P, 18 pax configuration; in document may63 canx 14jul69, trf for tests in documents 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents gav6/dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in document as II-14P, 18 pax configuration; converted to II-14M date unknown in document as II-14P, 18 pax configuration; converted to II-14M date unknown in document as II-14P, 18 pax configuration; converted to II-14M date unknown in document as II-14P, 18 pax configuration; converted to II-14M date unknown in document as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as IIe-14P, 18 pax configuration; converted to II-14M date unknown in MGA document as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as IIe-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as IIe-14P, 18 pax configuration; converted to II-14FKM; opb 6 LO from 08jun66; w/o 05apr77 on a training flight from Novosibirsk-Severny when the crew simulated a failure of the left engine and gave maximum right rudder, leading to aerodynamic overbalancing and a resulting side-silp (it was impossible to return the rudder to the neutral position in this situation), the aircraft went out of control and crashed in bush-land near Penyok village (Chulym district of the Novosibirsk region), all 6 crew killed; t/t 29,251 hours 39 minutes and 21,779 cycles; canx 11
6 34 20 10 6 34 21 01 6 34 21 02 6 34 21 03 6 34 21 04 6 34 21 06 6 34 21 07 6 34 21 07 6 34 21 08	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-616467 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61647 CCCP-61670 CCCP-61665 CCCP-11665 CCCP-11665 CCCP-61665 CCCP-61665 CCCP-61665 CCCP-61668 CCCP-61668 CCCP-61668	II-14P II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14M II-14M II-14M	AFL/Belarus-MHP AFL/Belarus-MHP AFL/Jelarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Yakutiya AFL/ShVLP AFL/VAU AFL/Belarus-MHP AFL/U2bekistan-TAS AFL/U2bekistan-TAS AFL/U2bekistan-LRC AFL/GosNII GA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Frivolzhsk AFL/Privolzhsk AFL/Privolzhsk AFL/West SibOvn AFL/West SibOvn AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan	trf rgd trf rgd trf trf trf trf trf trf trf trf rgd mfd mfd rgd rgd AER	unknown 20jul66 1956 unknown 25may60 09jan62 unknown 10jan73 oct56 unknown 21mar69 unknown unknown unknown unknown 09jan57 unknown	<pre>f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College directorate not mentioned in MGA document; in documents aug79/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14M in document may63 canx 14jul69, trf for tests in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jun59/dec61; canx 24jan72 as life-time expired; f/n RSC early93 being broken up, remains only left by sep3 in document as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as life-time expired in MGA document as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as life-time expired in MGA document as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as life-time expired in the crew simulated a failure of the left engine and gave maximum right rudder, leading to aerodynamic overbalancing and a resulting side-slip (it was impossible to return the rudder to the neutral position in this situation), the aircraft went out of control and crashed in bush-land near Penyok village (Chulym district of the Novosibirsk region), all 6 crew killed; t/t 29,251 hours 39 minutes and 21,779 cycles; canx 11jul77 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 27oct72 as life-time expired in basic Aeroffot C/s with red stripe on rudder; l/n AER 24mar84</pre>
6 34 20 10 6 34 21 01 6 34 21 02 6 34 21 03 6 34 21 04 6 34 21 06 6 34 21 07	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61646 CCCP-11646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61647 CCCP-61647 CCCP-61647 CCCP-61647 CCCP-61665 CCCP-61665 CCCP-61665 CCCP-61665 CCCP-61668 CCCP-61668 "03" blue CCCP-11677	II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14M II-14M II-14M	AFL/Belarus-MHP AFL/Belarus-BMP AFL/Jelarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Takutiya AFL/Jelarus-MHP AFL/Jelarus-MHP AFL/VAU AFL/VAU AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/VEXISTA AFL/Kazakhstan-ALA AFL/Frivol2hsk AFL/West SibOvn AFL/West SibOvn AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan KGB/Border Guards AFL/West SibOVB	trf rgd trf rgd trf trf trf trf trf trf trf trf rgd trf rgd rgd rgd rgd rgd rgd	unknown 20jul66 1956 unknown 25may60 09jan62 unknown 02feb59 unknown 10jan73 oct56 unknown 21mar69 unknown unknown unknown 09jan57 unknown	 f/n IEV¹ 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College, in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College directorate not mentioned in MGA document; in documents apr59/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14M in document may63 canx 14jul69, trf for tests in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents J05/dec61; canx 24jan72 as life-time expired; f/n RSC early93 being broken up, remains only left by sep93 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as life-time expired in MGA document as II-14M; still as such jan59 converted to II-14FKM; opb 6 LO from 08jun66; w/o 05apr77 on a training flight from Novosibirsk-Severny when the crew simulated a failure of the left engine and gave maximum right rudder, leading to aerodynamic overbalancing and a resulting side-slip (it was impossible to return the rudder to the neutral position in this situation), the aircraft went out of control and crashed in bush-land near Penyok village (Chulym district of the Novosibirsk region), all 6 crew killed; t/t 29,251 hours 39 minutes and 21,779 cycles; canx 11ju177 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 27oct72 as life-time expired in document 20dec57
6 34 20 10 6 34 21 01 6 34 21 02 6 34 21 03 6 34 21 04 6 34 21 06 6 34 21 07 6 34 21 08 6 34 21 08 6 34 21 0	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61646 CCCP-11646 CCCP-11646 CCCP-61646 CCCP-61646 CCCP-61647 CCCP-61647 CCCP-61647 CCCP-61665 CCCP-11675 CCCP-61668 "03" blue CCCP-11677 CCCP-61677	II-14P II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M	AFL/Belarus-MHP AFL/Belarus-MHP AFL/Belarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/ShVLP AFL/ShVLP AFL/VAU AFL/Belarus-MHP AFL/Uzbekistan-TAS AFL/Uzbekistan-URC AFL/GosNII GA AFL/Kazakhstan-ALA AFL/Frivolzhsk AFL/Privolzhsk AFL/Privolzhsk AFL/West SibOvn AFL/Kazakhstan KGB/Border Guards AFL/Kazakhstan KGB/Border Guards AFL/West SibOVB	trf rgd trf rgd trf trf trf trf trf trf trf trf rgd trf rgd rgd rgd rgd rgd rgd AER rgd	unknown 20jul66 1956 unknown 25may60 09jan62 unknown 10jan73 oct56 unknown 21mar69 unknown unknown unknown unknown 09jan57 unknown 09jan57 unknown 1982 unknown 1982 unknown	f/n IEV ¹ Taug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document ug956 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College in document; in document aug56 advanced Flying Training College; in document; in document aug56 advanced Flying Training College; in document; in document aug56 advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College converted to II-14M in document may63 canx 25jul74 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14M in document may63 canx 14jul69, trf for tests in documents aug56/qar59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jun59/dec61; canx 24jan72 as life-time expired; f/n RSC early93 being broken up, remains only left by sep93 in document as II-14P, 18 pax configuration; converted to II-14K date unknown canx 25seB6 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 25seB6 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 25seB6 as II-14P, 18 pax configuration; converted to II-14FK, opb 6 LO from 08jun66; w/o 05apr77 on a training flight from Novosibirsk-Severny when the crew simulated a failure of the left engine and gave maximum right rudder, leading to aerodynamic overbalancing and a resulting side-slip (it was impossible to return the rudder to the neutral position in this situation), the aircraft went out of control and crashed in bush-land near Penyok village (Chulym district of the Novosibirsk region), all 6 crew killed; t/t 29,251 hours 39 minutes and 21,779 cycles; canx 11jul77
6 34 20 10 6 34 21 01 6 34 21 02 6 34 21 03 6 34 21 04 6 34 21 06 6 34 21 07 6 34 21 07 6 34 21 08	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61647 CCCP-61646 CCCP-11646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61647 CCCP-61647 CCCP-61665 CCCP-61665 CCCP-61665 CCCP-61665 CCCP-61665 CCCP-61665 CCCP-61675 CCCP-61675	II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P	AFL/Belarus-MHP AFL/Belarus-MHP AFL/Jelarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Akutiya AFL/Jelarus-MHP AFL/Belarus-MHP AFL/VAU AFL/Belarus-MHP AFL/Uzbekistan-TAS AFL/Uzbekistan-ALA AFL/GosNII GA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Frivolzhsk AFL/West SibOvn AFL/West SibOvn AFL/Kazakhstan	trf rgd trf rgd rgd trf trf trf trf trf rgd trf rgd rgd rgd rgd rgd AER rgd rgd	unknown 20jul66 1956 unknown 25may60 09jan62 unknown 10jan73 oct56 unknown 21mar69 unknown unknown unknown 09jan57 unknown 99jan57 unknown 1982 unknown	f/n IEV ¹ 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document 20dec57 as II-14P, 18 pax configuration Higher Avlation College in document; in document aug56 Advanced Flying Training College; in document as II-14P, 18 pax configuration Higher Avlation College directorate not mentioned in MGA document; in documents apr59/apr60 and 20may66 canx 25jul74 as life-time expired voverhauled at AERB-243, nov58; in MGA document as II-14M in document may63 canx 14jul69, trf for tests in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in document as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as life-time expired in MGA document as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as II-14P, 18 pax configuration; converted to II-14FKM; opb 6 LO from 08jun66; w/o 05apr77 on a training flight from Novosibirsk-Severny when the crew simulated a failure of the left engine and gave maximum right rudder, leading to aerodynamic overbalancing and a resulting side-silp (it was impossible to return the rudder to the neutral position in this situation), the aircraft went out of control and crashed in bush-land near Penyok village (Chulym district of the Novosibirsk region), all 6 crew killed; t/t 29,251 hours 39 minutes and 21,779 cycles; canx 11ju177 in document 20dec57 as II-14P, 18 p
6 34 20 10 6 34 21 01 6 34 21 02 6 34 21 03 6 34 21 04 6 34 21 06 6 34 21 07 6 34 21 08 6 34 21 08 6 34 21 0	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61646 CCCP-11646 CCCP-61646 CCCP-61646 CCCP-61647 CCCP-61670 CCCP-61655 CCCP-61665 CCCP-11665 CCCP-61668 CCCP-61668 CCCP-61668 CCCP-61677 CCCP-61677 CCCP-61677 CCCP-61677 CCCP-61677 CCCP-61669 CCCP-11672	II-14P II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14M II-14P II-14M II-14P II-14M II-14P	AFL/Belarus-MHP AFL/Belarus-BMP AFL/Belarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Yakutiya AFL/ShVLP AFL/VAU AFL/Belarus-MHP AFL/U2bekistan-TAS AFL/U2bekistan-TAS AFL/U2bekistan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/West SibOvn AFL/West SibOVN AFL/West SibOVB AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/West SibOVB AFL/Wast Si	trf rgd trf rgd trf trf trf trf trf trf trf trf rgd trf rgd mfd mfd rgd mfd rgd rgd rgd rgd rgd rgd rgd rgd rgd rg	unknown 20jul66 1956 unknown 25may60 09jan62 unknown 10jan73 oct56 unknown 21mar69 unknown 21mar69 unknown unknown unknown 09jan57 unknown 13oct62 unknown 13oct62 unknown	f/n IEV ¹ 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document 20dec57 as II-14P, 18 pax configuration F/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College in document; in documents aug59/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14M in document may63 canx 14jul69, trf for tests in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jun59/dec61; canx 24jan72 as life-time expired; f/n RSC early93 being broken up, remains only left by sep33 in document as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as life-time expired in MGA document as II-14W, still as such jan59 converted to II-14FKM; spb 6 LO from 08jun66; w/o 05apr77 on a training flight from Novosibirsk-Severny when the crew simulated a failure of the left engine and gave maximum right rudder, leading to aerodynamic overbalancing and a resulting side-slip (it was impossible to return the rudder to the neutral position in this situation), the aircraft went out of control and crashed in bush-land near Penyok village (Chulym district of the Novosibirsk region), all 6 crew killed; t/t 29,251 hours 39 minutes and 21,779 cycles; canx 11jul77 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 27oct72 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in acornfolt c/s with red stripe on rudder; l/n AER 24mar84 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in document
6 34 20 10 6 34 21 01 6 34 21 02 6 34 21 03 6 34 21 04 6 34 21 06 6 34 21 07 6 34 21 08 6 34 21 08 6 34 21 01 6 34 22 01	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61646 CCCP-11646 CCCP-11646 CCCP-61646 CCCP-61646 CCCP-61647 CCCP-61647 CCCP-61647 CCCP-61647 CCCP-61655 CCCP-61665 CCCP-61665 CCCP-61668 "03" blue CCCP-61668 "03" blue CCCP-61668	II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P	AFL/Belarus-MHP AFL/Belarus-BMP AFL/Belarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Armenia AFL/Yakutiya AFL/Belarus-MHP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/UShVLP AFL/VEXISTAN AFL/Weskistan-ALA AFL/Kazakhstan-ALA AFL/FrivolZhSk AFL/West SibOvn AFL/West SibOvn AFL/Kazakhstan KGB/Border Guards AFL/Kazakhstan KGB/Border Guards AFL/Kraine AFL/Kraine-DNK AFL/Northern AFL/Northern	trf rgd trf rgd red trf trf trf trf trf trf trf rgd trf rgd rgd rgd rgd rgd AER rgd AER rgd rgd rgd rgd rgd rgd rgd rgd rgd rgd	unknown 20jul66 1956 unknown 25may60 09jan62 unknown 02feb59 unknown 10jan73 oct56 unknown 21mar69 unknown unknown unknown 09jan57 unknown 1982 unknown 1982 unknown 13oct62 unknown	f/n IEV ¹ 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College in document; in document agr59/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14M in documents agr59/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14P, 18 pax configuration; converted to II-14M date unknown in documents agr59/apr60; and 20may66 canx 25jul74 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14P, 18 pax configuration; converted to II-14M date unknown in document may63 canx 14jul69, trf for tests in documents agr59/apr69; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in document Sug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as IIfe-time expired; f/n RSC early93 being broken up, remains only left by sep93 in document as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as IIfe-time expired in document as II-14M; till as such jan59 converted to II-14FKM; opb 6 LO from 08jun66; w/o 05apr77 on a training flight from Novosibirsk-Severny when the crew simulated a failure of the left engine and gave maximum right rudder, leading to aerodynamic overbalancing and a resulting side-slip (it was impossible to return the rudder to the neutral position in this situation), the aircraft went out of control and crashed in bush-hand near Penyok village (Chulym district of the Novosibirsk region), all 6 crew killed; t/t 29,251 hours 39 minutes and 21,779 cycles; canx 11ju177 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 27
6 34 20 10 6 34 21 01 6 34 21 02 6 34 21 03 6 34 21 04 6 34 21 06 6 34 21 07 6 34 21 07 6 34 21 08 6 34 21 10 6 34 22 01 6 34 22 02	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61646 CCCP-11646 CCCP-11646 CCCP-61646 CCCP-61646 CCCP-61647 CCCP-61647 CCCP-61665 CCCP-61665 CCCP-11675 CCCP-61668 "03" blue CCCP-11677 CCCP-61677 CCCP-61677 CCCP-61672	II-14P II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14M II-14P	AFL/Belarus-MHP AFL/Belarus-MHP AFL/Belarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Selarus-MHP AFL/Selarus-MHP AFL/USPelarus-MHP AFL/USPelarus-MHP AFL/USPelarus-MHP AFL/USPelarus-MHP AFL/USPelarus-MAP AFL/USPelarus-MAP AFL/GosNII GA AFL/Kazakhstan-ALA AFL/Frivolzhsk AFL/Privolzhsk AFL/Privolzhsk AFL/West SibOvn AFL/West SibOVN AFL/West SibOVB AFL/Kazakhstan KGB/Border Guards AFL/Wast SibOVB AFL/Karaine-DNK AFL/Warine-DNK AFL/Northern AFL/Northern AFL/Northern	trf rgd trf rgd trf trf trf trf trf trf trf trf rgd trf rgd rgd rgd AER rgd AER rgd Ygd rgd AER rgd trf	unknown 20jul66 1956 unknown 25may60 09jan62 unknown 10jan73 oct56 unknown 10jan73 oct56 unknown unknown unknown unknown unknown 13oct62 unknown unkno	<pre>f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College directorate not mentioned in MGA document; in documents apr59/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14M in document may63 canx 14jul69, trf for tests in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in document sug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in document 3ug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in document 3ug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep8 as ilfe-time expired in MGA document as II-14M; still as such jan59 converted to II-14FKN; opb 6 LO from 08jun66; w/o 05apr77 on a training flight from Novosibirsk-Severny when the crew simulated a failure of the left engine and gave maximum right rudder, leading to aerodynamic overbalancling and a resulting side-slip (it was impossible to return the rudder to the neutral position in this situation), the aircraft went out of control and crashed in bush-land near Penyok village (Chulym district of the Novosibirsk region), all 6 crew killed; t/t 29,251 hours 39 minutes and 21,779 cycles; canx 11jul77 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown canx 27oct72 as life-time expired in docum</pre>
6 34 20 10 6 34 21 01 6 34 21 02 6 34 21 03 6 34 21 04 6 34 21 06 6 34 21 07 6 34 21 08 6 34 21 08 6 34 21 01 6 34 22 01	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61646 CCCP-11646 CCCP-11646 CCCP-61646 CCCP-61647 CCCP-61647 CCCP-61647 CCCP-61665 CCCP-11665 CCCP-11668 "03" blue CCCP-61673	II-14P II-14P II-14M II-14H II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P	AFL/Belarus-MHP AFL/Belarus-MHP AFL/Belarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Selarus-MHP AFL/Selarus-MHP AFL/USPUP AFL/USPUP AFL/USPUP AFL/USPUP AFL/USPUP AFL/USPUP AFL/USPUP AFL/USPUP AFL/USPUP AFL/USPUP AFL/VAU AFL/Fiviol2hsk AFL/Privol2hsk AFL/Privol2hsk AFL/West SibOvn AFL/West SibOvn AFL/West SibOVB AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/West SibOVB AFL/Kazakhstan AFL/West SibOVB AFL/Karaine-DNK AFL/Northern AFL/Northern AFL/Northern AFL/Northern AFL/Northern AFL/Northern AFL/Northern	trf rgd trf rgd trf trf trf trf trf trf trf trf rgd trf rgd trf rgd rgd AER rgd AER rgd rgd AER rgd rgd rgd rgd rgd rgd rgd rgd rgd rgd	unknown 20jul66 1956 unknown 25may60 09jan62 unknown 10jan73 oct56 unknown 21mar69 unknown unknown unknown 09jan57 unknown 09jan57 unknown 13oct62 unknown 13oct62 unknown unknown 01jan73 unknown	f/n IEV [*] 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College in document; in document aug56 Advanced Flying Training College; in document; in document aug56 canx 25jul74 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14M in document may63 canx 14jul69, trf for tests in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jun59/dec61; canx 24jan72 as life-time expired; f/n RSC early93 being broken up, remains only left by sep93 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown converts jun59/dec61; canx 24jan72 as life-time expired; f/n RSC early93 being broken up, remains only left by sep93 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14FW date unknown converted to II-14P, 18 pax configuration; converted to II-14FW, so the Crom 08jun66; w/o 05apr77 on a training flight from Novosibirsk-Severny when the crew simulated a failure of the left engine and gave maximum right rudder, leading to aerodynamic overbalancing and a resulting side-slip (it was impossible to return the rudder to the neutral position in this situation), the aircraft went out of control and crashed in bush-land near Penyok village (Chulym district of the Novosibirsk region), all 6 crew killed; t/t 29,251 hours 39 minutes and 21,779 cycles; canx 11ju177 in document as II-14P, 18 pax configuration; converted to II-14M date unknown in basic Aeroflot c/s with red stripe on rudder; l/n AER 24mar84 in document mar59; first II-14 overhauled by ARZ-410 03jun64; canx 26jan76 as life-time expired in basic Aeroflot c/s with red stripe on rudder; l/n AER 24mar84 in document 20dec57 as II-14P, 18 pax configur
6 34 20 10 6 34 21 01 6 34 21 02 6 34 21 03 6 34 21 04 6 34 21 06 6 34 21 07 6 34 22 02 6 34 22 02	CCCP-L1666 CCCP-61666 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61667 CCCP-61646 CCCP-11646 CCCP-61646 CCCP-61646 CCCP-61646 CCCP-61647 CCCP-61677 CCCP-61665 CCCP-61665 CCCP-61665 CCCP-61665 CCCP-61668 CCCP-61668 CCCP-61668 CCCP-61668 CCCP-61668 CCCP-61669 CCCP-61673 CCCP-61673 CCCP-61673 CCCP-61673 CCCP-61673	II-14P II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P	AFL/Belarus-MHP AFL/Belarus-MHP AFL/Belarus-BQT AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Anwenia AFL/Yakutiya AFL/Belarus-MHP AFL/VAU AFL/Belarus-MHP AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Privolzhsk AFL/Privolzhsk AFL/Privolzhsk AFL/West SibOvn AFL/West SibOvn AFL/Kazakhstan AFL/KASAKHSTAN AFL/Northern AFL/Northern AFL/KASANGL-ARH Aeroflot/ShVLP Aeroflot/ShVLP	trf rgd trf rgd trf trf trf trf trf trf trf trf trf rgd trf rgd mfd mfd rgd mfd rgd rgd rgd rgd rgd rgd trf trf trf trf trf trf trf trf trf trf	unknown 20jul66 1956 unknown 25may60 09jan62 unknown 10jan73 oct56 unknown 21mar69 unknown unknown unknown 09jan57 unknown 09jan57 unknown 13oct62 unknown 13oct62 unknown unknown 13oct62 unknown unknown 13oct62 unknown unknown 13oct62 unknown unknown 13oct62 unknown unknown unknown unknown 13oct62 unknown unk	f/n IEV ¹ 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60 canx 25jul74 as life-time expired in document 20dec57 as II-14P, 18 pax configuration Higher Aviation College in document; in document ag56 Advanced Flying Training College; in document agr59/apr60 and 20may66 canx 25jul74 as life-time expired overhauled at AERB-243, nov58; in MGA document as II-14M in documents may53 canx 14jul69, trf for tests in documents 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents agg6/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents jun59/dec61; canx 24jan72 as life-time expired; f/n RSC early93 being broken up, remains only left by sep93 in document as II-14P, 18 pax configuration; converted to II-14M date unknown canx 28sep86 as II ⁶ -time expired in MGA document as II-14P, 18 pax configuration; converted to II-14FKH; vibil as such jan59 converted to II-14FKM; vibil as such jan59 converted to II-14FKH; vibil pax configuration; converted to II-14M date unknown canx 27ocT72 as II-14P, 18 pax configuration; converted to II-14M date unknown canx
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7 34 23 03	CCCP-L1689	II-14M	Aeroflot/Troitsk	trf	27jan59	canx 25mar61 as for 'display'
	CCCP-L1690	II-14M	AFL/Kazakhstan	rgd	unknown	in MGA document as II-14M
7 24 22 04	CCCP-61690	II-14M	AFL/West SibOMS	OMS	late77	f/n UUS 1984; t/t 34,779 hours 15,343 cycles as of 10feb87; canx 25mar87 as amortisation period
	CCCP-61690	II-14LR	AFL/Far East-UUS	trf	01jan80	expired; scrapped at UUS in 1987
7 34 23 04	CCCP-L1692	II-14P	AFL/KyrgyzstFRU	mfd	18jan57	opb 153 OAO; w/o 07sep58 on the leg from Aktyubinsk of a flight from Frunze (now Bishkek) to Moscow when was hit by a lightning which burnt through the actuating rod of the left aileron and probably disabled the crew, the aircraft went out of control, crashed 4 km SSE of Konstantinovski (Martuk district of the Aktyubinsk region of Kazakhstan) and exploded, all 5 crew and 22 passengers killed; t/t 2,564 hours; canx 27oct58
7 34 23 05	CCCP-L1694 CCCP-61694	II-14P II-14M	AFL/Azerbaijan AFL/Azerbaijan	rgd rgd	unknown unknown	in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown
7 34 23 06	CCCP-61694 CCCP-61694 CCCP-61694 CCCP-L1697	II-14M II-14M II-14M II-14M	AFL/Xzerbaijan AFL/Lithuania AFL/Kazakhstan AFL/Kazakhstan	trf trf rgd	01aug61 28dec74 unknown	f/n MRV 26jul62; l/n LED 29jul70 canx 26oct76 as life-time expired in MGA document as II-14M
	CCCP-61697	II-14M	AFL/Kazakhstan	rgd	unknown	in document 1959; converted to Il-14RR
	CCCP-61697	II-14RR	AFL/Far East-UUS	trf	22may79	canx 31dec86 as life-time expired; reported scrapped at UUS in 1986
7 34 23 07	CCCP-L1588 CCCP-91588	II-14M II-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd rgd	unknown unknown	in MGA document as II-14M photo; operated jul59/1964; canx 23nov83 as life-time expired; possibly this is the aircraft which was preserved at the "Lesnaya byl" pioneer's camp in the Ulyanovsk region in the 1980s (I/n there in 1988 in good condition) and transported to Ulyanovsk in 1989 or 1990, suffering severe damage by vandals in the process; preserved in the Museum of Civil Aviation at Ulyanovsk (N42.291215 E48.236469), since 1991, in
7 34 23 08	CCCP-L1699	II-14P	Aeroflot/UShVLP	rgd	unknown	polar' c/s; l/n aug13 Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration; under
	CCCP-61699	II-14P	Aeroflot/UShVLP	rgd	unknown	repair at ARZ-400 jun58 Ulyanovsk Advanced Flying Training College
	CCCP-61699	II-14P	Aeroflot/KShVLP	trf	06jan62	Kirovograd Advanced Flying Training College
	CCCP-61699	II-14P	AFL/Yakutiya	trf	17jan71	canx 07sep73 as life-time expired
7 34 23 09	CCCP-L1585	II-14M	AFL/Kazakhstan	rgd	unknown	in MGA document as Il-14M
	CCCP-91585	II-14M	AFL/Kazakhstan	rgd	unknown	photo SVX 1964; canx 30may74 as life-time expired
7 34 23 10	CCCP-L1586	II-14M	AFL/Kazakhstan	rgd	unknown	in MGA document as II-14M; overhauled at AERB-243 nov58
	CCCP-91586	II-14M	AFL/Kazakhstan	rgd	unknown	canx 22nov73 as life-time expired
7 34 24 01	CCCP-L1587	II-14M	AFL/Ukraine	rgd	unknown	in MGA document as II-14M
	CCCP-L1587	II-14M	AFL/Syktyvkar	trf	03mar58	in MGA document as 03mar88 !
	CCCP-91587 CCCP-91587	II-14M II-14M	AFL/Syktyvkar	rgd	unknown 1967	in documents 01apr59/jul59; photo, with Stag emblem on tail
7 34 24 02	CCCP-L1590	II-14P	AFL/Komi-SCW AFL/Georgia	trf rgd	unknown	canx 31oct73 as worn out in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-91590 CCCP-91590	II-14M II-14M	AFL/Georgia AFL/Azerbaijan	rgd trf	unknown 15aug59	month difficult to read in MGA document
7 34 24 03	CCCP-91590	II-14M	AFL/ArkhangelARH	trf	06oct73	canx 30jan78 as life-time expired
	CCCP-L1591	II-14M	AFL/TurkmenisASB	rgd	unknown	in MGA document as Il-14M
7 34 24 04	CCCP-91591	II-14M	AFL/TurkmenisASB	rgd	unknown	in documents dec59/dec63; canx 28mar7. (exact year unknown)
	CCCP-L1592	II-14M	AFL/Krasnoyarsk	rgd	unknown	in document 1958; in MGA document as II-14M
7 34 24 05	CCCP-91592	II-14M	AFL/KrasnoyarKJA	rgd	jul58	until 31jul76; canx 08feb78 as life-time expired
	CCCP-L1593	II-14M	AFL/N.Kavkaz-ROV	rgd	unknown	in documents may58/sep59; in MGA document as II-14M
7 54 24 05	CCCP-91593	II-14M	AFL/N.Kavkaz-ROV	rgd	unknown	in documents 10sep59/15apr64
	CCCP-91593	II-14M	AFL/West Siberia	trf	06nov65	canx 11feb83 as life-time expired
7 34 24 06	CCCP-L1594	II-14P	AFL/Georgia	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-91594 CCCP-91594	II-14M II-14M	AFL/Georgia AFL/East Siberia	rgd trf	unknown 20nov61	
7 34 24 07	CCCP-91594	II-14M	AFL/Uzbekistan	trf	08may62	canx 30sep75 as life-time expired
	CCCP-L1599	II-14M	AFL/Kazakhstan	rgd	unknown	in MGA document as II-14M
7 34 24 08	CCCP-91599	II-14M	AFL/Kazakhstan-ALA	rgd	unknown	in document 22apr60; canx 31oct75 as life-time expired
	CCCP-L2071	II-14M	AFL/Ukraine-IEV	mfd	11feb57	opb 86 OAO; w/o 17aug57 on a cargo flight from Sofia to Kiev-Zhulyany when collided on approach with Il-
						14G CCCP-L1360 due to ATC error, the right propeller hit the right wing of CCCP-L1360 at an altitude of some 250-300 metres, the engine detached, hit the fuselage and cut off the cockpit, the wreck fell on two houses 300 metres from where CCCP-L1360 crashed, all 5 crew killed plus 6 persons on the ground killed and 23 injured (11 of them severely); t/t 832 hours 50 minutes; canx 31oct57
7 34 24 09	CCCP-L1595	II-14M	AFL/East Siberia	rgd	unknown	in MGA document as II-14M and c/n given as 7342409
	CCCP-91595	II-14M	AFL/Yakutiya-YKS	trf	22jan59	c/n in document mar59 as 6342409; canx 24dec75 as life-time expired
7 34 24 10	CCCP-L2074	II-14P	AFL/TurkmenisASB	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M and in document apr58 as such; f/n MRV 01aug60
7 34 25 01	CCCP-52074	II-14M	AFL/TurkmenisASB	rgd	unknown	in documents jan60/dec64; canx 27oct7. (year not available in MGA document)
	CCCP-L1596	II-14M	AFL/Latvia	rgd	unknown	in MGA document as II-14M
7 54 25 61	CCCP-91596	II-14M	AFL/Latvioa	rgd	unknown	canx oct61 to Mali
	TZ-ABH	II-14M	Air Mali	i/s	03oct61	f/n DKR 16apr63; photo MRS jun64; crashed 05nov66 at night in bad weather into Col de la Cayolle
	12-ADII	11-1401		1/3	0500001	mountain pass, French Alps (2,440 metres above sea level) on a flight from Zagreb to Marseille after overhaul at Minsk with final destination Bamako, killing all 5 crew and 2 technicians; t/t 3,920 hours 40 minutes and 20 hours since overhaul
7 34 25 02	CCCP-L2067	II-14M	AFL/KrasnoyarKJA	rgd	unknown	in MGA document as Il-14M
	CCCP-52067	II-14M	AFL/KrasnoyarKJA	rgd	unknown	in document 29jul67; canx 30jan78 as life-time expired
7 34 25 03	CCCP-L2068	II-14M	AFL/East Siberia	rgd	unknown	in MGA document as II-14M
	CCCP-52068	II-14M	AFL/East Siberia	rgd	unknown	canx 30nov74 as life-time expired
7 34 25 04	CCCP-L2077 CCCP-L2077	II-14M II-14M	AFL/Uzbekistan AFL/Kazakhstan-ALA	rgd trf	unknown 22jul58	in document apr58; in MGA document as II-14M
	CCCP-52077	II-14M	AFL/Kazakhstan-ALA	rgd	unknown	in document may59
	CCCP-52077	II-14M	AFL/Kazakhstan-UKK	trf	unknown	in document jan66; canx 24dec74 as life-time expired
7 34 25 05	CCCP-79162	II-14P	MAP Tashkent APO	mfd	17may57	rgd 15dec65
	CCCP-79162	II-14P	MAP Moscow	trf	27mar79	damaged Djezkazgan 20dec83 but repaired; canx 30jan89; seen Myachkovo sep91/jul94, partly broken up
7 24 25 06						but gone by aug95
7 34 25 06	CCCP-L2092	II-14M	AFL/Kazakhstan-ALA	rgd	unknown	in document sep57; in MGA document as II-14M
	CCCP-52092	II-14M	AFL/Kazakhstan-ALA	rgd	unknown	photo; in documents jul59/dec67; canx 18jan85 as life-time expired
7 34 25 07	CCCP-L2023 CCCP-52023	II-14M II-14M	AFL/Privolzhsk AFL/Privolzhsk	rgd rgd	unknown unknown	in MGA document as II-14M
7 34 25 08	CCCP-52023	II-14M	AFL/West Siberia	trf	21jan68	canx 17apr80 as life-time expired
	CCCP-L2006	II-14M	AFL/Privolzhsk-KUF	rgd	unknown	in documents mar59/apr59; in MGA document as II-14M
7 34 25 09	CCCP-52006	II-14M	AFL/Privolzhsk-KUF	rgd	unknown	in document 28mar62; canx 30sep75 as life-time expired
	CCCP-L2083	II-14M	AFL/Syktyvkar	rgd	unknown	in MGA document as II-14M
	CCCP-52083	II-14M	AFL/Syktyvkar	rgd	unknown	in document 01apr59
	CCCP-52083	II-14M	AFL/Komi-SCW	trf	1967	canx 08sep75
7 34 25 10	CCCP-L2085	II-14M	AFL/Krasnoyarsk	rgd	unknown	in MGA document as II-14M
	CCCP-52085	II-14M	AFL/Krasnoyarsk	rgd	unknown	canx 29aug77 as life-time expired
7 34 26 01	CCCP-L2087 CCCP-52087	II-14M II-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	mfd r/r	22mar57 01aug59	toc sep57; in MGA document as II-14M
7 34 26 02	CCCP-52087	II-14M	AFL/Yakutiya-YKS	trf	07jan62	canx 18may76 as life-time expired
	CCCP-L2093	II-14M	AFL/East SibIKT	rgd	unknown	in MGA document as II-14M
7 34 26 03	CCCP-52093	II-14M	AFL/East SibIKT	rgd	unknown	in document 20sep68; canx 30jul75 as life-time expired
	CCCP-L2008	II-14M	AFL/Turkmenistan	rgd	unknown	in MGA document as II-14M; dbr, details unknown, 07nov58; canx 20nov58
7 34 26 04	CCCP-L2012 CCCP-L2012	II-14M II-14M	AFL/Latvia AFL/Kazakhstan-ALA	rgd trf	unknown 21oct58	in document jan59
7 34 26 05	CCCP-52012	II-14M	AFL/Kazakhstan-ALA	rgd	unknown	in document soct59/dec61; canx 28may66 as life-time expired
	CCCP-L2014	II-14M	AFL/Tajikistan-DYU	rgd	unknown	in MGA document as II-14M
, 512005	CCCP-52014	II-14M	AFL/Tajikistan-DYU	rgd	unknown	in document 21dec71
	CCCP-52014	II-14M	AFL/ArkhangelARH	trf	04sep74	canx 28mar77 as life-time expired
7 34 26 06	CCCP-L2030	II-14P II-14P II-14P	AFL/North Kavkaz AFL/N.Kavkaz-ROV	rgd	unknown	
	CCCP-52030 CCCP-52030	II-14P	AFL/N.Kavkaz-MRV	rgd trf	unknown jan67	in documents feb59/13jan63
	CCCP-52030 CCCP-52030	II-14P II-14P	AFL/uzbekistan AFL/Kazakhstan	trf trf	14may68 06feb70	canx 17sep84 as life-time expired
7 34 26 07	CCCP-L2031	II-14P	AFL/Tajikistan-DYU	trf	1957	also reported as AFL/Lithuania-VNO, but not mentioned as such in MGA document
	CCCP-52031	II-14P	AFL/Tajikistan-DYU	rgd	unknown	operated pax flight DYU-MRV 21mar60
	CCCP-52031 CCCP-52031	II-14P II-14P	AFL/Estonia AFL/Latvia	trf trf	28feb61 12jul73	
7 34 26 08	CCCP-52031 CCCP-L2033	II-14P II-14P	AFL/East Siberia AFL/Krasnoyarsk	trf rgd	27feb76 unknown	canx 27oct77
7 34 26 09	CCCP-52033 CCCP-L2049	II-14P II-14P	AFL/Krasnoyarsk AFL/Uzbekistan	rgd rgd	unknown unknown	canx 16aug77 as life-time expired
	CCCP-52049 CCCP-52049	II-14P II-14P	AFL/Uzbekistan AFL/Moscow SPiMVL	rgd trf	unknown 01mar69	canx 16oct81 as worn out
7 34 26 10	CCCP-52049 CCCP-L2050 CCCP-52050	II-14P II-14P II-14P	AFL/Krasnoyarsk AFL/Krasnoyarsk	rgd rgd	unknown unknown	canx cott61 to Cuba
7 34 27 01	CCCP-52050 CCCP-L1566 CCCP-91566	II-14P II-14M II-14M	AFL/Ukraine AFL/Ukraine	rgd rgd rgd	unknown unknown unknown	Version not mentioned as II-14M in MGA document, see next line f/n SIP (N45.021944 E33.992686) 20sep94 in standard blue c/s, wfu; seen may05/jun07 with additional
	CCCr-91300	11.744		rgu	GINNOWI	Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, I/n sep09/jul13; no canx details given in MGA document

7 34 27 02	CCCP-L2072 CCCP-52072 CCCP-52072	II-14M II-14M II-14M	AFL/Magadan AFL/Magadan AFL/Kazakhstan	rgd rgd trf	unknown unknown 01mar73	in MGA document as II-14M flew on KHV-OHO route 19sep58 converted to II-14FKM; f/n TAS 28apr84; directorate not mentioned in MGA document; canx 28may87 as
7 34 27 03	CCCP-L1567 CCCP-91567 CCCP-91567	II-14M II-14M II-14M	AFL/Syktyvkar AFL/Syktyvkar AFL/Komi-SCW	rgd rgd	unknown unknown 1967	amortisation period expired in MGA document as II-14M in document 01apr59 6 c CCU to docaprese 12evs74 as life time available
7 34 27 04	CCCP-L1570 CCCP-91570 CCCP-91570	II-14M II-14M II-14M II-14M	AFL/Ronn-Sew AFL/Privolzhsk AFL/Privolzhsk AFL/Magadan	trf rgd rgd trf	unknown unknown 01feb64	f/n SCW 31dec73; canx 13aug74 as life-time expired destroyed when overran runway Baranikha 30dec71; canx 30may72
7 34 27 05	CCCP-L1572 CCCP-91572	Il-14P Il-14P	AFL/Latvia AFL/Latvia	rgd rgd	unknown unknown	canx 30mar76 as life-time expired
7 34 27 06	CCCP-L1575 CCCP-91575	Il-14M Il-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	rgd rgd	unknown unknown	in documents sep57/oct59; in MGA document as II-14M, photo as such in document jan60
	CCCP-91575 CCCP-91575	Il-14M Il-14FKM	AFL/Northern-LED AFL/Northern-RVH	trf trf	11jul62 05jan82	opb 1 LOAO, given as jan63 in another document; converted to II-14FKM by ARZ-407 in 1979 opb 2 LOAO; f/n nov85; canx 30jun87 as amortisation period expired; sat wfu at RVH in 'polar' c/s and was
7 34 27 07	CCCP-L1573	II-14M	AFL/Ukraine	rgd	unknown	used for fire training, seen apr91/oct94; scrapped in MGA document as II-14M
7 34 27 08	CCCP-91573 CCCP-L1578 CCCP-91578	II-14M II-14M	AFL/Ukraine AFL/East Siberia	rgd rgd	unknown unknown	canx 28jun83 as overhaul was not possible due to lack of spares in MGA document as II-14M for NMA 1060 and Letter and ful cany 21 an 25 ac life time avaired
7 34 27 09	CCCP-91578 CCCP-L1579 CCCP-91579	II-14M II-14M II-14M	AFL/East Siberia AFL/East Siberia AFL/East Siberia	rgd rgd rgd	unknown unknown unknown	f/n NMA 1960 and Irkutsk apr61; canx 31jan75 as life-time expired in MGA document as II-14M canx 14jan77 as life-time expired
7 34 27 10	CCCP-L1584 CCCP-91584	II-14M II-14M	AFL/East Siberia AFL/East Siberia	rgd rgd	unknown unknown	in MGA document as II-14M canz 28mar76 as life-time expired
7 34 28 01	CCCP-L1597 CCCP-91597	II-14M II-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	rgd rgd	unknown unknown	in document may58; in MGA document as II-14M; f/n MRV 03feb60
	CCCP-91597 CCCP-91597	Il-14M Il-14FKM	AFL/Leningrad-LED AFL/Leningrad-RVH	trf trf	01jan68 05jan82	f/n LED 22apr72; opb 1 LOAO; converted to II-14FKM by ARZ-407 in 1971 opb 2 LOAO; canx 30jun87 as amortisation period expired
7 34 28 02	CCCP-L1598 CCCP-91598	II-14M II-14M	AFL/Krasnoyarsk AFL/Krasnoyarsk	rgd rgd	unknown jul58	under repair at ARZ-400 jun58/jul58; in MGA document as II-14M converted to II-14LIK-1
7 34 28 03	CCCP-91598 CCCP-L2054 CCCP-52054	II-14M II-14M II-14M	AFL/Ukraine AFL/Lithuania AFL/Lithuania	trf rgd	23jan76 unknown unknown	canx 16oct84 as overhaul was not possible due to lack of spares in MGA document as II-14M in document nov74
7 34 28 04	CCCP-52054 CCCP-52054 CCCP-L2056	II-14M II-14M II-14M	AFL/Kazakhstan AFL/Ukraine-LWO	rgd trf mfd	12dec74 21may57	in occument field in the spired in document feb58; in MGA document as II-14M
, 51 20 01	CCCP-52056 CCCP-52056	II-14M II-14M	AFL/Ukraine-LWO AFL/Leningrad-LED	rgd trf	unknown 04sep59	opb 3 LO 1 Leningradskogo OAO; used call-sign CCCP-52827; used as a geophysical scientific survey
			7 i 2 20 i i gi do 220	ci i	0 100000	aircraft on behalf of Leningrad's Main Geophysical Observatory (GGO) from 1970; retrofitted with RPSN-2 radar; w/o 09aug75 on a flight from Chita to Bagdarin (near Ulan-Ude) when deviated from the approach pattern in difficult weather conditions (low clouds and rain), crashed into the slope of a mountain near the Chinakan River (28 km from Bagdarin airport) and burnt out, all 5 crew and 6 passengers (3 of them
7 34 28 05	CCCP-L2061	II-14M	AFL/Privolzhsk-ULY	rgd	unknown	lilegal) killedi (zt kil 16,396 hours 20 minutes and 9,689 cycles; can 8 stew and 6 passengers (5 of them in documents jan58/mar59; in MGA document as II-14M
	CCCP-52061 CCCP-52061	II-14M II-14M	AFL/Privolzhsk-ULY AFL/Privolzhsk-KUF	trf	01apr59 21mar60	converted to II-14LIK-1
7 34 28 06	CCCP-52061 CCCP-L2069	Il-14M Il-14M	AFL/Central Region AFL/West Siberia	trf rgd	18jun75 unknown	canx 27oct75 as worn out in MGA document as II-14M
7 34 28 07	CCCP-52069 CCCP-L2070	II-14M II-14M	AFL/West Sib-OVB AFL/Ukraine	rgd rgd	unknown unknown	in document 15jul70; canx 17jan83 as life-time expired in MGA document as Il-14M
	CCCP-52070 CCCP-52070	II-14M II-14M	AFL/Ukraine AFL/MOW MAG SPiVS	rgd trf	unknown 01sep59	discharge and an MCA descents and 21/ 107 as an discharge side and
7 34 28 08	CCCP-52070 CCCP-L2095	II-14M II-14M	AFL/Central Region AFL/TurkmenisASB	BKA rgd	early78 unknown	directorate not mentioned im MGA document; canx 21jul87 as amortisation period expired; seen Myachkovo 26sep91, partly broken up, gone by aug92 in documents sep57/apr58; in MGA document as II-14M
7 34 28 09	CCCP-52095 CCCP-L2073	II-14M II-14M	AFL/TurkmenisASB AFL/Yakutiya	rgd rgd	unknown unknown	in documents jan60/dec61; canx 18nov76 as life-time expired in MGA document as II-14M
7 34 28 10	CCCP-52073 CCCP-L2075	II-14M II-14M	AFL/Yakutiya-Mirny AFL/Northern	rgd rgd	unknown unknown	in Mirny oao documents 05feb72; canx 28feb78 as life-time expired in MGA document as II-14M
	CCCP-52075	II-14M	AFL/Northern	rgd	unknown	f/n LHR 16apr65; in AFL/Northern-LED fleet 1971-1976; photo exists; canx 30dec76 as life-time expired; a later photo exists, with dark blue tail and two blue cheatlines, preserved at an unknown location
7 34 29 01	CCCP-L2076 CCCP-52076	II-14M II-14M	AFL/TurkmenisASB AFL/TurkmenisASB AFL/Taiikistan-DYU	rgd rgd	unknown unknown	in document apr58; in MGA document as II-14M in documents jan60/dec64; canx 29apr73 as life-time expired
7 34 29 02	CCCP-L2080 CCCP-52080 CCCP-52080	II-14M II-14M II-14M	AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Uzbekistan	rgd rgd trf	1957 unknown 10mar60	in MGA document as II-14M
	CCCP-52080 CCCP-52080 CCCP-52080	II-14M II-14M	AFL/Tajikistan AFL/ArkhangelARH	trf	30dec65 01jul74	canx 27oct75 as life-time expired
7 34 29 03	CCCP-L2088 CCCP-52088	II-14M II-14M	AFL/Tajikistan-DYU AFL/Tajikistan-DYU	rgd rgd	1957 unknown	in MGA document as II-14M
	CCCP-52088 CCCP-52088	Il-14M Il-14M	AFL/N.Kavkaz-ASF AFL/N.Kavkaz-MRV	trf trf	20apr60 18jun66	in document 31jan62
7 34 29 04	CCCP-52088 CCCP-L2090	II-14M II-14M	AFL/East Siberia AFL/TurkmenisKRW	trf rgd	08mar73 unknown	canx 26jan76 as life-time expired in document mar59; in MGA document as II-14M
7 34 29 05	CCCP-52090 CCCP-L2091	II-14M II-14M	AFL/TurkmenisKRW AFL/Syktyvkar AFL (Syktyvkar	rgd mfd rad	unknown 12jul57 1959	f/n MRV 02jul75 ; canx 30apr76 as life-time expired opb Syktyvkarskaya otdelnaya aviagruppa; in MGA document as II-14M opb Syktyvkarskaya otdelnaya aviagruppa; in document 01apr59; opb 75 AO; w/o 04dec60 on the leg
	CCCP-52091(1)	II-14M	AFL/Syktyvkar	rgd	1959	from Gorki to Kirov (at night) of a flight from Moscow to Norilsk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the
						right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; t/t 6,163 hours; canx 31dec60; see also
7 34 29 06	CCCP-L2094	Il-14M	AFL/Northern	rgd	unknown	c/n 147001249 in MGA document as II-14M
7 34 35	CCCP-52094 CCCP-52094	II-14M II-14M	AFL/Northern AFL/MOW MAG SPiVS	rgd trf	unknown 01aug65	f/n MRV 20apr61 canx 09apr74 as amortisation period expired in MCA deumente as II 14M, ack 201 040; w/c 07dor58 as a flight from Versnerk to Stellingsod when the
7 34 29 07	CCCP-L2096	II-14M	AFL/North Kavkaz	mfd	21jun57	in MGA document as II-14M; opb 231 OAO; w/o 07dec58 on a flight from Voronezh to Stalingrad when the captain made two approaches in conditions (night, fog, snow fall) which were below his personal minima, as the actual captain the cited which the two and the captain captain of field 1 of the C result lided the captain of the cited of the captain of the captain the captain of t
7 34 29 08	CCCP-L2097	II-14M	AFL/Privolzhsk	rgd	unknown	on the second approach the right wing hit trees and the aircraft crashed in a field, 1 of the 6 crew killed and the other 5 injured while all 19 passengers escaped unhurt; t/t 2,336 hour; canx 25dec58 in MGA document as II-14M
7 34 29 09	CCCP-52097 CCCP-L2098	II-14M II-14M	AFL/Privolzhsk-KUF AFL/Latvia	rgd rgd	unknown unknown	f/n MRV 08dec60; in documents jan65/jan73; l/n feb73; canx 28feb75 as life-time expired f/n MRV 06jul60; in MGA document as II-14M
	CCCP-52098 CCCP-52098	Il-14M Il-14M	AFL/Latvia AFL/Moscow SPiMVL	rgd trf	unknown 20may65	canx 22feb74 as life-time expired
7 34 29 10	CCCP-L2099 CCCP-52099	II-14M II-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	rgd rgd	unknown unknown	in documents sep57/jan60; in MGA document as II-14M in documents may60/14feb64
7 34 30 01	CCCP-52099 CCCP-52099 CCCP-L1500	II-14M II-14M II-14M	AFL/N.Kavkaz-MRV AFL/East Siberia AFL/Northern	trf trf rgd	jan73 08mar73 unknown	canx 28feb75 as life-time expired in MGA document as II-14M
7 54 50 01	CCCP-91500 CCCP-91500	II-14M II-14M	AFL/Northern AFL/Leningrad-LED	rgd trf	unknown unknown	f/n LED O5jul65 opb 1 LOAO 1973/jan82; converted to II-14FKM by ARZ-407 in 1979
	CCCP-91500	II-14FKM	AFL/Leningrad-RVH	trf	05jan82	opb 2 LOAO; canx 26nov86 as amortisation period expired; scrapped at Rzhevka, remains (fuselage) in 'polar' c/s seen 07apr91
7 34 30 02	CCCP-L1503 CCCP-91503	II-14M II-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF	rgd rgd	unknown unknown	in documents 1957/oct60; in MGA document as II-14M in documents oct60/dec64
	CCCP-91503 CCCP-91503	II-14M II-14M	AFL/Privolzhsk-ULY AFL/West Siberia	trf trf	jan65 16apr65	
7 34 30 03	CCCP-91503 CCCP-L1505	II-14M II-14M	AFL/Krasnoyarsk AFL/N.Kavkaz-ROV	trf rgd	07jan79 unknown	photo Svetlogorsk 1985; canx 20aug87 as amortisation period expired; l/n IAA 11jun94, derelict in documents 1957/jan60; in MGA document as II-14M; mentioned in accident report of Li-2T CCCP-16139
	CCCP-91505 CCCP-91505	II-14M II-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV	MRV trf	14feb64 jan67	15nov63 I/n MRV 27jul66
7 34 30 04	CCCP-91505 CCCP-91505 CCCP-L1506	II-14M II-14P	AFL/Uzbekistan AFL/Northern-LED	trf rgd	24feb73 unknown	canx 26jan76 as life-time expired in documents 1957/oct59; in MGA document as Il-14M
7 34 30 05	CCCP-91506 CCCP-L1507	Il-14P Il-14M	AFL/Northern-LED AFL/Privolzhsk	rgd rgd	unknown unknown	in document jan60; //n LED 06jul70; canx 04apr75 as life-time expired, t/t 34,687 hours f/n MRV 05jan60; in MGA document as II-14M
	CCCP-91507 CCCP-91507	II-14M II-14M	AFL/Privolzhsk AFL/West Siberia	rgd trf	unknown 22aug65	canx 16oct81
7 34 30 06	CCCP-L1508 CCCP-91508	II-14M II-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan JIRA	rgd rgd	unknown 1959	in MGA document as II-14M
7 34 30 07	CCCP-91508 CCCP-91508 CCCP-L1511	II-14M II-14M II-14M	AFL/Kazakhstan-URA AFL/Kazakhstan AFL/Moscow (MUTA)	trf trf mfd	1960 unknown 15jul57	until 1969 f/n LED 22apr72; canx 13aug74 as life-time expired in MGA document as II-14M
	CCCP-91511 CCCP-91511 CCCP-91511	II-14M II-14M	AFL/Moscow (MUTA) AFL/Privolzhsk	rgd trf	unknown 01jan60	
					-	

	CCCP-91511	II-14M	AFL/West Siberia	trf	15nov63	damaged Nizhnevartovsk 13may81 when starboard main gear collapsed during taxiing, repaired; canx 20aug87 as amortisation period expired
7 34 30 08	CCCP-L1509 CCCP-91509	II-14M II-14M	AFL/Ukraine AFL/Ukriane	rgd rgd	unknown unknown	in MGA document as II-14M
7 34 30 09	CCCP-91509 CCCP-L1521 CCCP-91521	II-14M II-14M II-14M	AFL/Krasonyarsk AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	trf rgd rgd	26mar84 unknown unknown	canx 20aug87 as amortisation period expired in documents 1957/may59; in MGA document as II-14M in documents may59/jan64
7 34 30 10	CCCP-91521 CCCP-L1462	II-14M II-14	AFL/Kazakhstan-KSN AFL/Uzbekistan	trf BMA	jan64 1958	canx 27jan86 as life-time expired cargo version
7 34 31 01	CCCP-61790 CCCP-61790 CCCP-L1463	II-14 II-14 II-14M	AFL/Moscow (MUTA) AFL/Moscow SPiMVL AFL/Uzbekistan	trf trf rgd	27jul58 31jul63 unknown	cargo version cargo version; canx 12jun73 as life-time expired cargo version; overhauled at AERB-243 nov58
	CCCP-61728 CCCP-61728	II-14M II-14M	AFL/Uzbekistan AFL/Magadan	rgd trf	unknown 29jan63	cargo version cargo version; reported Anadyr 23may74 in incident report
7 34 31 02	CCCP-61728 CCCP-61728 CCCP-L1465	II-14M II-14M II-14G	AFL/Turkmenistan AFL/Arkhangelsk AFL/GosNII	trf trf rgd	dec75 01feb78 unknown	cargo version cargo version; canx 22jun81 as worn out; wreck still present Anadyr 12jul01 cargo version
	CCCP-L1465 CCCP-L1465 CCCP-41808	Il-14G Il-14G Il-14G	AFL/Moscow SPiMVL AFL/GosNII AFL/International	trf trf trf	12feb58 may58 01jun70	cargo version cargo version cargo version; f/n SVO 26jun70; converted to II-14LIK-2; assigned to the Antarctic squadron; undertook a
					-	medevac flight to the polar station 'Vostok' (3,488 m ASL) at a record temperature of -62 degrees Celsius 17mar82
7 34 31 03	CCCP-41808 CCCP-L1525	II-14LIK-2 II-14M	AFL/Central Region AFL/East Siberia	trf rgd	06jun75 unknown	later sat wfu at "Druzhnaya" polar station until wrecked by a hurricane; canx date not mentioned in MGA document in MGA document as II-14M
7 34 31 03	CCCP-91525 CCCP-L1527	II-14M II-14M	AFL/East Siberia AFL/Magadan	rgd mfd	unknown 22jul57	canx 30nov74 as life-time expired in MGA document as II-14M
	CCCP-91527	II-14M	AFL/Magadan-GDX	rgd	unknown	opb 185 LO 1 Magadanskogo OAO; converted to an ice-reconnaissance aircraft, but used for cargo flights in summer; w/o 26jun69 on the leg from Magadan-56 km to Seimchan of a cargo flight from Magadan to Pevek when a fire broke out in the cargo bay shortly after take-off (the source of the fire could not be
						established), the crew tried an emergency landing in a field in the valley of the river Khasyn (10.5 km north-west of the airport), but most crew members lost consciousness due to the toxic black smoke, the
						aircraft hit tree tops, came down in the forest and burnt out, 3 of the 5 crew killed and the other 2 seriously injured (the flight lasted 7 minutes and 24 seconds); t/t 18,872 hours and 9,299 cycles; canx 06feb70
7 34 31 05	CCCP-L1530 CCCP-91530 CCCP-91530	II-14M II-14M II-14M	AFL/Syktyvkar AFL/Syktyvkar AFL/Komi-SCW	trf rgd trf	unknown jul58 1967	in document 1958; in MGA document as II-14M canx 24dec74 as life-time expired
7 34 31 06	CCCP-L1553 CCCP-91553	II-14M II-14M	AFL/Privolzhsk AFL/Privolzhsk	rgd rgd	unknown unknown	in MGA document as II-14M converted to II-14RR date unknown
7 34 31 07	CCCP-91553 CCCP-91553 CCCP-L1571	II-14RR II-14RR II-14M	AFL/Magadan AFL/Krasnoyarsk AFL/N.Kavkaz-ROV	trf trf mfd	01feb64 01apr75 07aug57	canx 21aug84 as life-time expired operated until 21dec59; in MGA document as Il-14M
, 51510,	CCCP-L1571 CCCP-91571	II-14M II-14M	AFL/N.Kavkaz-MRV AFL/N.Kavkaz-MRV	trf rgd	06apr60 jun60	probably trf back to AFL/North Kavkaz-ROV as opb 77 ATO at ROV by 10jun60; w/o 10jun60 on the leg
						from Sochi to Kutaisi of a flight from Rostov-na-Donu to Tbilisi (the first flight of an aircraft of this directorate on this route) when deviated from the prescribed flight path to the north by 17 km, crashed at a height of 1,200 metres into a wooded slope of cloud-covered Mount Rech (1,436 metres) near Tkvarcheli
7 24 21 00	CCCD 11466	II-14	AFL (Meet Ciberia	nad	unknoum	(51 km east of Sukhumi-Babushery airport) and burnt out, all 6 crew and 25 passengers killed; wreck found 11jun60; t/t 5,423 hours; canx 30jun60
7 34 31 09 7 34 31 10	CCCP-L1466 CCCP-61784(1) CCCP-L1589	II-14 II-14 II-14M	AFL/West Siberia AFL/West Siberia AFL/Privolzhsk	rgd rgd rgd	unknown unknown unknown	cargo version canx 28may75 as life-time expired; see c/n 147001617 in MGA document as II-14M
7 34 32 01	CCCP-91589 CCCP-L1539 CCCP-91539	II-14M II-14M II-14M	AFL/Privolzhsk-PEZ AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd rgd rgd	unknown unknown unknown	in document jan64; canx 28feb75 as life-time expired in documents may57/jun59; in MGA document as II-14M in document jul59
	CCCP-91539 CCCP-91539	II-14M II-14M	AFL/Magadan AFL/ArkhangelARH	trf trf	15jan64 15mar75	canx 22sep78 as life-time expired
7 34 32 02	CCCP-L1523 CCCP-91523 CU-F925	II-14M II-14M II-14M	AFL/N.Kavkaz-ROV AFL/Kazakhstan Cubana	mfd rgd SCU	03aug57 unknown 26mar82	in documents 09jan57/oct59; in MGA document as II-14M canx 01jun73 to Cuba converted to II-14FKM
7 34 32 03	CU-T925 CCCP-L2009	II-14FKM II-14M	Aerocaribbean AFL/Yakutiya	HAV mfd	sep84 12aug57	I/n SCU 25jul99 operational; preserved since oct99; fate ? in MGA document as II-14M
7 34 32 05	CCCP-52009 CCCP-L2013 CCCP-52013	II-14M II-14M II-14M	AFL/Yakutiya AFL/Armenia AFL/Armenia	rgd rgd rgd	unknown unknown unknown	canx 29jul77 as life-time expired in MGA document as II-14M
7 34 32 06	CCCP-52013 CCCP-52013 CCCP-L1469	II-14M II-14M II-14	AFL/Far East AFL/N.Kavkaz-KRR AFL/N.Kavkaz-ROV	trf trf toc	31mar62 unknown 09oct57	in document may64; directorate not mentioned in MGA document; canx 30apr77 cargo version; in documents 1957/may59
	CCCP-61739 CCCP-61739	II-14 II-14	AFL/North Kavkaz AFL/Ukraine	rgd trf	unknown 28mar75	cargo version cargo version; f/n MRV 17nov76; converted to Il-14LIK-2; canx 25mar87 as life-time expired
7 34 32 07 7 34 32 08	CCCP-L2015 CCCP-52015 CCCP-L2018	II-14M II-14M II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Ukraine-SIP	rgd rgd mfd	unknown unknown 22aug57	in document jan59; in MGA document as II-14M in document 22apr60; canx 20may71, trf to AFL/GosNII in MGA document as II-14M
	CCCP-52018	II-14M	AFL/Ukraine-SIP	w/o	23jun69	on the leg BKA-CEJ of a flight to SIP when the crew left the prescribed altitude of 2,700 metres due to heavy turbulence (despite ATC's denial of this request) and climbed to 3,000 metres, collided with An-12
7 34 32 09	CCCP-L2020	II-14M	AFL/Ukraine	toc	01oct57	c/n 402503 of the Soviet Air Force and crashed near the villages of Vypolzovo and Poroslitsy in the Yukhnov district of the Kaluga region, all 24 occupants killed; canx 22dec69 in MGA document as II-14M
7 34 32 10	CCCP-52020 CCCP-L2029 CCCP-52029	II-14M II-14M II-14M	AFL/Ukraine-HRK AFL/Ukraine-ODS AFL/Northern-LED	rgd rgd trf	unknown unknown unknown	in document 18nov64; converted to II-14LIK-1; canx 28jun83 as life-time expired in MGA document as II-14M; directorate not mentioned in MGA document photo; opb 1 LOAO; converted to II-14FKM prototype by ARZ-407 in 1971
	CCCP-52029	II-14FKM	AFL/Northern-RVH	trf	05jan82	opb 2 LOAO; converted to geophysical survey aircraft with "Groza-40" weather radar and operated for the State Geophysical Observatory (GGO) named after A.I. Voyeikov (replaced II-14 CCCP-52056 which had
7 34 33 01	CCCP-L1475 CCCP-61785(1)	Il-14 Il-14	AFL/West Siberia AFL/West Siberia	toc rgd	15oct57 unknown	crashed); mentioned in an incident report at LED 16dec87; canx 25dec87 as amortisation period expired cargo version cargo version; canx 31jan75 as life-time expired; see c/n 8343805
7 34 33 02	CCCP-L2034 CCCP-52034 CCCP-52034	II-14M II-14M	AFL/Magadan AFL/Magadan	toc rgd	28sep57 unknown 17jul67	in MGA document as II-14M
7 34 33 03	CCCP-52034 CCCP-L2037	II-14M II-14LR II-14M	AFL/Polar AFL/Yakutiya-CYX AFL/Lithuania	trf trf rgd	01oct70 unknown	ice-reconnaissance aircraft; canx 19jan81 as life-time expired in MGA document as II-14M
	CCCP-52037 CCCP-52037 CCCP-52037	II-14M II-14M II-14M	AFL/Lithuania AFL/N.Kavkaz-ROV AFL/Kazakhstan	rgd trf trf	unknown unknown 14dec74	in documents 15feb61/jan63; directorate not mentioned in MGA document canx 20jul76 as life-time expired
7 34 33 04	CCCP-L2039 CCCP-52039	II-14M II-14M	AFL/Armenia AFL/Armenia	rgd rgd	unknown unknown	f/n MRV 27jun60; in MGA document as II-14M
	CCCP-52039 CCCP-52039 CCCP-52039	II-14M II-14M II-14M	AFL/N.Kavkaz-ROV AFL/Uzbekistan AFL/East Siberia	trf trf trf	28mar64 06jan73 31jan77	directorate not mentioned in MGA document canx 20oct80 as life-time expired
7 34 33 05	CCCP-L2040 CCCP-52040 CCCP-52040	II-14M II-14M II-14M	AFL/Latvia AFL/Latvia AFL/Moscow SPiMVL	rgd rgd trf	unknown unknown 17oct65	in MGA document as II-14M canx 29mar68 as worn out
7 34 33 06	CCCP-L1476 CCCP-91495	Il-14 Il-14	AFL/Kazakhstan AFL/Kazakhstan	mfd rgd	10oct57 unknown	cargo version; toc 16oct57 cargo version
	CCCP-91495	II-14	AFL/Kyrgyzstan-FRU	trf	31oct58	f/n TAS 1965; opb 250 LO; w/o 28jun69 on a flight from Talas to Frunze when the crew intentionally left the prescribed flight path shortly after take-off, entered clouds and deviated from the flight path by 8.7 km to the left, the aircraft crashed at a height of 3,150 metres into the smooth slope of a mountain near Engels village (N42.626269 E72.746464) 39 km north-east of Talas, 14 minutes after take-off, all 5 crew
						and 35 passengers killed; t/t 16,598 hours and 14,162 cycles; canx 14aug72; the wreck was still there 1983
7 34 33 08 7 34 33 09	CCCP-L2044 CCCP-52044 "03" red	II-14M II-14M II-14	AFL/Armenia AFL/Armenia Soviet Air Force	toc rgd SXF	31dec57 unknown 1969	in MGA document as II-14M canx oct61 to Cuba in white/natural metal c/s with 'lightning-bolt' cheatline; later dumped at Fal, l/n 06jun93, c/n reported as
7 34 34 04	CCCP-L1479	Il-14	AFL/Magadan	toc	18nov57	3309 cargo version
7 34 34 06	CCCP-61735 CCCP-06150	II-14 II-14M	AFL/Magadan MAP Kuibyshev	rgd rgd	unknown 06may82	cargo version; canx 19jul85 as life-time expired navaids calibration aircraft; equipped with a non-standard high performance de-icing system so was probably based in the Far North before; in standard blue Aeroflot c/s; f/n Gostomel 20aug88; canx
7 34 34 07	CCCP-N444	II-14M	Polyarnaya Aviats.	rgd	unknown	13dec88; preserved at the Kuibyshev Aviation Institute (later Samara State Aerospace University, NS3.239926 E50.361987), seen apr93/may13 in fleet list 18mar58
	CCCP-04192 CCCP-04192	II-14M II-14M	Polyarnaya Aviats. AFL/Polar	rgd trf	unknown 10feb60	in document 22nov61
	CCCP-04192	II-14M	AFL/Yakutiya	trf	01oct70	AFL/Yakutiya-Nizhnekolymsk

	CCCP-04192	II-14M	AFL/Yakutiya-Koi	trf	15mar72	flew 1,230 hours feb72/dec72; converted to an ice-reconnaissance aircraft; w/o on a patrol flight in the Arctic 11mar73 when landed at Zhokhov Island (De Long Islands) for refuelling from barrels, the exhaust of an ODV-300 engine (powering a GSN-300 generator) was located too close to the shell in the cargo bay, causing a fire which spread rapidly, the additional fuel tanks in the cargo bay exploded and the aircraft
7 34 34 08	"21" red	II-14T	Soviet Air Force	mfd	1957	burnt out completely; canx 03jul73 in dark green/light blue c/s; wfu 30mar91, t/t in Air Force service 9,148 hours 15 min, 8,272 cycles; f/n
	01146	II-14T	Rossiya	Муа	03jun92	Myachkovo 26sep91; I/n Myachkovo 13apr92 on the register as FLA-01146; marked '41085' in cockpit, probably the call-sign; I/n at Myachkovo 28aug95; ferried to Zhukovski in early 1996; seen stored at Zhukovski may96/aug01; repaired for ferry
	EX-1146K	II-14T	Rossiya	rgd	may05	flight to Switzerland, test-flown 07apr05 was granted a temporary CofA for the ferry flight from Zhukovski to ZRH 25/26jun05; last flight 26jun05 to
	01146	II-14T	Rossiya			ZRH; t/t 9,160 hours and 8,279 cycles; canx about 01jul05 reverted to its old registration for display; became a restaurant "Runway 34" at ZRH (N47.440128
7 34 34 09	CCCP-61760	II-14M	AFL/Far East-KHV	mfd	28oct57	E8.5578639); I/n sep13 toc 01jul76; damaged Nikolayevsk-na-Amure/Bogorodskoye 31mar82 when port main gear unit collapsed
						on landing, repaired; canx 25dec87 as amortisation period expired
7 34 34 10	CCCP-L1481 CCCP-91496 CCCP-91496 CCCP-91496	Il-14G Il-14G Il-14G Il-14G	AFL/Kazkahstan AFL/Latvia AFL/Magadan AFL/East Siberia	mfd trf trf trf	01nov57 23oct58 01feb63 24dec75	cargo version; toc 06nov57 cargo version cargo version cargo version; photo exists in 'polar' c/s, operated by the Magadan CAD; damaged Kirensk 24mar81 when
7 34 35 04	CCCP-L1484	II-14G	AFL/Kazakhstan	toc	15nov57	force-landed after engine failure collapsing the nose gear; repaired !; canx 17apr84 cargo version
7 34 35 04	CCCP-91497 CCCP-N445 CCCP-04193 CCCP-04193	Il-14G Il-14M Il-14M Il-14M	AFL/Kazakhstan Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	rgd mfd rgd trf	unknown 15nov57 unknown 10feb60	cargo version; canx 27aug85 as life-time expired; f/n BXJ 23apr93, derelict, still present oct94 in fleet list 18mar58 24 pax configuration
	CCCP-04193	II-14M	AFL/Central Region	trf	21oct70	photo may72, converted to II-14FKM; opb 229 LO Antarkticheskogo AO; in natural metal c/s with red cheatline and trim, 'Aeroflot Polyarmaya Aviatsiya' titles; carried '22 SAE' (22nd Soviet Antarctic Expedition) titles and a penguin on the fin while being based in Antarctica, I/n as such 02jan79; w/o 02jan79 (while working for the 24th SAE in Antarctica) on a flight from Ice Station Molodyozhnaya to Ice Station Mawson when statled on take-off due to wind shear at a height of 70-80 metres, crashed on a glacier 1,000 metres behind the runway threshold and broke up, 4 of the 5 crew killed and all 9 passengers (including 24th SAE chief S.Ye. Korotkevich) seriously injured; the first fatal accident in Soviet Antarctic aviation; t/t 19,494 hours 8 minutes and 12,705 cycles; canx 27sep79
7 34 35 08	CCCP-L1490 CCCP-61730 CCCP-61730	Il-14G Il-14G Il-14G	AFL/Uzbekistan AFL/uzbekistan AFL/Tajikistan-DYU	toc rgd trf	06dec57 unknown 29apr59	cargo version cargo version; registration already in document mar59 cargo version; f/n Sperenberg 07feb76
7 34 35 34	CCCP-61730 not known	Il-14G Il-14	AFL/East Siberia Soviet Navy	trf	29apr79 1963	cargo version; canx 19nov87 as life-time expired converted to flying laboratory; last four only of c/n confirmed
7 34 36 03	CCCP-L1491 CCCP-61750	Il-14G Il-14G	AFL/Far East AFL/Far East-KHV	toc rgd	11jan58 unknown	cargo version cargo version; in document jan59; l/n KHV 11apr73, photo exists; canx 30nov77 as life-time expired
7 34 36 04	CCCP-61738	II-14RR	AFL/Far East-UUS	mfd	30dec57	toc 03jun80; f/n UUS 1984; t/t 14,259 hours 3.504 cycles as of 26nov86; scrapped at UUS in 1987; canx
7 34 36 06	CCCP-27210 CCCP-L1492	II-14 II-14	MAP Gorki APO	rgd	29nov65	25dec87 canx 1979
7 34 36 08	CCCP-91489	II-14	AFL/Privolzhsk AFL/Privolzhsk-KZN	toc rgd	10jan58 unknown	cargo version cargo version
7 34 36 09	CCCP-91489 CCCP-L2058	II-14 II-14M	AFL/Arkhangelsk AFL/Syktyvkar	trf mfd	27feb78 30nov57	cargo version; canx 18jan82 opb Syktyvkarskaya otdelnaya aviagruppa; toc 12dec57; in MGA document as Il-14M
	CCCP-52058	II-14M	AFL/Syktyvkar	rgd	unknown	opb Syktyvkarskaya otdelnaya aviagruppa; opb 75 LO; in document 01apr59; w/o 16feb66 on a flight from Vorkuta to Syktyvkar when the right engine failed (due to a design fault of the engine) one hour into the flight and caught fire, the crew tried an emergency landing but the fire spread rapidly and the engine separated from the wing at a height of some 100 metres, the aircraft went out of control, dived into a
						frozen swamp near the Bolshaya Vyatkina river 40 km north of Pechora and burnt out, all 8 crew and 18 passengers killed; t/t 17,157 hours; canx 01apr66
7 34 36 10	CCCP-L2059 CCCP-52059	II-14M II-14M	AFL/Armenia AFL/Armenia	toc rgd	07jan58 unknown	in MGA document as II-14M canx oct61 to Cuba
7 34 37 01	CCCP-L1493 CCCP-91477	II-14T II-14T	AFL/Ukraine AFL/Ukraine	toc rgd	11jan58 1959	cargo version cargo version; in document mar59
	CCCP-91477 CCCP-91477 CCCP-91477	II-14T II-14T	AFL/Yakutiya-YKS AFL/Yakutiya-ADH	trf	06feb73 01mar74	converted to fire patrol version by the ATB at Yakutsk jun73 probably trf to AFL/East Siberia-IKT, date unknown; in 'polar' c/s; f/n UKX nov77; canx 11sep80 as life-
7 34 37 02		II-141 II-14				time expired
/ 34 3/ 02	CCCP-L1494 CCCP-61726	II-14	Aeroflot/ShVLP Aeroflot/ShVLP	toc rgd	25jan58 unknown	cargo version; Advanced Flying Training College cargo version; Advanced Flying Training College
8 34 37 03	CCCP-61726 CCCP-61761	II-14 II-14	AFL/Far East-UUS AFL/Far East	trf toc	09jun59 01jul76	cargo version; canx 19mar80 as life-time expired; f/n UUS 1984 c/n in Soviet register and MGA document as such; canx 02feb88 as life-time expired; f/n UKK 30aug90
7 34 37 04	CCCP-61762	II-14P	AFL/Yakutiya-Koi	toc	19apr76	still in service 20sep86; photo 1989 in 'polar' c/s; canx 14mar89 as amortisaton period expired; was preserved at a square at Mys Shmidta from 1989, but destroyed by arson during the same year
8 34 37 08 8 34 38 05	CCCP-61768 not known	II-14 II-14	AFL/Far East Soviet Air Force	toc no	02jul80 reports	canx 15dec81 as no spares available for overhaul
8 34 38 07	CCCP-61785(2) "07" yellow	II-14 II-14T	AFL/Magadan Soviet Air Force	toc OSF	10oct80 09jul00	still in service 20sep86; canx 21jul87 as life-time expired; see c/n 7343301 was reportedly to be restored to flying condition in 2000 !; still present aug12, wfu in poor condition
	-				-	(N55.512736 E37.494541)
8 34 38 09	CCCP-06103 CCCP-06103	II-14 II-14	MAP Kirzhach MAP Moscow OAO	rgd trf	27may58 15nov77	served with various MAP factories canx 30jan89
8 34 39 01	not known CCCP-61788(2)	Il-14T Il-14T	Soviet Air Force AFL/Yakutiya-Koi	mfd toc	05apr58 16oct80	opb Kolymo-Indigirski OAO; photo in 'polar' c/s; was the last II-14 overhauled by ARZ-407 at Minsk; dbr O6jul89 on an ice-reconnaissance mission from Mys Shmidta over the Sea of Chukotka when both engines failed successively 4 minutes after take-off while the aircraft was flying at a height of some 100 metres,
						the aircraft made a forced landing in Akatan Lagoon and came to rest 200 metres from the shore in 0.5 metres of water, all 5 crew and 4 passengers escaped basically unhurt; t/t 17,992 hours and 6,989 cycles; canx 29dec89; after this accident the investigation board recommended withdrawing all II-14s from use;
8 34 39 03	not known	II-14M	Soviet Air Force	mfd	31oct58	see c/n 147001434
	CCCP-41834(2) CCCP-41834(2)	II-14M II-14M	AFL/ArkhangelARH AFL/Central Region	trf trf	17may80 20aug86	see c/n 6341804 converted to II-14FKM; damaged at Molodyozhnaya polar station (Antarctica) 07nov87 when ran off the runway while taxiing out for take-off, collapsing its nose gear and crushing its fuselage nose; repaired with the forward fuselage of II-14T CCCP-04180 (see comment there); I/n on board M/V "Kapitan Myshevski" in
8 34 39 06	"06"	II-14T	Soviet Air Force	ph.	1974	Antwerp harbour 14may88; canx 27dec90 as amortisation period expired at ARZ-407 as Flying laboratory with two radomes at bottom of fuselage, the nature of trials is unknown
8 34 40 01	not known CCCP-48106	II-14T II-14T	Soviet Air Force MOMS Nizhni Tagil	mfd rgd	1957 20nov69	belonged to a test centre and was an avionics test-bed with radar nose; converted to II-14SLL; wfu 1985,
	RA-02299	II-14T	Yuzhny Ekspress	2		t/t 3,500 hours; stored at Nizhni Tagil restoration started 1993; f/f may94; f/n KRR 15jul94
	FLARF02299	II-14T	Yuzhny Ekspress	VKO	14mar96	still present 16apr97 and flying at Zhukovski aug97 with various sponsor titles; I/n Pushkin 24may99/05aug01 parked at 20 ARZ rework; repair completed jun02
	FLARF02299	II-14T	white c/s, n/t	Муа	11aug02	in excellent condition with VIP interior, leather seats and TV/Video; SVO based; I/n Myachkovo (N55.563477 E37.975100) may12
8 34 40 02	CCCP CCCP-29120 CCCP-29120	II-14 II-14 II-14	MAP Irkutsk MSZ MAP MSZ Sukhoi	mfd rgd trf	25may58 19nov65 unknown	i/s 29may58; was possibly a flying laboratory canx 10dec82 reportedly based at Khodynka until around 1985/86 and then at Chkalovskaya; last overhaul completed
8 34 40 03	CCCP-64456	II-14	MAP Tbilisi APO	mfd	1958	31oct86; canx 30jan89; t/t 28,318 hours and 4,500 ? cycles; broken up rgd 25nov65; w/o 11aug71 on the leg from Krasnodar to Moscow of a cargo flight from Tbilisi to
_ 5005	0.100				1990	Myachkovo, the centre of gravity was too far aft and the cargo (1.8 t) was lashed insufficiently, the details of the accident are unknown but the aircraft entered a steep dive, the stabiliser and the outer wings broke off during recovery from the dive and the aircraft crashed in a field 3 km south-west of Nashchekino (Anna district of the Voronezh region), all 5 crew and the sole passenger killed (all crew members apart from the
8 34 40 04	CCCP-27212	II-14G	MAP Tashkent APO	rgd	15dec65	captain were slightly intoxicated); t/t 13,169 hours 16 minutes canx 20sep88; preserved at Tashkent Factory # 34 museum since 05may90 (N41.299010 E69.322099),
						I/n aug13; last II-14 built ?
80 II-14P	s built by V	EB Flue	gzeugwerke Dr	esde	n (facto	ory # 803) at Dresden from 1955 to 1959

80 Il-14Ps built by VEB Flugzeugwerke Dresden (factory # 803) at Dresden from 1955 to 1959

The construction number gives the type (14), the factory code (803) and the production sequence number. The construction number plate is on the outside of the aircraft, on the port side of the nose.

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14 803 001	DDR-AVF not known	II-14P II-14P	FW Dresden, n/t FW Dresden, n/t	rgd	10oct55 photo	first II-14 from German production; 18 pax configuration; f/f 11oct55 displayed at Leipzig Trade Fair 1957 (or 1958) without any markings apart from German flag and 'DDR' on fin
	DM-ZZB (1) DM-SAZ	II-14P II-14P	FW Dresden, n/t Interflug	rgd rgd	26jun56 06jul61	used to test the stabilizer of the Baade 152 jetliner; carried '3. Parteikonferenz' titles 11oct56 converted to calibration aircraft in late 1962; photo exists in full Deutsche Lufthansa c/s with red nose; wfu 28feb67; canz 28feb67; was preserved as restaurant Waldberle' at Langenbernsdorf since 1969
	DDR-SAZ DM-ZZB (1)	II-14P II-14P	Interflug Deutsche Lufthansa	f/n	1996 jul99	still preserved at Langenbernsdorf with this fake registration, //n may98 [°] preserved at the Banath Opel dealer at Heinersdorfergrund near Reichenbach (N50.599727 E12.326033 near Autobahn A72) since nov99; in new c/s from 2000; //n sep13

14 803 002	DM-ZZC 411	II-14P II-14P	FW Dresden, n/t East German AF	f/f toc	24aug56 29apr57	rgd 23aug56, test-flight reg; 18 pax configuration d/d 02may57 to Preschen; rgd 21nov58 with call-sign DM-VAF, converted to aerial photography II-14PF in 1962 com 24mar721 con 01av82, broken up DDS 07jap82
14 803 003	DM-ZZD DM-UAA	II-14P II-14P	FW Dresden, n/t East German AF	rgd toc	28sep56 20dec56	1962; canx 24mar77; soc 01jan83; broken up DRS 07jan83 test-flight reg; f/f 29sep56; 18 pax configuration rgd 22dec56; delivered initially to Preschen and later to Dessau; carried '3. Parteikonferenz' titles; canx 11mar57
14 803 004	437 not known DM-ZZG DM-UAB 400	II-14P II-14P II-14P(T) II-14P(T) II-14P(T)	East German AF Egyptian Air Force FW Dresden, n/t East German AF East German AF	rgd sld rgd rgd rgd	11mar57 1965 22nov56 22dec56 11mar57	with call-sign DM-VAG from 03jan57 and canx 24mar57; soc oct63 fate unknown test-flight reg; f/f 27dec56; 18 pax configuration; II-14P(T) cargo interior without large cargo door toc 07feb57; d/d 11mar57 to Dessau; canx 11mar57 with call-sign DM-VAH; in natural metal c/s; damaged 22apr58 when gear was retracted after landing at Dessau, but repaired; w/o 22jul60 when crashed into a chimney of Vockerode power station, all 7 crew
14 803 005	DM-SFK DM-SAA DM-SAA	II-14P II-14P II-14P	Deutsche Lufthansa Deutsche Lufthansa Interflug	rgd rgd trf	07mar57 04jul57 dec58	killed; canx 09nov60 rgd for Leipzig Trade Fair canx 21jan61
14 803 006	491 not known no reg 421	II-14P II-14P(T) II-14P(T) II-14P(T)	East German AF Egyptian Air Force FW Dresden, n/t East German AF	rgd sld f/f toc	21jan61 1965 16may57 07jun57	converted to II-14P(T) in 1963 shot down on delivery to Egypt by friendly fire d/d 07jun57 to Dessau; 18 pax configuration; II-14P(T) cargo interior without large cargo door rgd 21nov58 with call-sign DM-VAI; converted to cargo II-14P(T) 1963; photo SXF 1970, in bare
14 803 007	no reg 445	II-14P II-14P	FW Dresden, n/t East German AF	f/f i/s	16jul57 08jun57	metal/silver c/s; canx 24mar77; soc 04apr80; broken up at DRS d/d 09aug57 to Dessau; 18 pax configuration rgd 21nov58 with call-sign DM-VAJ; converted in 1959 to a training aircraft for navigators and radio operators; canx 24mar77
14 803 008	1151 DM-SAB DM-SAB	Il-14P Il-14P Il-14P	Egyptian Air Force Deutsche Lufthansa Interflug	sld rgd trf	1966 26aug57 '59/'63	c/n not confirmed, but likely; photo in camouflage c/s with astrodome and two antennas on top of rear fuselage before the tail 26 pax configuration converted to 32 pax configuration; nose gear damaged 05oct70 at Barth; wfu with t/t around 17,000
14 803 009	DM-SAC	II-14P	Deutsche Lufthansa	rgd	17sep57	hours; transported by road from Barth to Cämmerswalde within 17 days, arrived 18may73; preserved as a restaurant at Cämmerswalde (N50.703297 E13.497333), I/n sep13 26 pax configuration
14 803 010	DM-SAC SP-LNG SP-LNG SP-FNM SP-FNM	II-14P II-14P II-14P II-14P II-14P II-14P	Interflug LOT Z.R.L.i L.K. Inst. Lotnictwa Avia Mark, n/t	trf d/d trf r/r rgd	'59/'63 04oct57 1970 ? 15aug90 03sep91	converted to 32 pax configuration 1964; wfu 1965; canx 19jan66; sold to Syrian AF, serial unknown 26 pax configuration; rgd 08oct57 f/n WAW jun77; used for calibration from 1969 until probably late 1989 date not 100 % confirmed; CofA expired 03oct91; stored at Warsaw, seen 1990/1992 canx 27aug98; was preserved in Lodz Museum, seen summer94/mar00; owned by Mr. J. Guzek and preserved at a restaurant complex south of Rzeszów (N49.994688 E21.957591), seen oct04/28aug11, registration faded; moved to Finow, f/n sep12 still dismantled, SP-LNG still visible on wings under; for sale on web 23nov12 for (23,7/0
14 803 011 14 803 012	DM-SAD DM-SAD not known SP-LNH	Il-14P Il-14P Il-14P Il-14P Il-14P	Deutsche Lufthansa Interflug Egyptian Air Force LOT	rgd trf sld	03oct57 1959/63 31dec64 02nov57	26 pax configuration; converted to 32 pax configuration in 1964 photo; canx 31dec64 fate unknown 26 pax configuration; rgd 09nov57; converted to 32 pax configuration in 1964; f/n AMS 01oct62, in new
	CCCP-52082 CCCP-52082	II-14P II-14P II-14P	AFL/ArkhangelARH AFL/Central Region	d/d toc trf	01jan73 29may	c/s; l/n PRG aug67; canx 21jul72 year not clear in MGA document possibly 1988; canx 31may90
14 803 013 14 803 014	SP-LNI CCCP-52063 CCCP-52063 SP-LNK	Il-14P Il-14P Il-14P Il-14P	LOT AFL/West Siberia AFL/Krasnoyarsk LOT	d/d toc trf d/d	09nov57 14jan73 29dec78 21nov57	26 pax configuration; rgd 14nov57; converted to 32 pax configuration in 1964; canx 20apr73 see canx date above still in service 20sep86; canx 28sep89 as life-time expired; remains seen Igarka 11jun94 26 pax configuration; rgd 26nov57; f/n DRS 06mar61; l/n AMS 05oct63; converted to 32 pax configuration
14 803 015	CCCP-13321 DM-SAE	II-14P II-14P	MAP Tblisi APO Deutsche Lufthansa	rgd d/d	21mar73 21nov57	in 1964; canx 21jul72 canx 26feb85 rgd 23nov57
14 803 016	DM-SAE DM-SAF DM-SAF	II-14P II-14P II-14P	Interflug Interflug	trf rgd trf	'59/'63 10dec57 '59/'63	converted to 32 pax configuration in 1964; canx 19jan66; transferred to Syrian Air Force, serial unknown 26 pax configuration; d/d 18dec57 converted to 32 pax configuration in 1964; dbr 17nov67 on an emergency landing at Leipzig; canx 17nov67; was preserved near the Ice Stadium on Peissnitzinsel Island at Halle 1968/91; moved to Pulspforde (near Zerbst) in summer 1991 where it was seen may95 still in good condition; arrived at
14 803 017	DM-SAF SP-LNL	II-14P II-14P	Deutsche Lufthansa LOT	d/d	17dec57	Technikmuseum 'Hugo Junkers' at Dessau-Alten 10sep99 rebuilt by and preserved at Technikmuseum "Hugo Junkers" at Dessau-Alten (N51.836078 E12.208696), f/n on display 24apr00, l/n sep12 26 pax configuration; rgd 19dec57; converted to 32 pax configuration in 1964; canx 21jul72
	CCCP-52084 CCCP-52084	II-14P II-14P	AFL/ArkhangelARH AFL/Ukraine	toc trf	10jan73 04may75	converted to Il-14LIK-1; in an incident report at Belgorod 05may87; I/n DNK 07jan88; canx 29mar88 as life-time expired
14 803 018	SP-LNM CCCP-52079	II-14P II-14P	LOT MAP Gorki TsKB	d/d rgd	18dec57 20feb73	26 pax configuration; rgd 27dec57; converted to 32 pax configuration in 1964; canx 21jul72 canx but date unknown; possibly second use of this registration as an Il-14
14 803 019 14 803 020	DM-SAG DM-SAG DM-SAH	II-14P II-14P II-14P	Deutsche Lufthansa Interflug Deutsche Lufthansa	d/d trf rgd	30dec57 jun60 31dec57	26 pax configuration; rgd 31dec57 canx 19jan66; transferred to Syrian Air Force, serial unknown 26 pax configuration; d/d 20jan58
14 803 021	DM-SAH no reg	II-14P II-14P	Interflug FW Dresden, n/t	trf d/d	'59/'63 06feb58	can: 05oct69 or '70 and preserved in Dessau Zoo, scrapped 1988 to Dessau; according to CofA issued by FWD the wings were built by Avia !; 24/28 pax configuration, II- 14P(T) cargo interior without large cargo door
	401	II-14P	East German AF	i/s	06feb58	rgd 21nov58 with call-sign DM-VAK; in natural metal c/s; collided on the ground with Il-14P '444' at Dessau-Alten 27jun61; wfu dec64
14 803 022	not known 403 426	II-14P II-14P(T) II-14P(T)	Egyptian Air Force East German AF East German AF	sld mfd rgd	1965 28dec57 21nov58	fate unknown d/d 18mar58 to Dessau; 24/28 pax configuration, II-14P(T) cargo interior without large cargo door with call-sign DM-VAL; in natural metal c/s; damaged 27aug69 when landed wheels-up at SXF, but repaired; canx 24mar77; wfu 01dec80 and flew this day to Szolnok
14 803 023	426 DM-SAI	II-14P(T) II-14P	Hungarian AF Deutsche Lufthansa	d/d	01dec80 11feb58	was a gift to the Hungarian Air Force museum, preserved at Szolnok (N47.130408 E20.219348) in these fake colours, I/n aug13 26 pax configuration: d/d 12feb58
	DM-SAI DM-SAI	II-14P II-14P	Interflug	rgd trf	'59/'63	converted to 34 pax configuration in 1964; dbr and burned out during emergency training SXF oct68; canx 24oct68; used by SXF fire brigade and destroyed in a promotion for the fire-brigade in 1972
14 803 024	DM-SAK DM-SAK	II-14P II-14P	Deutsche Lufthansa Interflug	d/d trf	18mar58 1959	rgd 10oct58 in DLH c/s, small 'Interflug' titles on nose only; converted to 34 pax configuration in 1964; canx 27dec65; transferred to Syrian Air Force, serial unknown
14 803 025	475	II-14P	East German AF	i/s	14mar58	pax/salon; rgd 28aug58 call-sign DM-VAC; in natural metal c/s; opb STS-29 at Marxwalde; trf 31mar65, opb TFS-27 at Dresden; canx 19oct81; broken up at DRS oct81
14 803 026	DM-SAL DM-SAL	II-14P II-14P	Deutsche Lufthansa Interflug	rgd LEJ	04mar58 1963	26 pax configuration; d/d 26mar58 i/s 1963; in basic DLH c/s with small 'Interflug' titles on nose only; converted to 34 pax configuration in 1964
	DDR-SAL	II-14P	Interflug	rgd	29apr81	converted to navaids calibration aircraft; last service 06mar84; last flight 15mar84 (to Dresden), as last active II-14P in Germany; preserved at Flugzeugwerft Dresden
	DM-ZZB (2) DM-SAL	II-14P II-14P	 Parteikonferenz Deutsche Lufthansa 	DRS DRS	17sep90 may00	preserved at Elbe-Flugzeugwerke Dresden in these fake markings, I/n as such may97; subsequently restored to original colours preserved at Elbe-Flugzeugwerke Dresden (N51.130162 E13.773077) in original colours, I/n jun10
14 803 027	485 DM-SAT	II-14P II-14P	East German AF EGAF/IFL c/s, n/t	rgd rgd	28aug58 20aug65	with call-sign DM-VAE; d/d 24oct58, Salon; i/s 27oct58; red cheatline converted to 34 pax configuration in 1965
14 803 028	485 HA-MAD	II-14P II-14P	East German AF MALÉV	ret d/d	13may77 08apr58	photo SXF aug78, in dark/light brown camouflage; canx 01dec80; broken up at DRS 27feb81 26 pax configuration; CofA issued 28mar58; converted to 28 pax configuration 07jul59, 32 pax configuration 14mar60 and 36 pax configuration 20may61; seen LHR 14mar62 and LPL 08mar66; offered for sale 29mar68 with t/t 8,405 hours; sold to the Soviet Union may70; flown to the Soviet Union 03jun70,
	CCCP-41863(2) CCCP-41863(2) CCCP-41863(2) CCCP-41863(2) CCCP-41863(2)	II-14P II-14P II-14P II-14P	AFL/Uzbekistan AFL/Kazakhstan AFL/West SibTOF AFL/Yakutiya-Koi	toc trf trf trf	01jan71 20jan72 unknown 14may85	the same day as the registration was cancelled see c/n 146000701 f/n Novosibirsk-Severny 31mar75 on a passenger flight Novosibirsk-Severny-TOF canx 12nov90 as life-time expired; f/n Cherski 05jul92, derelict; wings transported to Yakutsk in 2005, to be displayed as a composite aircraft with the fuselage of CCCP-61663(2) c/n 14803029; l/n mar12,
14 803 029	HA-MAE	II-14P	MALÉV	mfd	01apr58	fuselage only 26 pax configuration; CofA issued 28mar58; d/d 08apr58; converted to 32 pax configuration 20apr61 and to 36 pax configuration 28apr64; converted to II-14P(T) 18mar66; seen LGW 22jul66; wfu may70; sold to the Soviet Union may70 and flown there 05jun70, the same day as the registration was cancelled
	CCCP-61663(2) CCCP-61663(2) CCCP-61663(2)	II-14P(T) II-14LR II-14LR	AFL/Yakutiya-Koi AFL/Yakutiya-YKS AFL/Yakutiya-MJZ	toc trf trf	11sep70 unknown unknown	converted to II-14LR ice-reconnaissance aircraft in Yakutsk oao documents in early 1970s in Mirny oao documents 05feb72; in 'polar' c/s; canx 30dec88 as amortisation period expired; seen CYX jul92/sep03, partly broken up; fuselage transported to Yakutsk in 2005 and assembled with the wings of CCCP-41863(2), with a view to being displayed as a composite aircraft, seen as such YKS 15jun06/jun08; //n jun09/sep12, dismantled and in poor condition
14 803 030	HA-MAF	II-14P	MALÉV	d/d	21apr58	(in jun09/sep12, dismantied and in poor condition 26 pax configuration; CofA issued 23apr58; converted to 28 pax configuration 06jul59, 32 pax configuration 10may60 and 36 pax configuration 20may64; put up for sale by 29mar68 with 8,132 hours; sold to the Soviet Union may70 and flown there 25may70, the same day as the registration was cancelled
	CCCP-61650(2) CCCP-61650(2) CCCP-61650(2)	II-14P II-14P II-14P	AFL/Uzbekistan AFL/Kazakhstan AFL/Krasnoyarsk	toc trf trf	29oct70 25jan72 09feb83	see c/n 6342001

	CCCP-61650(2)	II-14P	AFL/Centr.RegMya	trf	30jun86	photo; converted to a Geophysical Survery aircraft in 'polar' c/s; f/n 1990 in Antarctica; canx 27dec90 as
14 803 031	433	II-14P	East German AF	i/s	13jun58	amortisation period expired 24/28 pax configuration; II-14P(T) cargo interior without large cargo door; rgd 21nov58 with call-sign DM-
14 803 032	444	II-14P	East German AF	i/s	26jun58	VAM canx 24mar77; converted to II-14P(T) in 1963; soc 29feb80; broken up DRS 23jun80 24/28 pax configuration; II-14P(T) cargo interior without large cargo door; rgd 21nov58 with call-sign DM- VAN; in dark green c/s; collided on the ground with II-14P '401' at Dessau-Alten 27jun61; canx 24mar77;
14 803 033	HA-MAH	II-14P	MALÉV	d/d	29may58	aircraft soc 08nov79; broken up DRS 05may80 26 pax configuration; CofA issued 30may58; converted to 28 pax configuration 25apr59, 32 pax configuration 30may59 and 36 pax configuration 23may61; dbr when burned out in hangar fire at Ferihegy
14 803 034	HA-MAI	II-14P	MALÉV	d/d	16may58	17feb64; t/t 4,680 hrs 26 pax configuration; CofA issued 16may58; photo Croydon 04oct58; converted to 28 pax configuration 08aug59, to 32 pax configuration 24jan61 and to 36 pax configuration 10may61; put up for sale by 29mar68; sold to the Soviet Union may70 with t/t 7,584 hours and flown there 29may70; canx 29may70
	CCCP-61689	II-14P	AFL/N. Kavkaz-KRR AFL/Yakutiva	d/d	29may70	c/n from Aeroflot maintenance document, mfd given there as 01oct61, which cannot be correct
	CCCP-61689 CCCP-61689	II-14P II-14P	AFL/Yakutiya-Koi	trf rgd	05nov70 unknown	
	CCCP-61689 RA-02254	II-14P II-14P	AFL/Yakutiya-YKS Aeroflot c/s	trf KRR	unknown 15jul94	carried out the last regular Il-14 flight in the Soviet Union in spring 1991 stored at KRR (N45.036991 E39.183841), seen sep94/jun12
14 803 035	482	Il-14S	East German AF	i/s	03jul58	rgd 28aug58 with call-sign DM-VAD canx 07jan83; to Bautzen 15dec82; seen preserved Finow (N52.832807 E13.676390) mar95; bare metal c/s since sep07; l/n nov13
14 803 036	007 3036	II-14P II-14P	Polish Air Force Polish Air Force	d/d f/f	26jul58 1982	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00
14 803 037	008 SP-LNZ	II-14P II-14P	Polish Air Force LOT	d/d rgd	26jul58 14mar61	26 pax configuration; II-14S canx 25sep62 as returned to Polish Air Force
	3037	II-14P	Polish Air Force	r/r	1982	f/n KRK 20jun89; soc 07apr92; l/n KRK apr98; bare fuselage only seen in poor condition at a private site at Krzczonów (Lutcza) 15aug04; bare fuselage seen at Torun, l/n may05/jan09; photo 29may09,
14 803 038	LZ-ILC	II-14P	TABSO/Balkan	AMS	26nov63	dismantled on the back of a lorry at Tomiczki and LGW 05oct64; 26 pax configuration; l/n SOF 21apr73 operational; ferried to Kyustendil, landed in a
14 803 039	LZ-ILD	II-14P	TABSO/Balkan	d/d	23jul58	field and preserved as a cafe; burnt out and scrapped 1983 ? 26 pax configuration; seen BUD 12aug65; l/n SOF 21apr73 operational; transferred to Bulgarian Air Force
14 803 040	094 LZ-ILE	Il-14P Il-14P	Bulgarian AF TABSO/Balkan	SOF d/d	04may83 07aug58	c/n not confirmed 26 pax configuration; at LGW 25apr60; I/n SOF 22may72; wfu 1976 and preserved at Burgas (N42.565174
14 803 041	488	Il-14P(T)	East German AF	i/s	28aug58	E27.517720), I/n jul11, in good condition 24/28 pax configuration, II-14P(T) cargo interior without large cargo door; rgd 21nov58 with call-sign DM-
14 803 042	409	Il-14P(T)	East German AF	i/s	02sep58	VAS; canx 15apr81 and broken up DRS 28apr81; reportedly also was registered (delivered ?) as 904 24/28 pax configuration, II-14P(T) cargo interior without large cargo door; rgd 21nov58 with call-sign DM-
14 002 042	405		Fact Courses AF		02 50	VAO canx 24mar77; photo BUD, date unknown in natural metal c/s; soc 25may81 and broken up DRS may81; reported also registered (delivered ?) as 909
14 803 043	405 DM-SAS	II-14P(T)	East German AF	i/s	03sep58	24/28 pax configuration, II-14P(T) cargo interior without large cargo door; rgd 21nov58 with call-sign DM- VAP; reportedly also registered (delivered ?) as 915 converted to cargo II-14P(T) in 1963
	405	II-14P(T) II-14P(T)	Interflug East German AF	rgd ret	20aug65 07may77	canx 07 or 17may77 canx 01may81; broken up DRS 08jul81
14 803 044	416	II-14P	East German AF	i/s	25sep58	24 pax configuration; rgd 21nov58 with call-sign DM-VAQ canx 24mar77; converted to aerial photography II-14F in 1965; soc 07jan83 and broken up DRS jan83; reported also as registered (delivered ?) as 917
14 803 045	422	II-14P	East German AF	i/s	16oct58 21mar83	24 pax configuration; rgd 21nov58 with call-sign DM-VAR canx 24mar77; converted to aerial photography II-14F 1965; soc 17dec82; reportedly also as registered (delivered ?) as 921
	DDR-SAM (2)	II-14P	Interflug/FIF	rgd	21110105	canx 02dec83; wfu 17dec83; to Rote Jahne dec83 and used by MfS and MdI for anti-terrorist training until 1990; seen there in 'Chlorbuna' c/s jun91/jun92; was partly destroyed by hooligans during 1992/93; later to Gatow for restoration, reported as DDR-FAN, but no sightings as such; seen as DDR-SAM jan01; moved to Berlin-Tempelhof by 2004 and stored in a dismantled state in overall-khaki c/s, I/n may08/feb09 in bare metal; see c/n 14803075
14 803 046	DM-ZZX 662	II-14P II-14P	FW Dresden, n/t Civ Avn Adm China	rgd d/d	14nov58 1959	26 pax configuration; test-flight registration based Shanghai 1960; f/n SHA 23apr79; still based at Shanghai in 1986 and grounded as end of life
14 803 047	DM-ZZY	II-14P	FW Dresden, n/t	rgd	14nov58	reached; broken up at Shanghai 26 pax configuration; test-flight registration
14 803 048	664 DM-ZZZ	II-14P II-14P	Civ Avn Adm China FW Dresden, n/t	d/d rgd	1959 31jul58	f/n SHA 23apr79; based at Shanghai and grounded in 1986 as end of life reached; broken up at Shanghai 26 pax configuration; test-flight registration
14 902 040	672	II-14P	Civ Avn Adm China	rgd	1959 26ian58	f/n RGN 16feb62; I/n CAN 01feb83; nearly out of hours by sep84, having been operational/based in Shanghai and flown to Hunan as a gift for the Hunan Institute of Aviation 2.6 me configuration to flow and the point the server 10FE to represent to Nath Vistore
14 803 049	DM-ZZU 670 DM-ZZV	II-14P II-14P	FW Dresden, n/t Civ Avn Adm China	rgd	26jan58 20jul58	26 pax configuration; test-flight registration; canx 1958; transferred to North Vietnam was ordered by China but delivered to North Vietnam 26 pax configuration; test-flight registration; delivered to CAAC 1958
14 803 050	666	Il-14P Il-14P	FW Dresden, n/t Civ Avn Adm China	rgd rgd	1958	f/n SIA jun71; Beijing Aeronautical Institute oct86/apr09; seen nov10, dismantled; l/n may13, without outer wings and housed inside a new building
14 803 051	DM-ZZW 668	Il-14P Il-14P	FW Dresden, n/t Civ Avn Adm China	rgd rgd	20jul58 1958	26 pax configuration; test-flight registration f/n KMG 16apr79; //n TYN 31oct86; broken up at Taiyuan 1992
14 803 052	DM-ZZR 674	Il-14P Il-14P	FW Dresden, n/t Civ Avn Adm China	rgd rgd	31jul58 1958	26 pax configuration; test-flight registration f/n CAN mar85; based at Shanghai and grounded in 1986 as end of life reached, donated jan87 for training
	074	11-146	Civ Avii Adiii China	rgu	1938	purposes; photo 06feb93, had been displayed in a square within the city limits of Shanghai; seen wfu at Shanghai-Longhua 11oct99/24apr00; seen 19jun05 in basic China Eastern c/s, marked 'SVS-002' (SVS
14 803 053	DM-ZZS	Il-14P	FW Dresden, n/t	rgd	31jul58	means Shanghai Vocational School) (N31.173625 E121.45307), I/n oct09 26 pax configuration; test-flight reg
14 803 054	676 DM-ZZL	II-14P II-14P(T)	Civ Avn Adm China FW Dresden, n/t	rgd rgd	1958 nov58	f/n PEK sep78; seen Chengdu Guanghan College (N30.946628 E104.32603) f/n sep99, l/n jun12 26 pax configuration/24 stretcher; test-flight reg
	009 SP-LNR (2)	Il-14P(T) Il-14P(T)	Polish Air Force LOT	d/d rgd	24feb59 19jun62	canx 25sep62 as returned to the Polish Air Force
	009 47	Il-14P(T) Il-14P(T)	Polish Air Force Polish Air Force	rgd rgd	25sep62 jul63	seen KRK 10aug73
	3054	Il-14P(T)	Polish Air Force	r/r	1982	l/n KRK 20jun89; soc 30oct89; preserved in 'Muzeum Orla Bialego' at Skarzysko-Kamienna (N51.087230 E20.850527) seen apr92/aug13
14 803 055	021 SP-LNR (3)	Il-14P(T) Il-14P(T)	Polish Air Force LOT	d/d rgd	24feb59 05jun63	26 pax configuration/24 stretcher
	46 SP-LNW	II-14P(T) II-14P(T)	Polish Air Force LOT	ret rgd	30jul63 04jun66	
	46 SP-LNW	II-14P(T) II-14P(T)	Polish Air Force LOT	ret rgd	15jul66 10jun67	
	46 SP-LNW	II-14P(T) II-14P(T)	Polish Air Force LOT	ret rgd	17jul67 06jun68	
	46 3055	Il-14P(T) Il-14P(T)	Polish Air Force Polish Air Force	ret r/r	12jul68 1976	f/n KRK 24feb76 soc 22oct84; fate unknown
14 803 056 14 803 057	DM-ZZT DM-ZZN	Il-14P Il-14P	FW Dresden, n/t FW Dresden, n/t	rgd rgd	nov58 nov58	26 pax configuration; test-flight reg; delivered to North Vietnam 15sep59 26 pax configuration; test-flight reg; delivered to North Vietnam 14sep59
14 803 058	DM-ZZO 4217	Il-14P Il-14P	FW Dresden, n/t Chinese Air Force	rgd d/d	28dec59 dec59	26 pax configuration; test-flight reg
14 803 059	DM-ZZP 4219	Il-14P Il-14P	FW Dresden, n/t Chinese Air Force	rgd d/d	28dec59 dec59	26 pax configuration; test-flight reg
	30-59	II-14P	Albanian Air Force	d/d	1971	wfu by 1992 at TIA; with red 'lightning bolt' cheatline; dbr by rebels TIA mar97; I/n TIA oct02, serial not visible as rudder had decayed away; broken up by apr03, sent to Elbasan metallurgic furnace to be melted down
14 803 060	DM-ZZQ YR-ILN	II-14P II-14P	FW Dresden, n/t TAROM	rgd d/d	31dec59 31mar60	26/32 pax configuration; test-flight registration first CofA issued 31mar60; f/n AMS 28jul61; canx 18jul78
	CCCP-41831(2)	Il-14P	AFL/ArkhangelARH	toc	27sep78	dbr 15sep80 on final approach to Bereznik (Arkhangelsk region, not to be confused with Berezniki in the Perm region) at night when the controls of the left engine broke, causing asymmetric power, the crew
						attempted to go around, but the aircraft lost speed and height and crashed into trees near the airport, all 4 crew and 4 of the 16 passengers injured; t/t 18,003 hours 3 minutes and 17,977 cycles; canx 08jan81;
14 803 061	DM-ZXA	II-14P	FW Dresden, n/t	rgd	31dec59	see c/n 062 705105 26/32 pax configuration; test-flight reg
14 803 061	YR-ILO DM-ZZM	II-14P II-14P II-14P	TAROM FW Dresden, n/t	rgd rgd	30apr60 31dec59	photo SCV jun65 and VIE aug67; I/n BBU apr74; crashed on approach Sibiu 01mar76; canx 28jul77 26/32 pax configuration; test-flight reg
14 803 062	YR-ILP DM-ZXB	II-14P II-14P(T)	TAROM FW Dresden, n/t	rgd	04feb60	d/d 04may60; photo CPH 26sep61; l/n BBU apr74; wfu 13nov75; canx 28jul77 and broken up 26 pax configuration/24 stretcher; test-flight reg
	022 SP-LNO (1)	II-14P(T) II-14P(T)	Polish Air Force LOT	d/d rgd	26mar59 05jun61	f/n DRS 26mar59 (same date)
	022 SP-LNP (2)	II-14P(T) II-14P(T)	Polish Air Force LOT	ret rgd	30nov61 18jun62	
	022 SP-LNT	II-14P(T) II-14P(T) II-14P(T)	Polish Air Force LOT	ret rgd	25sep62 04jun66	
	022 010	II-14P(T) II-14P(T)	Polish Air Force Polish Air Force	ret r/r	15jul66 1968	
	3063 N163RR	II-14P(T) II-14P(T)	Polish Air Force Aviation Classics	r/r	1982 14aug88	soc 31dec87 in bare metal, no rudder; ferried to the USA with registration N1163RR on the left side, air to air photos as
		(-)				such available !; original application made 22jul88 but no CofR; seen Reno-Stead (N39.672661 W119.879351) oct89/mar07; sold by M. Tutten to Albert L. Redick II of Reno-Stead 24mar05; registration
14 803 064	YR-ILH	Il-14P	TAROM	d/d	01jun59	reserved 12jul05 and finally rgd 09aug05; current on register nov11, CofR current until 31jan15 26/30 pax configuration; rgd 11jun59
				-	-	

	064 ? YR-ILH	II-14P II-14P	Romanian Air Force	trf	17apr74	Cafe as issued this datas, some 100170, and to Casiat Union
	CCCP-41887(2)	II-14P II-14P	CIPA, TAROM c/s AFL/Fast Siberia	toc	16may75 10apr79	CofA re-issued this date; canx 18jul78; sold to Soviet Union canx 25dec87 as life-time expired; see CCCP-41887(1) with unknown c/n
14 803 065	023	II-14P(T)	Polish Air Force	d/d	26mar59	18 pax configuration/stretcher/cargo
	SP-LNO (2)	II-14P(T)	LOT	rgd	14jun62	
	023	II-14P(T)	Polish Air Force	ret	25sep62	
	SP-LNO (2)	II-14P(T)	LOT	rgd	01jun63	
	023	II-14P(T)	Polish Air Force	ret	30jul63	f/n SVO 17apr68
	3065	II-14P(T)	Polish Air Force	r/r	1982	f/n KRK 02sep89; soc 30nov95; stored at KRK, l/n 22apr98; preserved at Luftfahrt und Technik
						Museumspark at Merseburg, without serial and in bare metal c/s with only Polish roundel under the wing, l/n sen13
14 803 066	YR-ILI	II-14P	TAROM	d/d	30mar59	26/30 pax configuration; rgd 11jun59
14 005 000	066 ?	II-14P	Romanian Air Force	trf	17apr74	20,50 pax comgaration, rgu 11jan59
	YR-ILI	II-14P	CIPA	trf	29may75	in TAROM c/s; canx 18jul78
	CCCP-61778(2)	II-14P	AFL/East Siberia	toc	09sep78	probably based at IKT; converted to II-14LIK-2; photo Priargunsk 1979; canx 22jun89 as life-time expired;
						was due to be scrapped at Ulan Ude; see c/n 147001519
	RA-61778(2)	II-14P	Aeroflot		photo	sold to Mirninski Aeroklub im. Antuana de Sent-Ekzuypery (Antoine de Saint-Exupéry) in 1993, ferried from
	RA-02117	II-14P	Countral di Countra		2504	Ulan ude 02oct93 to Mirny
	RA-02117	11-14P	Sovyetski Soyuz	rgd	25apr94	on the FLA register !; a plate in the cockpit showed '2117K', but that registration was never painted on externally; in basic 'blue' Aeroflot c/s with Soviet flag on fin; made only two flights since its last overhaul at
						Novosibirsk 28dec99; last CofA issued 25apr04; t/t 27,651 hours and 26,161 cycles; stored at RVH, seen
						jul04/jul08
	RA-0543G	II-14P	Sovyetski Soyuz	rgd	27nov07	in register as YeEVS.02.0153, but c/n plate checked; owned by Alexander Alexandrovich Poddubny of St.
						Petersburg; registration not painted on externally, RA-02117 still visible under the wing; in basic 'blue'
						Aeroflot c/s with Soviet flag on fin; current nov09; stored at RVH (which was closed in 2006), conducted
						engine runs 31may10; offered for sale sep10, for Ç 200,000; ferried from Rzhevka to Gorelovo 09nov11
14 803 067	DM-ZXC	II-14P(T)	FW Dresden, n/t			(N59.766501 E30.063551) and still present aug12 with rudder removed 26 pax configuration/24 stretcher; test-flight reg
14 803 007	024 (1)	II-14P(T)	Polish Air Force	d/d	02jul59	was already f/n DRS 30jun59
	48	II-14P(T)	Polish Air Force	r/r	jul63	f/n KRK 10aug73
	3067	II-14P(T)	Polish Air Force	r/r	1982	seen Kraków 02sep89; in service 02oct91, used for aerial photography; soc 23sep97; l/n stored Kraków
						22apr98
14 803 068	DM-ZXD	II-14P	FW Dresden, n/t			26/30 pax configuration; test-flight registration
	YR-ILK	II-14P	TAROM	d/d	20jun59	rgd 02jul59; f/n DRS 20jun59; l/n BBU mid apr74; see next line
	068 ? YR-TI K	II-14P II-14P	Romanian Air Force CIPA, TAROM c/s	trf	17apr74 10may75	canx 18iul78
	CCCP-41830(2)	II-14P	AFL/ArkhangelARH	rgd toc	05apr79	canx 04jul88 as life-time expired; see c/n 146000811
14 803 069	025	II-14P(T)	Polish Air Force	d/d	02jul59	26 pax configuration/24 stretcher
	SP-LNR (1)	II-14P(T)	LOT	rgd	03jun61	
	025	II-14P(T)	Polish Air Force	ret	30nov61	
	SP-LNP (3)	II-14P(T)	LOT	rgd	03jun63	
	45	II-14P(T)	Polish Air Force	ret	30jul63	
	SP-LNU 45	II-14P(T) II-14P(T)	LOT Polish Air Force	rgd	02jun66	
	45 SP-LNU	II-14P(T) II-14P(T)	LOT	ret rgd	15jul66 03jun68	
	45	II-14P(T)	Polish Air Force	ret	12jul68	seen KRK 10aug73
	3069	II-14P(T)	Polish Air Force	r/r	1982	delivered to Lubuskie Muzeum Wojskowe at Drzonów 24jan89; soc 01mar89; l/n in museum jul12
14 803 070	YR-ILJ	II-14P	CIPA, TAROM c/s	d/d	20jun59	26/30 pax configuration; rgd 02jul59; photo on internet at ATH sep61; canx 14jul78
	CCCP-41832(2)	II-14P	AFL/East Siberia	toc	01jan78	still in service by 20sep86; canx 28dec88 as life-time expired; see c/n 4340409
14 803 071	026	II-14P	Polish Air Force	d/d	02sep59	26 pax configuration/24 stretcher; crashed during an emergency landing at Szymany 03mar62, after
14 803 072	YR-ILL	II-14P	TAROM	d/d	31aug59	colliding with parachutist 26/30 pax configuration; rgd 28sep59; first CofA issued 23sep57; photo BRU 09jun61; crashed 3 km west
14 803 072	TR-ILL	11-14P	TAROM	u/u	31aug59	of Békéssámson 13jun63 at 10:52 local time, during a charter flight from Munich to Constanta after smoke
						appeared from the starboard engine, power was subsequently lost during the descent for a diversion to
						Arad, before the fuel exploded and the wing broke off by the engine
14 803 073	027	II-14P(T)	Polish Air Force	d/d	02sep59	26 pax configuration/24 stretcher
	SP-LNP (1)	II-14P(T)	LOT	rgd	03jun61	
	027	II-14P(T)	Polish Air Force	ret	30nov61	
	SP-LNS 027	II-14P(T) II-14P(T)	LOT Polish Air Force	rgd ret	01jun66 12aug66	
	SP-LNS	II-14P(T)	LOT	rgd	08jun67	
	027	II-14P(T)	Polish Air Force	ret	17jul67	
	024 (2)	II-14P(T)	Polish Air Force	r/r	mar69	
	49	II-14P(T)	Polish Air Force	SXF	aug80	c/n from a German photo site
	3073	II-14P(T)	Polish Air Force	r/r	1982	soc 31dec87; seen Kraków 24oct90/26apr96, wfu: gone by apr98; forms part of a restaurant at Lutcza on
14 803 074	DM-ZXE	II-14P	FW Dresden, n/t	rad	late'59	the Rzeszów to Sanok road (N49.819919 E21.874517), seen 2000/aug11 26/30 pax configuration; test-flight reg
14 803 074	YR-ILM	II-14P	TAROM	rgd d/d	25sep59	rgd 22oct59; first CofA issued 20nov59; I/n BBU mid apr74; canx 14apr74
	074 ?	II-14P	Romanian Air Force	trf	17apr74	Igu 2200039, inst conv issued 2010039, init bbo initi api74, canx 14api74
	YR-ILM	II-14P	CIPA, TAROM c/s	ret	28apr75	canx 18jul78
	CCCP-41833(2)	II-14P	AFL/East Siberia	toc	03nov78	canx 27feb88 as amortisation period expired; see c/n 6341803
14 803 075	DM-SAM (1)	II-14P(T)	Deutsche Lufthansa	rgd	07aug58	canx 01jun64; transferred to Syrian Air Force, see c/n 14803045
14 803 076	DM-ZXF	II-14S	FW Dresden, n/t	rgd	late'59	test-flight reg
	010	II-14S	Polish Air Force	d/d	23dec59	f/n DRS 25jan61; l/n KRK 24feb76
	3076	II-14S	Polish Air Force	r/r	1982	soc 31dec07; arrived SCN 02apr88; preserved at Flugausstellung Junior at Hermeskeil (N49.686006 E6.9619934), I/n may88/oct11
14 803 077	DM-SAN	II-14P(T)	Deutsche Lufthansa	rgd	18sep59	d/d 19sep59; canx 31mar65
14 000 077	not known	II-14P(T)	Egyptian Air Force	sld	31mar65	fate unknown
14 803 078	001	II-14S	Polish Air Force	d/d	12nov59	I/n SXF 08sep80
	3078	II-14S	Polish Air Force	r/r	1982	soc 31dec87; seen preserved Kraków Museum (N50.077861 E19.991730) aug89/aug13
14 803 079	DM-SAO	II-14P(T)	Deutsche Lufthansa	rgd	26sep59	d/d 30sep59; canx 01jul64
14 803 080	not known 002	II-14P(T) II-14S	Egyptian Air Force Polish Air Force	sld	01jul67 12nov59	fate unknown f/n DRS 07apr61; seen SXF 01sep67
14 803 080						
11005000	3080	II-145 II-14S	Polish Air Force	d/d r/r	1982	soc 17feb90, fate unknown

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

This list is in line number sequence and the line numbers are given in front of the six digit c/n. The first digit of the c/n is the year of manufacture (1956/1960), next two digits are the batch number (batches 08, 09 & 10 are not used) which is followed by the digit 1 to distinguish a Soviet built aircraft. The final two digits indicate the number in the batch. Avia Company used a/c code Av-14-18, Av-14-24, Av-14-32, Av-14-40, Av-14 Salon, Super Av-14, Av-14T, Av-14FG; CSA used a/c code Av-14-32 (32 pax) as II-14P and Av-14-32A (32-40 pax) as II-14M. Av-14(P) below denotes II-14P aircraft with shorter fuselage and Av-14(M) as II-14M aircraft with longer fuselage

/// 11 52/(52				un un	and the ment of	
001 601101	OK-KAA	Av-14(P)	Avia	f/f	14aug56	18 pax configuration; rgd 12oct56; canx 15apr57
	D-10	Av-14(P)	Czechoslovak AF	rgd	28may57	
	V-18	Av-14(P)	Czechoslovak AF	d/d	1957	photo
	1101	Av-14(P)	Czechoslovak AF	trf	1957	
002 601102	not known	Av-14(P)	Avia	f/f	11sep56	18 pax configuration; used c/n 1102 as registration; to Soviet Union 16mar57
	CCCP-L1609	Av-14(P)	AFL/Georgia-TBS	rgd	unknown	in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA
				-		document
	CCCP-61609	Av-14(M)	AFL/Georgia-TBS	rgd	unknown	in document 01oct59/1983; f/n TBS 1983 wfu; canx 30dec86 as life-time expired
003 601103	1103	Av-14(P)	Czechoslovak AF	d/d	27sep56	18 pax configuration
	D-02	Av-14(P)	Czechoslovak AF	rgd	30jan57	
	1103	Av-14(P)	Czechoslovak AF	-	-	converted to Avia-14FG; wfu 1985; preserved UHE (N49.034297 E17.458304), l/n sep13
004 601104	D-07	Av-14(P)	Czechoslovak AF	d/d	jan57	18 pax configuration; rgd 06feb57
	1104	Av-14(P)	Czechoslovak AF			
	OK-14	Av-14(P)	VZLÚ	trf	may68	test-bed for M601 turboprop engine, modification completed in sep69, f/f 15oct69 with engine mounted on
						the forward fuselage; remained as a test aircraft until 09jun81; f/n Kbely 30apr82
005 601105	OK-LZY	Av-14(P)	Czechoslovak AF	d/d	apr57	18 pax configuration; a/c with auxiliary fuel tanks; rgd 30jul57; canx 17apr68
	1105	Av-14FG	Czechoslovak AF	r/r	1968	converted to Avia-14FG; seen Sperenberg 29sep75
006 601106	D-06	Av-14(P)	Czechoslovak AF	rgd	07jun57	
	1106	Av-14(P)	Czechoslovak AF	d/d	29aug57	18 pax configuration; converted to Avia-14FG; f/n Sperenberg 31mar73; destroyed 1988 in 'Semtex' test
007 601107	CCCP-L1610	Av-14(P)	GOS NII	d/d	dec56	18 pax configuration; completed check trials in Soviet Union 09may57
	CCCP-L1610	Av-14(P)	AFL/Ukraine	trf	20oct57	in document 20dec57 as cargo aircraft
	CCCP-61610	Av-14(P)	AFL/Ukraine	rgd	unknown	dbr. details unknown, canx 24mar61
008 602101	CCCP-L1611	Av-14(P)	AFL/ShVLP	d/d	feb57	18 pax configuration
	CCCP-61611	Av-14(P)	AFL/ShVLP	trf	unknown	in document 20dec57 as cargo aircraft
	CCCP-61611	Av-14(P)	AFL/Belarus-MHP	trf	19may59	in documents 23sep59/19sep67; converted to Avia-14T
	CCCP-61611	Av-14T	AFL/Northern-LED	trf	17apr72	with t/t 24,618 hours after repairs by ARZ-407, opb 1 LOAO; converted to Avia-14FKM; f/n MMK 02feb81
	CCCP-61611	Av-14FKM	AFL/Leningrad-RVH	trf	05jan82	opb 2 LOAO; I/n RVH jul87; canx 30apr87 as amortisation period expired; scrapped at Rzhevka, remains
						seen apr91/may92; nose section still present feb10; the cabin of an II-14 flight simulator preserved in the
						Civil Aviation Museum at St. Petersburg has a plate with '61611' on the instrument panel, suggesting some
						and the second state of the sta

parts are from this aircraft

009 602102	CCCP-L1612	Av-14(P)	AFL/Georgia-TBS	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown; dbr, details unknown, canx 03jun58
010 602103	CCCP-L1613 CCCP-61613	Av-14(P) Av-14(P)	Aeroflot/ShVLP Aeroflot/ShVLP	d/d rgd	early57 unknown	18 pax configuration; Advanced Flying Training College; in document 20dec57 as cargo aircraft Advanced Flying Training College
	CCCP-61613 CCCP-61613	Av-14(P) Av-14(P)	Aeroflot/KShVLP Aeroflot/UShVLP	trf trf	06jan62 29dec65	Kirovograd Advanced Flying Training College Ulyanovsk Advanced Flying Training College; canx 09apr74 as life-time expired
011 602104	CCCP-L1614 CCCP-61614	Av-14(P) Av-14(P)	Aeroflot/ShVLP Aeroflot/ShVLP	d/d rgd	early57 unknown	18 pax configuration; Advanced Flying Training College; in document 20dec57 as cargo aircraft Advanced Flying Training College
012 602105	CCCP-61614 CCCP-61614 CCCP-L1615	Av-14(P) Av-14(P) Av-14(P)	AFL/Belarus AFL/Yakutiya-Mirny Aeroflot/UShVLP	trf trf d/d	07dec59 12oct60 early57	f/n MRV 05jun62; in Mirny oao documents 05feb72; canx 23mar79 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft; repaired jun58/jul58 at ARZ-400; Ulyanovsk
012 002105	CCCP-61615	Av-14(P) Av-14(P)	Aeroflot/UShVLP	rgd	unknown	Advanced Flying Training College Ulyanovsk Advanced Flying Training College
	CCCP-61615 CCCP-61615	AV-14(P) Av-14(P)	Aerolfot/KShVLP AFL/Centr.RegMya	trf	10oct61 21jan71	Krovograd Advanced Flying Training College f/n VKO 03jun71; still in service 20sep86; canx 23may88 as life-time expired; l/n Myachkovo 26sep91
013 602106	CCCP-L1616	Av-14(P)	AFL/Azerbaijan	d/d	early57	partly broken up, gone by aug92 18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown
	CCCP-61616	Av-14(M)	AFL/Azerbaijan	rgd	unknown	according to MGA document
014 602107	CCCP-61616 CCCP-L1617	Av-14(M) Av-14(P)	AFL/Yakutiya AFL/Georgia-TBS	trf mfd	24dec61 23feb57	canx 01jul75 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in document jan59; converted to vio 14(b) dots unleasure according to MCA document.
	CCCP-61617	Av-14(M)	AFL/Georgia-TBS	rgd	1959	converted to Avia-14(M) date unknown according to MGA document opb 112 LO; w/o 24aug63 on the leg from Kutaisi to Sukhumi of a flight from Tbilisi to Krasnodar when flew visually between cloud layers in heavy rain (ATC had not warned the crew of the difficult weather
						conditions although being aware of them), veered off course to the right by 13 km and crashed at a height of 900 metres into the wooded slope of a mountain 7 km north of Gerechkori (32 km north-west of Kutaisi
						airport) 8 minutes after take-off, all 5 crew and 27 passengers (among them 3 illegal ones) killed, wreck found 25aug63; t/t 11,682 hours; canx 19sep63
015 602108	CCCP-L1618 CCCP-61618	Av-14(P) Av-14(P)	Aeroflot/ShVLP Aeroflot/ShVLP	d/d rgd	early57 unknown	18 pax configuration; Advanced Flying Training College; in document 20dec57 as cargo aircraft Advanced Flying Training College
	CCCP-61618 CCCP-61618	Av-14(P) Av-14(P)	AFL/Belarus AFL/Magadan-GDX	trf trf	19may59 12oct60	opb 185 LO; w/o 01jan66 on a flight from Magadan to Yelizovo when the right engine failed 2 hours into
						the flight, the pilot declined to make an emergency landing and decided to continue the flight to Yelizovo, the aircraft lost height and veered off course by 25-30 km to the left; in heavy snowfall and turbulence the piperference of the standard state of the stat
						aircraft crashed into Mt. Yurchik (2,059 metres, 60 km north-west of Petropavlovsk-Kamchatski), 10 metres below its summit, all 5 crew and 18 passengers killed; wreck found only 04jan66; t/t 12,368 hours and 11,356 cycles; canx 15feb66
016 602109	CCCP-L2000 CCCP-L2000	Av-14(P) Av-14(P)	Aeroflot/ShVLP AFL/VAU	d/d trf	early57 29mar58	18 pax configuration; Advanced Flying Training College; in document 20dec57 as cargo aircraft Higher Aviation College
	CCCP-52000 CCCP-52000	Av-14(P) Av-14(P)	AFL/VAU Aeroflot/UShVLP	rgd trf	unknown 23jan74	Higher Aviation College; in document mar59; f/n LED 27jul70 Ulyanovsk Advanced Flying Training College; canx 28may75 as life-time expired
017 602110	CCCP-L2001	Av-14(P)	AFL/Belarus-MHP	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; I/n apr59; converted to Avia-14(M) date unknown
	CCCP-52001 CCCP-52001	Av-14(M) Av-14(M)	AFL/Belarus-MHP AFL/East Siberia	rgd trf	unknown 05mar75	in documents may59/jan60 canx 30apr77 as life-time expired
018 602111	CCCP-L2002 CCCP-L2002	Av-14(P) Av-14(P)	AFL/Georgia AFL/Belarus-MHP	mfd trf	07mar57 unknown	18 pax configuration; in document 20dec57 as cargo aircraft in document may59; directorate not mentioned in MGA document; converted to Avia-14(M) date unknown according to MGA document
	CCCP-52002	Av-14(M)	AFL/Georgia-TBS	rgd	1959	opb 112 LO; w/o 04apr70 on the leg from Rostov-na-Donu to Zaporozhye of a flight from Tbilisi to Zaporozhye when veered off course on finals at night (the crew had neglected several instructions and
						procedures), the pilot tried to go around but in a right turn the right wing hit the ground and the aircraft crashed in a field 2,500 metres from the runway threshold and 600 metres to the left of its extended
						centreline, 1 of the 5 crew and 6 of the 30 passengers killed; t/t 21,213 hours and 22,259 cycles; canx 12may70
019 602112	CCCP-L2003 CCCP-52003	Av-14(P) Av-14(P)	AFL/Azerbaijan-BAK AFL/Azerbaijan-BAK	mfd rgd	23mar57 1959	18 pax configuration; in document 20dec57 as cargo aircraft opb 107 LO; w/o 13feb65 on the leg from Yevlakh to Nukha-Sheki of a flight from Baku to Belokany when
						flew too low and veered off course by 5 km, crashed at a height of 680 metres into the slope of an 821 metres high mountain 2 km NNW of Shirinbulak some 12 minutes after take-off, all 4 crew and 19
020 602113	CCCP-L2004 CCCP-52004	Av-14(P) Av-14(P)	Aeroflot/ShVLP Aeroflot/ShVLP	mfd rgd	27feb57 unknown	passengers killed; t/t 12,949 hours; canx 11mar65 18 pax configuration; Advanced Flying Training College; in document 20dec57 as cargo aircraft Advanced Flying Training College
	CCCP-52004 CCCP-52004 CCCP-52004	Av-14(P) Av-14(P)	AFL/Belarus AFL/Yakutiya-YKS	trf trf	19may59 18dec61	Advanced Hying Haining Conege
021 702114	CCCP-52004 CCCP-L2005	Av-14(P) Av-14(P)	AFL/Yakutiya-ADH AFL/Moldova	trf d/d	07feb74 early57	I/n YKS 24apr76; canx 24apr78 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft; c/n in Czechoslavakian documents as
	CCCP-52005	Av-14(M)	AFL/Moldova-KIV	rgd	unknown	602114; converted to Avia-14(M) date unknown according to MGA document f/n MRV 05oct60 and 01mar61
022 702115	CCCP-52005 CCCP-L2007	Av-14(M) Av-14(P)	AFL/Yakutiya AFL/Moldova	trf d/d	23jan73 early57	canx 13feb74 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft; c/n in Czechoslavakian documents as
023 703101	CCCP-52007 CCCP-L2010	Av-14(P) Av-14(P)	AFL/Moldova-KIV AFL/Georgia-TBS	rgd mfd	unknown 05may57	602115; f/n MRV 04jun60 in document 1968; f/n 04oct68; canx 30may74 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in document jan58
025 /00101	CCCP-52010	Av-14(P)	AFL/Georgia-TBS	rgd	1959	opb 112 LO; w/o 10dec69 on a flight from Makhachkala to Astrakhan when collided with a flock of large migratory birds some 4 minutes into the flight while flying at a height of some 350-400 metres over the
						Caspian Sea, probably killing or disabling the crew, the aircraft crashed into the sea 3.5 km off the coast, all 5 crew and 13 passengers killed; wreck found 11dec69 at a depth of 10 metres; t/t 20,481 hours and
024 703102	CCCP-L2011	Av-14(P)	AFL/Georgia	d/d	early57	18,670 cycles; canx 12jan70 18 pax configuration; in document 20dec57 as cargo aircraft
	CCCP-L2011 CCCP-52011	Av-14(P) Av-14(M) Av-14(M)	AFL/Syktyvkar AFL/Syktyvkar AFL/Komi-SCW	trf rgd trf	26feb58 unknown 1967	converted to Avia-14(M) date unknown according to MGA document in document 01apr59 in document jun75; canx 08sep75 as life-time expired
025 703103	CCCP-52011 CCCP-L2016	Av-14(P)	AFL/Estonia	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
	CCCP-52016 CCCP-52016	Av-14(M) Av-14(M)	AFL/Estonia AFL/ArkhangelARH	trf trf	unknown 05apr75	18 pax configuration; in document mar59 canx 13auq80 as life-time expired
026 703104	CCCP-L2017	Av-14(P)	AFL/Estonia	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
	CCCP-52017 CCCP-52017	Av-14(M) Av-14(M)	AFL/Estonia AFL/Magadan	rgd trf	unknown 20jan63	cargo aircraft
027 703105	CCCP-52017 CCCP-L2019	Av-14(M) Av-14(P)	AFL/Kazakhstan AFL/Georgia-TBS	trf d/d	26jan73 early57	canx 23feb82 as life-time expired; fuselage seen dec90 used as shelter for earthquake victims in Armenia 18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in document aug58; converted to Avia-14(M) date unknown according to MGA document
	CCCP-52019 CCCP-52019	Av-14(M) Av-14(M)	AFL/Georgia-TBS AFL/Yakutiya	trf trf	unknown 12mar74	in document oct59; photo KRR 1960 canx 28apr79 as life-time expired
028 703106	CCCP-L2021	Av-14(P)	AFL/Georgia-TBS	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in documents jan58/may59; converted to Avia-14(M) date unknown according to MGA document
029 703107	CCCP-52021 CCCP-L2022	Av-14(M) Av-14(P)	AFL/Georgia-TBS AFL/Moldova	trf d/d	unknown jun57	in documents apr60/30jun66; canx 24aug72 as worn out 18 pax configuration; in document 20dec57 as cargo aircraft
	CCCP-L2022	Av-14(P)	AFL/Ukraine	trf	unknown	in documents jan58/dec58 as AFL/Ukraine see trf date from MGA document next line; converted to Avia- $14(M)$ date unknown according to MGA document
030 703108	CCCP-52022 CCCP-52022 OK-LCZ	Av-14(M) Av-14(M) Av-14(P)	AFL/Ukraine-IEV AFL/Moldova-KIV Omnipol	trf trf rqd	01oct60 21jan61 01jun57	f/n 16jul72; canx 27oct72 as life-time expired 24 pax configuration; canx 12auq57
030 703100	SP-LNN CCCP-52066	Av-14(P) Av-14(PT)	LOT AFL/Centr.RegMya	d/d trf	31jul57 05jun73	rgd 05aug57; converted to Avia-14(PT); f/n AMS 19may66; canx 20apr73 f/n HAM 03jun82 in natural metal c/s with red cheatline and tail; seen on board of a ship in Hamburg
					-	harbour 03jun82; damaged in Antarctica when the nose gear collapsed, nose damaged and propellers bent; still in service by 20sep86; canx 13sep89
031 703109	OK-LCA	Av-14-24	CSA	rgd	18may57	Czechoslovak register gives as 22 seater; f/n LBG 29may57, before delivery to CSA, no titles; d/d 12jun57; i/s 14jun57; 24 pax configuration; converted to 32 pax configuration and Avia-14T in 1960; wfu
022 702110	CCCP-61793	Av-14T	AFL/Central Region	toc	26jul77	mar77; sold to Soviet Union 13jun77; canx 22jul77 photo in 'polar' c/s; canx 25mar87 as amortisation period expired
032 703110	OK-LCB	Av-14-24	CSA	d/d	07jun57	rgd same date; i/s 09jun57; 24 pax configuration; converted to 32 pax configuration and Avia-14T in 1960; photo in bare metal c/s with titles PRG may68; seen AMS 26apr69; repainted into 1974 CSA c/s; wfu mar77; transferred to Soviet Union 18may77; canx 22jul77
033 703111	CCCP-61794 OK-LCC (1)	Av-14T Av-14-24	AFL/East Siberia CSA	toc rgd	20jul77 11jun57	canx 02mar87 as amortisation period expired d/d 12jun57; l/s 20jun57; converted to 32 pax configuration; wfu 66; canx 25may66; see c/n 913145
	3111	Av-14(P)	Czechoslovak AF	trf	1966	converted to Avia-14FG; wfu 31may77; derelict Hradec Kralove 1990/1992, still present, wings only 17jul96; small pieces remain in Zruc Airpark 2005/2008
034 703112	OK-LCD	Av-14-24	CSA	d/d	01jul57	rgd same date; i/s 03jul57; converted to 32 pax configuration and Av-14T in 1960; last domestic service 31mar77 (flight OK476 to KoÜice-Brno-Prague); wfu 31mar77; sold to Soviet Union 09jun77; canx 22jul77
035 703113	CCCP-61792 OK-LCE	Av-14T Av-14-24	AFL/ArkhangelARH CSA	toc d/d	06sep77 31jul57	photo exists in 'polar' c/s at ARZ-407; canx 28may87 as amortisation period expired rgd same date; i/s 15jul57; damaged on landing at PRG 08nov57, but repaired; wfu 1960 and converted to calibrator.
	OK-LCE CCCP-61759	Av-14(P) Av-14(P)	Czech Civ Aerodr. AFL/ArkhangelARH	trf toc	aug60 05aug77	calibrator last Av-14 in civil service; wfu jun77; sold to Soviet Union 08jun77; canx 23jun77 mentioned in an incident report; canx 06feb89 as amortisation period expired
	CCCL-01/3A	AV-14(P)		LUC	usaug//	ההמשטרכי זו מר ווינשפור רפעסר, כמוד טטופטסס מא מחוטרנאמנטרו עפוטע פאטורפט

036 703114	LZ-ILM	Av-14(P)	Bul AF/Balkan c/s	d/d	1957	seen VAR 10sep66; c/n not confirmed; airframe confirmed for Bulgaria
037 703115	CCCP-L2026 CCCP-52026	Av-14(P) Av-14(P)	AFL/Kyrgyzstan AFL/Kyrgyzstan	d/d rgd	jul57 unknown	18 pax configuration; in document 20dec57 as cargo aircraft canx 29jul77 as life-time expired
038 704101	CCCP-L2028	Av-14(P)	AFL/Kyrgyzstan	d/d	end57	18 pax configuration; in document 20dec57 as cargo aircraft
	CCCP-52028 CCCP-52028	Av-14(P) Av-14(P)	AFL/Kyrgyzstan AFL/Kazakhstan-KZO	rgd trf	unknown 22jan60	f/n MRV 12nov65; I/n MRV 26mar67; canx 12jun73 as life-time expired
039 704102	CCCP-L2035 CCCP-52035	Av-14(P) Av-14(M)	AFL/Moldova AFL/Moldova	d/d rgd	end57 unknown	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown photo in "Samolet II-14", 36 pax configuration; canx 30may74 as life-time expired
040 704103	CCCP-L2036	Av-14(P)	AFL/Belarus	rgd	unknown	18 pax configuration; in document 20dec57 as cargo aircraft
	CCCP-L2036 CCCP-52036	Av-14(P) Av-14(P)	AFL/Belarus-MHP AFL/Belarus-MHP	trf	apr59 photo	until aug59; converted to Avia-14(M) according to MGA document, but see next lines operated by this directorate aug59/09sep69
	CCCP-52036	Av-14(P)	AFL/East Siberia	trf	04mar75	in standard blue c/s; canx 16may80 as life-time expired; f/n on TV 22jun84; f/n preserved in the Kiev Institute of Civil Engineering aug93, arrived Kiev Zhulyani nov06 and trf to the State Aviation Museum at
	CCCP-52036	Av-14(P)	Polyarnaya Aviats.	ph.	aug08	Kiev, f/n there 16dec06 preserved in the State Aviation Museum at Kiev (N50.407080 E30.457902) repainted in full polar c/s but
041 704104	CCCP-L2038	Av-14(P)	AFL/Georgia-TBS	d/d	end57	no titles; with titles and registration by nov08; I/n nov13 18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in document jan58;
041 704104						converted to Avia-14(M) date unknown according to MGA document
042 704105	CCCP-52038 CCCP-L2045	Av-14(M) Av-14(P)	AFL/Georgia-TBS AFL/Kyrgyzstan	rgd d/d	unknown end57	photo; canx 26oct76 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown
	CCCP-52045	Av-14(M)	AFL/Kyrgyztan-FRU	rgd	unknown	according to MGA document in document 23jun73
043 704106	CCCP-52045 CCCP-L2046	Av-14(M) Av-14(M)	AFL/Turkmenistan AFL/N.Kavkaz-ASF	trf d/d	13may77 end57	canx 24apr78 as life-time expired 18 pax configuration; directorate not mentioned in MGA document
045 704100	CCCP-L2046	Av-14(P)	AFL/Azerbiajan-BAK	trf	unknown	in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
	CCCP-52046	Av-14(M)	AFL/Azerbaijan-BAK	rgd	unknown	f/n mar69
	CCCP-52046 CCCP-52046	Av-14(M) Av-14LIK-2		trf trf	09sep73 08jul75	with t/t 25,737 hours; in MGA document with trf date given as 24sep73; converted to Avia-14LIK-2 in MGA document with trf date given as 18aug75; canx 20jan84 as life-time expired
044 704107	CCCP-L2047 CCCP-52047	Av-14(P) Av-14(P)	AFL/Moldova AFL/Moldova-KIV	d/d rgd	end57 unknown	18 pax configuration; in document 20dec57 as cargo aircraft f/n MRV 20nov61
045 704108	CCCP-52047 CCCP-L2051	Av-14(P) Av-14(P)	AFL/Far East MVD	trf toc	01mar62 06sep57	canx 29aug77 as life-time expired 18 pax configuration
	CCCP-52051(1)	Av-14(P)	Aeroflot			c/n not confirmed; reported Luluabourg, Congo 06sep60 in Royal Air Force journal dated jan62, only last three of CCCP- serial given; see c/n 807107
046 704109	CCCP-L2052	Av-14(P)	AFL/Estonia	d/d	end57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown
	CCCP-52052	Av-14(M)	AFL/Estonia	rgd	unknown	according to MGA document in documents mar59/20mar63; converted to Avia-14LIK-2
	CCCP-52052 CCCP-52052		AFL/Northern-VGD AFL/Central Region	trf	23jun67 25jun73	in document as such by this date reportedly seen in the Congo, date unknown
047 704110	CCCP-52052 CCCP-L2053	Av-14LIK-2 Av-14(P)	AFL/Far East-KHV AFL/Georgia	trf mfd	16dec77 21aug57	I/n active Korf-Tilichiki 1977; canx 26jun86 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft
	CCCP-52053 CCCP-52053	Av-14(P) Av-14(P)	AFL/Georgia AFL/Yakutiya-YKS	trf trf	unknown 07feb63	opb 139 lo; damaged 06apr74 on landing at Ust'-Kuiga when the the flight engineer retracted the landing
048 704111	CCCP-L2060	Av-14(P)	AFL/Moscow (MUTA)	d/d	end57	gear by mistake at the end of the landing run; repaired; canx 30nov78 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown
048 704111						according to MGA document, but see next lines
	CCCP-52060 CCCP-52060	Av-14(P) Av-14(P)	AFL/Estonia AFL/Arkhangelsk	trf trf	13sep58 19oct74	f/n LED 01aug70
	CCCP-52060 CCCP-52060	Av-14(P) Av-14LIK-1	AFL/Central Region AFL/Kazakhstan	trf trf	04may75 03aug77	converted to II-14LIK-1; in 'polar' c/s canx 17apr86 as life-time expired; seen MHP 09sep87; still present late 1997, derelict
049 704112	CCCP-L2062	Av-14(P)	AFL/Azerbaijan	toc	05oct57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
050 704113	CCCP-52062 CCCP-L2064	Av-14(M) Av-14(P)	AFL/Azerbaijan AFL/Georgia-TBS	rgd toc	unknown 12oct57	dbr, details unknown; canx 19apr63 18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in document jan58 as Avia-
050 704115						14(M), version as such in MGA document
051 704114	CCCP-52064 CCCP-L2025	Av-14(M) Av-14(P)	AFL/Georgia-TBS AFL/Moscow (MUTA)	rgd mfd	unknown 29aug57	in documents jan61/dec67; canx 07sep73 after an accident on the ground, details unknown 18 pax configuration; toc 29oct57; in document 20dec57 as cargo aircraft; mentioned again in document
	CCCP-52025	Av-14(P)	AFL/Moscow (MUTA)	rgd	unknown	jan59
	CCCP-52025	Av-14(P)	AFL/Privolzhsk	trf	12may59	opb 171 AO; w/o 30oct60 on the leg from Penza to Saratov of a cargo flight from Leningrad to Saratov when took off at night in freezing rain and fog, suffered from heavy icing and crashed in a field 2 km
						south-east of Penza airport (the engines were not working at the time of impact); all 5 crew killed; t/t 4,382 hours; canx 21nov60
052 704115	CCCP-L2024	Av-14(P)	AFL/Azerbaijan	mfd	01oct57	18 pax configuration; toc 13oct57; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document, but this seems unlikely as written off only eleven months after
	CCCD 52024(1)	A., 14(D)				original manufacture
	CCCP-52024(1)	Av-14(P)	AFL/Azerbaijan	rgd	unknown	opb 107 LO; w/o 07nov58 on the leg from Sochi to Simferopol of a flight from Baku to Simferopol when deviated from the prescribed flight path to the south by 25 km in conditions of bad visibility and radio
						disturbances, entered clouds on approach to Simferopol, crashed at a height of 900 metres into Kharpuzyany Kayas cliff (950 metres) near Privyetnoye settlement (N44.833 E34.600) and burnt out, all 5
053 704116	CCCP-L2027	Av-14(P)	AFL/Ukraine-SIP	mfd	21oct57	crew and 7 passengers killed; t/t 1,787 hours; canx 28nov58; see c/n 147001317 18 pax configuration; toc 25oct57; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date
	CCCP-52027	Av-14(M)	AFL/Ukraine-SIP	rgd	unknown	unknown according to MGA document
054 204112	CCCP-52027 CCCP-L2032	Av-14(M)	AFL/Ukraine-LWO	trf	unknown	canx 28apr71 as worn out
054 704117	CCCP-52032	Av-14(P) Av-14(P)	AFL/Ukraine AFL/Ukraine	toc rgd	21nov57 unknown	18 pax configuration; in document 20dec57 as cargo aircraft dbr, details unknown; canx 31dec59
055 704118	CCCP-L2041 CCCP-52041	Av-14(P) Av-14(P)	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	toc trf	02dec57 unknown	18 pax configuration
	CCCP-52041 CCCP-52041	Av-14(P) Av-14(P)	AFL/Moldova AFL/Yakutiya	trf trf	01jun59 04mar73	canx 17oct74 as life-time expired
056 704119	CCCP-L2042 CCCP-52042(1)	Av-14(P) Av-14(P)	MVD Aeroflot	toc	11dec57	18 pax configuration c/n not confirmed; reported Luluabourg, Congo 06sep60 in Royal Air Force journal dated jan62, only last
057 704120	CCCP-L2043		MVD	toc	00docE7	three of CCCP- serial given; see c/n 705108 18 pax configuration
057 704120	CCCP-L2043 CCCP-52043(1)	Av-14(P) Av-14(P)	Aeroflot	toc	09dec57	Is pax configuration c/n not confirmed; reported Luluabourg, Congo 06sep60 in Royal Air Force journal dated jan62, only last three of CCCP- serial given: see c/n 806110
058 705101	CCCP-L2048	Av-14(P)	AFL/Ukraine	mfd	30dec57	18 pax configuration; toc 16jan58; converted to Avia-14(M) date unknown according to MGA document,
	CCCP-L2048	Av-14(P)	AFL/Estonia	trf	21jan58	but this seems unlikely as written off only nine months after original manufacture opb 46 ae Estonskoi OAG; w/o 05sep58 on a flight from Leningrad to Tallinn when was hijacked some 30
						minutes after take-off, the hijacker made use of home-made explosives and the cabin caught fire, the crew managed to make an emergency landing at Jõhvi (Estonia), but the fuselage burnt out, the hijacker was
						killed by the fire, but all 6 crew and the remaining 10 passengers escaped (the captain broke his back, though, while escaping via the astrodome); t/t 1,195 hours; canx 24oct58
059 705102	CCCP-L2057 CCCP-52057	Av-14(P) Av-14(M)	AFL/Moscow (MUTA) AFL/Moscow (MUTA	toc rgd	21jan58 unknown	18 pax configuration; converted to Avia-14(M) date unknown according to MGA document
	CCCP-52057 CCCP-52057 CCCP-52057	Av-14(M) Av-14(M) Av-14(M)	AFL/Moscow (MOTA AFL/Azerbaijan AFL/Turkmenistan	trf trf	10dec59 15jan73	photo exists canx 17dec75 as life-time expired
060 705103	not known	Av-14(P)	MVD	d/d	end57	18 pax configuration; toc 1958
061 705104	CCCP-L1312 CCCP-91478	Av-14(P) Av-14(M)	AFL/Ukraine-KHC AFL/Ukraine-KHC	mfd rgd	18dec57 unknown	18 pax configuration; toc 16jan58; converted to Avia-14(M) date unknown according to MGA document canx 30nov74 as life-time expired
062 705105	CCCP-L5096	Av-14(P)	AFL/Moscow (MUTA)	toc	23jan58	18 pax configuration; in document feb59; converted to Avia-14(M) date unknown according to MGA document
063 805106	CCCP-41831(1) OK-BYU	Av-14(M) Av-14(M)	AFL/Privolzhsk CS-Gvt (LSFMV)	trf rgd	unknown 28apr58	canx 30dec76 as life-time expired; see c/n 14803060 salon; with auxiliary fuel tanks on end of wings; photo LHR 28apr66 as such; photo PRG early 1970s
	OK-MCD	Av-14-32	CSA	rgd	13dec73	without auxiliary fuel tanks; canx 09aug73 in natural metal c/s without auxiliary fuel tanks; wfu mar77; sold to Soviet Union 13may77; canx 22jul77
	CCCP-41829	AV-14-52 AV-14(M)	AFL/Far East	toc	01oct77	converted to Avia-14(LR); f/n UUS 1984, in 'polar' c/s; photo at UUS in late 1980s; t/t 23,041 hours 8,211 cycles as of 31may90; canx 31may90 as amortisation period expired; I/n UUS 07jul94, derelict; scrapped
064 005107	CCCD 01/01	A., 14/11			20	at UUS in 1995
064 805107	CCCP-91606 CCCP-91606	Av-14(M) Av-14(M)	AFL/Belarus AFL/Leningrad-LED	toc trf	29may58 06nov63	24 pax configuration opb 1 LOAO 1970/may82; f/n LED 23aug80 in 'polar' c/s; converted to Avia-14(FKM) (with a boom on its
	CCCP-91606	Av-14(FKM)	AFL/Leningrad-RVH	trf	05jan82	tail) by ARZ-407 in 1974 and seen as such FCO 28nov79 opb 2 LOAO; I/n nov87; canx 17jun88 as amortisation period expired
065 705108	OK-LCF OK-LCF	Av-14-32A Av-14-32A	Avia	rgd d/d	14sep57 05may58	c/n from Czechoslovak register as such i/s 08may58; hijacked to NUE 08jun70; wfu jan75; sold to Soviet Union 20jan75; canx 01jun75
066 805109	CCCP-52042(2) OK-MCG	Av-14-32A Av-14-32A	AFL/Arkhangelsk	toc d/d	01apr75 31may58	canx 17apr84 as life-time expired; preserved at Vologda from 20ct84, later scrapped; see c/n 704119 rgd same date; i/s 02jun58; converted to 40 pax configuration; hijacked to VIE 08aug70; dbr by belly
555 603103	5	14 JZA	-5.	u, u	51.110750	landing at Karlovy Vary 01feb72; canx 22jun72; donated to Autoklub Zlutice (near Karlovy Vary);
067 805110	CCCP-91607	Av-14(M)	AFL/Syktyvkar	toc	10jun58	preserved until scrapped in mar82 24 pax configuration; in document 01apr59 damaged b Licht Exclusion doc74: cons 21may27 ac life time evolved
068 805111	CCCP-91607 CCCP-91608	Av-14(M) Av-14(M)	AFL/Komi AFL/Latvia	trf toc	1967 01jun58	damaged at Ust'-Tsylma dec76; canx 31may77 as life-time expired 24 pax configuration
	CCCP-91608	Av-14(M)	AFL/Lithuania	trf	01jun60	

	CCCP-91608	Av-14(M)	AFL/ArkhangelARH	trf	08sep73	canx 29apr74 as life-time expired
069 805112	CCCP-91609	Av-14(M)	AFL/Latvia	toc	01jun58	24 pax configuration
070 805113	CCCP-91609 not known	Av-14(M) Av-14(M)	AFL/Kazakhstan to Soviet Union	trf d/d	09jun60 early58	in document 1960; f/n MRV 26apr61; canx 16jul84 as life-time expired 24 pax configuration
071 805114 072 805115	OK-MZK not known	Av-14(M) Av-14(M)	Omnipol to Soviet Union	rgd d/d	26apr58 early58	24 pax configuration; canx 03may58 to Indonesia 24 pax configuration
073 805116 074 805117	not known "01" red	Av-14(M) Av-14(M)	to Soviet Union Soviet Air Force	d/d d/d	early58 early58	24 pax configuration 24 pax configuration; in grey c/s with Red Stars; preserved at Brinkovskaya (N46.035668 E38.586671);
					30mar58	I/n jan12
075 805118	OK-MCH	Av-14-32A	CSA	d/d		rgd 31mar58; i/s 01apr58; named 'Písek'; f/n AMS 25sep62; wfu feb75; sold to Soviet Union 10mar75; canx 01jun75
076 805119	CCCP-61713 OK-MCI	Av-14(M) Av-14-32A	AFL/Yakutiya CSA	trf d/d	10mar75 30mar58	f/n CYX 05jul92 partly broken up, in 'polar' c/s; canx 31mar88 as amortisation period expired rgd 02apr58; i/s 03apr58; named 'Vlastovka'; last service 05dec75; canx 17dec75; preserved at Prague- Kbely aviation museum (NS0.125295 E14.539694), I/n oct11
077 805120	OK-MCJ 3X-GPE OK-MCJ	Av-14-32A Av-14(M) Av-14-32A	CSA Air Guinée CSA	d/d	30mar58 02jan62	rgd 04apr58; i/s 07apr58; named 'Svit Gottwaldov'; canx 27nov61 reported on Guinean register without c/n; mentioned as exported to Guinea on Czechoslovak register w/o 11oct68, crashed during the initial climb on a flight from PRG-BTS, 7km SW from PRG, after engines
078 806101	6101	Av-14-32A Av-14(M)	CSA Czechoslovak AF	rgd d/d	jul58	failed in flight, 13 of the 43 occupants killed; canx 17dec68 28 pax configuration; rgd 18jul58 on the civil register
	OK-MCA 6101	Av-14(M) Av-14(M)	CSA Czechoslovak AF	trf ret	07sep60 31dec60	rgd 07sep60; canx 18apr61, see next line converted to Avia-14FG; wfu 1987; cockpit only remains in Dopravne Museum PreÜov, seen aug93
079 806102	6102	Av-14(M)	Czechoslovak AF	d/d	03jun58	28 pax configuration; rgd 18jul58 on the civil register
	OK-MCB 6102	Av-14-32A Av-14(M)	CSA Czechoslovak AF	trf ret	10sep60 31dec60	rgd 14apr61; canx 17oct61; see next line converted to Avia-14FG; seen stored at Hradec Kralove jul91; photo BTS 04sep92
	6102	Av-14FG	Czech Air Force	trf	01jan93	last flight 09apr94 (Pardubice-Kbely); t/t 6,935 hours and 10,073 cycles; preserved at Kbely (N50.124462 E14.540049) since 09apr94, l/n sep12
080 806103	6103	Av-14(M)	Czechoslovak AF	d/d	26jun58	28 pax configuration; rgd 28jun58 on the civil register; converted to Avia-14FG; seen DRS may60; wfu in 1988; seen wfu at Hradec Kralove jul91; later preserved at Predmerice; f/n preserved at Zruc Airpark
081 806104	OK-MCK	Av-14-32A	CSA	d/d	30mar58	(N49.808379 E13.415813) apr33, l/n sep11 rgd 24jun58; i/s 19jul58, named 'Strakonice'; seen AMS 15may62; converted to 40 pax configuration; canx 31jan74; wfu 31dec74; scrapped at PRG 1975
082 806105	OK-MCL	Av-14-32A	CSA	d/d	20mar58	rgd 21jun58; i/s 23jun58; named 'Trencin'; at AMS 30sep61; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 17feb75; canx 01jun75
083 806106	CCCP-52086 OK-MCM	Av-14(M) Av-14-32A	AFL/Komi-SCW CSA	toc d/d	04dec75 01jul58	canx 21jul83 as life-time expired rgd 01aug58; i/s 05aug58; seen LHR 30oct63; converted to 40 pax configuration; wfu dec74; canx
	CCCP-52048	Av-14(M)	AFL/Far East-KHV	toc	02dec75	01jun75
084 806107	CCCP-52048 OK-MCN	Av-14(M) Av-14-32A	AFL/Far East-UUS CSA	UUS d/d	1984 27jul58	still in service by 20sep86; canx 27feb89 rgd 27aug58; i/s 01sep58; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 24jan75; canx 01jun75
085 806108	CCCP-52078 OK-MCO	Av-14(M) Av-14-32A	AFL/East Siberia CSA	toc d/d	30jan76 27jun58	canx 31dec86 as life-time expired rgd 28jun58; i/s 01jul58; canx 28jul62 to Guinea
000 000100	3X-GAG	Av-14(M)	Air Guinée		-	reported in Guinean register
	OK-MCO CCCP-41827	Av-14-32A Av-14(M)	CSA AFL/East Siberia	d/d toc	06jan75 10jan78	converted to 40 pax configuration; wfu mar77; sold to Soviet Union 16may77 still in service 20sep86; canx 06may88 as life-time expired
086 806109	OK-MCP	Av-14-32A	CSA	mfd	28jun58	rgd same date; d/d 30jun58; i/s 03jul58; f/n AMS 17oct59; l/n LBG 02jun69; wfu dec74; sold to Soviet Union 29jan75; canx 01jun75
	CCCP-52096	Av-14(M)	AFL/East SibIKT	toc	28oct75	opb 134 LO; w/o 20jul77 at Vitim on a flight to Irkutsk when veered off the soaked grass runway during the take-off run with tailwind, hitting 4 tapers and 2 runway lights, 185 metres after lift-off the tail hit the perimeter fence of the airport and 200 metres further on the aircraft hit trees at a height of 14 metres, after some further 300 metres the aircraft stalled and crashed into a forest, all 6 crew and 33 of the 34
087 806110	OK-MCR	Av-14-32A	CSA	d/d	30jun58	passengers killed; t/t 20,464 hours and 20,467 cycles; canx 09sep77 rgd same date; i/s 03jul58; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 20jan75;
	CCCP-52043(2)		AFL/ArkhangelARH	trf	01apr75	canx 01jun75 canx 20apr82 as worn out; see c/n 704120
088 806111	OK-MCS	Av-14-32A	CSA	d/d	18jul58	rgd same date; i/s 19jul58; at AMS 31jul62; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 24jan75; canx 01jun75
	CCCP-61612	Av-14(M)	AFL/East Siberia	toc	01sep75	damaged Ulan-Ude 03oct83 when undercarriage retracted accidentally during landing run, repaired; the accident report gives the c/n as "80611"; canx 18mar85 as life-time expired
089 806112	OK-MCT	Av-14-32A	CSA	d/d	18jul58	rgd 19jul58; i/s 22jul58; w/o 10sep62 when crashed near Slavkov on approach to Brno, 13 of the 42
090 806113	PK-MZL	Av-14	Indonesian AF	d/d	jun58	occupants killed; canx 17oct62 details from Czech CAA, presumably delivery reg only; opb Skuadron 2 or Skuadron 17 at Halim-
091 806114	PK-MZM	Av-14	Indonesian AF	d/d	jun58	Perdanakusama (Jakarta); see T-414, T-416/T-418 and T-421 with unknown c/ns details from Czech CAA, presumably delivery reg only; opb Skuadron 2 or Skuadron 17 at Halim-
092 806115	PK-MZN	Av-14	Indonesian AF	d/d	jun58	Perdanakusama (Jakarta); see T-414, T-416/T-418 and T-421 with unknown c/ns details from Czech CAA, presumably delivery reg only, however also reported somewhere in Indonesia in 1987 !; opb Skuadron 2 or Skuadron 17 at Halim-Perdanakusama (Jakarta); see T-414, T-416/T-418 and
093 806116	PK-MZO	Av-14	Indonesian AF	d/d	jun58	T-421 with unknown c/ns details from Czech CAA, presumably delivery reg only; opb Skuadron 2 or Skuadron 17 at Halim-
094 806117	PK-MZR	Av-14	Indonesian AF	-, - d/d	jun58	Perdanakusama (Jakarta); see T-414, T-416/T-418 and T-421 with unknown c/ns details from Czech CAA, presumably delivery reg only; opb Skuadron 2 or Skuadron 17 at Halim-
					-	Perdanakusama (Jakarta); see T-414, T-416/T-418 and T-421 with unknown c/ns
095 806118	PK-MZP	Av-14	Indonesian AF	d/d	jun58	details from Czech CAA, presumably delivery reg only; opb Skuadron 2 or Skuadron 17 at Halim- Perdanakusama (Jakarta); see T-414, T-416/T-418 and T-421 with unknown c/ns
096 807101	PK-MZS	Av-14(M)	Indonesian AF	d/d	jul58	details from Czech CAA, presumably delivery reg only; opb Skuadron 2 or Skuadron 17 at Halim- Perdanakusama (Jakarta); see T-414, T-416/T-418 and T-421 with unknown c/ns
097 807102	PK-MZT	Av-14	Indonesian AF	d/d	jul58	paratroop version; details from Czech CAA, presumably delivery reg only; opb Skuadron or Skuadron 17 at Halim-Perdanakusama (Jakarta)
098 807103	PK-MZU	Av-14	Indonesian AF	d/d	jul58	details from Czech CAA, presumably delivery reg only; opb Skuadron 2 or Skuadron 17 at Halim- Perdanakusama (Jakarta)
099 807104	OK-MCU	Av-14-32A	CSA	d/d	25jul58	rgd 26jul58; i/s 28jul58 (date given in Soviet canx order as mfd); named 'Bila Labut' (White Swan); converted to 40 pax configuration; photo at PRG aug73; wfu dec74; sold to Soviet Union 17mar75; canx
	CCCP-61664(2)	Av-14(M)	AFL/Yakutiya-Koi	toc	21oct75	01jun75 opb Kolymo-Indigirski OAO; in 'polar' c/s; canx 29dec89 as life-time expired; t/t 33,831 hours; seen CYX
100 807105	OK-BYO	Av-14-32	CS-Gvt (LSFMV)	rgd	30jul58	05jul92, wfu partly broken up; l/n sep03; see c/n 146001030 salon; canx 05feb73
	OK-MCC	Av-14-32A	CSA	rgd	24sep73	in natural metal c/s, converted to 40 pax configuration; wfu 27mar77; transferred to Soviet Union 11may77; canx 22jul77
	CCCP-41828	Av-14(M)	AFL/East Siberia	toc	16sep77	photo exists and mentioned in an incident report as AFL/Arhangelsk, same aircraft ?; canx 01jul88 as life- time expired
101 807106	OK-MCV	Av-14-32A	CSA	d/d	29jul58	rgd same date; i/s 04aug58; named 'Lucenec'; converted to 40 pax configuration; damaged by fire at Brno 25oct73, flown to PRG and scrapped there, I/n PRG nov73, derelict
102 807107	OK-MCW	Av-14-32A	CSA	d/d	30aug58	rgd 04sep58; i/s 05sep58; named 'Olomouc'; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 10feb75; canx 01jun75
103 807108	CCCP-52051(2) CCCP-52051(2) OK-MCX	Av-14(M) Av-14(M) Av-14-32A	AFL/Far East AFL/Kazakhstan-BXJ CSA	toc d/d	01oct75 end 80s 16sep58	see c/n 704108 f/n ALA 22apr93; seen dumped this date; directorate not mentioned in MGA document; canx 02mar87 rgd 18sep58; i/s 20sep58; named 'Prerov'; converted to 40 pax configuration; photo PRG apr74; wfu
105 007100	CCCP-52089	Av-14(M)	AFL/Komi-SCW	toc	03oct75	dec74; sold to Soviet Union 10mar75; canx 01jun75 canx 18mar83 as life-time expired, year not given in MGA document
104 807109	OK-MCY	Av-14-32A	CSA	d/d	19sep58	rgd same date; i/s 22sep58; named 'Jindrichuv Hradec'; f/n LHR 28nov59; converted to 40 pax configuration; wfu mar75; sold to Soviet Union 26may75; canx 01jun75
105 807110	CCCP-61692 OK-MCZ	Av-14(M) Av-14-32A	AFL/Kazakhstan-UKK CSA	toc d/d	10aug75 29sep58	converted to II-14LIK-1; canx 05jul84 as amortisation period expired; preserved at Ust'-Kamenogorsk (Kazakhstan, from 1987 in 'polar' c/s; seen apr93/aug99; moved and visible on GE (N50.019124 E82.516755); l/n oct12 in white c/s with blue cheatline and 'Aeroflot' titles rad 30sep58; i/s 07oct58; hit power cables on take-off Hostivice 02jan61; canx 14jan61
106 807111	CCCP-61741	Av-14(M)	AFL/Krasnoyarsk	toc	26feb59	32 pax configuration; f/n ABA 02jul60
	CCCP-61741 CCCP-61741	Av-14(M) Av-14(M)	AFL/Magadan AFL/Far East	trf trf	13apr61 20may61	dbr, details unknown, canx 24oct61
107 807112	OK-MZS 9232	Av-14(M) Av-14(M)	Avia Chinese Navy	d/d	oct58 01aug02	40 pax configuration; transferred to China oct58 c/n not confirmed, but the sole Avia-14M delivered in 1958 to China for which no details are known; displayed in the Navy museum at Qinqdao (N36.054238 E120.32413), one of four aircrat delivered in 1958 to Chairman Mao as a gift from the leaders of the Soviet Union and later transferred to the Navy, used by
108 807113	OK-MZT B-4211	Av-14(M) Av-14(M)	Avia Wuhan Air Lines	d/d rgd	oct58 apr86	the Commander of the Navy, Xiao Jinquang from 1960 and retired from service in 1991; I/n sep12 40 pax configuration; transferred to China nov58, registration unknown f/n Wuhan-Hankou 11oct88; I/n Wuhan-Hankou 27nov91; w/o 08oct92 when crashed on a pleasure flight
109 807114	OK-MZU	Av-14(M)	Avia	d/d	oct58	from Lanzhou 40 pax configuration; transferred to China nov58, registration unknown
110 813101	B-4209 3101	Av-14(M) Av-14T	Wuhan Air Lines Czechoslovak AF	rgd d/d	apr86 feb59	f/n Wuhan-Hankou 11oct88; wfu dec91; l/n Wuhan-Hankou 02oct99
111 813102	OK-MZV 605	Av-14T Av-14T	to China Civ Avn Adm China	d/d rgd	nov58 feb59	f/n CKG 06nov86; l/n CTU oct87; c/n 813105 reported in Chinese list, see this c/n !; fate unknown
112 813103	OK-MZW	Av-14T	Avia	d/d	nov58	prototype freighter version
113 813104	607 OK-MZX	Av-14T Av-14T	Civ Avn Adm China Avia	rgd d/d	nov58 nov58	f/n ZGC 29oct86; wfu 1989; seen ZGC 1990, derelict; l/n may99
	609	Av-14T	Civ Avn Adm China	rgd	nov58	f/n CKG 05nov86; l/n CKG oct87; fate unknown

114 813105 115 811101	3105 CCCP-61742 CCCP-61742	Av-14T Av-14(M) Av-14(M)	Czechoslovak AF AFL/Krasnoyarsk AFL/Magadan	d/d d/d trf	feb59 feb59 13apr61	see c/n 813102 32 pax configuration
	CCCP-61742 CCCP-61742	Av-14(M) Av-14(M)	AFL/Polar AFL/Yakutiya	trf trf	06jul69 01oct70	Ukanaval Advanced Elvine Tarining College
116 813106	CCCP-61742 CCCP-61742 3106	Av-14(M) Av-14(M) Av-14T	Aeroflot/UShVLP AFL/ArkhangelARH Czechoslovak AF	trf trf d/d	31dec72 21mar75 mar59	Ulyanovsk Advanced Flying Training College canx 21jul83
117 811102 118 813107	CCCP-61743 3107	Av-14(M) Av-14T	AFL/Far East Czechoslovak AF	d/d d/d	mar59 mar59	toc 23apr59; 32 pax configuration; canx 28mar77 as life-time expired
119 813108	3108	Av-14T	Czechoslovak AF	d/d	mar59	delivered to Kbely Museum 12mar85; seen preserved Kbely Museum (N50.125909 E14.536608) apr85/may13
120 813109 121 913110	3109 OK-MZC	Av-14T Av-14T	Czechoslovak AF Avia	d/d	mar59	f/n Prostejov sep90, preserved with some ECM pods under the fuselage, Avia-14RT; seen preserved Bubovice (N49.972172 E14.175644) oct99/oct11 40 pax configuration; transferred to China, registration unknown
122 911103	CCCP-66751 CCCP-66751	Av-14(M) Av-14(M)	MOM Vnukovo MOM Kuibyshev	rgd trf	23feb59 15dec65	32 pax configuration 32 pax configuration MOM 'Progress' Kuibyshev
123 913111	CCCP-66751 OK-MZE	Av-14(M) Av-14T	Moscow OAO Avia	trf	01oct79	canx 26jan90 40 pax configuration; transferred to China jan59, registration unknown
124 012112	B-4205	Av-14T	Zhongyuan Airlines	rgd	may86	last flight 20oct92; I/n stored CGO 1999; was preserved near an amusement park, ruined by fire apr03 and scrapped in jun03
124 913112 125 911104 126 913113	not known CCCP-61744 OK-MZA (1)	Av-14T Av-14(M) Av-14(M)	Avia AFL/Far East Avia	toc	22mar59	transferred to China jan59, registration unknown 32 pax configuration; canx 14jan77 as life-time expired 40 pax configuration; transferred to China mar59, registration unknown; see c/n 911107
120 913113 127 911105 128 913114	CCCP-61745 3114	Av-14(M) Av-14(M) Av-14T	AVIa AFL/Far East Czechoslovak AF	d/d d/d	jun59 1959	32 pax configuration; toc 08jul59; f/n UUS 04aug63; canx 20sep79 as life-time expired rgd 18may60 on the civil register; canx 09sep60; f/n preserved at Hrabyne 02sep89, l/n 16aug91;
				-, -		transported to Zruc Airpark, f/n jul95, with '3150' on nose wheel door; l/n apr08; arrived 18sep09 at the Wattenheim (Golfparkalle 2, Biblis, Hessen, Germany) golf course (N49.680606 E.8.4032889), l/n oct10
129 911106 130 913115	CCCP-61746 3115	Av-14(M) Av-14T	AFL/Far East Czechoslovak AF	d/d d/d	jun59 1959	32 pax configuration; toc 06jul59; canx 28apr79 as life-time expired
131 913116 132 911107	3116 OK-MZA (2)	Av-14T Av-14-32A		d/d d/d	1959 may59	rgd 09jun59; photo in special colours with 'Avia 14' titles; canx 17mar71, see next line; see c/n 913113
133 913117	1107 not known	Av-14(M) Av-14T	Czechoslovak AF to China	d/d	may59	photo in special colours with 'Avia 14' titles; was to be exported in 1971, but this did not happen; l/n Sperenberg 27sep76; fate unknown
134 913118 135 912101	not known OK-MZF	Av-14T Av-14T	to China Avia	d/d	may59	Avia-14-40F (photo); transferred to China may59
	619 619	Av-14T Av-14T	Civ Avn Adm China China General Av	rgd trf	may59 jul89	f/n TYN 01nov86; l/n TYN oct87 l/n NKG nov91, wfu; displayed in a park in Taiyuan in the mid 1990s, status by 1999 unknown
136 913119	not known B-4202	Av-14(M) Av-14(M) Av-14T	to China Zhongyuan Airlines	d/d rgd	may59 may86	Avia-14-40 still active as of apr92, before grounding of all II-14s dec92 in China; fate unknown
137 912102	OK-MZG 621 621	Av-141 Av-14T Av-14T	Avia Civ Avn Adm China China General Av	rgd trf	may59 jul89	Avia-14-40F (photo) f/n TYN oct87 seen Taiyuan nov93/may94, bare metal c/s; broken up 1996
138 913120 139 912103	3120 OK-MZH	Av-14T Av-14(M)	Czechoslovak AF Avia	d/d	1959	Avia-14-40F (photo); transferred to China jun59
	623 623	Av-14(M) Av-14(M)	Civ Avn Adm China China General Av	rgd trf	jun59 jul89	f/n HFE aug87 photo in full c/s; f/n TYN apr91; wfu TYN 1993; displayed in a park in Taiyuan in the mid 1990s, status by
140 913121	not known	Av-14T	to China	d/d	jul59	1999 unknown
141 912104	B-4207 OK-MZI 625	Av-14T Av-14T Av-14T	Zhongyuan Airlines Avia Civ Avn Adm China	f/f rgd	23jan86 jun59	for the airline as such; rgd given as may86 from Chinese register; wfu dec92; fate unknown Avia-40-40F I/n TYN 31oct86
	625	Av-14T	China General Av	trf	jul89	in full c/s; seen dismantled Taiyuan 10nov93; moved to a park in Taiyuan for display on 11nov93, status by 1999 unknown
142 913122 143 911108	OK-MZJ 1108	Av-14T Av-14(M)	Avia Czechoslovak AF	d/d	1959	transferred to China jul59, registration unknown 32 pax configuration or salon; a/c with auxiliary, wing tip fuel tanks
	OK-NCA 1108	Av-14-32A Av-14(M)	CSA Czechoslovak AF	rgd ret	04apr61 unknown	lsd 05apr61; canx 17oct61
144 913123	OK-OCK 1108 CCCP-46239	Av-14(M) Av-14(M) Av-14T	Avia Czechoslovak AF MOM Moscow	rgd ret rgd	14aug63 unknown 06jan66	canx 14apr68 seen Brno-Cernovice 1986/08aug90; moved to Vinohrady sep92 and seen there burnt by apr93 32 pax configuration, in Czech documents as such
144 915125	CCCP-46239 CCCP-13339	Av-14T Av-14T Av-14T	MOMS Kuibyshev MOM Arsenyev MSZ	trf rgd	22apr71 ? 1977	canx 26jan90
145 911109	1109 OK-BYQ (2)	Av-14S(M) Av-14S(M)	Czechoslovak AF CS-Gvt (LSFMV)	rgd rgd	09oct59 23nov60	on the civil register; canx 13may60 32 pax configuration; canx 17aug62; see c/n 4340508
	3X-KDA 3X-SIG	Av-14S(M) Av-14S(M)	Air Guinée Air Guinée	lsd DKR	1961 01dec62	l/n DKR 05nov62; c/n as such in letter of Guinean CAA 1989 c/n not confirmed
	3X-GAH OK-BYQ 1109	Av-14S(M) Av-14S(M) Av-14S(M)	Air Guinée CS-Gvt (LSFMV) Czechoslovak AF	r/r ret	unknown unknown photo	seen DKR 22mar65; c/n from Guinean register canx from register 1970; not reported as such by Czech CAA
146 913124 147 911110	3124 1110	Av-145(M) Av-14T Av-14(M)	Czechoslovak AF Czechoslovak AF	d/d rgd	1959 09oct59	on the civil register; canx 13may60
	OK-BYW OK-NCB	Av-14(M) Av-14-32A	CS-Gvt (LSFMV) CSA	rgd rgd	23dec60 16mar73	salon; photo Malmo-Bulltofta jul69; canx 05feb73 wfu mar77; sold to Soviet Union 07jun77; canx 22jul77
	CCCP-41854	Av-14(M)	AFL/Far East	toc	29oct77	converted to Avia-14(RR); still in service 20sep86; t/t 24,696 hours 11,145 cycles as of 04jul89; canx 20jul89 as amortisation period expired; scrapped at UUS in 1990
148 913125 149 913126 150 913127	3125 OK-NZJ OK-NZK	Av-14T Av-14T Av-14T	Czechoslovak AF Avia Avia	d/d	1959	transferred to Soviet Union jul59, registration unknown transferred to Soviet Union jul59, registration unknown
151 913128 152 913129	OK-NZL MONGOL-111	Av-14T Av-14T Av-14T	Avia MIAT Mongolia	d/d	sep59	transferred to Soviet Union aug59, registration unknown
	CCCP-61720 CCCP-61720	Av-14T Av-14T	AFL/ArkhangelARH AFL/Centr.RegMya	rgd trf	19mar76 25jan86	photo in 'polar' c/s; still in service 20sep86; canx 17jan90
153 913130 154 913131	3130 3131	Av-14T Av-14T	Czechoslovak AF Czechoslovak AF	d/d d/d	1959 1959	
155 913132 156 913133 157 913134	3132 3133 OK-NZM ?	Av-14T Av-14T Av-14T	Czechoslovak AF Czechoslovak AF Avia	d/d d/d	1959 1959	seen preserved PreUov city oct94/apr96 seen preserved with Letecká Historická Spolecnost at VyÜkov (N49.302359 E17.022993) aug93/may10 or OK-MZM ? transferred to Soviet Union sep59, registration unknown
158 913135 159 913136	OK-NZN ? OK-NZO ?	Av-14T Av-14T	Avia Avia			or OK-MZN ? transferred to Soviet Union sep59, registration unknown or OK-MZN ? transferred to Soviet Union sep59, registration unknown
160 913137 161 913138	OK-NZP ? OK-NZR ?	Av-14T Av-14T	Avia Avia			or OK-MZP ? transferred to Soviet Union late59, registration unknown transferred to Soviet Union oct59
162 913139	"01" OK-NZS ?	Av-14T Av-14T	Soviet Air Force Avia	w/o	date ?	at Sredny-Ostrov (Sergeya Kirova Islands) transferred to Soviet Union oct59, registration unknown
163 913140 164 913141 165 913142	OK-NZT ? 3141 3142	Av-14T Av-14T Av-14T	Avia Czechoslovak AF Czechoslovak AF	d/d d/d	1959 1959	transferred to Soviet Union oct59, registration unknown
166 913142 167 913144	3143 3144	Av-14T Av-14T	Czechoslovak AF Czechoslovak AF	d/d d/d	1959 1959	seen preserved at Prostejov sep90; moved to Letecká Historická Spolecnost at VyÜkov (N49.302975
168 913145	3145	Av-14T	Czechoslovak AF	d/d	1959	E17.023053) 29jun91 and preserved there, l/n may10 seen preserved at OSR sep89/sep94; moved 02aug98; to Frydek-Mistek to be used as a bar in Bezrucova
		A 1 4T				street; moved again to Libhost dec99 for use as a pub, but eventually used as decoration in the backyard of a gas station, I/n 16jul03
169 913146	OK-LCC (2) 3146	Av-14T Av-14T	ex CSA c/s Czechoslovak AF	d/d	1959	seen preserved at Zruc Airpark (N49.808821 E13.414128) in fake c/s and registration since jul03, l/n feb09; see 703111 f/n preserved at Studenka 1990, l/n 1993; preserved at Zruc Airpark (N49.808445 E13.416199) f/n oct93,
170 913147	3147	Av-14T	Czechoslovak AF	d/d	1959	l/n apr08 weather-radar installed
171 913148 172 913149	3148 3149	Av-14T Av-14T	Czechoslovak AF Czechoslovak AF	d/d d/d	1959 1959	crashed into hill 22aug64 at Hurka, near Novy Jicin crashed in fog into hills 30mar60 at Litencicka pahorkatina
173 913150 174 913151 175 913152	3150 3151 3152	Av-14T Av-14T Av-14T	Czechoslovak AF Czechoslovak AF Czechoslovak AF	d/d d/d d/d	1959 1959 1959	with auxiliary fuel tank dbr after take-off from Brno Cernovice 12jun80
175 913152 176 913153	3153	Av-141 Av-14T	Czechoslovak AF	d/d	1959	with auxiliary fuel tank; was preserved at PreÜov; moved to Lemesany jun94 and was used as a bar, l/n apr96; moved to the PreÜov museum near the air base (N49.014591 E21.271708), seen jun99/aug11,
177 013154	3154	Av-14T	Czechoslovak AF	d/d	1960	missing outer wings f/n DRS may60; photo PRG aug76 in white c/s, blue cheatlines and grey undersides with auxiliary fuel
178 013155	3155	Av-14T	Czechoslovak AF	d/d	1960	tanks crashed 29sep73 on approach to Szentkirályszabadja from Brno in fog, with a military delegation on board, deconded below the clide slove and was unable to regain the correct beint, bitting the ground at a
						descended below the glide slope and was unable to regain the correct height, hitting the ground at a cemetery located before the end of the runway, one crew member killed and two later died in hospital, ten passengers were injured

179 013156	3156	Av-14T	Czechoslovak AF	d/d	1960	with auxiliary fuel tanks; photo Kbely 09sep90, seen PreÜov 20sep93, stored; moved to Podlipniky
						(N49.035317 E21.461417) and seen there oct94/apr96, in use as a bar marked as 'OK-3156', I/n
						24may05; photo aug06 again as just 3156 and being mounted on a small concrete plinth; I/n aug11
180 013157	3157	Av-14T	Czechoslovak AF	d/d	1960	with salon interior and auxiliary fuel tank; opb 1. dvlp at MoÜnov; f/n Pardubice aug68; seen preserved at
						UHE (N49.035462 E17.458352) 1988/sep13
181 013158	3158	Av-14T	Czechoslovak AF	d/d	1960	with auxiliary fuel tank
182 013159	3159	Av-14T	Czechoslovak AF	d/d	1960	f/n preserved Zabreh 02sep89; l/n feb98 and scrapped there; parts of fuselage to Zruc Airpark may02,
102 013135	5155	AV-141	CZECHOSIOVAK AI	u/u	1900	nose cone displayed attached to cockpit section from an II-12; I/n mar07
102 012100	21.60	A 1 4T	Constant and a second state	d/d	1960	
183 013160	3160	Av-14T	Czechoslovak AF			converted to Avia-14SRS; seen Hradec Kralove sep90/sep93, derelict
184 013161	not known	Av-14(M)	to China	d/d	mar60	
	31-61	Av-14(M)	Albanian Air Force	d/d	1971	wfu by 1992 at TIA; with red 'lightning bolt' cheatline; dbr by rebels TIA mar97; still present TIA oct02,
						serial not visible as rudder had decayed away; broken up by apr03, sent to Elbasan metallurgic furnace tO
						be melted down
185 013162	B-4212	Av-14T	Wuhan Air Lines	rgd	apr86	f/n Wuhan-Hankou 11oct88; wfu nov92; broken up at Wuhan-Hankou early93
186 013163	not known	Av-14T	to China	d/d	mar60	
187 013164	OK-OZA	Av-14T	Avia	u/u	maree	transferred to China apr60, registration unknown
188 013165	not known	Av-14T	to China	d/d	apr60	
189 013166	B-4206	Av-14T	Zhongyaun Airlines	rgd	may86	wfu dec92; fate unknown; delivered to China apr60
190 013167						
190 013167	OK-OCA	Av-14T	CSA	d/d	14apr60	rgd 19apr60; used for postal services; Avia-14-32T; dbr 11feb77 when crashed on approach to BTS; canx
						16may77
191 013168	not known	Av-14T	to China	d/d	apr60	
192 013169	B-4210	Av-14T	Wuhan Airlines	rgd	apr86	f/n Wuhan-Hankou 11oct88; wfu nov91; broken up Wuhan-Hankou early93
193 013170	not known	Av-14T	to China	d/d	jun60	
194 013171	not known	Av-14T	to China	d/d	jul60	
195 013172	B-4204	Av-14(M)	Zhongyaun Airlines	rgd	may86	wfu dec92; fate unknown; delivered to China jul60
196 013173	OK-OZE	Av-14T	Avia	. 9=		···· = = , ···· = -····, ··· = - = -···· = ,
190 0101/0	3X-BKE	Av-14T	Air Guinée	d/d	28aug60	seen DKR 26sep60
	3X-GAF	Av-14T	Air Guinée	r/r	2000900	
	3173	Av-14T	Czechoslovak AF	,		seen preserved Nove Mesto Nad Metuje jun95; scrapped 1999
107 014101				ret	4	
197 014101	LZ-ILF	S.Av-14	TABSO/Balkan	d/d	jun60	with auxiliary fuel tank; f/n PRG apr61; l/n BUD 30jan64 in TABSO/Bulgarian Air Transport c/s; crashed
						Provadia, date unknown
198 014102	LZ-ILG	S.Av-14	TABSO/Balkan	d/d	jun60	with auxiliary fuel tank; dbr Sofia during maintenance, date unknown
199 014103	not known	S.Av-14	Yemen	d/d	jun60	delivered via Soviet Union
200 014104	MONGOL-105	S.Av-14	MIAT Mongolia	d/d	jul60	photo with emblem behind nose, no titles; w/o 04aug63 when crashed into the side of Mount Otgon Tenger
						in Zavkhan Province, killing all on board
201 014105	OK-OZC	S.Av-14	Avia			with auxiliary fuel tank
	OK-OZC	S.Av-14	Air Guinée			photo
	3X-PDG	S.Av-14	Air Guinée	d/d	aug60	a photo of 3X-POG seems to exist but possibly this might be 3X-PDG
	3X-GAE	S.Av-14	Air Guinée	r/r	aagoo	
	4105	S.Av-14	Czechoslovak AF	.,.		
202 014106	OK-OZD	S.Av-14	CZECHOSIOVAK AI			
202 014100	3X-CKY	S.Av-14 S.Av-14	Air Guinée	d/d	auq60	seen DKR 20jul60 ! and 09apr63
					augou	seen DKK 20juloo ! and 09apros
	3X-GAD	S.Av-14	Air Guinée	r/r		
	4106	S.Av-14	Czechoslovak AF	ret		c/n reported 014146/serial 4146 and ex OK-OZC ? any photo proof ?
203 015101	OK-OZB	Av-14S(M)	Avia			with auxiliary fuel tank
	3X-PRG	Av-14S(M)	Air Guinée	d/d	aug60	seen DKR sep60
	3X-GPA	Av-14S(M)	Air Guinée			
	5101	Av-14S(M)	Czechoslovak AF			c/n not confirmed; reported as being an ex-Indian Air Force VIP aircraft ?; seen preserved at Trencin seen
						aug91; I/n jul11; moved to Slavnica airfield at Dubnica nad Vahom f/n sep11; I/n jul13

<u>Il-14s with unknown c/ns include</u>

 CCCP-L476	II-14	AFL/NII GVF ?	no	reports	used for trials on skis; same aircraft used for RATO trials at DME in early 1963, reg unknown
 CCCP-L1848	II-14P	AFL/West Siberia	no	reports	in document 20dec57 as II-14P, 18 pax configuration and again in document 11apr59
 CCCP-L1850	II-14P	Aeroflot		photo	with small Aeroflot titles behind nose
 CCCP-N813	II-14P	Polyarnaya Aviats.	ph.	sep57	f/n MOW sep59
 CCCP-N819	II-14	Polyarnaya Aviats.	rgd	06jun56	
 CCCP-01512	II-14P	Aeroflot	5	photo	
 CCCP-10585	II-14	Aeroflot	ph.	nov58	
 CCCP-29101	II-14	Aeroflot	ALA	26mar86	
 CCCP-29108	II-14	MRP Solntsevo	rgd	06may58	on Soviet register without c/n !; avionics test-bed, trf to LNPO Leninets possibly 03jan67
 CCCP-31808	II-14	Aeroflot	rgu	001110/00	in Günter G. Endres book 1978
 CCCP-33682	II-14	Soviet AF/AFL c/s	CCU	19mar63	overall white c/s with red cheatline
 CCCP-37321	II-14	Soviet AF/AFL c/s	MRV	19nov61	
 CCCP-41692	II-14	Aeroflot	1.11.0	1010101	mentioned in incident report at Tashkent 06jun74
 CCCP-41887(1)	II-14P	Soviet AF/AFL c/s	Spr	03jul71	see c/n 146000726
 CCCP-48068	II-14P	MOMS Neptun	STW	sep86	in Aeroflot c/s; seen many times at STW during 1984/86
 CCCP-48068 CCCP-48073	II-14P II-14	Aeroflot	VKO	06apr72	in Aeronot C/S; seen many times at STW during 1984/86
 CCCP-48108	II-14	Aeroflot	SVO	26jun70	reported Lulushaurs, Canae OfeenfO in Devel Air Ferrer jeurnal dated jenf2, anly last three of CCCD, early
 CCCP-52008(1)	II-14	Aeroflot			reported Luluabourg, Congo 06sep60 in Royal Air Force journal dated jan62, only last three of CCCP- serial
0000 50065(4)					given; see c/n 146001121
 CCCP-52065(1)	II-14	Aeroflot			reported Luluabourg, Congo 06sep60 in Royal Air Force journal dated jan62, only last three of CCCP- serial
					given; see c/n 4340509
 CCCP-61546	II-14	Aeroflot		nov72	
 CCCP-61781	II-14	Aeroflot		photo	1973-standard polar c/s
 CCCP-61796	II-14	Aeroflot	ph.	dec60	over the Plain of Jars
 CCCP-61797	II-14	Aeroflot			reported Luluabourg, Congo 06sep60 in Royal Air Force journal dated jan62, only last three of CCCP- serial
					given
 CCCP-61798	II-14	Aeroflot			reported Luluabourg, Congo 06sep60 in Royal Air Force journal dated jan62, only last three of CCCP- serial
					given
 CCCP-61799	II-14	Aeroflot			reported Luluabourg, Congo 06sep60 in Royal Air Force journal dated jan62, only last three of CCCP- serial
					given
 CCCP-61800	II-14	Aeroflot			reported Luluabourg, Congo 06sep60 in Royal Air Force journal dated jan62, only last three of CCCP- serial
					given
 CCCP-67242	II-14P	Soviet AF/AFL c/s	PRG	20aug68	landed at PRG in the evening of 20aug68 as an advance party to secure the Soviet occupation of the
000. 0/212		0001007.07702.070		Louugoo	airfield
 CCCP-68157	II-14	Aeroflot	RIX	05sep81	wfu; later scrapped
 CCCP-68724	II-14	Aeroflot	LED	27may70	with deci scrapped
			LLD	2711ay70	feeture die the Caviet mende "Charanderes" (The Charanderes) shet is 1007, felse veriter time 2
CCCP-71415	II-14	Aeroflot			featured in the Soviet movie "Styuardessa" (The Stewardess) shot in 1967; fake registration ?
 CCCP-85471	II-14	Aeroflot		may70	
 CCCP-91152	II-14	Soviet Air Force	no	reports	opb 37 osae at OVB in 1970s; '91152' on instrument panel, but this may have been just a call-sign;
					possibly this aircraft carried the code "02"
 CCCP-91406	II-14	Aeroflot		photo	
 CCCP-91436	II-14	Aeroflot	Spr	05jul82	
 CCCP-91644	II-14	Aeroflot	MRV	19jan70	
 CCCP1186	II-14	AFL/Yakutiya		,	first letter or digit of registration unknown
 not known	II-14	not known	ph.	may02	preserved at Yenakiyevo town centre (N48.224669 E38.207731) in natural metal c/s with light blue/yellow
		noc known	pin		fin, I/n may02 on Google Earth; scrapped
 not known	II-14	AFL/Magadan-Anadyr	w/o	01sep69	on approach to Zaliv Kresta (Chukotka) when entered the wrong creek valley (which ended in a cul-de-sac)
HOC KHOWH	11-14	AI L/ Hagadan-Anadyi	W/ 0	0136003	and crashed into mount Dumka near Zaliv Kresta airport, all crew and passengers killed; a wing is
					preserved at Mys Shmidta
 "002"	II-14P	Soviet Air Force		photo	VIP version (salon); photo in natural metal c/s with 1930s type Red Star on rudder; see also c/n 4340305
 "004"	II-14P	Soviet Air Force		photo	VIP version (salon); photo in natural metal c/s with 1930s type Red Star on rudder; see also c/n 4340405
 "008"	II-14P	Soviet Air Force	LHR	15aug56	VIP version (salon?); in natural metal c/s with 1930s type Red Star on rudder; l/n LHR 16aug56; see also
					c/n 4340302
 "019"	II-14P	Soviet Air Force	LHR	13aug56	VIP version (salon); in natural metal c/s with 1930s type Red Star on rudder and c/n on tail
 "021"	II-14P	Soviet Air Force	LHR	24aug56	VIP version (salon?); in natural metal c/s with 1930s type Red Star on rudder and c/n on tail
 "01" black	II-14P	Soviet Air Force		photo	in Germany, two-tone red star; VIP version (salon), as per standard II-14P externally
 "01" red	II-14T	Soviet Air Force		06jan08	preserved at the Balashov Higher Aviation School (N51.538877 E43.190984)
 "01" yellow	II-14	Soviet Air Force		photo	preserved at the Balashov Higher Aviation School (N51.530420 E43.200607)
 "01" blue	Av-14T	Soviet Air Force	ph.	08sep13	preserved at Cape Schmidt, (N68.879530 W179.374260) in colours similar to Aeroflot with Red Stars, port
			P		wing damaged; visible on GE from 2003 onwards; still visible on image dated 07jul09
 "02" blue	Av-14T	KGB/Border Guards	ph.	1990	in basic 'blue' Aeroflot c/s with red stripe on fin, no titles; hulk sat at Provideniya, l/n 1990; scrapped
 "02" red	II-14T	Soviet Air Force	ph.	07apr05	equipped with a long aerial on the upper right-hand side of the fuselage, so was probably converted to a
02 100	11 141	Soviet All Toree	pii.	0740105	staff aircraft; in civil c/s; preserved in the museum of National Glory at Begoml, Vitebsk region of Belarus
					(N54.729466 E28.065493), seen apr05/juli2
 "02" red	II-14	Soviet Air Force		04may97	preserved in town, Krupets (Ukraine)
 "02"	II-14P	Soviet Air Force		2005	preserved in AvtoVAZ technical museum at Togliatti (N53.551589 E49.251051) in all-grey c/s, no
1001 blue	A 1 4T	Coulot Ala Fores		1607	markings, code just visible under paint; I/n aug12
 "03" blue	Av-14T	Soviet Air Force	ph.	16aug07	in all-grey c/s, hulk sat at Provideniya
 "04"	II-14T	Soviet Air Force	Mtp	19jun83	black and white photo with 'lightning-bolt' cheatline
 "04" yellow	II-14T	Soviet Air Force	no	reports	
 "05" red	II-14P	KGB/Border Guards		photo	equipped with radome for weather radar; in basic Aeroflot c/s
 "06" red	II-14M	KGB/Border Guards		photo	equipped with radome for weather radar; in basic Aeroflot c/s

 "06"	II-14P	Soviet Air Force	ph.	aug86	VIP version (salon); at Vladimir-Semyazino; black and white photo, in white c/s with lightning-bolt
 "10" white	II-14T	Soviet Air Force	p	13aug01	cheatine and grey undersides in camo c/s; preserved at a children's youth club near the main airport at Rostov-na-Donu, f/n aug01, l/n
					sep09 in a very bad condition; photos may10 being dismantled; moved to Chaltyr area (N47.292072 E39.474056) but photos show more or less scrapped
 "12" blue	Av-14T	KGB/Border Guards	ph.	08aug06	in basic 'blue' Aeroflot c/s, no titles; hulk moved from Provideniya airport to the former harbour of Plover (N64.36701 W173.3323) in the early 1990s, l/n aug06; scrapped in 2012, only part of the nose remained
 "10"	II-14T	Soviet Air Force	ph.	1962	by sep12 at Bataysk, in all-grey c/s
 "11" red	II-14T	Soviet Air Force	pn.	1962	at Primorsko-Atharsk, in all-grey c/s
 "20" red "51" blue	II-14P II-14	Soviet Air Force Soviet Air Force	Vkm Kac	07jul96	preserved in fair condition; (N67.483893 E64.002238); l/n 14sep13 seemed to be still operational
 "70" red	II-14P	Soviet Navy	Yev	08may98	preserved in very good condition (N45.215618 E33.390158), white top, grey undersides with red lightning- bolt cheatline; I/n 27aug10
 "94" blue not known	II-14T II-14	Soviet Air Force Soviet Air Force	f/f ph.	22jun56 1983	photo; II-14T prototype; in all-grey c/s except rudder, with dorsal turret in white/light grey c/s with red cheatline; was preserved in front of the "Nadezhda" factory close to the
			P		former Norilsk-Nadezhda airport (closed down in 1965) from nov82; removed in 1992 and probably scrapped
 not known	II-14M	Soviet Air Force	ph.	1980s	in white c/s, grey undersides and lightning-bolt cheatline; was preserved at the Dom ofitserov (Officers
 not known	II-14	Aeroflot	ph.	24jul76	House) at Vinnitsa until 1990; scrapped was preserved in a park at Neftyekamsk from jul76, used as children's cinema "Sokol" (falcon); scrapped
 not known	II-14	Strat.Rocket Force	ph.	1984	opb ? ove 57 rd at Zhangiz-Tobe/Solnechny (Kazakhstan); in civilian c/s with 'lightning-bolt' cheatline; was preserved in front of the Soviet Army Community Centre (DKSA) at Zhangiz-Tobe/Solnechny, used as a
 not known	II-14	Soviet Navy		jan75	cinema, seen 1984; scrapped c/n 8347107 mentioned in documents !; converted to flying laboratory with missile control system installed
		·		-	to simulate trials of missiles, a search radar was mounted at the bottom of nose of the fuselage and a small missile control radar mounted at the base of the tail
 not known	II-14	no titles		photo	reportedly initially Soviet Air Force and later Aeroflot, used for fisheries reconnaissance; in natural metal c/s with broad light blue cheatline; last flight to Sudilkiv; was preserved near the cinema at Shepetivka
602	II-14P	Civ Avn Adm China	rad	1954	(Khmelnytsky region of Ukraine), already in poor condition by late 1980s; probably scrapped f/n SIA oct85; was a former Zhoe Enlai aircraft, see c/n 147001513; seen Chengdu Guanghan College
002	11-146	CIV AVIT AUTT CHILIA	rgd	1934	sep99/apr00, not present 27mar03; moved to CAFCU Mianyang College (N31.434842 E104.74374) Nanjiao
 612	II-14P	Civ Avn Adm China	rgd	1955	f/n sep05; l/n jun10 f/n CAN 10dec82; was Shanghai based in 1980S and transferred to the College training flight in may84; l/n
 616	II-14	Civ Avn Adm China			SIA 04apr85; fate unknown; c/n given as 146000612, but see this c/n; no records available; crashed into a mountain near KWE 14nov70, 6 killed and 1 injured
 618 632	II-14 II-14	Civ Avn Adm China Civ Avn Adm China	rgd	photo 1956	no records available; crashed Namchang 1969 f/n Hanoi-Gia Lam 17nov56, in conjunction with Zhou Enlai's visit to Vietnam; w/o 05apr58 whilst on a
 640	II-14	Civ Avn Adm China	rgd	1956	passenger flight Chengdu-Xian-Taiyuan-Beijing, crashed 70 km from Xian, 5 crew and 9 passengers killed f/n RGN 15mar64; no records available; crashed PEK 05dec68
 642 644	II-14 II-14	Civ Avn Adm China Civ Avn Adm China	rgd rgd	1956 1956	damaged 11apr58; no records available, repaired; I/n BPX jul81 no records available; was based at Chengdu; crashed near Guiyang 14jan73 after hitting a mountain,
			-		killing 22 passengers and 7 crew
 646 B-4219	II-14 II-14P	Civ Avn Adm China Shanxi Air Lines	rgd rgd	1956 mar88	fuselage damaged 11oct59 during a flight from Lanzhou to Urumqi, repaired; f/n CTU 06dec82 wfu oct91; f/n TYN 10nov93; l/n TYN 20sep94; scrapped; not c/n 147001211 as previously reported
 3226 3266	II-14P II-14T	Chinese Air Force Chinese Air Force	TYN	photo oct87	VIP version (salon); in natural metal c/s
 3286 4102	II-14T II-14	Chinese Air Force Chinese Air Force	SIA w/o	08apr86 15dec60	opb 13th Division/39th Regiment; mentioned in documents this date, performing an emergency delivery of
 4208	II-14	Chinese Air Force	mfd	1956	aid supplies, crashed on return from Changsha to Zhengzhou, 8 killed a gift from the Soviet Union; mentioned in a document detailing aircraft used by Zhou Enlai, 4208 was a
 5051	II-14T	Chinese Air Force	NKG	15oct88	backup aircraft for 4202 I/n NKG nov91
 5061	II-14T	Chinese Air Force	NKG	15oct88	I/n NKG nov91
 5415 5425	II-14M II-14M	Chinese Air Force Chinese Air Force	TYN TYN	sep87 oct87	photo in natural metal c/s photo in natural metal c/s
 5513 9212	II-14T II-14T	Chinese Air Force Chinese Navy	TYN	06mar87 photo	with 'China Navy Surveillance' titles on nose
 50736 ? 50753	Il-14 Il-14	Chinese Air Force Chinese Air Force	TV Shh	dec00 20apr86	serial ended 736 and the aircraft was destroyed
 50755 50756	II-14 II-14	Chinese Air Force Chinese Air Force	Shh Shh	20apr86 20apr86	
 50757 B-4201	II-14 Av-14	Chinese Air Force Zhongyuan Airlines	Shh	20apr86 may86	wfu dec92; fate unknown
 B-4213	II-14	Civ Avn Adm China	rgd	mayoo	broken up CTU 1989
 B-4213 B-4214 B-4215	Il-14 Il-14 Il-14	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China	-		
B-4213 B-4214	II-14 II-14	Civ Avn Adm China Civ Avn Adm China	SCU KIN	08mar80 09mar79	broken up CTU 1989 broken up CTU 1989
 B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815	I -14 I -14 I -14 I -14 I -14 I -14	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Cubana Cubana	SCU	08mar80	broken up CTU 1989 broken up CTU 1989
 B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T817 CU-T818	II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14M	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Cubana Cubana Cubana Cubana Cubana	SCU KIN	08mar80 09mar79	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989
 B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T815 CU-T817 CU-T818 CU-T819 CU-T820	II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana	SCU KIN KIN	08mar80 09mar79 09mar79 11jul67 02oct81	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97
 B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T815 CU-T817 CU-T819 CU-T820 CU-T821 CU-T821 CU-T821	II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana	SCU KIN KIN SXF	08mar80 09mar79 09mar79 11jul67 02oct81 photo	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed
 B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T817 CU-T817 CU-T818 CU-T819 CU-T820 CU-T821	II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14M	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana	SCU KIN KIN	08mar80 09mar79 09mar79 11jul67 02oct81	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T817 CU-T818 CU-T819 CU-T820 CU-T820 CU-T821 CU-T822 CU-T823	II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana	SCU KIN KIN SXF	08mar80 09mar79 09mar79 11jul67 02oct81 photo	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T817 CU-T819 CU-T820 CU-T820 CU-T820 CU-T823 CU-T823 CU-T823 CU-T825 CU-T825 CU-F888	II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14P II-14P II-14T	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana	SCU KIN KIN SXF	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T817 CU-T818 CU-T819 CU-T820 CU-T820 CU-T822 CU-T823 CU-T823 CU-T824 CU-T824	II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14P	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana Cubana	SCU KIN KIN SXF	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068244 W82.458503) on the outskirts of Havana, I/n aug08
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T817 CU-T818 CU-T820 CU-T820 CU-T820 CU-T822 CU-T823 CU-T823 CU-T824 CU-T825 CU-F888 12-33 12-49 12-51	II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14P II-14P II-14T II-14T II-14T	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana	SCU KIN KIN SXF KIN SCU HAV	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 1977 photo 04oct81	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.086248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wfu this date
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T817 CU-T819 CU-T820 CU-T820 CU-T820 CU-T822 CU-T823 CU-T823 CU-T823 CU-T825 CU-F888 12-33 12-49 12-51 12-52 12-53	II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14P II-14P II-14P II-14T II-14T II-14T II-14T II-14T	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cuba	SCU KIN KIN SXF KIN SCU	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wfu this date probably wfu this date
B-4213 B-4214 B-4215 CU-7321 CU-7814 CU-7814 CU-7817 CU-7818 CU-7820 CU-7820 CU-7820 CU-7820 CU-7823 CU-7823 CU-7824 CU-7825 CU-7825 CU-7888 12-33 12-51 12-52 12-53 12-54 12-55	II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14P II-14P II-14T II-14T II-14T II-14T II-14T II-14T II-14T	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Air Force Cuban Air Force	SCU KIN KIN SXF KIN SCU HAV	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 04oct81 04oct81	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wfu this date seen derelict this date existence reported probably wfu this date
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T817 CU-T818 CU-T820 CU-T820 CU-T820 CU-T822 CU-T823 CU-T823 CU-T823 CU-T825 CU-T888 12-39 12-51 12-55 12-55 12-56 12-57	II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14P II-14P II-14P II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Air Force Cuban Air Force	SCU KIN KIN SXF KIN SCU HAV HAV SCU	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 04oct81 04oct81 04oct81	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068244 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wfu this date seen derelict this date existence reported probably wfu this date existence reported existence reported
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B-4213 B-4214 B-4215 CU-7321 CU-7814 CU-7815 CU-7817 CU-7818 CU-7820 CU-7820 CU-7820 CU-7822 CU-7823 CU-7823 CU-7823 CU-7825 CU-7825 CU-7888 12-33 12-54 12-55 12-55 12-55 12-57 81	II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14P II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cuban Air Force Cuban Air Force	SCU KIN KIN SXF KIN SCU HAV HAV SCU HAV	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 1977 photo 04oct81 15nov81 04oct81 15nov81	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068244 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wfu this date seen derelict this date existence reported probably wfu this date existence reported in natural metal c/s seen still active SXF 1975 black and white photos exist in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in natural metal c/s
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T814 CU-T817 CU-T817 CU-T820 CU-T820 CU-T820 CU-T820 CU-T823 CU-T823 CU-T823 CU-T823 CU-T824 CU-T888 12-33 12-49 12-51 12-52 12-55 12-55 12-55 12-57 81 082	II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14P II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Ir Force Cuban Air Force Bulgarian AF Bulgarian AF	SCU KIN KIN SXF KIN SCU HAV SCU HAV SCU HAV	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 04oct81 04oct81 04oct81 04oct81	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wfu this date probably wfu this date existence reported in natural metal c/s seen still active SXF 1975 black and white photos exist in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T817 CU-T817 CU-T818 CU-T820 CU-T820 CU-T820 CU-T822 CU-T823 CU-T823 CU-T823 CU-T824 CU-T888 12-33 12-49 12-51 12-55 12-56 12-55 12-56 12-57 81 082 82	II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14P II-14P II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Force Cuban Air Force Cuban Air Force Bulgarian AF Bulgarian AF Bulgarian AF	SCU KIN KIN SXF KIN SCU HAV SCU HAV SCU HAV SCU HAV SCJ SOF	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 04oct81 04oct81 04oct81 04oct81 04oct81 04oct81 04oct81 04oct81 04oct81 04oct81 04oct81 04oct81	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068244 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wfu this date seen derelict this date existence reported existence reported existence reported in natural metal c/s seen still active SXF 1975 black and white photos exist in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in natural metal c/s with black code; wfu in 1979; was preserved in the town of Bozhurishte; I/n 1995 and gone by 1999 black and white photo, probably in dark green c/s
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T814 CU-T817 CU-T817 CU-T820 CU-T820 CU-T820 CU-T820 CU-T822 CU-T823 CU-T823 CU-T823 CU-T824 CU-T825 CU-T888 12-33 12-49 12-51 12-55 12-57 82 82 82 82	II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14P II-14P II-14T	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Force Cuban Air Force Cuban Air Force Bulgarian AF Bulgarian AF Bulgarian AF	SCU KIN KIN SXF KIN SCU HAV SCU HAV SCU HAV SCU HAV SCF SOF PRG	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 04oct81 04oct81 04oct81 04oct81 04oct81 04oct81 04oct81 04oct81 04oct81 04oct81 04oct81 04oct81	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068244 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wfu this date seen derelict this date existence reported in natural metal c/s seen still active SXF 1975 black and white photos exist in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in natural metal c/s seen still active SXF 1975 black and white photo, probably in dark green c/s seen in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; J/n Dobroslavtsi sep6 as such
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T817 CU-T818 CU-T820 CU-T820 CU-T820 CU-T822 CU-T823 CU-T823 CU-T823 CU-T824 CU-T825 CU-F888 12-33 12-54 12-55 12-55 12-55 12-55 12-55 12-57 81 085 85 91	II-14 II-14	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cuban Air Force Cuban Air Force Bulgarian AF Bulgarian AF Bulgarian AF Bulgarian AF	SCU KIN KIN SXF KIN SCU HAV HAV SCU HAV SCU HAV SCF SOF PRG BUD	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 04oct81 15nov81 04oct81 15nov81 04oct81 15nov81 04oct81 15nov81 04oct81 15nov81 04oct81 15nov81 04oct81 15nov81 04oct81 04oct81 04oct81 04oct81 04oct81	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wfu this date probably wfu this date existence reported existence reported for antural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; I/n Dobroslavtsi sep96 as such in natural metal c/s with proceport; I/n SOF jul80 with red code; photo Dobroslavtsialso in dark green c/s with red code, in poor condition and wfu
B-4213 B-4214 B-4215 CU-7321 CU-7814 CU-7814 CU-7817 CU-7818 CU-7820 CU-7820 CU-7820 CU-7821 CU-7823 CU-7823 CU-7824 CU-7825 CU-7828 CU-7825 CU-7828 12-33 12-54 12-55 12-57 1	II-14 II-14	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Force Cuban Air Force Cuban Air Force Bulgarian AF Bulgarian AF Bulgarian AF	SCU KIN KIN SXF KIN SCU HAV HAV HAV HAV HAV SCU HAV SCU HAV SCU HAV SCU HAV SCU SXF	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 04oct81 04oct81 15nov81 04oct81 photo 20jun71 aug78 17mar75 photo 02jul68 07aug64 01aug67	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068244 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wfu this date seen derelict this date existence reported in natural metal c/s seen still active SXF 1975 black and white photos exist in white c/s with grey undersides with "lightning-bolt" cheatlines; later in natural metal c/s seen still active SXF 1975 black and white photo, probably in dark green c/s seen in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; //n Dobroslavtsi sep86 as such in natural metal c/s sen SXF 0756 pil80 with red code; photo Dobroslavtsialso in dark green
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T817 CU-T818 CU-T820 CU-T820 CU-T820 CU-T822 CU-T823 CU-T823 CU-T823 CU-T824 CU-T825 CU-F888 12-33 12-54 12-55 12-55 12-55 12-55 12-55 12-57 81 085 85 91	II-14 II-14	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cuban Air Force Cuban Air Force Bulgarian AF Bulgarian AF Bulgarian AF Bulgarian AF	SCU KIN KIN SXF KIN SCU HAV HAV SCU HAV SCU HAV SCF SOF PRG BUD	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 04oct81 15nov81 04oct81 15nov81 04oct81 15nov81 04oct81 15nov81 04oct81 15nov81 04oct81 15nov81 04oct81 15nov81 04oct81 04oct81 04oct81 04oct81 04oct81	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068244 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wfu this date seen derelict this date existence reported in natural metal c/s seen still active SXF 1975 black and white photos exist in white c/s with grey undersides with "lightning-bolt" cheatlines; later in natural metal c/s seen still active SXF 1975 black and white photo, probably in dark green c/s seen in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; i/n Dobroslavtsi sep86 as such in natural metal c/s seen SXF 1075 for SOF jul80 with red code; photo Dobroslavtsialso in dark green c/s with red code; in poor condition and wfu in natural metal c/s seen SXF aug74 in natural metal c/s with black code SXF sep73; seen Dobroslavtsial50 in dark green c/s with red code; in poor condition and wfu
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T814 CU-T817 CU-T817 CU-T820 CU-T820 CU-T820 CU-T822 CU-T823 CU-T823 CU-T823 CU-T824 CU-T888 12-33 12-49 12-51 12-52 12-55 12-56 12-55 12-56 12-57 81 082 82 085 85 91 93 95	II-14 III-14 III-14 III-14 III-14 IIII IIII	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Force Cuban Air Force Cuban Air Force Bulgarian AF Bulgarian AF Bulgarian AF Bulgarian AF Bulgarian AF Bulgarian AF	SCU KIN KIN SXF KIN SCU HAV SCU HAV SCU HAV SCU HAV SCF SOF SOF	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 04oct81 040ct81 00	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068244 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wfu this date seen derelicit this date existence reported probably wfu this date existence reported in natural metal c/s seen still active SXF 1975 black and white photos exist in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in natural metal c/s with black code; wfu in 1979; was preserved in the town of Bozhurishte; I/n 1995 and gone by 1999 black and white photo, probably in dark green c/s seen in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; I/n Dobroslavtsi sep96 as such in natural metal c/s; seen SXF 075ep67; I/n SOF jul80 with red code; photo Dobroslavtsialso in dark green c/s with red code, in poor condition and wfu in natural metal c/s; seen SXF 075ep67; I/n SOF jul80 with red code; seen SXF aug78 in natural metal c/s with red code; preserved at Dobroslavtsi (N42.816606 E23.301551), seen sep96/mar12 as such
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T814 CU-T817 CU-T820 CU-T820 CU-T820 CU-T821 CU-T823 CU-T823 CU-T824 CU-T825 CU-T825 CU-F888 12-33 12-54 12-55 12-56 12-57 81 002 82 91 93 95 96 97 not known	II-14 II-14	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Force Cuban Air Force Cuban Air Force Bulgarian AF Bulgarian AF Bulgarian AF Bulgarian AF Bulgarian AF Bulgarian AF Bulgarian AF Bulgarian AF	SCU KIN KIN SXF KIN SCU HAV SCU HAV SCU HAV SCU HAV SCF SOF SOF	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 04oct81 040ct81 00	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wfu this date seen derelict this date existence reported probably wfu this date existence reported in natural metal c/s seen still active SXF 1975 black and white photo, probably in dark green c/s seen in natural metal c/s with black code; wfu in 1979; was preserved in the town of Bozhurishte; I/n 1995 and gone by 1999 black and white photo, probably in dark green c/s seen in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; I/n Dobroslavtsi sep96 as such in natural metal c/s; seen SXF 07Sep67; I/n SOF jul80 with red code; seen SXF aug78 in natural metal c/s with red code, in poor condition and wfu in natural metal c/s; seen SXF 07Sep67; I/n SOF jul80 with red code; seen SXF aug78 in natural metal c/s with red code, in poor condition and wfu in natural metal c/s in the black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code, in poor condition and wfu in natural metal c/s with black code exist; photo also in dark green c/s with red code; preserved in the Bulgarian Air Force Museum at Plovdiv-Krumovo, (N42.067491 E24.843316), seen sep8/mar12 as such photo in natural metal c/s with black code exist; photo also in dark green c/s with red code; preserved in the Bulgarian Air Force Museum at Plovdiv-Krumovo, (N42.067491 E24.843316), seen s
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T817 CU-T820 CU-T820 CU-T820 CU-T821 CU-T823 CU-T824 CU-T825 CU-T825 CU-F888 12-33 12-54 12-55 1	II-14 II-14	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Force Cuban Air Force Cuban Air Force Bulgarian AF Bulgarian AF Bulgarian AF Bulgarian AF Bulgarian AF Bulgarian AF Bulgarian AF	SCU KIN KIN SXF KIN SCU HAV SCU HAV SCU HAV SCU HAV SCF SOF SOF	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 04oct81 04oct81 04oct81 04oct81 04oct81 04oct81 04oct81 15nov81 04oct81 00	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wfu this date probably wfu this date existence reported in natural metal c/s seen still active SXF 1975 black and white photos exist in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in natural metal c/s seen in natural metal c/s with black code; wfu in 1979; was preserved in the town of Bozhurishte; I/n 1995 and gone by 1999 black and white photo, probably in dark green c/s seen in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; I/n Dobroslavtsi sep96 as such in natural metal c/s; seen SXF 07sep67; I/n SOF jul80 with red code; photo Dobroslavtsialso in dark green c/s with red code, in por condition and wfu in natural metal c/s with black code exists; photo also in dark green c/s with red code; preserved in the augreen sep6/mar12 as such photo in natural metal c/s with black code exists; photo also in dark green c/s with red code; preserved in Dobroslavtsi sep96 as such photo in natural metal c/s with black code exists; photo also in dark green c/s with red code; preserved in the Bulgarian Air Force Museum at Plovdiv-Krumovo, (N42.067491 E24.843316), seen sep96/mar12 as such photo in natural metal c/s with black code exists; photo also in dark green c/s with red code; preserved in the Bulgarian Air Force Museum at Plovdiv-Krumovo, (N42.067491 E24.843
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T817 CU-T820 CU-T820 CU-T820 CU-T822 CU-T823 CU-T823 CU-T824 CU-T825 CU-F888 12-33 12-49 12-51 12-55 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-57 12-56 12-57 12-57 12-56 12-57 12-57 12-56 12-57 1	II-14 III-14 II-14 III-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-1	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Force Cuban Air Force Cuban Air Force Bulgarian AF Bulgarian AF	SCU KIN KIN SXF KIN SCU HAV SCU HAV SCU HAV SCU HAV SCU HAV SCU SCF SXF SOF SXF	08mar80 09mar79 99mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 1977 photo 04oct81	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wfu this date seen derelict this date existence reported in natural metal c/s seen still active SXF 1975 black and white photos exist in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in natural metal c/s seen in natural metal c/s with black code; wfu in 1979; was preserved in the town of Bozhurishte; I/n 1995 and gone by 1999 black and white photo, probably in dark green c/s seen in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; I/n Dobroslavtsi sep96 as such in natural metal c/s; seen SXF 075ep67; I/n SOF jul80 with red code; photo Dobroslavtsialso in dark green c/s with red code, in por condition and wfu in natural metal c/s with black code exists; photo also in dark green c/s up from corticin and wfu in natural metal c/s with black code exists; photo also in dark green c/s with red code; in por condition and wfu in natural metal c/s with black code exists; photo also in dark green c/s with red code; preserved in the bulgarian Air Force Museum at Plovdiv-Krumovo, (M42.067491 E24.843316), seen sep96/mar12 as such photo in natural metal c/s with black code exists; photo also in dark green c/s with red code; preserved in the bulgarian Air Force Museum at Plovdiv-Krumovo, (M42.067491 E24.843316), seen apr92/mar12 based at SOF; w/o 26apr57 on approach
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T817 CU-T818 CU-T820 CU-T820 CU-T822 CU-T823 CU-T823 CU-T823 CU-T823 CU-T824 CU-T825 CU-T825 CU-F888 12-33 12-49 12-51 12-52 12-55 12-56 12-57 81 082 82 085 85 91 93 95 96 97 not known MONGOL-101 MONGOL-103 MONGOL-104	II-14 III-14 II-14 II-14 II-14 II-14 III-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-1	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Force Cuban Air Force Cuban Air Force Bulgarian AF Bulgarian AF	SCU KIN KIN SXF KIN SCU HAV SCU HAV SCU HAV SCU HAV SCF SOF SOF	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 04oct81 04	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wfu this date seen derelict this date existence reported existence reported in natural metal c/s seen still active SXF 1975 black and white photo sexist in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in natural metal c/s seen still active SXF 1975 black and white photos exist in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in natural metal c/s seen still active SXF 1975 black and white photos exist in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in natural metal c/s seen in natural metal c/s with black code; xfu in 1979; was preserved in the town of Bozhurishte; I/n 1995 and gone by 1999 black and white photo, probably in dark green c/s seen in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; I/n Dobroslavtsi sep96 as such in natural metal c/s; seen SXF 07Sep67; I/n SOF jul80 with red code; seen SXF aug78 in natural metal c/s with red code; procondition and wfu in natural metal c/s with black code exists; photo also in dark green c/s with red code; preserved at Dobroslavtsi 180606 E23.301551), seen sep96/mar12a such photo in natural metal c/s with black code exists; photo also in dark green c/s with red code; preserved at Dobroslavtsi 100 metres) when deviated from the approach pattern and crashed
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T814 CU-T817 CU-T818 CU-T820 CU-T820 CU-T820 CU-T822 CU-T823 CU-T823 CU-T823 CU-T823 CU-T824 CU-T825 CU-F888 12-33 12-49 12-51 12-52 12-55 12-56 12-55 12-56 12-57 81 082 82 085 85 91 93 95 96 97 not known not known MONGOL-101 MONGOL-103 MONGOL-106 MONGOL-107	II-14 III-14 II-14 III-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-1	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Force Cuban Air Force Cuban Air Force Bulgarian AF Bulgarian AF	SCU KIN KIN SXF KIN SCU HAV HAV HAV HAV HAV HAV SCU HAV SCU HAV SCU SCU SCU SCU SCU SCU HAV HAV HAV SCU HAV HAV HAV HAV HAV HAV HAV HAV HAV HAV	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 04oct81 04	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskits of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wiu this date grobably wiu this date existence reported existence reported in natural metal c/s seen still active SXF 1975 black and white photos exist in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in natural metal c/s seen in natural metal c/s with black code; xff up 1979; was preserved in the town of Bozhurishte; i/n 1995 and gone by 1999 black and white photo, probably in dark green c/s seen in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; i/n Dobroslavtsi sep56 as such in natural metal c/s; seen SXF 07sep57; i/n SOF jul80 with red code; photo Dobroslavtsialso in dark green c/s with red code, in poor condition and wfu in natural metal c/s; seen SXF 07sep57; i/n SOF jul80 with red code; seen SXF aug78 in natural metal c/s with red code, in poor condition and wfu in natural metal c/s with black code exists; photo also in dark green c/s with red code; preserved at Dobroslavtsi (N42.816606 E23.301551), seen sep6/mar12 as such the Bulgarian Air Force Museum at Plovdiv-Krumovo, (N42.057491 E24.843316), seen sep79/mar12 based at SOF; w/o 26ap75 on approach to Varna in poor visibility (clouds down to 160 metres) when deviated from the approach pattern and crashed into a hill (300-350 metres), all 6 crew killed based at SOF; w/o 19dec60 on approach to
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T817 CU-T820 CU-T820 CU-T820 CU-T821 CU-T823 CU-T823 CU-T824 CU-T825 CU-F888 12-33 12-54 12-55 12-57 81 082 82 91 93 95 96 97 not known not known MONGOL-101 MONGOL-103 MONGOL-104 MONGOL-106	II-14 III-14 II-14 III-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-1	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Force Cuban Air Force Cuban Air Force Bulgarian AF Bulgarian AF	SCU KIN KIN SXF KIN SCU HAV HAV HAV HAV HAV HAV SCU HAV SCU HAV SCU SCU SCU SCU SCU SCU HAV HAV HAV SCU HAV HAV HAV HAV HAV HAV HAV HAV HAV HAV	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 04oct81 04	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.06824 882.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wiu this date seen derelict this date existence reported probably wiu this date seen derelict this date existence reported in natural metal c/s seen still active SXF 1975 black and white photos exist in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in natural metal c/s seen in atural metal c/s with black code; sff sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; I/n Dobroslavtsi sep96 as such in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; I/n Dobroslavtsi sep96 as such in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; I/n Dobroslavtsi sep96 as such in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; I/n Dobroslavtsi sep96 as such in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; I/n Dobroslavtsi sep96 as such in natural metal c/s with black code SXF sep73; seen SXF aug78 in natural metal c/s with red code; preserved at Dobroslavtsi (N42.816606 E23.301551), seen sep96/mar12 as such photo in natural metal c/s with black code exists; photo also in dark green c/s with red code; preserved in the Bulgarian Air Force Museum at PhovdiKrumovo, (N42.067
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T817 CU-T818 CU-T820 CU-T820 CU-T820 CU-T821 CU-T822 CU-T823 CU-T823 CU-T824 CU-T825 CU-T825 CU-F888 12-33 12-49 12-51 12-55 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-56 12-57 12-57 12-56 12-57 1	II-14 III-14 II-14 II-14 II-14 III-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-1	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Force Cuban Air Force Cuban Air Force Bulgarian AF Bulgarian AF	SCU KIN KIN SXF KIN SCU HAV HAV HAV HAV HAV HAV SCU HAV SCU HAV SCU SCU SCU SCU SCU SCU HAV HAV HAV SCU HAV HAV HAV HAV HAV HAV HAV HAV HAV HAV	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 04oct81 04	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban 5A-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068248 Was2.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wit this date existence reported probably wit this date existence reported in natural metal c/s seen still active SXF 1975 black and white photos exist in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in natural metal c/s seen still active SXF 1975 black and white photo, probably in dark green c/s seen in natural metal c/s with black code; XF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; I/n Dobroslavtsi sep96 as such in natural metal c/s; with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; I/n Dobroslavtsi sep96 as such in natural metal c/s; seen SXF 0375(J) in SOF jul80 with red code; seen SXF aug78 in natural metal c/s with red code; preserved at Dobroslavtsi (N42.816606 E23.301551), seen sep96/mar12 as such photo in natural metal c/s; with black code exists; photo also in dark green c/s with red code; preserved at Dobroslavtsi (N42.816606 E23.301551), seen sep96/mar12 as such photo in natural metal c/s with black code exists; photo also in dark green sy fill crew killed the Bulgarian Air force Museum at Povdiv-Krumovo, (N42.867491 E24.843316), seen apr92/mar12 based at SOF; w/o 266pr57 on approach to Xom in poor visibility (clouds down to 160 metres) when deviated from the approach pattern and crashed into a hill (300-350 metre
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T817 CU-T817 CU-T818 CU-T820 CU-T820 CU-T820 CU-T822 CU-T823 CU-T823 CU-T823 CU-T824 CU-T825 CU-F888 12-33 12-59 12-51 12-55 12-56 12-55 12-56 12-57 81 082 82 085 85 91 93 95 96 97 not known MONGOL-101 MONGOL-107	II-14 III-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 III-14 III-14 III-14 III-14 III-14 III-14 III-14 III-14 III-14 III-14 III-14 III-14 III-1	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Force Cuban Air Force Cuban Air Force Bulgarian AF Bulgarian AF B	SCU KIN KIN SXF KIN SCU HAV HAV HAV HAV HAV HAV SCU HAV SCU HAV SCU SCU SCU SCU SCU SCU HAV HAV HAV SCU HAV HAV HAV HAV HAV HAV HAV HAV HAV HAV	08mar80 09mar79 99mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 04oct81 04	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wfu this date seen derelict this date existence reported probably wfu this date existence reported probably wfu this date existence reported on white photos exist in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in natural metal c/s seen still active SXF 1975 black and white photos, probably in dark green c/s seen in natural metal c/s with black code; XF 1975 seen in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; I/n Dobroslavts leg96 as such in natural metal c/s; seen SXF 075ep67; J/n SOF jul80 with red code; photo Dobroslavtsialso in dark green c/s with red code, in poor condition and wfu in natural metal c/s; seen SXF 0376 in Avfors (M42.0667431 124.343316), seen apr92/mar12 as such photo in natural metal c/s with black code exists; photo also in dark green c/s with red code; proserved in the Bulgarian Air Force Museum at Plovdiv-Krumovo, (M42.067491 E24.343316), seen apr92/mar12 as such deviated from the approach pattern and crashed into a hill (300-350 metres), all 6 crew killed based at SOF; w/o 12660 on approach to SOF mit poor visibility (clouds down to 160 metres) when deviated from the approach pattern and crashed, caught fire and burnt out, all 5 crew killed thinsk-2 taken in 1961 probably at ULN, just wearing '102' seen stored tils date
B-4213 B-4214 B-4215 CU-T321 CU-T814 CU-T815 CU-T817 CU-T820 CU-T820 CU-T820 CU-T821 CU-T823 CU-T823 CU-T824 CU-T825 CU-T825 CU-T824 CU-T825 CU-T825 CU-F888 12-33 12-54 12-55 12-57 81 082 82 085 85 91 93 95 96 97 not known not known MONGOL-101 MONGOL-102 MONGOL-103 MONGOL-106 MONGOL-106 MONGOL-107 MONGOL-107 MONGOL-108 MONGOL-108 MONGOL-101 MONGOL-108 MONGOL-101 MONGOL-105 MONGOL-105 MONGOL-105 MONGOL-107 MONGOL-107 MONGOL-107 MONGOL-108 MONGOL-107 MONGOL-10	II-14 III-14 II-14 II-14 II-14 III-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-14 II-1	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Cubana Force Cuban Air Force Cuban Air Force Bulgarian AF Bulgarian AF	SCU KIN KIN SXF KIN SCU HAV HAV HAV HAV HAV HAV SCU HAV SCU HAV SCU SCU SCU SCU SCU SCU HAV HAV HAV SCU HAV HAV HAV HAV HAV HAV HAV HAV HAV HAV	08mar80 09mar79 09mar79 11jul67 02oct81 photo 21jan71 21nov97 photo 04oct81 04	broken up CTU 1989 broken up CTU 1989 broken up CTU 1989 crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed preserved in the Lenin Park at Havana, I/n jan96 and gone by nov97 in full Cubana de Aviacion c/s see c/n 147001642 VIP version (salon): reported to be the personal aircraft used by Raul Castro; was shot down in jun65 by mistake by a Cuban SA-2 missile VIP version (salon): reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline exists with passengers disembarking probably wit this date probably wit this date existence reported in natural metal c/s seen direlict this date existence reported in natural metal c/s seen suit active SXF 1975 black and white photos exists in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in natural metal c/s with black code; wfu in 1979; was preserved in the town of Bozhurishte; I/n 1995 and gone by 1999 black and white photo, probably in dark green c/s seen in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; I/n Dobroslavtsi sep96 as such in natural metal c/s with black code exists; photo also in dark green c/s with red code; preserved in Dobroslavtsi 1991 in natural metal c/s with red code; preserved at Dobroslavtsi (N42.81606 E23.301551), seen sep96/mr12 as such photo in natural metal c/s with black code exists; photo also in dark green c/s with red code; preserved in the Bulgarian JiF force Museum at Plovdiv-Krumovo, (N42.057491 E24.843316), seen spr92/mr12 based at SOF; w/o 26apr57 on approach to SOF when dropped below the glide path, collided with a high- voltage power-line nea

 509 ?	Il-14	Chosonminhang		photo	late 1950s; operator not confirmed !
 701 704	II-14	Chosonminhang		photo	ate 1950s, operator not comment :
 706	II-14 II-14	Chosonminhang Chosonminhang			
 707 709	II-14 II-14	Chosonminhang Chosonminhang			
 BL541 BL559	II-14 II-14	Indian Air Force Indian Air Force	DEL ph.	21jan68 22dec66	
 BL860 IL859	II-14S II-14	Indian Air Force Indian Air Force	DEL DEL	06nov66 24dec55	same aircraft as IL860 ? donated 24dec55, named 'Meghaduta I'
 IL860	II-14P	Indian Air Force	DEL	dec55	VIP version (salon); donated dec55; named 'Meghaduta II'; preserved in the Indian AF museum at Palam,
					f/n aug94; later stored externally and subsequently moved to a remote part of Indhira Gandhi Airport (N28.571157 E77.117006), l/n nov11
 T-401	II-14P	Indonesian AF		photo	VIP version (salon); opb Skuadron 17 at Halim-Perdanakusama (Jakarta), presidential aircraft and named 'Dolok Martimbang'
 T-402 T-403	II-14 II-14	Indonesian AF Indonesian AF	no no	reports reports	existence surmised existence surmised
 T-404 T-405	II-14T II-14	Indonesian AF Indonesian AF	no	photo reports	named 'Binaja' opb Skuadron 17 at Halim-Perdanakusama (Jakarta), used by state officials and named 'Merbabu'
 T-406 T-407	II-14	Indonesian AF	no	reports	existence surmised
 T-408	II-14 II-14	Indonesian AF Indonesian AF	no no	reports reports	existence surmised existence surmised
 T-409 T-410	II-14T II-14	Indonesian AF Indonesian AF	no	photo reports	existence surmised
 T-411 T-412	II-14T II-14	Indonesian AF Indonesian AF	no	photo reports	opb Skuadron 2 or Skuadron 17 at Halim-Perdanakusama (Jakarta) existence surmised
 T-413 T-414	II-14 Av-14(P)	Indonesian AF Indonesian AF	no ph.	reports jan09	existence surmised preserved at Abdulrachman Saleh AFB, Malang, Java since at least jul00; I/n 2007; opb Skuadron 22;
			p	junos	moved to a new location near to Malang AFB (S7.9312613 E112.70228), photo aug12, painted in multi colours and adorned with artwork all over the fuselage by artist 'Bento'; see c/ns 806113-806118, 807101-
					807103
 T-415 T-416	Il-14 Av-14	Indonesian AF Indonesian AF	no d/d	reports 1958	existence surmised opb Skuadron 2 or Skuadron 17 at Halim-Perdanakusama (Jakarta); photo exists; see c/ns 806113-
 T-417	Av-14	Indonesian AF	d/d	1958	806118, 807101-807103 opb Skuadron 2 or Skuadron 17 at Halim-Perdanakusama (Jakarta); photo exists; see c/ns 806113-
 T-418	Av-14(M)	Indonesian AF	ph.	oct65	806118, 807101-807103 see c/ns 806113-806118, 807101-807103
 T-419 T-420	II-14	Indonesian AF	no	reports	existence surmised
 T-420 T-421	Il-14 Av-14	Indonesian AF Indonesian AF	no d/d	reports 1958	existence surmised opb Skuadron 2 or Skuadron 17 at Halim-Perdanakusama (Jakarta); photo exists; see c/ns 806113-
 not known	II-14	Iraqi Air Force			806118, 807101-807103 in silver c/s; stored at Habbaniya (N33.371524 E43.560442) in derelict condition, no code/reg visible, f/n
 SP-FRL	II-14	not reported	LCJ	23may93	may03 reported preserved, sighting correct as on register as a PZL-110 ? (but this could the 2nd use of the reg);
 01	II-14	Polish Air Force	ph.	in 1959	see c/n 14803010 later re-registered
 09	II-14	Polish Air Force	WAW	18apr90	later re-registered only reported once, in 1990 !
 43 030	II-14 II-14	Polish Air Force Polish Air Force	KRK WAW		later re-registered later re-registered
 SU-AIP SU-ANE	II-14P II-14P	Egyptian Govern. United Arab Al	PZU	photo jun62	VIP version (salon); in natural metal c/s, being inspected by President Nasser at the old airport
 SU-AOE SU-AOF	II-14 II-14	Egyptian Air Force Egyptian Air Force			
 SU-AOH SU-BAE/1125	Il-14 Il-14G	Egyptian Air Force Egyptian Air Force	СРН	26jun63	
 SU-BBF	II-14	Egyptian Air Force	PRG	dec71	
 SU-BBF SU-BBM/1124	II-14 II-14	Egyptian Air Force Egyptian Air Force	CAI Cal	20jul73 20jul73	
 SU-BBN SU-BBO	II-14 II-14P	Egyptian Air Force Egyptian Air Force	WAW WAW		l/n PRG sep72, in camo c/s with light blue undersides; probably a VEB-built aircraft
 SU-BBT SU-BBU	II-14 II-14	Egyptian Air Force Egyptian Air Force	Cal Cal	mar72 mar72	
 SU-BEM/1133 1092	II-14 II-14	Egyptian Air Force Egyptian Air Force	Cal Cal	mar72 06nov83	and Cairo-Almaza 30oct84, stored
 1096	II-14	Egyptian Air Force	PRG	aug66	photo
 1097 1101	Il-14 Il-14P	Egyptian Air Force Egyptian Air Force	Cal	06nov83 photo	and Cairo-Almaza 30oct84, stored VIP version (salon); president Nasser's personal aircraft with United Arab Republic titles; w/o 29oct56 on a flight from Damascus to Cairo with senior officers and journalists on board when was intercepted 200 km south of Cyprus by Israeli Air Force "Meteor" NF Mk.13 '52' of 119 Tayeset (piloted by CPT Yoash Tsiddon
					and LT Elyashiv Brosh) and shot down over the Mediterranean Sea with the fighter's guns, all 7 crew and 16 passengers killed
 1103 1106	II-14 II-14	Egyptian Air Force Egyptian Air Force	Cal Cal	06nov83 30oct84	and Cairo-Almaza 30oct84, stored I/n CAI sep87
 1107 1108	II-14 II-14	Egyptian Air Force Egyptian Air Force	Cal Cal	06nov83 aug75	
 1121	II-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
 1122 1125/SU-BAE	II-14 II-14T	Egyptian Air Force Egyptian Air Force	Cal CPH	06nov83 24jun63	and Cairo-Almaza 30oct84, stored
 1128 1131	II-14 II-14	Egyptian Air Force Egyptian Air Force	Cal Cal	06nov83 06nov83	and Cairo-Almaza 30oct84, stored and Cairo-Almaza 30oct84, stored
 1133 1134	II-14 II-14	Egyptian Air Force Egyptian Air Force	CPH Cal	24jun63 02aug88	
 1135 1136	II-14 II-14	Egyptian Air Force Egyptian Air Force	Cal Cal	02nov84 06nov83	and Cairo-Almaza 30oct84, stored
 1146	II-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
 1161 1200	II-14 II-14	Egyptian Air Force Egyptian Air Force	Cal Cal	06nov83 06nov83	and Cairo-Almaza 30oct84, stored
 not known 203	II-14 II-14	Egyptian Air Force Congolese Gvt	d/d	jun12 jul60	preserved at Cairo-Almaza possibly TN-203, presidential aircraft
 TN-104 TN-225	II-14 II-14	Congo Air Force Congo Air Force			
 TN-109 TN-226	II-14 II-14	Congo Air Force Congo Air Force			
 TN-112	II-14	Congo Air Force			
 TN-227 TN-117	II-14 II-14	Congo Air Force Congo Air Force			
 TN-228 TN-120	II-14 II-14	Congo Air Force Congo Air Force			
 TN-229 TN-215	II-14 II-14T	Congo Air Force Congo Air Force	BZV	oct81	photo in white c/s with red cheatlines and grey undersides; seen Brazzaville 15oct91 wfu; still present
 TN-240 58482	II-14T II-14P	Congo Air Force North Vietnam AF	BUD ph.	mid70s aug57	31mar96 no markings other than serial; carried Ho Chi Minh the North Vietnamese leader; also reported to have
VN-C482	II-14P	Háng Không Viêtnam	SGN	jan91	ferried a Government delegation 31oct57; became, see next line was opb 918 regiment; seen wfu Hanoi-Gia Lam apr96/nov02; preserved at the Air Vietnam office at 200
502	TI 14	North Vistners AF			Nguyen Son Street in the Long Bien District of Hanoi, near the perimeter of Gia-Lam (N21.045052 E105.88077) fn jand4, underwent restoration work aug10 for a period of 5 months, prior to the celebrations of the 100th anniversary of Ho Chi Minh; //n feb13; see VN-C516 with unknown c/n exb. 010th Terrorect Regiment with 0.76662 withon corrected into a mouthin proc Tame Circan all 5 crew
 502	II-14	North Vietnam AF			opb 919th Transport Regiment; w/o 07feb68 when crashed into a mountain near Tam Giang, all 5 crew killed
 506	II-14	North Vietnam AF	w/o	07feb68	reported to have crashed this date, during a re-supply flight to Hue, one of four II-14s that went missing during the Mau campaign in feb68
 514 522 not known	Il-14 Il-14 Il-14	North Vietnam AF North Vietnam AF North Vietnam AF		photo	opb 919th Transport Regiment; dbr 07feb68 on landing at Tho Xuan, no casualties first digit not 100% confirmed opb 919th Transport Regiment; w/o 12feb68 when a group of 3 Il-14s did not return from a mission against enemy objects in the province of Quang Tri at night, all 17 crew aboard the 3 aicraft presumed
 22-В	II-14P	North Vietnam AF		photo	killed
 62624 VN-C514	II-14 II-14T	North Vietnam AF Háng Không Việtnam		photo	opb 919 regiment
 VN-C514 VN-C516	II-141 II-14T	Háng Không Viêtnam	mfd	1958	f/n HAN apr80; seen wfu HAN (N21.039718 E105.88974) jan91/nov09; fuselage visible on Google Earth; //n 10oct11, missing many parts and ex reg _2516 showing under paint, first digit being either a 6 or 8; restored in early 2012 and preserved at the Hanoi Military History Museum (N21.032028 E105.84021); f/n
 XY-VIP	Il-14P	Burmese Government	d/d	13jan56	apr12; seen jan13 painted just as 'C-482'; see VN-C482 with unknown c/n VIP version (salon)

 YE-AAE YE-AAG YE-AAR	II-14P II-14P II-14P	Yemen Government Yemen Airlines Yemen Government	d/d rgd	16sep58 sep58	photo with titles as such
 1138	II-14T	Yemen Air Force		photo	probably transferred from Egyptian Air Force
1141	II-14T	Yemen Air Force		prioco	
 1141	11-141	temen Air Force			probably transferred from Egyptian Air Force; a black and white photo exists, with an Egyptian flag on the tail ?
 1148	II-14T	North Yemen AF	ADE	25oct67	ex Egyptian Air Force with SU-NGI ? visible on top of the wing; landed by mistake at Lodar (then South Yemen) 02dec63, the crew and at least three high-ranking Soviet officers were taken into custody; ferried to RAF Khormaksar (now Aden IAP) after some repairs jan64 (by an EPTS crew from Farnborough); moved to the dump by 1966 and adorned with graffit, among it '48 (F) SODN'
 200	II-14T	Afghan Air Force			
 201	II-14T	Afghan Air Force			
 202	II-14T	Afghan Air Force			
 203	II-14T	Afghan Air Force			
 205	II-14T	Afghan Air Force			
 206	II-14T	Afghan Air Force		photo	at ARZ-407 before delivery; I/n feb06 at the Pol-e-Charki scrapyard (N34.551675 E69.315417) Kabul
 207	II-14T	Afghan Air Force		prioco	preserved Kabul Museum, (N34.463724 E69.109615); //n may04
 208	II-14T	Afghan Air Force			
 200	II-14T	Afghan Air Force			
 210	II-14T	Afghan Air Force			
				140000	at Elegenerate Dreader
 1114	II-14P	Syrian Air Force		14apr66	at Flugzeugwerft Dresden
 not known	II-14	Guinea-Bissau AF	no	reports	two delivered by sea via Conakry in early 1971

Ilyushin Il-18 & variants

A four-engine piston powered aircraft with this designation saw brief operational service with Aeroflot on a trial basis during the late 1940s. The more familiar version of the II-18 made its first flight on 4 July 1957 and entered Aeroflot service on 20 April 1959, on the Moscow-Sochi-Adler route.

The type was manufactured exclusively at Moscow Machinery Plant No. 30 "Banner of Labour" (MMZ No. 30 "Znamya Truda"), Moscow-Khodynka where a total of 564 production aircraft plus two prototypes are known to have been completed between 1957 and 1969. After completion of the II-18 production, production continued into the mid-seventies of the II-20, II-22 and II-38 for all sorts of covert work. By 2004 probably no more than a few dozen original II-18s remained airworthy. Of the II-18 we can tell the following. The first prototype first flew on 28 September 1961 and the second prototype on 28 September 1962. At least 59 II-38s were built for the Soviet Union, and five of them were later sold to India, with a further two replacements some 30 years later. The first aircraft was c/n 10106 and was handed over to the Soviet Navy on 23 December 1961. The last aircraft was delivered on 22 February 1972. Their c/ns fit perfectly between the regular II-18 production at Khodynka. By 2000 the Russian Navy still operated 36 II-38s. At least 51 I-38s were exported to seventeen countries.

As can be seen in the list below BASCO (Bykovo Air Service Company, ARZ-402) was the leading repair and overhaul plant for the II-18. Another ARZ famous for repairs of GVF/MGA II-18s was ARZ-243 in Tashkent, mainly concentrating on the servicing of planes of the Central Asian Republics and the South Asian countries. The repair facility in Pushkin in the Leningrad Region (20 ARZ) was known for the repairs of most military II-18s and their modifications, specifically the Soviet Navy anti-submarine and patrol birds. However, it overhauled some civil (notably exmilitary) II-18s. Many BASCO maintained II-18s were finally broken up at Bykovo. This was confirmed by veteran BASCO personnel who mentioned many were disassembled at the plant and taken away on trucks to a place where wings, parts of the fuselage and so on were scrapped. In no such cases were aircraft taken away by truck to be reassembled for any ground purpose. Where we report on a last overhaul we mean the last overhaul carried out by BASCO before this plant stopped overhauling II-18s.

The life limit for the II-18 was 35,000 hours and for civil airliners this was usually never extended but it has been for military and industrial operated aircraft in some cases. This system was applied very strictly in the old Soviet Union. The maximum hours were soon achieved by many II-18s within a few years compared to many other types in the former Soviet Union as the II-18 was used intensively. Average was some 2,000 + hours per year, some 6 hours per day, for civil operated

aircraft. According to Ilyushin OKB sources, Il-18 production by variants was split as follows: Il-18 sans suffixe (the prototypes) batch 0; Il-18A batches 1 through 4 (c/ns 187000101 through 188000405); Il-18B batches 5 through 17 (c/ns 188000501 through 189001801); Il-18V batches 18 through 84 (c/ns 189001802 through 185008501); Il-18E batches 85 through 92 (c/ns 185008502 through 186009205); Il-18D batches 93 through 113 (c/ns 186009301 through 189011304). In other words, Russian sources do not confirm any cases of Il-18Bs being converted to Il-18Vs or later versions.

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

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

The c/n of the II-18 and family, is often painted on the tail and also to be noted on the forward underside of the wing, close to the fuselage . The construction number itself is straight-forward, commencing with 18 being the

. The construction number itself is straight-forward, commencing with 18 being the inhouse product code followed by one digit representing the year of manufacture, followed by a 0 (zero) being the factory code (number 30). Of the final five digits the first three give the batch number and the last two the number in the batch.

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

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

623 Il-18/38 built by MMZ # 30 "Znamya Truda" ('Banner of Labour') at Moscow-Khodynka from 1957 to 1968

18700 00 01	CCCP-L5811	II-18	Ilyushin OKB	f/f	04jul57	from Moscow-Khodynka; c/n in documents as '1'; first prototype, with NK-4 engines; construction started sep56; presented to the Soviet leadership with Nikita Khrushchov jun57; named 'Moskva' along a proposal
						of Yekaterina Furtseva, the Secretary of the Moscow CPSU Committee; started taxi trials 01jul57; presented to the public at VKO 10jul57; took part in the air parade above Moscow-Tushino 20jul58;
	CCCD 75430	11 104	MAD Domonolious	nad	20000066	underwent trials on unpaved runways 04/14mar63
18700 00 02	CCCP-75420 CCCP-L5812	II-18A II-18	MAP Ramenskoye Ilvushin OKB	rgd f/f	30apr66	canx 13dec66 c/n in documents as '2'; second prototype, with NK-4 engines
18/00 00 02	CCCP-75888	II-18 II-18	Ilvushin OKB	no	jul57	converted to, see next line
	CCCP-75888	II-18 II-18I	Ilyushin OKB	f/f	reports 1961	the sole II-18I; had a TG-16 APU under the fuselage, cabin extended aft by 1.64 metres at the expense of
	CCCF-7 3000	11-101	TIYUSHITI OKB	1/1	1901	the rear luggage compartment (the fuselage was not stretched as its overall length remained the same,
						what really happened was that the rear pressure bulkhead was moved aft by 1.64 metres): factory trials
						started 21dec60 state trials completed 14dec61
18700 01 01	"001" red	II-18A	Soviet Air Force	f/f	26oct57	first production aircraft, initially with NK-4 engines; opb 2 akdon (Aviatsionnaya Krasnoznamyonnaya
10/00 01 01	001 100	11 10/1	Soviet Air Force	.,.	2000037	diviziya osoboqo naznacheniya, Red Banner Special Task Aviation Division); seen at Khodynka in 1957;
						used call-sign CCCP-33569 which was actually painted as such (photo WAW jul59?) on one occasion with a
						Soviet flag
	CCCP-L5818	II-18A	AFL/GosNII GVF	toc	jan58	in Aeroflot c/s; rgd 03apr58
	CCCP-L5818	II-18A	Ilyushin OKB	trf	18jun58	in Aeroflot c/s
	CCCP-L5818	II-18A	AFL/osNII GVF	trf	11oct58	in Aeroflot c/s; received AI-20 engines jul59
	CCCP-75634	II-18A	Aeroflot/UShVLP	rgd	23jun60	Ulyanovsk Advanced Flying Training College; trf as a ground instructional airframe to the Kiev Aviation
						Institute (KAI) 04sep65 with t/t 1,926 hours and 3,499 cycles, possibly delivered 01oct65; canx only
						28may66; seen in the renamed Kiev Institute of Civil Aviation (KIIGA) jun93/aug02; trf to the State
						Aviation Museum at Kiev (N50.406602 E30.457827), seen oct03/nov13
18700 01 02	CCCP-L5819	II-18A	AFL/Moscow (MUTA)	mfd	02oct57	with AI-20 engines; toc 18jan58; named 'Moskva' and carried respective titles
	CCCP-L5819	II-18A	AFL/GosNII GVF	trf	22aug58	trf as a ground instructional airframe to the Kharkov Aviation Institute (KhAI) 06nov59 (not 03mar60); t/t
10700 01 02	CCCD 5030	11.104			22/ 50	317 hours and 370 cycles
18700 01 03	CCCP-L5820 CCCP-L5820	II-18A II-18A	AFL/Moscow (MUTA) Ilvushin OKB	toc trf	23jan58 28jul58	with AI-20 engines
	CCCP-L5620	11-10A	TIYUSHIH OKB	uri	26jui56	already with the new registration CCCP-75636, see below; established several world records 14/17nov58, 19aug59, 25nov59 and 02feb60; canx 28may62 and trf as a ground instructional airframe to the Technical
						Aviation College at Kryvy Rih (N47.934827 E33.321084); t/t 542 hours and 433 cycles; a photo at Kryvy
						Rin still shows the old registration
	CCCP-75636	II-18A	Ilyushin OKB	rqd	14nov58	registration as such in several documents, but never painted on the aircraft; respective line in the post-
	000. 75050	11 20/1	ilyddinir ordd	.gu	1	1961 Soviet register left blank
18700 01 04	"002" red	II-18A	Soviet Air Force	toc	01feb58	with NK-4 engines; opb 2 akdon (Aviatsionnaya Krasnoznamyonnaya diviziya osobogo naznacheniya, Red
						Banner Special Task Aviation Division); w/o 07may58 on a test-flight when engine # 2 flamed out and the
						NK-4 did not have a feathering system, the crew tried to reach SVO for an emergency landing, but the
						aircraft crashed at the premises ul. Chkalova 17 at Sheremetyevski settlement, all 5 crew and 5
						passengers killed; t/t 67 hours and 120 cycles
18700 01 05	not known	II-18A	Soviet Air Force	mfd	26oct57	
	CCCP-75748	II-18A	AFL/Moscow (MUTA)	trf	01aug59	rgd 06aug59; a photo shows a Soviet Air Force style red cheatline and black 'Aeroflot' titles
	CCCP-75748	II-18A	AFL/Azerbaijan	trf	13nov62	
	CCCP-75748	II-18A	AFL/Moscow (MUTA)	trf	15feb63	f/n VKO 30jun70
	CCCP-75748	II-18A	AFL/Tajikistan	trf	30jun71	canx 24sep73 as worn off; t/t 16,592 hours and 9,030 cycles; was preserved in a park at Sverdlovsk (now
10000 02 01	CCCD 5031	11.104			10	Yekaterinburg) from sep77, removed before 1993
18800 02 01	CCCP-L5821	II-18A	AFL/Moscow (MUTA)	toc	18apr58	initially with NK-4 engines
	CCCP-75637	II-18A	AFL/Moscow (MUTA)	rgd	08may58	

	CCCP-75637	II-18A	p/ya 12 LII GKAT	trf	27may58	received AI-20 engines sep59
18800 02 02	CCCP-75637 CCCP-75638	II-18LL II-18A	MAP LII Zhukovski AFL/Moscow (MUTA)	trf toc	31jan66 01aug58	test-bed, used as a 'tanker' for de-icing systems tests and later for tests of the equipment for the II- 20RT(SIP) missile tracking aircraft initially with NK-4 engines; rgd 07aug58; f/n TAS 31aug60
	CCCP-75638	II-18A	AFL/Tajikistan-DYU	trf	25sep59	(not 14jul62); I/n DYU 16apr72; canx 24sep73; the fuselage (still in old Aeroflot c/s) remains in use as a store at DYU, f/n as such 22nov08; I/n jan12
18800 02 03	CCCP-75639 CCCP-75639	II-18A II-18A	AFL/Moscow (MUTA) AFL/Northern	rgd trf	11aug58 unknown	initially with NK-4 engines; toc 15aug58; f/n SVX nov58; received AI-20 engines 11nov59 remark with pencil in register
18800 02 04	CCCP-75639 CCCP-75640	II-18A II-18A	AFL/Tajikistan-DYU AFL/Moscow (MUTA)	trf toc	01dec59 30aug58	I/n DYU jun73; canx 24sep73 with NK-4 engines (did not receive AI-20 engines later); rgd 11nov58; trf to Kiev Aviation Institute (KAI) 2026/E0. entrophy and another transferred program of the control of the contro
18800 02 05	CCCP-75641 CCCP-75641	Il-18A Il-18A	AFL/Moscow (MUTA) AFL/TurkmenisASB	toc trf	22aug58 02feb60	03feb59, probably as a ground instructional airframe; canx only 25mar61 initially with NK-4 engines; rgd 08dec58; received AI-20 engines 02feb60 (not 04apr60); canx 24sep73; reportedly seen SVO 20jun77 and wfu SVO 29apr84, but that was probably
18800 03 01	CCCP-75642	II-18A	AFL/Moscow (MUTA)	toc	28aug58	misread for CCCP-75671 initially with NK-4 engines; rgd 11nov58
	CCCP-75642 CCCP-75642	II-18A II-18A	AFL/Tajikistan-DYU NII VVS	trf trf	19may60 unknown	f/n DYU 01mar61; l/n AER 30jun70 in Aeroflot c/s; canx 24sep73; used as a ground instructional airframe by the Kryvy Rih Aeronautical School (N47.934827 E33.321084), f/n jul96; seen may98 with outer wings, engines and tail missing;
18800 03 02	CCCP-75643	II-18A	AFL/Moscow (MUTA)	toc	05sep58	scrapped by apr99 initially with NK-4 engines; rgd 11nov58
	CCCP-75643 CCCP-75643	II-18A II-18SL	NII VVS MRP NPO Leninets	trf VKO	27aug59 26jun65	in Aeroflot c/s test-bed for the II-38's search radar; later converted to a test-bed for the GloNaSS satellite navigation system; arrived at BASCO for last overhaul sep87, with t/t 28,806 hours; canx 28jan88; seen Pushkin
18800 03 03	CCCP-75644	II-18A	AFL/Moscow (MUTA)	toc	05sep58	29may90/jun91, wfu; was preserved near the '32nd Kilometre' railway station at Pushkin, seen 07sep92; scrapped in summer 1998 initially with NK-4 engines; f/n PRG oct58; rgd 11nov58; was displayed at the VDNKh exhibition in Moscow
10000 02 04	CCCP-75644	II-18A	NII VVS	trf	unknown	from 27aug59 until 1961; reported at SXF 10aug68, but that was probably a misread trf to the Yegoryevsk Aviation College 17aug64, probably for use as a ground instructional airframe which have been and a for the transformed by the decree of the second
18800 03 04	CCCP-75645 CCCP-75645 CCCP-75645	II-18A II-18A II-18A	AFL/Moscow (MUTA) AFL/GosNII GVF AFL/Moscow (MUTA)	toc trf trf	08sep58 30may60 17jun63	initially with NK-4 engines; rgd 19nov58; f/n VKO dec58 in Aeroflot c/s; received AI-20 engines 03sep60 featured in the 1965 Soviet movie "Idu na grozu"; f/n DME aug65; canx 24sep73 as worn out; used as a ground instructional airframe by the Riga Aviation Institute (RKIIGA) at RSC, f/n 1983, without engines
18800 03 05	CCCP-75646	II-18A	AFL/Moscow (MUTA)	toc	01sep58	and already in poor condition, I/n sep94 (derelict by then); scrapped reportedly in late 1994 initially with NK-4 engines; rgd 11nov58
18800 04 01	CCCP-75646 CCCP-75647	II-18A II-18A	AFL/Kazakhstan-ALA Aeroflot/ShVLP	trf toc	28sep59 06oct58	f/n ALA 01marG1; canx 24sep73; reportedly //n Sperenberg 18nov73, but that seems hardly possibly; fuselage seen in the Moscow Technical University of Civil Aviation (MGTU GA) at SVO mar90/sep95 Advanced Flying Training College; initially with NK-4 engines; rgd 19nov58
18800 04 01	CCCP-06180 CCCP-27220	II-18A II-18A II-18RTL	MAP LII Zhukovski MAP LII Zhukovski	rgd rgd	12dec64 31jan66	avionics test-bed in Aeroflot c/s; converted to II-20RT(SIP) prototype with large fairing on top of the fuselage and underwent
18800 04 02	CCCP-75648	II-18A	Aeroflot/ShVLP	toc	06oct58	Advanced Flying Training College; initially with NK-4 engines; rgd 02dec58; f/n VKO dec58; received AI-20
10000 01 02	CCCP-75648	II-18A	AFL/Urals-SVX	trf	10sep59	engines 10sep59 opb 120 ATO; w/o 27apr60 on a training flight from Sverdlovsk-Koltsovo at night when the stabiliser was
						subject to icing while descending through clouds, extending the flaps fully to 40 degrees with an ice- covered stabiliser resulted in the aircraft losing longitudinal stability and pitching over at a height of some 30 metres, the nose-gear hit the runway and the aircraft bounced twice, destroying its landing gear, while sliding over the runway the aircraft caught fire, veered off the runway and eventually burnt out, 1 of the 5 crew killed and the other 4 slightly injurcit; tYt 390 hours; canx 11jun60
18800 04 03	CCCP-75649 CCCP-75649	II-18A II-18A	AFL/Moscow (MUTA) Aeroflot/UShVLP	toc trf	08oct58 18oct58	initially with NK-4 engines Ulyanovsk Advanced Flying Training College; rgd 02dec58; f/n BAK dec58; received AI-20 engines 12nov59
18800 04 04	CCCP-75649 CCCP-75650	II-18A II-18A	Aeroflot/ShVLP AFL/Moscow (MUTA)	trf toc	12nov59 13oct58	canx 24sep73 initially with NK-4 engines; rgd 19nov58
18800 04 05	CCCP-75650 CCCP-75651	II-18A II-18A	Aeroflot/UShVLP AFL/Moscow (MUTA)	trf mfd	23oct58 18sep58	Ulyanovsk Advanced Flying Training College; received AI-20 engines 05sep59; canx 1973 the first II-18 with 95 passengers seats; initially with NK-4 engines; toc 09oct58; rgd only 08feb59;
	CCCP-75651	II-18A	Aeroflot/UShVLP	trf	19dec60	received AI-20 engines dec60 Ulyanovsk Advanced Flying Training College; w/o 26dec60 on a training flight from Kuibyshev to
						Ulyanovsk-Baratayevka when the stabiliser was subject to icing while descending through clouds (due to inefficient de-icing system), extending the flaps fully to 40 degrees with an ice-covered stabiliser resulted in the aircraft losing longitudinal stability and pitching over at a height of some 120-150 metres, it crashed in a field 1,240 metres before the inner marker and caught fire, all 13 crew (5 instructors and 8 trainees)
18800 05 01	CCCP-75652	II-18B	Aeroflot			and 4 passengers killed; t/t 144 hours and 178 cycles; canx 14feb61 registration possibly allocated but not taken up; c/n not confirmed and line left blank on Soviet register with early ensure the twitten to detend on the second seco
	CCCP-75473 CCCP-75473	II-18B II-18B	Aeroflot Soviet AF/AFL c/s	f/f	30sep58 20dec73	with only a canx remark, but without date first II-18 powered by AI-20 turboprops c/n confirmed; d/d reported as 02feb68; f/n KBP 27nov70; canx but date unknown
18800 05 02	CCCP-75653	II-18B	AFL/Moscow (MUTA)	rgd rgd	10feb59	dbr 13augG1 on a positioning flight from Moscow-Vnukvorto Riga-Splive when overran the runway on landing in fog, lost its nose gear, crossed the Bolderaishkoye shosse highway and came to rest in a meadow 200 metres from the river Daugava, no casualties; canx 08sep61
18800 05 03	CCCP-75654	II-18B	AFL/Moscow (MUTA)	mfd	30oct58	rigd 24nov59; opb 65 AQ; w/o 17dec61 on a flight from Moscow to Sochi when probably the flight engineer accidentally extended the flaps to the full 40 degrees while cruising at an altitude of 8,000 metres (the lever was not protected against accidental actuation), the aircraft entered an uncontrollable dive and crashed with a pitch of 107 degrees on a snow-covered field 10 km east of Chebotovka village (Tarasovka district of the Rostov region), all 9 crew and 50 passengers killed; t/t 2,722 hours; in Soviet register as
18800 05 04	CCCP-75655	II-18B	AFL/Ulvanovsk HFS	rgd	02dec58	canx 06jun60, in error for 06jun62 !
18800 05 05	CCCP-75655 CCCP-75656	II-18B II-18B	AFL/Moscow AFL/Ulyanovsk HFS	trf rgd	20feb74 09mar59	f/n DME 15sep74; I/n DME 13nov77; canx 1978
18800 06 01	CCCP-75656 CCCP-75657	II-18B II-18B	AFL/Azerbaijan SIBNIA	trf	13jan66	f/n BAK jan66; l/n BAK 05jul71; canx 1976 canx 1959; no data found and line on Soviet register left blank apart from an unreadable remark dated
18800 06 02	CCCP-75658	II-18B	AFL/Moscow	rgd	10feb59	01dec69
18800 06 03	CCCP-75658 CCCP-75659	II-18B II-18B	AFL/Ukraine AFL/Moscow	trf rgd	21sep77 17feb59	canx 1978; f/n preserved in a park at Zaporozhye may98; l/n apr99 f/n ALA 20mar61
	CCCP-75659	II-18B	AFL/Ulyanovsk HFS	trf	28dec79	canx 1980; preserved at UCK (N50.761291 E25.374666) Volyn region of Ukraine) since 1980, used as a children's cinema by 1988 and as a restaurant by 2002; later seen just parked in a car park in a housing
18800 06 04	CCCP-75660	II-18B	AFL/Northern-LED	toc	11dec58	estate in Lutsk feb10/sep12 initially with NK-4 engines; the first II-18 based at LED; rgd 20dec58
	CCCP-06187 CCCP-48093	II-18B II-18B	GKAT LII Zhukovski MAP LII Zhukovski	rgd rgd	12dec64 13mar66	avionics test-bed with a large fairing under the rear fuselage; in pre-1973 Aeroflot c/s
18800 06 05	CCCP-48093 CCCP-75661	Il-18B Il-18B	MRP NPO Leninets AFL/Moscow	trf rgd	unknown 20dec58	in Aeroflot c/s; canx 1981 ?; was preserved in a pioneers' camp at Losevo (NW of St. Petersburg, N60.683629 E30.055326), l/n aug11; scrapped before 2012 f/n BAK apr62; dbr Krasnodar 02iul64; canx 19auq65; rear section of fuselage preserved in the Kiev
			,	5		Institute of Civil Engineering, f/n 01jun02; l/n sep08; moved to the State Aviation Museum at Kiev sep10, l/n apr12
18800 07 01 18800 07 02	CCCP-75662 CCCP-75663 CCCP-75663	II-18B II-18B II-18B	AFL/Moscow AFL/Northern-LED AFL/Northern-ARH	rgd rgd trf	16dec58 20dec58 unknown	f/n VKO 08jul59; l/n VNO 04oct72; canx 1977 the second II-18 based at LED; f/f to LED dec58; f/n LED 26mar60 l/n LED 22apr72; dbr 26aug72 on landing at Arkhangelsk-Talagi when encountered a layer of ground fog on final approach, the pilot lost visual contact with the ground but the decision to go around was taken too
						late so that the aircraft came down hard, left the runway and collided with obstacles, no casualties; canx 1973
18800 07 03	CCCP-75664	II-18B	AFL/Azerbaijan-BAK	mfd	22sep58	initially with NK-4 engines; rgd 22oct58; opb 107 LO; ferried from Lukhovitsy to VKO 09jan59 and was to be ferried from VKO to Baku-Bina 10jan59, but some time after take-off from VKO engine # 2 caught fire and eventually detached from the wing, but the crew managed to make an emergency landing at VKO; f/n
18800 07 04	CCCP-75665	II-18B	AFL/Moscow	rgd	10feb59	VKO jan60; I/n BAK 26jun72; canx 1976
18800 07 05	CCCP-75665 CCCP-75666	II-18B II-18B	AFL/Kazakhstan MAP Zhukovski	trf rgd	jun61 26jan66	f/n ALA 01aug61; veered off runway on take-off Alma Ata 22nov66, fell into a ravine and broke up; canx 08dec66 in Aeroflot c/s; joint trials by GK NII VVS and AFL/GosNII GVF started 12jan59; f/n LBG 04jun70; late rgd
10000 07 03	CCCP-75666	II-16D	Soviet Navy/AFL cs	HEL	20ja1100 07oct72	given in register ! Soviet Navy Commander's aircraft, had a modernized fuselage; rgd 13feb73 to the Soviet Air Force; photo
	, 5000				000/ L	HEL 08nov73; arrived BASCO 03jul81 for last overhaul with t/t 6,742 hours; I/n Sperenberg 10feb82; canx 1989
18800 08 01	CCCP-04330	II-18B	Polyarnaya Aviats.	rgd	23feb59	toc 13mar59; opb Moskovski AO; in basic pre-1973 II-18 c/s with bold titles above the windows instead of 'Aeroflot' titles and a small 'GUSMP' (GlavSevMorPut') pennant on fin in lieu of Soviet flag
	CCCP-04330	II-18B	AFL/Polar	trf	10feb60	repainted in standard pre-1973 c/s with additional small 'Polyarnaya Aviatsiya' titles below the windows; photo with c/n 0801 on tail and 'GUSMP' pennant on fin in lieu of Soviet flag; f/n SVO jun65
	CCCP-75479 CCCP-75479	II-18B II-18B	AFL/Moscow AFL/Ukraine	trf trf	06feb68 28feb73	f/n VKO 06apr72 not 02aug78 as given on register; canx 30nov78
18800 08 02 18800 08 03	CCCP-75668(1) CCCP-75669	Il-18B Il-18B	AFL/Moscow AFL/Moscow	rgd rgd	10feb59 10feb59	canx 25mar61; see c/n 183005704 first flight 22apr59 with passengers VKO-ALA; f/n VKO sep59; was declared a write off after flying through
18900 08 04	CCCP-75670	II-18B	AFL/Ulyanovsk HFS	rgd	14apr59	heavy turbulence 11dec69; canx 1977 canx 1974 according to Nuuchin OKP this was the first operator, but no mention of this is register.
18900 08 05	CCCP-75671 CCCP-75671	II-18B II-18B	AFL/GosNII GVF ShVLP, AFL c/s	mfd rgd	26jan59 14apr59	according to Ilyushin OKB this was the first operator, but no mention of this in register Higher Flying School; f/n SVO 19dec75; canx 30dec76; seen derelict at SVO sep91/apr97

18900 09 01	CCCP-75672	Il-18B	AFL/Moscow-VKO	rgd	15apr59	first passenger service 20apr59 (DME-ALA); dbr 22jun61 on a flight from Moscow to Sochi when the generator of # 3 engine failed and caused an engine fire, the aircraft force-landed in a field near
	0000 35/30	7. 400				Bogoroditsk (Tula region), all 8 crew and 89 passengers escaped unhurt; the aircraft was provisionally repaired on-site and ferried to Riga where it was used as ground instructional airframe by the Riga aviation institute (RKIIGA); on Soviet register as already canx 05jun60 !
18900 09 02	CCCP-75673 CCCP-75673	II-18B II-18B	AFL/GosNII GVF AFL/Latvia	rgd trf	27apr60 30jun69	in Aeroflot c/s; f/f 26feb59 !; joint trials of the autopilot and other systems started 24mar59; f/n LBG 11jun59; late rgd confirmed
18900 09 03	CCCP-75673 CCCP-75674	II-18B II-18B	AFL/Ukraine AFL/GosNII GVF	trf rgd	dec76 14sep59	canx 1979 in Aeroflot c/s; first passenger service 20apr59 (MOW-AER); f/n SVO 24may68; canx 1979
18900 09 04	CCCP-75675 CCCP-75675	II-18B II-18B	AFL/Moscow AFL/Azerbaijan	rgd trf	26mar59 jun60	f/n VKO 01aug59 f/f row BAK to VKO 02jun60; canx 14jan77
18900 09 05	CCCP-75676(1)	II-18B	AFL/Moscow	rgd	20may59	f/f 20apr59; crashed 02sep59 when no's 1 and 4 engines flamed out at 3000 feet; canx 25mar61; see c/n 185008605
18900 10 01	CCCP-75749	II-18B	Soviet Gvt/AFL c/s	rgd	06aug59	opb 235 LO; in USAF documents 12sep59, used by the advance party for Khrushchov's visit to the United States
	CCCP-75749 CCCP-75749	II-18B II-18B	AFL/Moscow AFL/Azerbaijan	trf trf	1960 1976	f/n CIA 19jul60; seen BUD 1961 with a Soviet Air Force style cheatline canx 1977
18900 10 02	CCCP-75677 CCCP-75677 CCCP-75678	II-18B II-18B II-18B	AFL/Northern SibNIA	rgd trf	13jul59 26jan65	f/n LED 07mar60 canx 14jan77
18900 10 03 18900 10 04	CCCP-75678 CCCP-75678 CCCP-75679	II-18B II-18B II-18B	AFL/Moscow AFL/Azerbaijan AFL/Northern	rgd trf rgd	20may59 16jun69 13jul59	f/n VKO 01aug59 canx 14jan77 f/n LED apr61; l/n LED 24jan75; canx 1977
18900 10 05	CCCP-75680	II-18B	AFL/Kyrgyzstan-FRU	rgd	02jun59	f/f to FRU 02jun59; first II-18 in FRU; f/n LED 28sep72; canx 1978; rear part of fuselage only seen FRU may95/sep04
18900 11 01	CCCP-75681	II-18B	AFL/Moscow	rgd	02feb59	f/n VKO 13may61 on a test flight; used to test the de Havilland XQ-1120 propeller synchronization system; canx 1969
18900 11 02 18900 11 03	CCCP-75682 CCCP-75683	II-18B II-18B	AFL/Kazakhstan AFL/Moscow	rgd rgd	17jun59 07jul59	f/n ALA 17oct59; l/n AER 03jun71; canx 1977 f/n VKO 06jan60 on first flight with passengers Moscow-Krasnoyarsk; seen VKO 23jun70; photo PEE
18900 11 04	CCCP-75684	II-18B	AFL/Moscow	rgd	09jun59	sep77; canx 1977 f/n VKO 23apr60, in old c/s
18900 11 05	CCCP-75684 CCCP-75685 CCCP-75685	II-18B II-18B II-18B	AFL/East Siberia AFL/Moscow AFL/KazakhstALA	trf mfd trf	21aug72 30may59 unknown	canx 1977 rgd 08aug59; f/n VKO 05sep64 orb. 240, Lou, w/o. 04ian55. (local time, according to Mascow, time, still, 02ian65), on the log from
		11-100		uı		opb 240 LO; w/o 04jan65 (local time, according to Moscow time still 03jan65) on the leg from Semipalatinsk to Alma-Ata of a flight from Moscow to Alma-Ata when was guided by ATC to land at Alma- Ata in below-minima weather conditions (low clouds and fog), deviated from the glide path, failed to go around, crashed 75 metres from the runway threshold and 210 metres to the right of the runway's extended centre-line, collided with trees, broke up and caught fire, 3 of the 8 crew and 61 of the 95 passengers killed plus 17 passengers injured; t/t 6,802 hours; canx 1965
18900 12 01	CCCP-75686 CCCP-75768(1)	II-18B II-18B	AFL/Moscow Aeroflot	rgd LHR	04jul59 14oct59	f/n LBG jun59 operated first II-18 service to London via Copenhagen this date; c/n confirmed; see c/n 181003502
18900 12 02	CCCP-75686 CCCP-75687	II-18B II-18B	AFL/Moscow AFL/Azerbaijan-BAK	r/r rgd	21feb59	dbr Kuibyshev 10nov63; canx 29dec63 mfd given as 30jun59 in accident report !; opb 107 LO; f/n SVO 24may68; w/o 11may73 on the leg from Tashkent to Novosibirsk of a flight from Baku to Novosibirsk when started to disintegrate in mid-air and crashed in the steppe 84 km south of Semipalatinsk (N49.591667 E80.383333), the outer parts of the right wing and the left stabiliser as well as parts of the right stabiliser were found at a distance of some 3.5 km from the crash site, all 8 crew and 55 passengers killed, the cause of the accident was never established (possibly the aircraft had collided with some object in the air which damaged the wing or the empennage);
18900 12 03 18900 12 04	CCCP-75688 CCCP-75689	II-18B II-18B	AFL/Moscow AFL/Kazakhstan-ALA	rgd rgd	06oct59 11sep59	t/t 21,663 hours and 11,787 cycles; canx 15aug73 dbr Magadan 23dec65 when suffered structural damage after a dive from 8,000 metres; canx 1971 f/n ALA 10dec62; canx 1977; was preserved as "Ilyusha" cinema in the Gagarin Park at Simferopol since
18900 12 05 18900 13 01 18900 13 02	CCCP-75690 CCCP-75691 CCCP-75710	Il-18B Il-18B	AFL/Kyrgyzstan AFL/Kazakhstan	rgd rgd f/f	14jul59 11feb59	13apr78, seen 29apr99, broken up by 2000 f/n FRU 01mar61; canx 1978; I/n FRU 09may95, rear part of fuselage only f/n VKO jan60; I/n DME 07oct76; canx 1977
18900 13 02	CCCP-75710	II-18V II-18B	AFL/Uzbekistan AFL/Kyrgyzstan	rgd	10dec59 12aug59	II-18V prototype with AI-20K engines and re-configured cabin; rgd 22apr60; f/n DME summer 1967 at airshow; canx 24oct78 f/n FRU 26feb73; I/n AER 16jun76; canx 1978
18900 13 04	CCCP-75694 CCCP-75694	II-18B II-18B	AFL/Moscow AFL/Latvia	rgd trf	05sep59 20dec65	/n K0 17aug59 /n KK 17aug59 /n RIX 13sep68; canx 1977
18900 13 05 18900 14 01	CCCP-75695 202	II-18B II-18B	AFL/Northern Civ Avn Adm China	rgd d/d	08aug59 21nov59	f/n LED 06jul70; l/n DYU may73; canx 1973 first export Il-18, exported to China by Aviaexport
	B-202	II-18B	Civ Avn Adm China	CAN	20dec80	w/o 24dec82 following an emergency landing at Canton on a flight from Changsha due to the cabin filling with smoke which thickened, the aircraft immediately caught fire after landing, killing 25 passengers before they could evacuate
18900 14 02	CCCP-75699 CCCP-75699	Il-18B Il-18B	AFL/Moscow AFL/Urals-SVX	mfd trf	31aug59 27aug61	first II-18 with AI-20 series 2 turboprops; rgd 26sep59 f/n LED 12sep70; dbr 11dec69, location unknown but possibly LED regarding the f/n location; canx 1971
18900 14 03	CCCP-75696 CCCP-75696	Il-18B Il-18B	Soviet Gvt/AFL c/s AFL/Urals-SVX	rgd trf	16sep59 may63	in USAF documents 17nov59, routed YHZ-MEX f/n VKO 04oct72; canx 1978
18900 14 04 18900 14 05	CCCP-75697 CCCP-75698	II-18B II-18B	AFL/Turkmenistan AFL/Kazakhstan	rgd rgd	25oct59 17sep59	f/n VKO 30sep59; l/n VKO 04oct72; canx 1979 f/n ALA 05dec62; l/n DME 04oct72; canx 1977
18900 15 01	CCCP-75700	II-18B	AFL/Urals-SVX	rgd	09dec59	the first II-18 based at SVX, f/f there 09sep59; I/n OVB 20mar72; canx 1978; was used as a cinema at the corner of ul. Moskovskaya and ul. Gruzovaya (near the Zavod im. Medvedyeva factory) at Oryol (decision to avid it up there here 0.21/17/20, cancered in 1005.
18900 15 02	CCCP-75701 CCCP-75701	II-18B II-18B	AFL/Moscow AFL/TurkmenisASB	rgd trf	24nov59 23may61	to put it up there taken 03jul78); scrapped in 1985 f/n AER 06jul70; canx 1978
18900 15 03	CCCP-75702 CCCP-75702	II-18B II-18B	AFL/Moscow AFL/Magadan	rgd trf	03nov59 01auq78	canx 1979
18900 15 04	B-200	II-18B	Civ Avn Adm China		photo	c/n confirmed as exported to China by Aviaexport; c/n from Chinese register; not in official CAAC files; suggests it wore another serial prior to this
	208 (1)	II-18B	Civ Avn Adm China	no	reports	c/n not confirmed, but mentioned in a document that the second II-18 delivered in 1959 was used by Zhou Enlai as 208; see c/n 184007601 and 185008701
	240 B 240	II-18B	Civ Avn Adm China	CZX	mar75	c/n not confirmed, photo as such; mentioned in documents having visited CGK 12apr63 along with II-18 230, also visited Vietnam, Myanmar and Cambodia with Liu Shaoqi on board
	B-240 240	II-18B II-18B	Civ Avn Adm China Civ Avn Adm China	ph.	sep85	c/n not confirmed, c/n 184007604 in Chinese register but this is 100 % wrong !; wfu in 1994; see c/n 185008604 and details next line c/n not confirmed; preserved Pengzhou, Chengdu and visible on a google earth image dated 2002; moved
	240	11 100				by road 21jun03 to become an exhibit at the Huaminglou memorial to Liu Shaoqi, Huana province (N28.039626 E112.640541) from 02sep03; 240 was Liu Shaoqi's personal aircraft and documents confirm this is the actual aircraft that he used and was originally delivered in 1959; photos show it is an II-18B; in the same document it is confirmed that Zhou Enlai had also used this aircraft previously, see 208 above; I/n oct09
18900 15 05	CCCP-75703 CCCP-75703	II-18B II-18B	AFL/Latvia MPR NPO "Vzlyot"	mfd trf	30oct59 03jan67	rgd 28apr60; f/n RIX may65 II-38 radar test-bed; f/n SVO 08apr91; 'Aeroflot' titles; arrived BASCO 20may85 for last overhaul with t/t
	RA-75703	II-18B	Bykovo ARZ-402	BKA	06may94	only 7,232 hours I/n BKA aug02/jun03, RA- prefix faded looking like CCCP-; Aeroflot colours, no titles; canx but date unknowned can bu interference of a
18900 16 01	not known 206	Il-18B Il-18B	Civ Avn Adm China Civ Avn Adm China		photo	unknown; gone by jul04, broken up ? c/n confirmed as exported to China by Aviaexport c/n given by CAAC as 0601 !; see this c/n !; Vice Premier Chen Yi visited Afghanistan 17aug60 using this
	B-206	II-18B	Civ Avn Adm China	rgd	1974	aircraft photo exists with Deng Xiao Ping disembarking; photo KWL 1984; wfu TSN apr84 !; l/n CTU 02nov86
18900 16 02	204	II-18B	Civ Avn Adm China	CGK	10sep60	c/n confirmed; but according to CAAC website took a delegation to Indonesia 10aug60-08sep60; operated new route Beijing-Chengdu-Lhasa 01/03mar65
18900 16 03	B-204 CCCP-75704	II-18B II-18B	Civ Avn Adm China AFL/Turkmenistan	rgd rgd	1974 17dec59	w/o after accident Shenyang feb77 f/n ASB oct60; canx 1979 md 28ies0, paped Displayang feb AMC 20in(51, approximated to 11,19) febC0, bit by CCA To 134A OK CCD
18900 16 04	OK-NAA	II-18B	CSA	d/d	08jan60	rgd 28jan60; named 'PieUt'any'; f/n ANS 29jul61; converted to II-18V feb69; hit by CSA Tu-134A OK-CFD on landing PRG 02jan77 and dbr; t/t 24,542 hours and 19,999 cycles; canx 20apr79;; preserved in the Kbely Museum (N50.124206 E14.539251) //n may13
18900 16 05	OK-NAB	II-18B	CSA	d/d	08jan60	named 'KoUice'; painted in KLM colours with water paint for a film for one day in the 1960s; converted to II-18V apr69; crashed on approach to BTS 28jul76 after two engines caught fire, missed the runway and crashed into a lake, all 76 occupants killed; canx 16may77
18900 17 01 3 18900 17 02	CCCP-75705	II-18B II-18B	Aeroflot Soviet Gvt/AFL c/s	DAR mfd	26feb66 29dec59	c/n not confirmed but confirmed as an II-18B; probably a military aircraft, not on Soviet register rgd 20jan60; opb 235 AOON at VKO; f/n DKR jun60; w/o 17aug60 on a flight from Cairo to Moscow when engine # 4 caught fire due to a design/production deficiency, the crew decided to make an emergency landing at Kiev-Boryspil but the engine fell off the right wing and the wing was destroyed by the explosion of the adjacent fuel tanks, the aircraft went out of control, crashed on the edge of a forest near Transovichi (41 km north of Kiev-Zhulyany airport) and exploded, all 7 crew and 27 passengers (among them Uganda National Congress leader John Muhima Kalekezi) killed; t/t 407 hours and 117 cycles (t/t of the engines was only 217 hours); canz 03dec60
18900 17 03 18900 17 04	CCCP-75706 CCCP-75707	II-18B II-18B	AFL/Moscow AFL/Moscow	rgd rgd	20jan60 03feb60	f/n LHR 07aug60; canx 1975 f/n DKR jun60; l/n DME summer77; canx 1979 has 20instein and 0766 or and 255 040 at 1979
18900 17 05	CCCP-75708 CCCP-75708	II-18B II-18B	Soviet Gvt/AFL c/s AFL/Moscow-VKO	mfd trf	26dec59 12oct61	toc 23jan60; rgd 03feb60; opb 235 OAO at VKO; I/n CAI 23jul61, with Yuri Gagarin aboard opb 65 LO; w/o 26aug69 on the leg from Sochi to Moscow-Vnukovo (at night) of a flight from Sochi to Norilsk when the crew forgot to lower the undercarriage due to haste and non-observance of the flight manual, the aircraft landed wheels-up and slid over the runway for 1,180 metres before coming to a stand- still, debris of the propeller blades punctured the fuselage, damaging the hydraulics system and the

						electrical system, some 50 litres of AMG-10 fluid leaked under high pressure from the hydraulics system
						into the forward cargo hold and were incinerated by a short circuit in the electrical system, the fire spread rapidly, but the crew acted in an uncoordinated way and erratically so that the evacuation of the passengers took no less than three minutes, the fire brigade arrived only after some 15 to 20 minutes both passenger cabins had almost burnt out by then, all 7 crew escaped but 16 of the 94 passengers (among them 10 women and 4 children) killed; t/t 12,023 hours and 4,367 cycles; canx 1969
18900 18 01 18900 18 02	CCCP-75709 CCCP-75711(1)	II-18B II-18V	AFL/Tajikistan AFL/Moscow	rgd rgd	14apr60 01apr60	f/n DYU 26sep72; canx 1980
18000 18 03	CCCP-75711(1) CCCP-75712	II-18V II-18V	AFL/Urals AFL/Tajikistan-DYU	trf mfd	05mar60 12feb60	f/n AER 06jul70; canx 1977; I/n SVO 01sep81 wfu; see c/n 185008503 rgd 14apr60; opb 186 LO; f/n DVU 24aug60; w/o 24feb73 on the leg from Dushanbe to Leninabad at dawn of a flight from Dushanbe to Moscow when suddenly banked steeply to the left and entered a left spin from which recovery was impossible, exceeded the maximum allowed airspeed, broke up in mid-air at a height of some 2,200 metres and crashed in a field 8.4 km south-east of Buston (38 km north-west of Leninabad airport, E40.453333, E69.380556), all 8 crew and 71 passengers killed, the cause of the accident could not be established; tht 20.404 hours and 9,590 cvcles; canx 18jul73
18000 18 04	CCCP-75713(1) CCCP-75713(1)	II-18V II-18V	MAP Ramenskoye AFL/GosNII GVF	f/f rgd	28jan60 03sep60	see c/n 186009403 canx 17apr74
18900 18 05 18000 19 01	CCCP-75714 CCCP-75715	II-18V II-18V	AFL/Moscow AFL/Moscow	rgd rgd	13apr60 13apr60	f/n VKO 09jun60; l/n VKO 14nov77; canx 1979 f/n ARN 1960; l/n DME feb73; canx 1977
18000 19 02	CCCP-75716	II-18V	Soviet Gvt/AFL c/s	toc	11mar60	opb 235 OAO at VKO; rgd 21apr60; f/n PIK 29apr62; was reportedly the personal aircraft of Soviet leader Nikita Khrushchov; photos exist of him with this aircraft in the background
	CCCP-75716 CCCP-75716	II-18V II-18V	AFL/Polar AFL/GosNII GA	trf trf	05apr63 24sep70	converted to a meteorological research aircraft by Factory # 30 in 1963; carried large 'Aeroflot' and small 'Polyarnaya Aviatsiya' titles; in document 25aug64 the belly-pod was removed mar74 and transferred to CCCP-75598
18000 19 03	CCCP-75716 HA-MOA	II-18V II-18V II-18V	AFL/Ulyanovsk HFS MALÉV	trf mfd	24oct77 22feb60	last flight 14mar79 (to BASCO); canx 1980; scrapped d/d 01apr60; CofA issued 02may60; at AMS 29mar61; converted to cargo, but with a small door, nov77;
						last flight and wfu 19feb87; in original c/s since jun91 and to Ferihegy Airport Museum (N47.426452 E19.261188) since jun92, I/n oct11
18000 19 04	CCCP-75717	II-18V	Soviet Gvt/AFL c/s	mfd	18apr60	first II-18 with AI-20 series 3 engines; rgd 16may60; opb 235 oao; carried cosmonaut Yuri Gagarin to VKO 14apr61; later reportedly transferred to Soviet Air Force and used as personal aircraft of the commander of
	CCCP-75717	II-18V	AFL/Latvia-RIX	no	reports	the Far Eastern military district, but see next line ! trf not mentioned in Soviet register; dbr in summer 1975 on landing at Chelyabinsk when one of the main landing gears did not lower (because a cable bond had not been secured so that the wheel well doors did not open), part of one wing together with one engine were ripped off during the landing run, no casualties;
18000 19 05	DM-STA DM-STA	II-18V II-18V	Deutsche Lufthansa Interflug	rgd	28apr60 01sep63	canx 1976 renamed; I/n SXF 30apr80
	DDR-STA	II-18V	Interflug	rgd	22jul81	arrived at BASCO for last overhaul 05apr85 with t/t 32,005 hours; canx 26sep88; preserved at Leipzig airport seen mar90/jun09; in the process of being repainted 30aug09
	DM-STA	II-18V	Deutsche Lufthansa	LEJ	13sep09	repainted into original colours with old prefix (originally the lower fuselage was not grey, it was only natural metal, but now it is protected with special enamel/lacquer); I/n LEJ (N51.422252 E12.223342)
18000 20 01	DM-STB	II-18V	Deutsche Lufthansa	rgd	02apr60	may13
	DM-STB DDR-STB	II-18V II-18V	Interflug Interflug	rgd	01sep63 08sep81	renamed; seen BUD 05oct65; I/n LGW 15jun80 arrived at BASCO for last overhaul 25oct85 with t/t 29,883 hours; wfu 18oct87; canx 05nov87; was preserved at Finow, seen in 1992; moved to SXF aug93; was preserved in Aeropark Diepensee, seen 1994/jun98; moved on trailer to Leipzig-Plagwitz in summer 1999; preserved on the roof of the "Da Capo" company at Karl-Heine-Strasse, (NS1.328927 E12.326689) seen mayo0/aug12
18000 20 02	HA-MOD	II-18V	MALÉV	d/d	02apr60	HA-MOD, and not HA-MOB, because of the English word 'mob' !; f/n LGW 04jul60; horizontal stabilizer stalled on approach Le Bourget 23nov62 and crashed upside down after making a forward half loop; pre-
18000 20 03	CCCP-75431	II-18V	MRP Zhukovski	rgd	16may66	flight calculations of the centre of gravity were not available f/n LED 02oct72; 'Aeroflot' titles; transferred to State Geophysical Observatory late 1972 or early 1973, converted to geophysical survey aircraft, photo exists with red cheatline; arrived BASCO jul85 for last overhaul with t/t 11,818 hours
	CCCP-75431	II-18V	MPR NPO "Vzlyot"	rgd	20mar91	f/n Zhukovski 11aug92 modified Aeroflot polar c/s with red cheatline but white tail, survey equipment removed; c/n checked; converted to II-18Gr
	RA-75431 RA-75431	Il-18Gr Il-18Gr	Rep Guinea-Bissau MPR NPO "Vzlyot"	MLA SHJ	16dec92 05mar93	returned this day after lease
	RA-75431 9Q-CHB	Il-18Gr Il-18Gr	Elf Air Comp. Afriq. d'Avn	trf rgd	23aug94 19oct00	I/n MST 18nov99, Aeroflot c/s, no titles; seen Zhukovski 18aug00 freshly painted and with 'CAA' (= Compagnie Africaine d'Aviation) titles c/s; canx 14sep00 as to Congo acquired by CAA 09sep00; in light grey c/s with red cheatline and fin, 'II-18B' painted on nose; f/n FIH
18000 20 04	CCCP-75719	II-18V	AFL/Moscow	rgd	25may60	15mar01; i/n intact FIH 23sep07; seen FIH 04mar08, minus rear fuselage, being broken up
	3X-NZE (1) CCCP-75719	II-18V II-18V	Air Guinée AFL/TurkmenisASB	lsd trf	1960 17jun62	returned same year; see c/n 181003704 f/n ASB 17jun62; l/n DME 13nov77; canx 1980
18000 20 05	CCCP-75718	II-18V	AFL/Moscow CSA	rgd	25may60 31may60	f/n SVO 24aug60; canx 1978; seen DME mar90/sep95, dumped; an II-18 fuselage was seen at the fuel depot at Domodedovo 20sep98, registration not visible but probably the same aircraft and 18 works are constrained and a second and a second and a second and a second
18000 21 01 18000 21 02	OK-OAC OK-OAD	II-18V II-18V	CSA	d/d d/d	31may60	rgd 18jun60; named 'Sliacské Kupele'; f/n AMS 05aug62; wfu 30may80; t/t 24,847 hours and 20,957 cycles; canx 29dec81; destroyed during Semtex tests 19/20nov84 rgd 18jun60; crashed near Nürnberg 28mar61 after fuselage broke up in severe turbulence; canx 18apr81
18000 21 03	CCCP-04356 CCCP-04356	II-18V II-18V	Polyarnaya Aviats. AFL/Polar	rgd trf	10jun60 1960	c/n from test report; in basic pre-1973 II-18 c/s with bold titles above the windows instead of 'Aeroflot' titles and a small 'GUSMP' (GlavSevMorPut') pennant on fin in lieu of Soviet flag; in document 22jun60 as just delivered in document may62
18000 21 04	CCCP-75422 CCCP-75720	II-18V II-18V	AFL/Moscow AFL/Northern	rgd rgd	18may66 11aug60	canx 1978 f/n HEL 07aug68; l/n TAS apr73; canx 1976
18000 21 05 18000 22 01	CCCP-75721 CCCP-75722	II-18V II-18V	AFL/Moscow AFL/Moscow	rgd rgd	19apr60 19apr60	f/n VKO 09jun60; l/n DME 27aug75; canx 1977 f/n LHR 18aug60; seen KRT oct60
18000 22 02	CCCP-75722 DM-STC	II-18V II-18V	AFL/Latvia Deutsche Lufthansa	trf rgd	17jun67 16jul60	I/n RIX 27may69; canx feb76 converted to II-18D jun68
	DM-STC DDR-STC OK-018	II-18V II-18V II-18V	Interflug Interflug VZLÚ	rgd rgd	01sep63 06oct81 30nov87	renamed; at AMS 24jun78 photo AMS 08feb86 converted to II-18LL; still active 1994, flying with a five-bladed propeller mounted on number two engine
18000 22 03	CCCP-75723	II-18V	AFL/Moscow	rgd	06aug60	Golden Rake'; subsequently stored Kbely and broken up jan96 f/n ARN 1960
18000 22 04	CCCP-75723 CCCP-75724	II-18V II-18V	AFL/Azerbaijan Soviet Gvt/AFL c/s	trf rgd	28sep67 11aug60	canx 14jan77 f/n YHZ 05oct61
	CCCP-75724 CCCP-75724	II-18V II-18V	AFL/Urals-SVX AFL/Urals-PEE	trf trf	12aug67 jan71	f/n DME 27aug75; l/n PEE 30jun76; canx 1977; was reportedly preserved in a park at Perm, broken up before 1997
18000 22 05 18900 23 01	CCCP-75725 CCCP-75726	II-18V II-18V	AFL/Latvia-RIX AFL/Moscow	rgd rgd	12aug60 03oct60	last flight 27jan77; last Il-18 at RIX; canx 1978
18000 23 02	CCCP-75726 493	II-18V II-18V	AFL/Kazakhstan-ALA East German AF	trf i/s	19sep64 28oct60	canx 1978 rgd 28oct62 with call-sign DM-VAX
	DM-STD DM-STD	II-18V II-18V	EGAF/DLH c/s Interflug	rgd	1964 03sep64	l/n SXF 30apr80
10000 22 02	DDR-STD	II-18V	Interflug	rgd	01jul81	wfu 26oct86 at SXF; canx 24nov88; dismantled in 1991, fuselage only seen SXF 01sep91; moved by trailer to Harbke and used as restaurant 'Fany-Fly' on the road to Helmstedt since 1992, I/n aug08; offered for sale around 2006; arrived Teuge, Holland, (N52.241219 E6.0526306) 24apr09 to become a hotel; I/n 26jun09; repainted in brown/white colours and 'hotelsuites.nl' on forward fuselage; f/n 30jul09, as such for the fuel fuel fuel for the Destruction Description of the State
18000 23 03 18000 23 04 18000 23 05	CCCP-75727 CCCP-75728 CCCP-75729	II-18V II-18V II-18V	AFL/GosNII GVF AFL/Moscow AFL/Urals-SVX	rgd rgd rgd	23mar61 07oct60 29oct60	f/n in Aeroflot c/s LHR 17apr67; dbr Rostov-na-Donu 21jan71; canx 1971 f/n AER 1960; l/n DME 03oct72; canx 1977 f/n SVX 23feb63
18000 23 03	CCCP-75729 CCCP-75730	II-18V II-18V II-18V	AFL/Urals-CEK AFL/Moscow	trf rgd	07jul65 21nov60	I/n DWE 1977; canx 1978 f/n VKC 24dec60; l/n DME 27aug75; canx 1977; was reported Monino Museum sep77, probably in error for
18000 24 02	9G-AAI	Il-18V	Ghana Airways	d/d	03dec60	CCCP-75737?; fate unknown returned Soviet Union jun63
18000 24 03	CCCP-75534 CCCP-75534 SP-LSA	II-18V II-18V II-18V	AFL/Polar AFL/Ukraine LOT	rgd trf rgd	29feb64 03jun77 21apr61	in fleet list 25aug64 canx 1979 according to other sources 23mar61; named 'Warszawa'; f/n AMS 11apr62; converted 13mar/14apr76 to, see next line
	SP-LSA SP-LSA SP-LSA	Il-18Gr Il-18Gr Il-18Gr	LOT Excel Al Ghana LOT	OST WAW	09mar87 oct88	with 'CARGO' titles; arrived at BASCO for last overhaul 15jan84 with t/t 25,709 hours Excelsior Airlines Ghana last flight 20oct88; canx 16jun89; photos WAW 16apr90/11jul90 in basic LOT c/s without titles and engines
18000 24 04	SP-LSR	II-18V	LOT	rgd	21apr61	missing, Excelsior Airlines Ghana titles still visible under paint; broken up at Warsaw feb90 according to other sources 23mar61; named 'Westerplatte'; f/n AMS 18apr62; arrived at BASCO for last
18000 24 05	9G-AAJ	Il-18V	Ghana Airways	d/d	03dec60	overhaul 13mar86 with t/t 31,543 hours; last flight 02nov88; canx 24aug89; broken up at Warsaw feb90 but photo WAW 11jul90, engineless ! f/n RAF Idris (now Tripoli IAP) Libya jun61; l/n SXF 1963 on a state visit; returned to the Soviet Union
10000 24 03	9G-AAJ CCCP-75535	II-18V II-18V	AFL/Northern	rgd	28mar64	jun63 reported LED 06jul70
	CCCP-75535 CCCP-75535	II-18V II-18V	AFL/Arkhangelsk Háng Không Viêtnam	trf Isd	01jan71 oct72	
	CCCP-75535	II-18V	AFL/Northern	ret	dec77	seen LED 1978 in 1973-standard Aeroflot c/s (photo proof exists); last flight 16feb84 (AFL/Kazakhstan but no mention as such in Soviet register) to BASCO and scrapped but according to Soviet register canx 1981 !

Line 200 Statistics Statistic	18000 25 01 18000 25 02	9G-AAK CCCP-75532 9G-AAL CCCP-75533	II-18V II-18V II-18V II-18V II-18V	Ghana Airways AFL/Uzbekistan Ghana Airways AFL/Uzbekistan-SKD	d/d rgd d/d rgd	14feb61 14jan64 14feb61 14jan64	returned Soviet Union jun63 f/n TAS 12dec66; canx 1978 seen LGW 06jun61; returned to the Soviet Union jun63 dbr 05jun70 on take-off from Samarkand when the crew had forgotten to unlock elevator and rudder, the aircraft was unable to lift off, overran the runway and suffered substantial damage, no casualties; canx
Ideal 24 bit 50 Control 11, 11, 12 Final Control 14, 10 Final Control 14		101 (1)	II-18V	Polish Air Force			see c/ns 185008305 and 185008503 named 'Lenino'; f/n AMS 19aug67; arrived at BASCO for last overhaul 26may86 with t/t 28,702 hours; wfu 28nov89; canx 29dec89; seen wfu WAW jan90; sold as scrap 28nov90; was preserved in the Ursynów area of Warsaw and was to become a café, seen in 1991; later moved near Poniatowski Bridge in downtown
1010 00 00 1010 00 1000 00 10000 1000 00 1000 00 1000 00 1000 00 1000 00 1000 00 100		CCCP-75731	II-18V	AFL/Moscow-VKO	trf	25may63	canx 1980 opb 247 LO; w/o 26feb63 on the leg from Anadyr to Magadan of a cargo flight from Mys Shmidta to Magadan when engines # 1 and 2 failed, the crew opted for a forced landing on the ice of zaliv Shelikhova bay near mys Yemlinskogo (2,700 metres from the coast), but the aircraft broke up while moving over the rough surface of the ice and sank, all 8 crew and 2 passengers killed (4 of them survived the accident, but
Br-Lill Br-Lill Br-Lill Br-Lill Description Provide the second base of the s	18100 26 03 18100 26 04 18100 26 05	CCCP-75734 CCCP-75735 CCCP-75736 CCCP-75736	II-18V II-18V II-18V II-18V II-18V	AFL/Azerbaijan AFL/Kyrgyzstan AFL/Moscow AFL/Urals	rgd rgd rgd trf	18feb61 02mar61 18feb61 1978	first II-18 delivery to KJA, arrived 09feb61 !; canx 1978 f/n oct73; canx 1977 f/n jul68; canx 1978 arrived BASCO 15may80 for last overhaul; canx 1982
1418 1418 70 1419 All Johnson 1419 All Johnson 1419	18100 27 01	SP-LSH	II-18V	LOT			named 'Kolobrzeg'; f/n AMS 08apr67; converted jun82 to, see next line wfu 30apr89; canx 22nov89; was preserved as a restaurant near Radomsko (on the E75 road south- bound), f/n 19jan90, l/n 1995; moved to Strumien, date unknown; preserved at Strumien, f/n 09aug97 with 'Air Natalia' titles; seen 16aug06 with 'Pepsi' titles, l/n mar12; seen aug13 painted in full Coca Cola
1110.2 70 CCC-7:278 11.90 AL/Uses rg Display Col Display Col Display Col Display Col Display Col Display	18100 27 02	CCCP-75737	II-18V	AFL/Northern-LED	rgd	15feb61	f/n HEL 16sep72; canx 1977; last flight 12jul77 (to Monino), preserved in the Russian Air Force museum at
10100 201 CCC:27:201 Line Monocome nm 100 10100 201 CCC:27:201 Line Monocome Ammany Ammany Ammany 1010 201 CCC:27:201 Line Monocome Ammany Ammany Ammany Ammany Ammany 1010 201 CCC:27:201 Line Monocome Ammany Ammany <td< td=""><td>18100 27 03</td><td>CCCP-75738</td><td>II-18V</td><td>AFL/Urals</td><td>rgd</td><td>28mar61</td><td>f/n SVO 17jul70; canx 1977; seen preserved sep77 in a Sverdlovsk city park but later destroyed by fire</td></td<>	18100 27 03	CCCP-75738	II-18V	AFL/Urals	rgd	28mar61	f/n SVO 17jul70; canx 1977; seen preserved sep77 in a Sverdlovsk city park but later destroyed by fire
11.100 2000 <	18100 27 04						
1810.70 CCD-7344 1.10 API Account of a source of a s	18100 27 05	CCCP-75740	II-18V	Soviet Gvt/AFL c/s	rgd	24mar61	f/n PIK 15sep62
1810 26 CC 7.7% 11.80 South (FO CMR / C* CMR	18100 28 01						f/n feb69; canx 1977; was preserved in Park kultury i otdykha "Komsomolski" at Abakan from 1977 and
19.100 20 40 SC. AVT (SC. P) 11.3V (SC. P) Chan Almost (SC. P) 000 (SC. P) Chan Almost (SC. P) 000 (SC. P) 0000 (SC. P) 000000000000000000000000000		9G-AAX CCCP-75426	II-18V II-18V	Ghana Airways AFL/Moscow	d/d rgd	08sep61 20jun66	opb 235 oao; f/n DKR 04apr61; carried cosmonaut German Titov to Moscow 08aug61; canx 1977 seen DKR jun61 !, wfu 31dec63, returned to Soviet Union f/n AER 30jun70
18100 200SP-LSCII-LBVLOTrg2 just18100 200CCCP-75743II-LBVAUCCCAu18100 200CCCP-75743II-LBVAUCCCAu18100 200CCCP-75743II-LBVAUCCCP-75743II-LBVAU18100 200CCCP-75743II-LBVAUAUCCCP-75743II-LBVAU18100 200CCCP-75743II-LBVAUAUCCCP-75743II-LBVAU18100 2003CCCP-75743II-LBVAUAUCCCP-75743II-LBVAU18100 2003CCCP-75743II-LBVAUAUCCCP-75743II-LBVAU18100 2003CCCP-75744II-LBVAUAUAUCCCP-75744II-LBVAU18100 2003CCCP-75744II-LBVAUAUAUCCCP-75744II-LBVAU18100 2003CCCP-75744II-LBVAUAUAUAUAUAU18100 2003CCCP-75744II-LBVAUAUAUAUAUAUAU18100 2003CCCP-75744II-LBVAUAUAUAUAUAUAUAU18100 2003CCCP-75744II-LBVAUAUAUAUAUAUAUAU18100 2003CCCP-75744II-LBVAUAUAUAUAUAUAUAU18100 2010CCCP-75744II-LBVAUAUAUAUAUAU<	18100 28 04	9G-AAY	II-18V	Ghana Airways	d/d	08sep61	seen DKR jun61 !, wfu 14jun63, returned to Soviet Union
BF-15C Di-18V D/T mon for mon mon <thmo< td=""><td>18100 28 05</td><td></td><td></td><td></td><td></td><td></td><td>according to other sources 23mar61; named 'Narwik'; f/n AMS 22dec61; converted 09feb76/27feb76 for</td></thmo<>	18100 28 05						according to other sources 23mar61; named 'Narwik'; f/n AMS 22dec61; converted 09feb76/27feb76 for
CCC 7573 III BW APL/Moreove VKD III BW Control in the ball of UMD Tennets" (n. 570 Oct-0646 fb at 0666 18100 29 00 OK-PAE III BW APL/Moreove VKD pri 22466 18100 29 01 OK-PAE III BW APL/Moreove VKD pri 22466 18100 29 02 OK-PAE III BW APL/Moreove VKD pri 22466 18100 29 03 HA-HOC III BW MALEV 001 manuf Xarlovy Vxr, commend a shall at 0408 fb oct-0816 to 1200 BB III BW APL/Moreove VKD pri Apl At 1200 BB III BW III BW MALEV 001 Table of 1100 BB Table 1	18100 29 01	LZ-BEI	II-18V	Balkan			canx 01jun88; sold to Balkan 17jun88 wfu at Varna, seen sep97/jun99; broken up long-range polar version; carried additional 'Polyarnaya Aviatsiya' below the cheatline; in document 22nov61 as just delivered; f/n SVO 15dec61; took part in Antarctic expeditions 15dec61/02feb62 and
JB100 20 03 HA-HOC II-18V MALÉV (id) marks Coll Second 2000 2000 2000 2000 2000 2000 2000 20	18100 29 02	CCCP-75743	II-18V	AFL/Moscow-DME	trf	31aug76	trials on behalf of LNPO "Leninets"; J/n SYD dec66 converted to a standard II-189; f/n VKO 02oct72 canx 1979; dumped at Zhukovski, I/n 16aug92, c/n checked that date named 'Karlovy Vary'; commenced scheduled services 22apr61; rgd 25apr61; hijacked to Munich 28oct76; last filght 18may80; t/t 26,651 hours and 20,818 cycles; canx 15oct81; served as a restaurant on a
18100 39 04 OK-PAF II-IBV CSA d/d 2 And Doard 18100 39 05 CCCP-7744 II-IBV AFL/Point Tr 1360 1360 11000 1100 11000	18100 29 03	HA-MOC	II-18V	MALÉV	d/d	mar61	I/n aug02, in good condition, no titles or registration; moved to Zruc Airpark (N49.808934 E13.414686) 09dec03, repainted into old CSA c/s including titles and registration, I/n aug11 CofA issued 12apr61; seen AMS 28jul61; crashed into sea 28aug71 (near Saltholm Island) on approach to
12just 12just<	18100 29 04	OK-PAF	II-18V	CSA	d/d	22apr61	34 on board
CCCP-7574 II-18V AFL/Moscow-rKQ tri 1969 (fr vKX 06spr2; modernised up in LBD standard in md-1970s Status AFL/Massoyari-KQ tri 1969 (fr vKX 06spr2; modernised up in LBD standard in md-1970s Status AFL/Massoyari-KQ Tri 1960 (fr vKX 06spr2; modernised up in the unit and 000 hours; cans mst3; ws preserved in 2000 hours; cans ms							12jul61
18100 30 02 CCCP-75746 11-8V AFL/(Krashistan AFL/Kazakistan AFL/K		CCCP-75744 CCCP-75744	II-18V II-18V	AFL/Moscow-VKO AFL/KrasnoyarKJA	trf trf	1969 18aug77	f/n VKO 06apr72; modernised to II-18D standard in mid-1970s arrived at BASCO for last overhaul 09jan79 with t/t more than 30,000 hours; canx mar83; was preserved near the Hotel 'Abkhaziya' at Gagry (Abkhaziya, Georgia) from 1983, was to become a children's cinema, but interior damaged by fire during work (probably in 1988), condition ever deteriorating, right wing spar broke in 2006, l/n oct06; broken up by 2008
18100 30 0 CCCP-7575 II-18W AFL/Latking rpd 13may61 cnx 1978 18100 30 0 CCCP-7575 II-18W AFL/Latking rpd 13may61 cnx 1978 model and barrended at BASCO for overhaul 29may79 with t/t 35,000 hours; converted to, see next line 18100 31 01 CCCP-75753 II-18W AFL/Latking rpd 30jun61 cnx 1978 rpd 30jun61 cnx 1978 rpd 30jun61 cnx 1978 rpd 30jun61 cnx 1979 rpd 30jun61 rpd rpd 7pd 30jun61 cnx 1979 rpd spd rpd	18100 30 02	CCCP-75746		AFL/Krasnoyarsk AFL/Krasnoyarsk		13may61	
18100 31 01CCCP-75752II-18VAFL/Kyrgyzstan AFL/Kyrgyzstan AFL/Kyrgyzstan AFL/Kyrgyzstan AFL/Kyrgyzstan (CCP-75752)II-18VAFL/Kyrgyzstan AFL/Karanoyark rgdIf T T 26/µ79IBaped Islino 31 02IBaped Islino 31 03IBaped Islino 31 03IBaped Islino 31 04IBaped Islino 31 04IB						20may61 13may61	
CCCP-75752 II-187 AFL/Magiadin RE/Krasnovaru rtf Zéju/37 18100 31 03 CCCP-7575 II-18V AFL/Aranovaru rgd Ø/Juli run 1977 18100 31 03 CCCP-7575 II-18V AFL/Tajkistan rgd Ø/Juli run 1976 run 1976 run 1976 18100 31 05 CCCP-75755 II-18V AFL/East Silent rgd Ø/Juli arrived BASC Onlow 29 for last overhaul with Vt 34,997 hours 18100 31 05 CCCP-75756 II-18V CSA run 40 AFL/Tajkistan rgd Ø/Juli arrived BASC Onlows overhaul (0may86 with Vt 14,506 hours; wti 15de87; last flight 22/Jar015 to Nimerice; bit 13,222 hours and 16,646 cycles; preserved at Auto & Technik Museum, Sinsheim 18100 32 01 CCCP-75756 II-18V AFL/Lavia rgd 2/Juni<1	18100 30 05	CCCP-75751	II-18V	AFL/TurkmenisASB	rgd	15jun61	
18100 31 02 CCCP-75753 II-18V AFL/Arsenovark rgd 30june1 cnx 1977 18100 31 02 CCCP-75755 II-18V AFL/Arsenovark rgd 07jule1 fin. EVN apr57; canx 1979; fuselage was used as a fire-trainer at Krasnodar, //n there on photo in Yozdushny Transport 13eugel; later moved to the dump at AEL, //n 14may66, //n jul07, partly broken up do ty le009 only the empty hull remained 18100 31 04 CCCP-75755 II-18V AFL/Arsenovark rgd 07jule1 fin. EVN apr57; canx 1979; fuselage was used as a fire-trainer at Krasnodar, //n there on photo in Yozdushny Transport 13eugel; later moved to the dump at AEL, //n 14may66, //n jul07, partly broken up do ty le009 only the empty hull remained 18100 31 04 CCCP-75755 II-18V AFL/Taijkistan rgd 21mar0 18100 32 01 CCCP-75758 II-18V AFL/Taijkistan rgd 07jul61 fin. LED 116073; canx 1979 18100 32 03 CCCP-75758 II-18V AFL/Lavia rgd 27jul61 fin. LED 116073; canx 1979 18100 33 02 CCCP-75758 II-18V AFL/Lavia rgd 27jul61 fin. LED 116073; canx 1979 18100 33 02 CCCP-75760 II-18V AFL/Lavia rgd 27jul61 fin. LED 1160773; canx 1979	18100 31 01						rgd 14jun61; arrived at BASCO for overhaul 29may79 with t/t 35,000 hours; converted to, see next line
18100 31 04 CCCP-75755 II-18V AFL/Taplikistan rgd 07/u61 arrived BASCO 16nov29 for last overhaul With ½ 4,997 hours 18100 31 05 OK-8YP II-18V CS-6VY (LSFMV) d/d 11/un61 rgd 28jan77, arrived at BASCO 16nov29 for last overhaul Ubith ½ 4,997 hours 18100 32 01 CCCP-75755 II-18V AFL/Taplikistan rgd 07/u61 rgd 28jan77, arrived at BASCO 16nov29 for last overhaul Ubith ½ 4,997 hours 18100 32 02 CCCP-75756 II-18V AFL/Taplikistan rgd 07/u61 rgd 28jan77, arrived at BASCO 16nov29 for last overhaul Ubith ½ 4,997 hours 18100 32 02 CCCP-75756 II-18V AFL/Taplikistan rgd 07/u61 rsstep 4MW 4W3 146c51; canx 05feb62 18100 32 03 CCCP-75759 II-18V AFL/Uasis rgd 12/u61 canx 1977 18100 33 03 CCCP-75761 II-18V AFL/Wastow rgd 13/u61 fm AFR 30jun70; canx 1978 18100 33 03 CCCP-75761 II-18V AFL/Wastow rgd 13/u61 fm AFR 30jun70; canx 1979 18100 33 04 TC-ABD II-18V AFL/Wastow rgd 13/u61 fm AFR 30jun70; canx 1979 1810		CCCP-75753	II-18V	AFL/Krasnoyarsk	rgd	30jun61	canx 1977 f/n EVN apr67; canx 1979; fuselage was used as a fire-trainer at Krasnodar, l/n there on photo in "Vozdushny Transport" 10aug89; later moved to the dump at AER, f/n 14may96, l/n jul07, partly broken
18100 31 05 0K-PPOK-PPII-18V II-18VCS-Cvt (LSFMV) tfd/d11/m61 21jan72 rgd 28jan72, arrwide at BASC Of last overhaul J6may86 with ½14,506 hours; wfu 15ded57, last flight 23jan72, arrwide at BASC Of last overhaul J6may86 with ½14,506 hours; wfu 15ded57, last flight 23jan72, arrwide at BASC Of last overhaul J6may86 with ½14,506 hours; wfu 15ded57, last flight 23jan72, arrwide at BASC Of last overhaul J6may86 with ½14,506 hours; wfu 15ded57, last flight 23jan72, arrwide at BASC Of last overhaul J6may86 with ½14,506 hours; wfu 15ded57, last flight 23jan72, arrwide at BASC Of last overhaul J6may86 with ½14,506 hours; wfu 15ded57, last flight 23jan72, arrwide at BASC Of last overhaul J6may86 with ½14,506 hours; wfu 15ded57, last flight 23jan72, arrwide at BASC Of last overhaul J6may86 with ½14,506 hours; wfu 15ded57, last flight 23jun72, canx 1976 canx 197718100 32 05 18100 33 02 CCCP-75767II-18V H7 (M2Kazahstan H1-18V CCCP-75763AFL/Uatvia rgdrgd15jun72, canx 1976 canx 1977 a 18iu03 304 rgd11-8V returned to Soviet Union 1967 J02, arrwide at BASC Of last overhaul J6may86 with ½14, soviet Supplement rgd12jun72, canx 1977 rast 1978 rast 18iu03 30418100 31 04 18100 31 04 CCCP-75763II-18V H1-18V AFL/Northern rgdAfL/Magadan rdd12jun72, rank 1979 rast d12jun72, canx 1978 rast d12jun72, canx 1976 rast d12jun72, canx 1976 rast d13jun72, canx 1976 rast d13jun72, canx 1976 rast d12jun72, rank 1977 rast d12jun72, rank 1979 rast d12jun72, rank 1978 rast d12jun72, rank 1977 rast d12jun72, rank 1977 rast d12jun72, rank 1979 rast d12jun72, rank 1978 rast d12jun72, rank 1977 rast d12jun72, rank 1978 rast d12jun72, rank 1978 rast d12jun72, rank 1977 rast d12jun	18100 31 04						arrived BASCO 16nov79 for last overhaul with t/t 34,997 hours
18100 32 01 CCCP-7575 II-18V AFL/Tajikistan rgd 07jul61 r(n LED 16d/5; canx 1979 18100 32 02 CCCP-7575 II-18V AFL/Tajikistan rgd 07jul61 r(n LED 06jul70; canx 1976 18100 32 03 CCCP-75758 II-18V AFL/Lavia rgd 12jul61 canx 1977 18100 32 00 CCCP-75761 II-18V AFL/Lavia rgd 12jul61 canx 1977 18100 33 01 CCCP-75762 II-18V AFL/kazakhstan rgd 13gug61 r/n DME 19aug75; (n AER 1977; canx 1978 18100 33 02 CCCP-75762 II-18V AFL/Kazakhstan rgd 15aug68 rg/r/1968 18100 33 03 TZ-ABE II-18V AFL/Moscow rgd 15aug68 rg/r/1969 carx 1979 18100 33 04 TZ-ABE II-18V AFL/Moscow rgd 15aug68 rgd rgd/r/1962 18100 34 02 CCCP-75424 II-18V AFL/Magadan rfd 01aug78 rrived at BASCO 14apr80; canx 1976 18100 34 02 CCCP-75763 II-18V Soviet Gv/AFL c/s rgd 04dotc11 rh N Lio Dav3/r rrived at BAS	18100 31 05	OK-BYP	II-18V	CS-Gvt (LSFMV)	d/d	11jun61	rgd 26jun61; f/n LHR 09jul62; canx 28jan77 rgd 28jan77; arrived at BASCO for last overhaul 06may86 with t/t 14,506 hours; wfu 15dec87; last flight 29jan90 to Nürnberg; t/t 18,322 hours and 16,684 cycles; preserved at Auto & Technik Museum, Sinsheim
18100 32 03CCCP-75758II-18VSoviet Gvt/AFL c/s rgdrgd14jun61 rgd(fn LED 06jul7); canx 1976 canx 197718100 32 05CCCP-75761II-18VAFL/Latvia rgdrgd12jul61 rgdcanx 1977 rgd18100 33 02CCCP-75761II-18VAFL/Latvia rgdrgd12jul61 rgdcanx 1977 rgd18100 33 02CCCP-75761II-18VAFL/Kazakhstan rgdrgd14jul61 rgdrgd14jul61 rgd18100 33 03T2-ABEII-18VAFL/Mazakhstan rgdrgd15aug66 rgdf/n SRG 02jml69; canx 1979 according CAA rgd 08jan65 1, renewal of CofA this date ?; l/n LBG jul74; w/o 11aug74 when ran out of fue and rased near Lingomin (Upper Volta) wf jul64 rrived at BASCO 14apr80; canx 1980; was preserved in "Leninski Komsomol" park at Tashkent from 02jul83; l/n 1986 rarived at BASCO 14apr80; canx 1980; was preserved in "Leninski Komsomol" park at Tashkent from 02jul83; l/n 1986 rarived at BASCO 14apr80; canx 1980; was preserved in "Leninski Komsomol" park at Tashkent from 02jul83; l/n 1986 rarived at BASCO 14apr80; canx 197618100 34 01CCCP-75764II-18VSoviet Gvt/AFL c/s rgdrgd18100 34 02CCCP-75764II-18VAFL/Magadanrf18100 34 03GCCP-75764II-18VAFL/Magadanrgd18100 34 04CCCP-75764II-18VAFL/Hangrgd18100 34 03GCCP-75764II-18VAFL/Magadanrgd18100 34 04CCCP-75764II-18VAFL/Magadanrgd18100 34 04CCCP-75765II-18VAFL/Magadan<	18100 32 01 18100 32 02	CCCP-75756 CCCP-75757					f/n LED 11oct75; canx 1979
18100 32 05CCCP-75761II-18VAFL/Latviargd27/juG118100 33 01CCCP-75761II-18VAFL/Kazakhstanrgd18aug61f/n DME 19aug75; /n AER 1977; canx 197818100 33 02CCCP-75762II-18VAFL/Kazakhstanrgd14juG1IBG 28mar64; according CAA rgd 08jan65 1, renewal of CofA this date ?; returned to Soviet Union 1967/196818100 33 04TZ-ABEII-18VAFL/Moscowrgd15aug68f/n CMC 29juI69; canx 197918100 33 04TZ-ABEII-18VAFL/Moscowrgd15aug68f/n SVO 29juI69; canx 197918100 33 059G-AAMII-18VGhana Airwaysd/d21apr61wfu juI6418100 34 01CCCP-75763II-18VAFL/Magadantrf01aug78arrived at BASCO 14apr80; canx 1980; was preserved in "Leninski Komsomal" park at Tashkent from 02juI83; l/n 198618100 34 01CCCP-75763II-18VSoviet Gvt/AFL c/srgd04oct1f/n BEG 20aug63 with Nikhta Khrushchev on board; l/n PIK 24nov63; canx 21dec64 as to Algeria18100 34 039G-AANII-18VApgraina Gvtd/d05p104d/dseen LHZ 25may74 and SXF 04pr78; arrived at BASCO for last overhaul jun83 with t/ 34,215 hours; canx 1989; so id not crash at Tamanrasset-Aguenna 12jun71 !18100 34 04CCCP-75765II-18VAFL/Turkmenistanrgd02juI61d/d 28sep62; wfu juI64, returned to the Soviet Inion in 196518100 34 04CCCP-75766II-18VAFL/Turkmenistanrgd02aug61crash tamanrasset-Aguenna 12jun71 !18100 34 04CCCP-75765II-1			II-18V	Soviet Gvt/AFL c/s	rgd	14jun61	f/n LED 06jul70; canx 1976
18100 33 02CCCP-75762II-18VAFL/Kazakhstanrgd14ili1/16r/n AER 30jun70; canx 197718100 33 03TZ-ABDII-18VAir MaliLBGjun63and LBG 2Bmar64; according CAA rgd 08jan65 !, renewal of CofA this date ?; returned to Soviet Union 1967/196818100 33 04TZ-ABEII-18VAFL/MoscowrgdISaug68may62according CAA rgd 08jan65 !, renewal of CofA this date ?; l/n LBG jul74; w/o 11aug74 when ran out of fuel and crashed near Lingomin (Upper Volta)18100 33 059G-AAMII-18VAFL/Moscowd/d21apr61wfu jul6418100 34 01CCCP-75424II-18VAFL/Mostom trf01aug78rrived at BASCO 14apr60; canx 1980; was preserved in "Leninski Komsomol" park at Tashkent from 02jul83; l/n 198618100 34 01CCCP-75763II-18VSoviet Gvt/AFL c/srgd04cotfitfr/n BFG 20aug63 with Nikta Khrushchev on board; l/n PIK 24nov63; canx 21dec64 as to Algeria18100 34 039G-AANII-18VAFL/Urals-CEKrgd102jin64canx 1987; wu jul64, returned to the Soviet Union in 196518100 34 04CCCP-75765II-18VAFL/Urals-CEKrgd20jin64canx 197618100 34 04CCCP-75765II-18VAFL/Urals-CEKrgd20jul64crashed near Ling/nt rune to the Soviet Union in 196518100 34 04CCCP-75765II-18VAFL/Urals-CEKrgd20jul66rgd20jul6618100 34 04CCCP-75765II-18VAFL/Moscow (MUTA)rgd20jul61reshed on landing in a dust storm Ashkhabad 05mar63; canx 04apr63 <tr< td=""><td>18100 32 05</td><td>CCCP-75760</td><td>II-18V</td><td>AFL/Latvia</td><td>rgd</td><td>27jul61</td><td>canx 1977</td></tr<>	18100 32 05	CCCP-75760	II-18V	AFL/Latvia	rgd	27jul61	canx 1977
CCCP-75477 18100 33 04II-18VAFL/Moscow Air MalirgdI5aug68 LBGIfn SV0 29jul69; canx 1979 according CAA rgd 08jan65 !, renewal of CofA this date ?; I/n LBG jul74; w/o 11aug74 when ran out of fuel and crashed near Lingomin (Upper Volta)18100 33 059G-AAM CCCP-75424II-18VGhana Airways AFL/Nothernd/d21apr61 rgdWfu jul64 fin LED 27may7018100 34 01CCCP-75763II-18VSoviet Gvt/AFL c/s rgdrgd04oct1 06jan64f/n ED 27may70 rgd18100 34 02CCCP-75764II-18VSoviet Gvt/AFL c/s rgdrgd04oct1 06jan64f/n ED 27may70 rgd18100 34 039G-AAN CCCP-75764II-18VSoviet Gvt/AFL c/s rgdrgd04oct1 06jan64f/n ED 27may70 rgd18100 34 039G-AAN CCCP-75765II-18VAFL/Urals-CEKrgd04oct1 rgd06jan6418100 34 04CCCP-75765II-18VAFL/Turkmenistan Aeroflotrgd02jul63 rgdopb 120 L0 -go Sverdlovskgo 00x) cbr 09marr3; canx 30may74 crash at Tamakrsk-Agurona 14, throw, and 8, arxay of rank oversk an daneed there, as that airstrip 17 km from Ivano-Frankovsk before)mistook in bad visibility an agricultural airstrip 17 km from Ivano-Frankovsk before) mistook in bad visibility an agricultural airstrip 17 km from Ivano-Frankovsk before)18100 34 04CCCP-75765II-18VAFL/Turkmenistan Aeroflotrgd02aug61 photonot sut rask heahbabd 00x); the arxash-landed, left wing ripped off, no casualties; t/t 15 hours 18 minutes and 8 cycles18100 35 01CCCP-75767II-18VAFL/Mo	18100 33 02	CCCP-75762	II-18V	AFL/Kazakhstan	rgd	14jul61	f/n AER 30jun70; canx 1977
18100 33 04TZ-ABEII-18VAir MaliLBGmay62according CAA rgd 08jan65 1, renewal of CofA this date ?; I/n LBG jul74; w/o 11aug74 when ran out of fuel and crashed near Lingomin (Upper Volta)18100 33 059G-AAMII-18VGhana Airways AFL/Northernd/d21apr61wfu jul6418100 34 01CCCP-75424II-18VAFL/Magdantrf01aug74vi jul6418100 34 02CCCP-75764II-18VSoviet Gvt/AFL c/s Algerian Gvtrgd04/d01arg74vi jul6418100 34 039G-AANII-18VSoviet Gvt/AFL c/s Algerian Gvtrgd04/d01arg74vi jul6418100 34 039G-AANII-18VSoviet Gvt/AFL c/s Algerian Gvtrgd04/d01arg74vi jul6418100 34 039G-AANII-18VGhana Airways AFL/Urals-CEKrgd04/d01arg74vi jul64, returned to the Soviet Union in 1965 opi 120 L0 1-go Sverdlovskogo OAO; dbr O9may74 on a flight from Sverdlovsk to Ivano-Frankovsk when the crew (who never had been to Ivano-Frankovsk before) mistook in bad visibility an agricultural airstrip 17 km from Ivano-Frankovsk before)mistook in bad visibility angricultural airstrip in 7 km from Tvano-Frankovsk before) mistook in bad visibility angricultural airstrip in 7 km from Ivano-Frankovsk before)rescale and algore angricultural airstrip in 7 km from Ivano-Frankovsk before) mistook in bad visibility angricultural airstrip in 7 km from Ivano-Frankovsk bad Bo373 cycles; canx 30may7418100 34 04CCCP-75765II-18VAFL/Mascow (MUTA) AFL/Mascow (MUTA)rgd02aug61 photrescale on landing in a dust storm As	18100 33 03					-	1967/1968
18100 33 059G-AAM CCCP-75424II-18V II-18V AFL/MagadanGhana Airways rdd/d (d 21apr61wfu jul64 vd 99sep6618100 34 01CCCP-75763II-18V T-VRAAFL/Magadanrd vd Vd/AFL c/so9sep66 rd rgd09sep66 160 NIK 01 nov82; canx 1980; was preserved in "Leninski Komsomol" park at Tashkent from 02jul83; (n 1986)18100 34 01CCCP-75764II-18V T-VRASoviet Gvt/AFL c/s II-18Vrgd Algerian Gvtrgd d/doct61f/n BE0 20aug63 with Nikita Khrushchev on board; 1/n PIK 24nov63; canx 21dec64 as to Algeria f/n BE0 20aug63 with Nikita Khrushchev on board; 1/n PIK 24nov63; canx 21dec64 as to Algeria f/n BE0 20aug63 with Nikita Khrushchev on board; 1/n PIK 24nov63; canx 21dec64 as to Algeria f/n BE0 20aug63 with Nikita Khrushchev on board; 1/n PIK 24nov63; canx 21dec64 as to Algeria f/n BE0 20aug63 with Nikita Khrushchev on board; 1/n PIK 24nov63; canx 21dec64 as to Algeria f/n BE0 20aug63 with Nikita Khrushchev on board; 1/n PIK 24nov63; canx 21dec64 as to Algeria f/n BE0 20aug63 with Nikita Khrushchev on board; 1/n PIK 24nov63; canx 21dec64 as to Algeria f/n BE0 20aug63 with Nikita Khrushchev on board; 1/n PIK 24nov63; canx 21dec64 as to Algeria f/n BE0 20aug63 with Nikita Khrushchev on board; 1/n PIK 24nov63; canx 21dec64 as to Algeria f/n BE0 20aug63 with Nikita Khrushchev on board; 1/n PIK 24nov63; canx 21dec64 as to Algeria f/n BE0 20aug63 with Nikita Khrushchev on board; 1/n PIK 24nov63; canx 21dec64 as to Algeria f/n BE0 20aug63 with Nikita Khrushchev on board; 1/n PIK 24nov63; canx 21dec64 as to Algeria f/n BE0 20aug63 with Nikita Khrushchev on board; 1/n PIK 24nov63; canx 21dec64 as to Algeria f/n BE0 20aug63 with Nikita Khrushchev on board; 1/n PIK 24nov63; canx 21dec64 as to Algeria f/n BE0 20aug63 with Nikita Khr	18100 33 04						according CAA rgd 08jan65 !, renewal of CofA this date ?; I/n LBG jul74; w/o 11aug74 when ran out of fuel
18100 34 01 CCCP-75763 II-18V Soviet Gvt/AFL c/s rgd 040ct61 f/n PIK 01nov62; canx 1976 18100 34 02 CCCP-75764 II-18V Soviet Gvt/AFL c/s rgd 160ct61 f/n PIK 01nov62; canx 1976 18100 34 03 GCCP-75764 II-18V Algerian Gvt d/d 06jan64 seen LHR 25may74 and SXF 04apr78; arrived at BASCO for last overhaul jun83 with t/t 34,215 hours; canx 1989; so did not crash at Tamanrasset-Aguenna 12jun71 ! 18100 34 03 9G-AAN II-18V Ghana Airways mfd 27jul61 r/d 28sep62; wfu jul64, returned to the Soviet Union in 1965 18100 34 04 CCCP-75425 II-18V AFL/Urals-CEK rgd 30jul66 opb 120 LO 1-go Sverdlovskogo OAO; dbr 09may74 on a rlight from Sverdlovsk to Ivano-Frankovsk when the crew (who never had been to Ivano-Frankovsk and landed there, as that airstrip 17 km from Ivano-Frankovsk airport for the runway of Ivano-Frankovsk and landed there, as that airstrip was only 500 metres long the aircraft overran into a ravine and broke in two, all 8 crew and 67 passengers escaped unhurt; t/t 19,767 hours and 8,373 cycles; canx 30may74 18100 34 04 CCCP-75765 II-18V AFL/Turkmenistan photo rgd 02aug61 crashed on landing in a dust storm Ashkhabad 05mar63; canx 04apr63 18100 35 01 CCCP-75767 II-18V AFL/Moscow (MUTA) toc	18100 33 05	CCCP-75424	II-18V	AFL/Northern	rgd	09sep66	wfu jul64 f/n LED 27may70 arrived at BASCO 14apr80; canx 1980; was preserved in "Leninski Komsomol" park at Tashkent from
18100 34 03 9G-AAN II-18V Ghana Airways mfd 27jul61 d/d 28sep62; wfu jul64, returned to the Soviet Union in 1965 CCCP-75425 II-18V AFL/Urals-CEK rgd 30jul66 opb 120 L0 1-go Sverdlovskogo OAO; dbr 09may74 on a flight from Sverdlovsk to Ivano-Frankovsk when the crew (who never had been to Ivano-Frankovsk before) mistook in bad visibility an agricultural airstrip 17 km from Ivano-Frankovsk and landed there, as that airstrip vas only 500 metres long the aircraft overran into a ravine and broke in two, all 8 crew and 67 passengers escaped unhurt; t/t 19,767 hours and 8,373 cycles; canx 30may74 18100 34 04 CCCP-75765 II-18V AFL/Turkmenistan Aeroflot rgd 02aug61 crashed on landing in a dust storm Ashkhabad 05mar63; canx 04apr63 18100 35 01 CCCP-75767 II-18V AFL/Moscow (MUTA) toc 02aug61 in Soviet register left blank; dbr 2giu61 on a test-flight from Tretyakovo when # 1 engine flamed out on finals to Tretyakovo and the aircraft crash-landed, left wing ripped off, no casualties; t/t 15 hours 18 minutes and 8 cycles 18100 35 01 CCCP-75767 II-18V AFL/Moscow (MUTA) toc 02aug61 in New 20aug75; arrived at BASCO for last overhaul nov77, partially modified to II-18D standard; canx 26jun79 as life-time expired; last flight may81 to the grass strip at Stavropol-Grushovy; preserved as café "liner" in (Victory) Park Pobedy (N45.024221 E41.923474) at Stavropol-Grushov; Im ar12, in good		CCCP-75764	II-18V	Soviet Gvt/AFL c/s	rgd	16oct61	f/n PIK 01nov62; canx 1976 f/n BEG 20aug63 with Nikita Khrushchev on board; I/n PIK 24nov63; canx 21dec64 as to Algeria seen LHR 25may74 and SXF 04apr78; arrived at BASCO for last overhaul jun83 with t/t 34,215 hours;
 18100 34 04 CCCP-75765 II-18V AFL/Turkmenistan 18100 34 05 CCCP-75765 II-18V AFL/Turkmenistan 2100 05 01 CCCP-75767 II-18V Aeroflot 18100 35 01 CCCP-75767 II-18V AFL/Moscow (MUTA) CCCP-75767 II-18V AFL/Armenia-EVN 18100 35 01 CCCP-75767 II-18V AFL/Armenia-EVN 18100 30 CCCP-75767 II-18V AFL/Armenia-EVN 18100 30 CCCP-75767 II-18V AFL/Armenia-EVN 18100 AFL/AFL/AFL/AFL/AFL/AFL	18100 34 03	9G-AAN CCCP-75425					d/d 28sep62; yfu jul64, returned to the Soviet Union in 1965 opb 120 LO 1-go Sverdlovskogo OAO; dbr 09may74 on a flight from Sverdlovsk to Ivano-Frankovsk when the crew (who never had been to Ivano-Frankovsk before) mistook in bad visibility an agricultural airstrip
18100 34 04 CCCP-75765 II-18V AFL/Turkmenistan rgd 02aug61 crashed on landing in a dust storm Ashkhabad 05mar63; canx 04apr63 18100 34 05 CCCP-75766 II-18V Aerofiot photo line in Soviet register left blank; dbr 28jul61 on a test-flight from Tretyakovo when # 1 engine flamed out on finals to Tretyakovo and the aircraft crash-landed, left wing ripped off, no casualties; t/t 15 hours 18 minutes and 8 cycles 18100 35 01 CCCP-75767 II-18V AFL/Moscow (MUTA) toc 02aug61 toc 02aug61 100 pax configuration; rgd only 15sep61 18100 35 01 CCCP-75767 II-18V AFL/Armenia-EVN trf 26nov62 f/n KBP 20aug75; arrived at BASCO for last overhaul nov77, partially modified to II-18D standard; canx 26jun79 as life-time expired; last flight may81 to the grass strip at Stavropol-Grushov; preserved as café "Line" in (Victory) Park Pobedy (N45.024221 E41.923474) at Stavropol-Grushov; preserved as café "Line" in (Victory) Park Pobedy (N45.024221 E41.923474) at Stavropol-Grushov; preserved as café							was only 500 metres long the aircraft overran into a ravine and broke in two, all 8 crew and 67 passengers
18100 35 01 CCCP-75767 II-18V AFL/Moscow (MUTA) toc 02aug61 100 pax configuration; rgd only 15sep61 CCCP-75767 II-18V AFL/Armenia-EVN trf 26nov62 f/n KBP 20aug75; arrived at BASCO for last overhaul nov77, partially modified to II-18D standard; canx 26jun79 as life-time expired; last flight may81 to the grass strip at Stavropol-Grushovy; preserved as café "Liner" in (Victory) Park Pobedy (N45.024221 E41.923474) at Stavropol since may81, I/n mar12, in god					rgd		crashed on landing in a dust storm Ashkhabad 05mar63; canx 04apr63 line in Soviet register left blank; dbr 28jul61 on a test-flight from Tretyakovo when # 1 engine flamed out on finals to Tretyakovo and the aircraft crash-landed, left wing ripped off, no casualties; t/t 15 hours 18
	18100 35 01						100 pax configuration; rgd only 15sep61 f/n KBP 20aug75; arrived at BASCO for last overhaul nov77, partially modified to II-18D standard; canx 26jun79 as life-time expired; last flight may81 to the grass strip at Stavropol-Grushovy; preserved as café "Liner" in (Victory) Park Pobedy (N45.024221 E41.923474) at Stavropol since may81, I/n mar12, in good

18100 35 02	CCCP-75768(2)	II-18V	AFL/GosNII GVF	rgd	12jun61	see c/n 189001201
18100 35 03	CCCP-75768(2) CCCP-75769	II-18V II-18V	AFL/Uzbekistan AFL/Urals	trf rgd	04sep64 15sep61	canx 1979 f/n DME 03oct72; canx 1977
18100 35 04 18100 35 05	CCCP-75770 CCCP-75771	II-18V II-18V	AFL/Kazakhstan AFL/Moscow	rgd rgd	07sep61 18sep61	f/n LED 11aug75; canx 1977 f/n CPH 04nov61
	CCCP-75771 CCCP-75771	II-18V II-18V	AFL/Kyrgyzstan AFL/Krasnoyarsk	trf trf	26feb62 16oct63	I/n DME 04oct72; canx 1977
18100 36 01	CCCP-75772 CCCP-75772	II-18V II-18V	AFL/GosNII GVF AFL/Kyrgyzstan	rgd trf	18oct61 26jan65	f/n LED 11aug75 in Aeroflot c/s; canx 1978
18100 36 02	YR-IMA B-230 (2)	II-18V II-18V	TAROM Civ Avn Adm China	rgd rgd	15sep61 28mar85	d/d 14sep61 leased from TAROM; see c/n 184007605; f/n SIA 04apr85
18100 36 03	YR-IMA CCCP-75773	II-18V II-18V	TAROM AFL/Armenia-EVN	ret mfd	30mar87 24aug61	wfu 07aug91; canx 01feb96; I/n OTP 23sep98 used for fire training rgd 12sep61; opb 279 LO; w/o 31dec70 on a flight from Leningrad-Shosseinoye (now Pulkovo) to Yerevan
						when took off with retracted flaps (the crew rushed home for the New Year and had not gone through the check-list and forgotten to extend the flaps) and crashed in a snowy field 5.3 km after lift-off, all 5 cockpit
						crew and 1 of the 78 passengers (a police officer who was probably in the cockpit) killed while all 3 cabin crew and 23 passengers were injured; t/t 13,760 hours and 6,733 cycles; canx 1971
18100 36 04	CCCP-75774 CCCP-75774	II-18V II-18V	AFL/Moscow AFL/Armenia	rgd trf	18sep61 unknown	f/n SXF early 1963 canx 1979; used as a café on a square at Yerevan (Armenia) since 1980, destroyed by explosives 01apr90,
18100 36 05	CCCP-75775	II-18V	AFL/Northern	rgd	15sep61	broken up f/n HEL 30jun67
18100 37 01	CCCP-75775 CCCP-75776	II-18V II-18V	AFL/Uzbekistan AFL/Moscow	trf rgd	31mar78 29sep61	canx 1978 in Soviet register as such, but possibly opb Soviet Gvt; f/n Sperenberg 14jun73; canx 1978
18100 37 02	YR-IMB	II-18V	TAROM	rgd	20oct61	force landed Paphos 24feb62 with all engines out and came to rest on belly, no one was injured and the crew were decorated; returned to the Soviet Union 11nov62 for repairs, still awaiting repairs at Vnukovo by
18100 37 03	3X-KKN	II-18V	Air Guinée	d/d	1961	1977 but never repaired and went to Ivanovo as a ground instructional airframe I/n DKR 16mar63
18100 37 04	3X-GAB 3X-NZE (2)	II-18V II-18V	Air Guinée Air Guinée	r/r d/d	1961	crashed Casablanca 09jul67 after hitting building, wreck still present Casablanca 1992 see c/n 180002004; f/n DKR 16feb63
	3X-GAC CCCP-75428	II-18V II-18V	Air Guinée AFL/Uzbekistan	r/r rgd	10oct66	canx 1980; f/n PPK 11jul93, preserved
18100 37 05	3X-LBE 3X-GAA	II-18V II-18V	Air Guinée Air Guinée	mfd r/r	30sep61 18jun67	d/d 1961; seen DKR 22dec62 seen GVA 27nov67; I/n SVO 08oct77, wfu
	CCCP-74299 CCCP-74299	II-18V II-18V	AFL/Krasnoyarsk AFL/West Siberia	rgd trf	06apr78 14apr83	f/n SVO apr79; arrived BASCO 03aug81 for last overhaul
	CCCP-74299	II-18V	AFL/Moscow	trf	06may85	t/t 31,319 hours and 10,894 cycles as of 20jul87 according to an incident report this date !; canx 08oct91; seen DME aug92/sep95, derelict
18100 38 01 18100 38 02	CCCP-75777 CCCP-75778	II-18V II-18V	AFL/Krasnoyarsk AFL/Uzbekistan	rgd rgd	18oct61 17nov61	f/n DME 03oct72; canx 1977 f/n SVO 04oct72; canx 27dec77
18100 38 03 18100 38 04	CCCP-75779 CCCP-75780(1)	II-18V II-18V	AFL/Tajikistan Aeroflot	rgd	22dec61	first aircraft to be configured to 89-seater layout; canx 1979, no details for this on Soviet register as line for this c/n is overwritten with the details of c/n 187009805,
18100 38 05	CCCP-75781	II-18V	AFL/TurkmenisASB	mfd	sep61	rgd 17nov61; arrived at BASCO 13mar80 to be scrapped according to BASCO files; canx nov81;
10100 50 05	CCCF-75701	11-100	ALC TURKINENIS. ASD	iniu	зерот	transported to Brest (Belarus) about nov/dec81 and preserved in a housing estate near the airport in full Aeroflot c/s with Soviet flag, f/n jul93, housed an aviation and space museum but the exhibits were
						destroyed by arson in 2003, in reasonable condition jun06, but littered with graffiti; seen apr09, in grey colours with blue cheatline; moved to Minsk-Borovaya airfield (N53.962291 E27.651338) f/n 07jun09,
	CCCP-190979	II-18V	Aeroflot	Msb	25jan10	dismantled; seen in good condition and complete 23jun09 preserved with this fake registration; I/n sep13
18100 39 01 18100 39 02	CCCP-75782 CCCP-75783	II-18V II-18V	AFL/Azerbaijan AFL/Krasnoyarsk	rgd rgd	10nov61 17nov61	f/n in East Germany 09sep75; canx 1977 canx 1977
18100 39 03	CCCP-75784 CCCP-75784	II-18V II-18V II-18V	AFL/Northern AFL/ArkangelsARH	rgd trf	11dec61 04jan71	until 26dec77; f/n TAS 12jun71
18100 39 04	CCCP-75784 CCCP-75785	II-18V II-18V II-18V	AFL/Kazakhstan AFL/Kazakhstan	trf rgd	01mar78 17nov61	f/n DME 03oct72; in service date as II-18GM (cargo door) 04mar78
18100 39 04	CCCP-75785 CCCP-75786	II-18V II-18V II-18V	AFL/Moscow AFL/Moscow	trf	19oct78 12jan62	last flight 23dec81 to BASCO and scrapped; canx 1982
10100 39 03	CCCP-75786	II-18V II-18V	MRP NPO "Leninets"	rgd trf	30mar69	arrived BASCO sep83 for last overhaul; f/n Pushkin 28may90 in Aeroflot c/s; l/n operational Brest 02jul93; was a SI-18V Tu-160 "Obzor-K" radar test-bed for a while
	RA-75786 75786	II-18V II-18V	MRP NPO / AFL c/s MRP NPO / AFL c/s	Siv Pus	26oct94 05aug01	was used for radar tests; reported for NPP-MIR; I/n Pushkin 25aug99 engineless/wfu; still present as such may06
18100 40 01	CCCP-75787 CCCP-75787	II-18V II-18V II-18V	AFL/Urals-SVX AFL/Urals-CEK	rgd trf	26sep63 01sep65	f/n DME 30oct77
	CCCP-75787 CCCP-75787	II-18V II-18V II-18V	AFL/Kazakhstan AFL/Turkmenistan	trf	17may83 16nov84	arrived BASCO 07mar84 for last overhaul canx 1986
18100 40 02	CCCP-75788 CCCP-75788	II-18V II-18V II-18V	Soviet Gvt/AFL c/s AFL/Krasnoyarsk	rgd trf	22dec61 20nov63	f/n PIK 12aug62 arrived at BASCO for last overhaul 16may79 with t/t 34,997 hours; converted to, see next line
18100 40 03	CCCP-75788 CCCP-75789	II-18V II-18T	AFL/Krasnoyarsk	ui	13jan62	canx 1983
		TI 1 0\/		rad		
	CCCP-75789	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Northern	rgd trf	10mar67	f/n PIK 12jun62 f/n LED 01aug70; l/n HEL 10aug74; canx 1977 f/n Cresceptain 0Empy74: canx 1977
18100 40 03 18100 40 04 18100 40 05						f/n LED 01aug70; l/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ
18100 40 04 18100 40 05	CCCP-75789 CCCP-75790 CCCP-75791	II-18V II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk	trf rgd rgd	10mar67 22dec61 05jan62	f/n LED 01aug70; l/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970
18100 40 04 18100 40 05 18100 41 01 18100 41 02	CCCP-75789 CCCP-75790 CCCP-75791 CCCP-75792 CCCP-75793	II-18V II-18V II-18V II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Kazakhstan AFL/Kazaokyarsk	trf rgd rgd rgd rgd	10mar67 22dec61 05jan62 22dec61 05jan62	f/n LED 01aug70; l/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 canx 1977
18100 40 04 18100 40 05 18100 41 01	CCCP-75789 CCCP-75790 CCCP-75791 CCCP-75792 CCCP-75793 CCCP-78732	II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Kazakhstan AFL/Krasnoyarsk LII Zhukovski	trf rgd rgd rgd rgd rgd	10mar67 22dec61 05jan62 22dec61 05jan62 26dec64	f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 canx 1977 avionics test-bed; late rgd reported in register !; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul
18100 40 04 18100 40 05 18100 41 01 18100 41 02 18100 41 03	CCCP-75789 CCCP-75790 CCCP-75791 CCCP-75792 CCCP-75793 CCCP-78732 RA-78732	II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Kazakhstan AFL/Krasnoyarsk LII Zhukovski LII Zhukovski	trf rgd rgd rgd rgd rgd Zuk	10mar67 22dec61 05jan62 22dec61 05jan62 26dec64 03sep93	f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 canx 1977 avionics test-bed; late rgd reported in register !; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul I/n Zhukovski Z3aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired
18100 40 04 18100 40 05 18100 41 01 18100 41 02 18100 41 03 18100 41 04	CCCP-75789 CCCP-75790 CCCP-75791 CCCP-75792 CCCP-75793 CCCP-78732 RA-78732 CCCP-75797	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Northern	trf rgd rgd rgd rgd rgd Zuk rgd	10mar67 22dec61 05jan62 22dec61 05jan62 26dec64 03sep93 13jan62	f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 canx 1977 avionics test-bed; late rgd reported in register !; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul I/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982
18100 40 04 18100 40 05 18100 41 01 18100 41 02 18100 41 03	CCCP-75789 CCCP-75790 CCCP-75791 CCCP-75792 CCCP-75793 CCCP-75793 CCCP-78732 RA-78732 CCCP-75797 CCCP-75796 DM-STF (1)	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Northern Aeroflot Interflug	trf rgd rgd rgd rgd Zuk rgd d/d rgd	10mar67 22dec61 05jan62 22dec61 05jan62 26dec64 03sep93 13jan62 27nov61 13sep62	f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 canx 1977 avionics test-bed; late rgd reported in register !; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul I/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405
18100 40 04 18100 40 05 18100 41 01 18100 41 02 18100 41 03 18100 41 04	CCCP-75789 CCCP-75790 CCCP-75791 CCCP-75792 CCCP-75793 CCCP-75793 CCCP-78732 RA-78732 CCCP-75797 CCCP-75796	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Northern Aeroflot	trf rgd rgd rgd rgd Zuk rgd d/d	10mar67 22dec61 05jan62 26dec64 03sep93 13jan62 27nov61	f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 avionics test-bed; late rgd reported in register 1; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul I/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named 'Vysoké Tatriy'; rgd 10jan62; f/n AMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles;
18100 40 04 18100 40 05 18100 41 01 18100 41 02 18100 41 03 18100 41 04 18100 41 05	CCCP-75789 CCCP-75790 CCCP-75791 CCCP-75792 CCCP-75793 CCCP-75793 CCCP-78732 RA-78732 CCCP-75797 CCCP-75796 DM-STF (1) CCCP-75475(1)	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk	trf rgd rgd rgd rgd Zuk rgd d/d rgd rgd	10mar67 22dec61 05jan62 26dec64 03sep93 13jan62 27nov61 13sep62 29feb68	f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 canx 1977 avionics test-bed; late rgd reported in register !; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul I/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979
18100 40 04 18100 40 05 18100 41 01 18100 41 02 18100 41 03 18100 41 04 18100 41 05 18100 42 01	CCCP-75789 CCCP-75790 CCCP-75791 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-78732 RA-78732 CCCP-75797 CCCP-75797 CCCP-75796 DM-STF (1) CCCP-75475(1) OK-PAG	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA	trf rgd rgd rgd rgd Zuk rgd d/d rgd d/d	10mar67 22dec61 05jan62 22dec61 05jan62 26dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62	f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 canx 1977 avionics test-bed; late rgd reported in register 1; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul I/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named 'Vysoké Tatry'; rgd 10jan62; f/n AMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 15oct81; served as a restaurant hear SluÜovice from 25may82, I/n sep96; moved to the zoo at Lesna (near SluÜovice) to become a restaurant here, but never opened; scrapped at Lesna in 2001
18100 40 04 18100 40 05 18100 41 01 18100 41 02 18100 41 03 18100 41 04 18100 41 05 18100 42 01	СССР-75789 СССР-75790 СССР-75791 СССР-75793 СССР-75793 СССР-75793 СССР-78732 RA-78732 СССР-75797 СССР-75797 СССР-75796 DM-STF (1) СССР-75475(1) ОК-РАН СССР-75602	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA Soviet AF/AFL c/s	trr rgd rgd rgd rgd Zuk rgd d/d d/d SVO	10mar67 22dec61 05jan62 22dec61 05jan62 26dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62 04jan62 1970	f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 avionics test-bed; late rgd reported in register 1; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul //n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named 'Vyoké Tatry'; rgd 10jan62; f/n AMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 15oct81; served as a restaurant near SluÜovice from 25may82, l/n sep96; moved to the zoo at Lesna (near SluÜovice) to become a restaurant tnee, but never opened; scrapped at Lesna in 2001 named 'Warianské Lazne'; rgd 10jan62; f/n LHR 23apr63; wfu 31oct79; t/t 24,543 hours and 20,699 cycles; canx 15oct81; was used for TV series "Ambulance"; scrapped aug81 at Prague with additional HF communications equipment, later opb 8 adon at Chkalovski; arrived at BASCO for last overhaul oct86 with t/t 11,776 hours; in documents and registers with c/n as such; c/n painted on tail SOF 17sep90 as '182004203, HF Communications removed; // Demmin-Tutow 28jun93
18100 40 04 18100 40 05 18100 41 01 18100 41 02 18100 41 03 18100 41 04 18100 41 05 18100 42 01	CCCP-75789 CCCP-75790 CCCP-75791 CCCP-75792 CCCP-75793 CCCP-78732 CCCP-78732 CCCP-75797 CCCP-75796 DM-5TF (1) CCCP-75475(1) OK-PAH	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA	trf rgd rgd rgd rgd Zuk rgd d/d d/d	10mar67 22dec61 05jan62 22dec61 05jan62 26dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62	f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 canx 1977 avionics test-bed; late rgd reported in register !; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul I/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register tamag4 Vysoké Tatry; rgd 10jan62; f/n AMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 15oct81; served as a restaurant here, but never opened; scrapped at Lesna in 2001 named 'Wysoké Tatry'; rgd 10jan62; f/n AMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 15oct81; served as a restaurant here, but never opened; scrapped at Lesna in 2001 named 'Warianské Lare!; rgd 10jan62; f/n LHR 23apr63; wfu 31oct79; t/t 24,543 hours and 20,699 cycles; canx 15oct81; was used for TV series "Ambulance"; scrapped aug81 at Prague with additional HF communications equipment, later opb 8 adon at Chkalovski; arrived at BASCO for last overhaul oct86 with t/t 11,776 hours; in documents and registers with c/n as such; c/n painted on tail SOF
18100 40 04 18100 40 05 18100 41 01 18100 41 02 18100 41 03 18100 41 04 18100 41 05 18100 42 01 18100 42 02 18100 42 03	CCCP-75789 CCCP-75790 CCCP-75791 CCCP-75791 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-75797 CCCP-75797 CCCP-75796 DM-STF (1) CCCP-75475(1) OK-PAH CCCP-75602 RA-75602 CCCP-75799	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Northern AFL/Xazehbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA Soviet AF/AFL c/s Russian AF/AFL c/s AFL/Moscow AFL/Mest Siberia	trf rgd rgd gd Zuk rgd d/d rgd d/d SVO CKL rgd trf	10mar67 22dec61 05jan62 26dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62 1970 28aug95 06feb62 jun67	f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 avionics test-bed; late rgd reported in register !; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30Jun86 for last overhaul I/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23Jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named 'Vyoské Tatry'; rgd 10jan62; f/n LMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 15octB1; served as a restaurant near SluÜovice from 25may82, l/n sep96; moved to the zoo at Lesna (near SluÜovice) to become a restaurant there, but never opened; scrapped at Lesna in 2001 named 'Marianské Lazne'; rgd 10jan62; f/n LHR 23apr63; wfu 31oct79; tr 24,543 hours and 20,699 cycles; canx 15octB1; was used for TV series 'Ambulance'; scrapped aug81 at Prague with additional HF communications equipment, later opb 8 adon at Chkalovski; arrived at BASCO for last overhaul oct86 with t/t 11,776 hours; in documents and registers with c/n as such; c/n painted on tail SOF 17sep09 as '182004203; HF communications removed; l/n Demmin-Tutow 28jun93 wfu 1998; canx 12mar01 reportedly as destroyed f/n DKR 11oct62 arrived BASCO Z5jun79 for last overhaul with t/t 34,992 hours
18100 40 04 18100 40 05 18100 41 01 18100 41 02 18100 41 03 18100 41 04 18100 41 05 18100 42 01 18100 42 02 18100 42 03	CCCP-75789 CCCP-75791 CCCP-75791 CCCP-75792 CCCP-75793 CCCP-75793 CCCP-75797 CCCP-75797 CCCP-75796 DM-STF (1) CCCP-75475(1) OK-PAH CCCP-75602 RA-75602 CCCP-75799	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA CSA Soviet AF/AFL c/s Russian AF/AFL c/s AFL/Moscow	trf rgd rgd rgd Zuk rgd d/d rgd d/d SVO CKL rgd	10mar67 22dec61 05jan62 26dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62 04jan62 1970 28aug95 06feb62	f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 avionics test-bed; late rgd reported in register !; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul I/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul I/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named 'Vyoské Tatry'; rgd 10jan62; f/n AMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 15oct81; served as a restaurant near SluÜovice from 25may82, l/n sep96; moved to the zoo at Lesna (near SluÜovice) to become a restaurant tree, but never opened; scrapped aug81 a trague with additional HF communications equipment, later opb 8 adon at Chkalovski; arrived at BASCO for last overhaul oct86 with t/t 11,776 hours; in documents and registers with c/n as such; c/n painted on tail SOF 17sep09 as '182004203', HF communications removed; l/n Demnin-Tutow 28jun93 wfu 1998; canx 12mar01 reportedly as destroyed f/n DKR 11oct62 arrived BASCO 25jun79 for last overhaul with t/t 34,992 hours canx 1982
18100 40 04 18100 40 05 18100 41 01 18100 41 02 18100 41 03 18100 41 04 18100 41 05 18100 42 01 18100 42 02 18100 42 03 18200 42 04	СССР-75789 СССР-75790 СССР-75791 СССР-75793 СССР-75793 СССР-75793 СССР-75793 СССР-75797 СССР-75797 СССР-75796 DM-STF (1) СССР-75796 OK-PAH СССР-75602 RA-75602 СССР-75799 СССР-75799 СССР-75799	II-18V II-18V	AFL/Northern AFL/Xazakhstan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA Soviet AF/AFL c/s Russian AF/AFL c/s AFL/Moscow AFL/West Siberia AFL/West Siberia AFL/Moscow	trf rgd rgd rgd Zuk rgd d/d d/d SVO CKL rgd trf trf rgd	10mar67 22dec61 05jan62 26dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62 1970 28aug95 06feb62 jun67 17dec79 06feb62	f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 avionics test-bed; late rgd reported in register !; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30Jun86 for last overhaul I/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23Jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named 'Vyoské Tatry'; rgd 10jan62; f/n LMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 15octB1; served as a restaurant near SluÜovice from 25may82, l/n sep96; moved to the zoo at Lesna (near SluÜovice) to become a restaurant there, but never opened; scrapped at Lesna in 2001 named 'Marianské Lazne'; rgd 10jan62; f/n LHR 23apr63; wfu 31oct79; tr 24,543 hours and 20,699 cycles; canx 15octB1; was used for TV series 'Ambulance'; scrapped aug81 at Prague with additional HF communications equipment, later opb 8 adon at Chkalovski; arrived at BASCO for last overhaul oct86 with t/t 11,776 hours; in documents and registers with c/n as such; c/n painted on tail SOF 17sep09 as '182004203; HF communications removed; l/n Demmin-Tutow 28jun93 wfu 1998; canx 12mar01 reportedly as destroyed f/n DKR 11oct62 arrived BASCO Z5jun79 for last overhaul with t/t 34,992 hours
18100 40 04 18100 40 05 18100 41 01 18100 41 02 18100 41 03 18100 41 04 18100 41 05 18100 42 01 18100 42 02 18100 42 03 18200 42 04 18200 42 05	СССР-75789 СССР-75790 СССР-75791 СССР-75793 СССР-75793 СССР-75793 СССР-75793 СССР-75797 СССР-75797 СССР-75797 СССР-75796 DM-STF (1) СССР-75475(1) ОК-РАН СССР-75602 RA-75602 СССР-75799 СССР-75799 СССР-75799 СССР-75799	II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA CSA Soviet AF/AFL c/s Russian AF/AFL c/s AFL/Moscow AFL/West Siberia AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow	trf rgd rgd rgd Zuk rgd d/d rgd d/d SVO CKL rgd trf rgd CKL trf rgd DME	10mar67 22dec61 05jan62 22dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62 04jan62 1970 28aug95 06feb62 jun67 17dec79 06feb62 30mar63 32raug75	f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 canx 1977 avionics test-bed; late rgd reported in register !; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul I/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named 'Vysoké Tatry'; rgd 10jan62; f/n AMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 15oct81; served as a restaurant near Sludovice from 25may82, I/n sep96; moved to the zoo at Lesna (near Sludovice) to become a restaurant there, but never opened; scrapped aug81 at Prague with additional HF communications equipment, later opb 8 adon at Chkalovski; arrived at BASCO for last overhaul ACK101/CF2 tryctes; canx 15oct81; served for TV series "Ambulance"; scrapped aug81 at Prague with additional HF communications removed; I/n Demmin-Tutow 28jun93 wfu 1998; canx 12mar01 reportedly as destroyed f/n DKR 110ct62 arrived BASCO 25jun79 for last overhaul with t/t 34,992 hours canx 1978 and Abidjan 1964, leased for a short time canx 1978
18100 40 04 18100 40 05 18100 41 01 18100 41 02 18100 41 03 18100 41 04 18100 41 05 18100 42 01 18100 42 02 18100 42 03 18200 42 04 18200 42 05	СССР-75789 СССР-75790 СССР-75791 СССР-75793 СССР-75793 СССР-75793 СССР-75793 СССР-75797 СССР-75797 СССР-75797 СССР-75796 DM-STF (1) СССР-75475(1) ОК-РАН СССР-75602 RA-75602 СССР-75799 СССР-75799 СССР-75799 СССР-75799	II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA CSA Soviet AF/AFL c/s Russian AF/AFL c/s AFL/Moscow AFL/West Siberia AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow	trf rgd rgd rgd Zuk rgd d/d rgd d/d SVO CKL rgd trf rgd CKL trf rgd DME	10mar67 22dec61 05jan62 22dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62 04jan62 1970 28aug95 06feb62 jun67 17dec79 06feb62 30mar63 32raug75	f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski 0AQ; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 canx 1977 avionics test-bed; late rgd reported in register 1; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul I/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named Vysoké Tatry'; rgd 10jan62; f/n AMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 15oct81; served as a restaurant here, but never opened; scrapped at Lesna in 2001 named Warianské Larel'; rgd 10jan62; f/n LHR 23apr63; wfu 21feb80; t/t 24,34 hours and 20,699 cycles; canx 15oct81; was used for TV series "Ambulance"; scrapped aug81 at Prague with additional HF communications equipment, later opb 8 adon at Chkalovski; arrived at BASCO for last overhaul oct86 with t/t 11,776 hours; in documents and registers with c/n as such; c/n painted on tail SOF 17sep90 as '182004203', HF communications removed; l/n Demmin-Tutow 28jun93 wfu 1982 and Abidjan 1964, leased for a short time canx 1978 f/n oct73; dbr Krasnoyarsk 12dec75 when undershot the runway by 250 m in bad weather, collapsing the nose and port main gear units and suffering damage to the port wing an
18100 40 04 18100 40 05 18100 41 01 18100 41 03 18100 41 04 18100 41 04 18100 41 05 18100 42 01 18100 42 02 18100 42 03 18200 42 04 18200 42 05 18200 43 01 18200 43 02	CCCP-75789 CCCP-75790 CCCP-75791 CCCP-75791 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-75797 CCCP-75796 DM-STF (1) CCCP-75475(1) OK-PAH CCCP-75602 RA-75602 CCCP-75602 RA-75602 CCCP-75800 CCCP-75800 CCCP-75801 CCCP-75801	II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA CSA Soviet AF/AFL c/s Russian AF/AFL c/s AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow	trf rgd rgd rgd Zuk rgd d/d d/d SVO CKL rgd trf rgd DKR DME rgd rgd rgd	10mar67 22dec61 05jan62 22dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62 04jan62 1970 28aug95 06feb62 jun67 17dec79 06feb62 30mar63 27aug75 06feb62 001mar62	 f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski 0AQ; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 canx 1977 avionics test-bed; late rgd reported in register 1; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul I/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named Vysoké Tatry'; rgd 10jan62; f/n AMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 15oct81; served as a restaurant near SluUovice from 25may82, I/n sep96; moved to the zoo at Lesna (near SluUovice) to become a restaurant there, but never opened; scrapped at Lesna in 2001 named Warianské Larel'; rgd 10jan62; f/n LHR 23apr63; wfu 30tc79; t/t 24,543 hours and 20,699 cycles; canx 15oct81; was used for TV series "Ambulance"; scrapped aug81 at Prague with additional HF communications equipment, later opb 8 adon at Chkalovski; arrived at BASCO for last overhaul 0x68 with t/t 11,776 hours; in documents and registers with c/n as such; c/n painted on tail SOF 17sep90 as '182004203', HF communications removed; l/n Demmin-Tutow 28jun93 wfu 1982 and Abidjan 1964, leased for a short time canx 1978 f/n oct73; dbr Krasnoyarsk 12dec75 when undershot the runway by 250 m in bad weather,
18100 40 04 18100 40 05 18100 41 01 18100 41 03 18100 41 04 18100 41 04 18100 41 05 18100 42 01 18100 42 02 18100 42 03 18200 42 04 18200 42 05 18200 43 01 18200 43 02	CCCP-75789 CCCP-75790 CCCP-75791 CCCP-75791 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-75797 CCCP-75796 DM-STF (1) CCCP-75475(1) OK-PAH CCCP-75602 RA-75602 CCCP-75602 RA-75602 CCCP-75800 CCCP-75800 CCCP-75801 CCCP-75801	II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA CSA Soviet AF/AFL c/s Russian AF/AFL c/s AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow	trf rgd rgd rgd Zuk rgd d/d d/d SVO CKL rgd trf rgd DKR DME rgd rgd rgd	10mar67 22dec61 05jan62 22dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62 04jan62 1970 28aug95 06feb62 jun67 17dec79 06feb62 30mar63 27aug75 06feb62 001mar62	f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski 0AQ; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 avionics test-bed; late rgd reported in register 1; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul I/n ZhuKovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named 'Vyoské Tatry'; rgd 10jan62; f/n AMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 15oct81; served as a restaurant there, but never opened; scrapped at Lesna in 2001 named 'Warianské Lazre'; rgd 10jan62; f/n LHR 23apr63; wfu 31ot79; t/t 24,543 hours and 20,699 cycles; canx 15oct81; was used for TV series "Ambulance"; scrapped aug81 at Prague with additional HF communications quipment, later opb 8 doon at Chkalovski; arrived at BASCO for last overhaul oct86 with t/t 11,776 hours; in documents and registers with c/n as such; c/n painted on tail SOF 17sep90 as '182004203', HF communications removed; l/n Demmin-Tutow 28jun93 wfu 1982 and Abidjan 1964, leased for a short time canx 1978 f/n AER 085CO 25jun79 for last overhaul with t/t 34,992 hours canx 1982 and Abidjan 1964, leased for a short time canx 1978 ryd 20mar62; obp 203 LO; w/o 06feb70 on a
18100 40 04 18100 40 05 18100 41 01 18100 41 03 18100 41 04 18100 41 04 18100 41 05 18100 42 01 18100 42 02 18100 42 03 18200 42 04 18200 42 05 18200 43 01 18200 43 02	CCCP-75789 CCCP-75790 CCCP-75791 CCCP-75791 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-75797 CCCP-75797 CCCP-75796 DM-STF (1) CCCP-75475(1) OK-PAH CCCP-75602 CCCP-75799 CCCP-75799 CCCP-75799 CCCP-75799 CCCP-75799 CCCP-75800 CCCP-75801 CCCP-75801	II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA CSA Soviet AF/AFL c/s Russian AF/AFL c/s AFL/Moscow AFL/Moscow AFL/Moscow	trf rgd rgd rgd Zuk rgd d/d d/d SVO CKL rgd d/d SVO CKL rgd DKR rgf rgd DME rgd rgd mfd	10mar67 22dec61 05jan62 22dec61 05jan62 26dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62 04jan62 1970 28aug95 06feb62 30mar63 27aug75 06feb62 30mar63 27aug75 06feb62	f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 avionics test-bed; late rgd reported in register 1; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul I/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named 'Vyoské Tatr'; rgd 10jan62; f/n AMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 15oct81; served as a restaurant near SluDovice from 25may82, l/n sep96; moved to the zoo at Lesna (near SluDovice) to become a restaurant there, but never opened; scrapped at Lesna in 2001 named 'Marianské Lazne'; rgd 10jan62; f/n LHR 23apr63; wfu 31oct79; t/t 24,543 hours and 20,699 cycles; canx 15oct81; was used for TV series 'Ambulance'; scrapped aug81 at Prague with additional HF communications equipment, later opb adon at Chkalovski; arrived at BASCO for last overhaul oct86 with t/t 11,776 hours; in documents and registers with c/n as such; c/n painted on tail SOF 17sep90 as '182004203', HF communications removed; l/n Demmin-Tutow 28jun93 wfu 1998; canx 12mar01 reportedly as destroyed f/n DKR 11oct62 arrived BASCO 25jun79 for last overhaul with t/t 34,992 hours canx 1982 and Abidjan 1964, leased for a short time canx 1978 rgd 20mar62; obp 203 LO; w/o 06feb70 on a flight from Tashkent to Samarkand when ATC at Samarkand transmitted a wrong distance from the airo
18100 40 04 18100 40 05 18100 41 02 18100 41 02 18100 41 03 18100 41 04 18100 41 05 18100 42 01 18100 42 02 18100 42 03 18200 42 04 18200 42 05 18200 43 01 18200 43 02 18200 43 03	CCCP-75789 CCCP-75790 CCCP-75791 CCCP-75791 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-75797 CCCP-75797 CCCP-75797 CCCP-75796 DM-STF (1) CCCP-75475(1) OK-PAH CCCP-75602 RA-75602 RA-75602 CCCP-75799 CCCP-75799 CCCP-75800 CCCP-75800 CCCP-75801 CCCP-75801 CCCP-75801 CCCP-75803 CCCP-75803 CCCP-75803	II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Krasnoyarsk LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA CSA Soviet AF/AFL c/s Russian AF/AFL c/s AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow	trf rgd rgd rgd Zuk rgd d/d d/d SVO CKL rgd trf rgd DKR rgd rgd mfd	10mar67 22dec61 05jan62 26dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62 04jan62 1970 28aug95 06feb62 jun67 17dec79 06feb62 30mar63 27aug75 06feb62 01mar62 29jan62	<pre>f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 avionics test-bed; late rgd reported in register !; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul //n 2hukovski 23au03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named 'Vysok' Tatry'; rgd 10jan62; f/n AMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 15oct81; served as a restaurant near SluUovice from 25may82, l/n sep96; moved to the zoo at Lesna (near SluUovice) to become a restaurant there, but never opened; scrapped aug1a at Prague with additional HF communications removed; l/n Demmin-Tutow 28jun93 wfu 1998; canx 12mar01 reportedly as destroyed f/n DKR 11oct62 arrived BASCO 25jun79 for last overhaul with t/t 34,992 hours canx 1982 and Abidjan 1964, leased for a short time canx 1978 r/n 4273; dbr Krasnoyarsk 12dec75 when undershot the runway by 250 m in bad weather, collapsing the nose and port main gear units and suffering damage to the port wing and fuselage; t/t 27,440 hours and 7,976 cycle; canx 1976 r/n AER 06jul70; canx 1978 rgd 20mar62; opb 203 L0; w/o 06feb70 on a flight from Tashkent to Samarkand when ATC at Samarkand transmitted a wrong distance from the airport to the crew (31 km instead of 42-44 km) and the crew did not cross-check the distance, but started to descend through clouds while sti</pre>
18100 40 04 18100 40 05 18100 41 02 18100 41 02 18100 41 03 18100 41 04 18100 41 05 18100 42 01 18100 42 02 18100 42 03 18200 42 04 18200 42 05 18200 43 01 18200 43 02 18200 43 03	СССР-75789 СССР-75790 СССР-75791 СССР-75791 СССР-75793 СССР-75793 СССР-75793 СССР-75793 СССР-75797 СССР-75797 СССР-75797 СССР-75799 СССР-75799 СССР-75799 СССР-75799 СССР-75799 СССР-75799 СССР-75799 СССР-75799 СССР-75799 СССР-75799 СССР-75800 СССР-75800 СССР-75800 СССР-75801 СССР-75803 СССР-75803 СССР-75803 СССР-75803 СССР-75804	II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Krasnoyarsk LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA Soviet AF/AFL c/s Russian AF/AFL c/s AFL/Moscow AFL/West Siberia AFL/Moscow	trf rgd rgd rgd rgd d/d d/d SVO CKL rgd d/d SVO CKL rgd trf trf rgd pKR rgd rgd rgd rgd rgd rgd rgd rgd rgd rgd	10mar67 22dec61 05jan62 22dec61 05jan62 26dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62 04jan62 1970 28aug95 06feb62 jun67 17dec79 06feb62 30mar63 27aug75 06feb62 01mar62 29jan62	<pre>f/n LED 01aug70; I/n HEL 10aug74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski 0A0; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 avionics test-bed; late rgd reported in register 1; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul I/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 16may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named 'Vysoké Tatry'; rgd 10jan62; f/n AMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 1Soct81; served as a restaurant there, but never opened; scrapped at Lesna in 2001 named 'Marianské Lazne'; rgd 10jan62; f/n LHR 23apr63; wfu 31oct79, t/t 24,454 hours and 20,699 cycles; canx 15oct81; was used for TV series 'Manbulance'; scrapped aug18 at Prague with additional HF communications equipment, later opb 8 adon at Chkalovski; arrived at BASCO for last overhaul oct86 with t/t 11,776 hours; in documents and registers with c/n as such; c/n painted on tail SOF 17sep90 as '182004203; HF communications removed; l/n Demmin-Tutow 28jun93 wfu 98g and Abidjan 1964, leased for a short time canx 1982 and Abidjan 1964, leased for a short time canx 1982 and Abidjan 1964, leased for a short time canx 1982 and Abidjan 1964, leased for a short time canx 1982 and Abidjan 1964, leased for a short time canx 1982 and Abidjan 1964, leased for a short time canx 1982 and Abidjan 1964, leased for a short time canx 1982 and Abidjan 1964, leased for a short time canx 1982 a</pre>
18100 40 04 18100 40 05 18100 41 01 18100 41 02 18100 41 03 18100 41 04 18100 41 05 18100 42 01 18100 42 02 18100 42 03 18200 42 04 18200 42 05 18200 43 01 18200 43 02 18200 43 04	СССР-75789 СССР-75790 СССР-75791 СССР-75793 СССР-75793 СССР-75793 СССР-75793 СССР-75797 СССР-75797 СССР-75796 DM-STF (1) СССР-75796 ОК-РАН СССР-75475(1) ОК-РАН СССР-75602 СССР-75799 СССР-75799 СССР-75799 СССР-75799 СССР-75800 СССР-75800 СССР-75801 СССР-75803 СССР-75803 СССР-75803 СССР-75804 СССР-75804	II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Krasnoyarsk LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA Soviet AF/AFL c/s AFL/Krasnoyarsk AFL/Moscow AFL/Farsnoyarsk GKPE NII'Leninets' MRP NPO "Leninets"	trf rgd rgd rgd rgd rgd d/d d/d SVO CKL rgd DME rgd DME rgd mfd rgd trf rgd DMR rgd rgd trf	10mar67 22dec61 05jan62 22dec61 05jan62 26dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62 04jan62 04jan62 04jan62 1970 28aug95 06feb62 30mar63 27aug75 06feb62 30mar63 27aug75 06feb62 29jan62	(fn LED 01aug70; I/n HEL 10aug74; canx 1977 (fn Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski 0AO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 (fn DME 10apr72; canx 1977 avionics test-bed; late rgd reported in register 1; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul (ln Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named 'Vysoké Tatry'; rgd 10jan62; f/n AMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 15oct81; served as a restaurant there; but never opened; scrapped at Lesna in 2001 named 'Marianské Lazne'; rgd 10jan62; f/n LHR 23apr63; wfu 31oct79; t/t 24,543 hours and 20,699 cycles; canx 15oct81; was used for TV series 'Ambulance'; scrapped aug81 at Prague with additional HF communications equipment, later opb 8 adon at Chkalovski; arrived TASCO for last overhaul oct66 with t/t 11,776 hours; in documents and registers with c/n as such; c/n painted on tail SOF 17sep90 as '182004203', HF communications removed; l/n Demmin-Tutow 28jun93 wfu 198; canx 12mar01 reportedly as destroyed f/n DKR 11oct62 arrived BASCO 25jun79 for last overhaul with t/t 34,992 hours canx 1982 and Abidjan 1964, leased for a short time canx 1976 f/n AER 06ju170; canx 1978 rgd 20mar62; opb 203 LO; w/o 06feb70 on a flight from Tashkent to Samarkand when ATC at Samarkand transmitted a wrong distance from the airport to the crew (31 km instead of 42-44 km) and the crew did not cross-ch
18100 40 04 18100 40 05 18100 41 01 18100 41 02 18100 41 03 18100 41 04 18100 41 05 18100 42 01 18100 42 02 18100 42 03 18200 42 04 18200 42 05 18200 43 01 18200 43 02 18200 43 04	СССР-75789 СССР-75790 СССР-75790 СССР-75791 СССР-75793 СССР-75793 СССР-75793 СССР-75793 СССР-75793 СССР-75793 СССР-75799 СССР-75799 СССР-75602 RA-75602 СССР-75602 RA-75602 СССР-75800 СССР-75800 СССР-75801 СССР-75801 СССР-75803 СССР-75803 СССР-75803 СССР-75804 RA-75804 RA-75804 RA-75804	II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA CSA Soviet AF/AFL c/s Russian AF/AFL c/s AFL/Moscow AFL/Far Bast AFL/Moscow AFL/Moscow AFL/Moscow AFL/Far Bast AFL/Moscow AFL/Far BAST AFL/FAR BAST AF	trf rgd rgd rgd Zuk rgd d/d SVO CKL rgd trf rgd DKR rgd rgd rgd trf rgd DKR rgd rgd SIV Siv	10mar67 22dec61 05jan62 22dec61 05jan62 26dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62 04jan62 04jan62 04jan62 1970 28aug95 06feb62 30mar63 327aug75 06feb62 30mar63 27aug75 06feb62 30mar63 27aug75 06feb62 01mar62 29jan62	(fn LED 01auq70; 1/n HEL 10auq74; canx 1977 (fn Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 105ep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 (fn DME 10apr72; canx 1977 avionics test-bed; late rgd reported in register !; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul [/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun86 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register: canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named 'Vysoké Tatry'; rgd 10jaño2; /fn LMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 15oct81; served as a restaurant near SluÜovice from 25may82, l/n sep96; moved to the zoo at Lesna (near 5luÜovice) to become a restaurant there, but never opened; scrapped at Lesna in 2001 named 'Warianske Lazne'; rgd 10jaño2; /fn LMS 23par63; wfu 21feb80; t/t 25,572 hours and 20,699 cycles; canx 15oct81; was used for TV series 'Ambulance''; scrapped aug81 at Prague with additional HF communications requipment, later opb 8 adon at Chkalovski; arrived at BASCO for last overhaul oct86 with t/t 11,776 hours; in documents and registers with c/n as such; c/n painted on tail SOF 17sep90 as 1182004203; HF communications removed; l/n Demmin-Tutov 28jun93 wfu 1998; canx 12mar01 reportedly as destroyed f/n DKR 10djan 1964, leased for a short time canx 1978 f/n oct73; dbr Krasnoyarsk 12dec75 when undershot the runway by 250 m in bad weather, collapsing the nose and port main gear units and suffering damage to the port wing and fuselage; t/t 27,440 hours and 7,976 cycles;
18100 40 04 18100 40 05 18100 41 02 18100 41 03 18100 41 04 18100 41 04 18100 41 05 18100 42 01 18100 42 02 18100 42 03 18200 42 04 18200 42 05 18200 43 01 18200 43 02 18200 43 04	CCCP-75789 CCCP-75790 CCCP-75790 CCCP-75791 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-75797 CCCP-75797 CCCP-75799 CCCP-75797 CCCP-75602 RA-75602 CCCP-75602 RA-75602 CCCP-75799 CCCP-75799 CCCP-75799 CCCP-75800 CCCP-75801 CCCP-75801 CCCP-75801 CCCP-75803 CCCP-75803 CCCP-75803 CCCP-75803 CCCP-75803 CCCP-75804 CCCP-75804 CCCP-75804 CCCP-75804 CCCP-75804	II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Krasnoyarsk LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA Soviet AF/AFL c/s Russian AF/AFL c/s AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Latvia AFL/Moscow AFL/Krasnoyarsk GKPE NII'Leninets' MRP NPO "Leninets" Daallo Airlines	trf rgd rgd rgd Zuk rgd d/d SVO CKL rgd d/d SVO CKL rgd trf rgd DKR rgf rgd rgd trf SHJ	10mar67 22dec61 05jan62 22dec61 05jan62 26dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62 04jan62 1970 28aug95 06feb62 30mar63 27aug75 06feb62 30mar63 27aug75 06feb62 30mar63 27aug75 06feb62 30mar63 201mar62 29jan62	<pre>f/n LED 0iauq70; //n HEL 10auq74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 105ep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10apr72; canx 1977 avionics test-bed; late rgd reported in register !; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul l/n Zhukovski Z3aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun86 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register: canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named 'Vysoké Tatry'; rgd 10jan62; i/n AMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,686 cycles; canx 15ot81; served as a restaurant near Slu0ovice from Z5may82, l/n sep96; moved to the zoo at Lesna (near Slu0ovice) to become a restaurant there, but never opened; scrapped at Lesna in 2001 named 'Marianske Lazne'; rgd 10jan62; i/n LHX 23apr63; wfu 31oc79; t/t 24,543 hours and 20,699 cycles; canx 15oct81; was used for TV series *Ambulance''; scrapped aug81 at Prague with additional HF communications requipment, later opb 8 adon at Chkalovski; arrived at BASCO for last overhaul oct86 with t/t 11,776 hours; in documents and registers with c/n as such; c/n painted on tail SOF i7se900 as 1182004203; HF communications removed; l/n Demmin-Tutow 28jun93 wfu 1998; canx 12mar01 reportedly as destroyed i/n DKR 110gin 1964, leased for a short time canx 1978 i/n ACR 06ju107; canx 1978 i/n ACR 06ju170; canx 1978 i/</pre>
18100 40 04 18100 40 05 18100 41 02 18100 41 02 18100 41 04 18100 41 04 18100 41 05 18100 42 01 18100 42 02 18100 42 03 18200 42 04 18200 42 05 18200 43 01 18200 43 02 18200 43 04 18200 43 05	CCCP-75789 CCCP-75790 CCCP-75791 CCCP-75791 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-75797 CCCP-75799 CCCP-75799 CCCP-75602 RA-75602 CCCP-75799 CCCP-75799 CCCP-75799 CCCP-75800 CCCP-75801 CCCP-75801 CCCP-75801 CCCP-75803 CCCP-75803 CCCP-75803 CCCP-75803 CCCP-75804 RA-7580	II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Krasnoyarsk LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA Soviet AF/AFL c/s Russian AF/AFL c/s AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Krasnoyarsk GKPE NII'Leninets' MRP NPO 'Leninets' MRP NPO 'AFL c/s NPP-MIR NPP-MIR	trf rgd rgd rgd Zuk rgd d/d SVO CKL rgd d/d SVO CKL rgd rgd d/d SVO CKL rgd rgd rgd d/d SVO CKL rgd rgd SVO CKL rgd rgd rgd rgd rgd rgd rgd rgd rgd rgd	10mar67 22dec61 05jan62 22dec61 05jan62 26dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62 04jan62 1970 28aug95 06feb62 jun67 17dec79 06feb62 30mar63 27aug75 06feb62 01mar62 29jan62 01mar62 30mar63 10sep68 07jul93 26oct94 24apr95 19nov04	<pre>f/n LED 0iaug70; (/n HEL 10aug74; canx 1977 (/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski 0A0; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the numway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 (/n DME 10apr72; canx 1977 canx 1977 avionics test-bed; late rgd reported in register 1; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul (/n zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time aspired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982 line left blank on Soviet register damaged by fire on overhaul AR2-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named 'Vysoke Tatry'; rgd 10jan62; i/n AMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 15oct81; served as a restaurant near SluDovice from 25may82, l/n sep36; moved to the zoo at Lesna (near SluDovice) to become a restaurant there, but never opened; scrapped at Lesna in 2001 named 'Vysoke Tatry'; rgd 10jan62; i/n LHR 23apr63; wfu 31oct79; t/t 24,543 hours and 20,699 cycles; canx 15oct81; was used for Tv series 'Ambulance'; scrapped at uses in 2001 named 'Narianske Lazne'; rgd 10jan62; i/n LHR 23apr63; wfu 31oct79; t/t 24,543 hours and 20,699 cycles; canx 15oct81; was used for Tv series 'Ambulance'; scrapped at Lesna in 2001 named 'Narianske Lazne'; rgd 10jan62; i/n LHR 23apr63; wfu 31oct79; t/t 24,543 hours and 20,699 cycles; canx 15oct81; was used for Tv series 'Ambulance'; scrapped at Lesna in 2001 narrived BASCO 25jun79 for last overhaul with t/t 34,992 hours canx 1982 and Abligin 1964, leased for a short time canx 1978 f/n oct73; dbr Krasnoyarsk 12dec75 when undershot the runway by 250 m in bad weather, collapsing the nose and por</pre>
18100 40 04 18100 40 05 18100 41 02 18100 41 03 18100 41 04 18100 41 04 18100 41 05 18100 42 01 18100 42 02 18100 42 03 18200 42 04 18200 42 05 18200 43 01 18200 43 02 18200 43 04	CCCP-75789 CCCP-75790 CCCP-75790 CCCP-75791 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-75793 CCCP-75797 CCCP-75797 CCCP-75796 DM-STF (1) CCCP-75797 CCCP-75799 CCCP-75799 CCCP-75799 CCCP-75799 CCCP-75799 CCCP-75799 CCCP-75799 CCCP-75800 CCCP-75800 CCCP-75801 CCCP-75803 CCCP-75803 CCCP-75803 CCCP-75804 CCCP-75804 RA-75804 RA-75804 RA-75804 RA-75804 RA-75804	II-18V II-18V	AFL/Northern AFL/Azerbaijan AFL/Krasnoyarsk AFL/Krasnoyarsk LII Zhukovski LII Zhukovski AFL/Krasnoyarsk LII Zhukovski AFL/Northern Aeroflot Interflug AFL/Krasnoyarsk CSA Soviet AF/AFL c/s Russian AF/AFL c/s AFL/Moscow AFL/West Siberia AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Moscow AFL/Krasnoyarsk GKPE NII'Leninets' MRP NPO 'Leninets' MRP NPO 'Leninets' MRP NPO / AFL c/s NPP-MIR	trf rgd rgd rgd Zuk rgd d/d SVO CKL rgd d/d SVO CKL trf rgd DKR rgd rgd rgd d/d SVO CKL trf rgd SVO CKL trf rgd SVO SVO CKL rgd trf rgd trgd trgd trgd trgd trgd trgd trgd	10mar67 22dec61 05jan62 22dec61 05jan62 26dec64 03sep93 13jan62 27nov61 13sep62 29feb68 04jan62 04jan62 04jan62 04jan62 1970 28aug95 06feb62 30mar63 27aug75 06feb62 29jan62 01mar62 29jan62 01mar62 29jan62	<pre>f/n LED 0iauq70; //n HEL 10auq74; canx 1977 f/n Grossenhain 05may75; canx 1977 opb 1-y Krasnoyarski OAO; dbr 105ep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; canx 1970 f/n DME 10ap72; canx 1977 avionics test-bed; late rgd reported in register !; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul U/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register: canx 1982 line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named 'Vysoké Tatry'; rgd 10jañc2; f/n AMS 23mar63; wfu 21feb80; t/t 25,572 hours and 20,846 cycles; canx 15oct81; served as a restaurant near SluDovice from 25may82, l/n sep96; moved to the zoo at Lesna (near SluDovice) to become a restaurant there, but never opened; scrapped at Lesna in 2001 named 'Marianské Lazne'; rgd 10jañc2; f/n LHR 23apr63; wfu 31oct79; t/t 24,543 hours and 20,699 cycles; canx 15oct81; was used for TV series 'Ambulance'; scrapped aug1 arPague with additional HF communications equipment, later opb 8 adon at Chkalovski; arrived at BASCO for last overhaul oct86 with (t/ 11,776 hours; in documents and registers with c/n as such; c/n painted on tail SOF 17sep90 as '182004203'; HF communications removed; l/n Demmin-Tutow 28jun93 wfu 1982 and Abidjan 1964, leased for a short time canx 1982 an</pre>

	DDR-STG	II-18V	Interflug	rgd	19aug81	wfu 09nov88; last flight 18nov88 (to Erfurt); canx 25nov88; seen in use as a rescue trainer at Erfurt airport (N50.977087 E10.951160) jun06 no registration carried, with 'Flughafen Erfurt Training' titles, l/n
18200 44 03 18200 44 04	CCCP-75807 CCCP-75806	II-18V II-18V	AFL/Azerbaijan AFL/Kazakhstan	rgd rgd	29mar62 29mar62	dec13 in very faded c/s canx 1977 f/n DME 19aug75; canx 1978
18200 44 05	CCCP-75606 RA-75606	II-18V II-18V	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd Pus	20dec73 24oct94	with additional HF communications equipment and later opb 223 osap at Chkalovski; f/n Sperenberg 09may74; arrived at BASCO for last overhaul jan87 with t/t 11,820 hours; l/n Pushkin 06jul94 seen CKL 15aug96, c/n checked; wfu 1998; l/n CKL 05aug00, titles not reported; canx 12mar01 reportedly
18200 45 01	CCCP-75808	II-18V	AFL/Northern	rgd	19jun62	as destroyed f/n HEL 31may67; canx 1978 f/a NEP 2014-70
18200 45 02	CCCP-75809 CCCP-75809	II-18V II-18V	AFL/Moscow AFL/Urals-SVX	rgd trf	12jun62 14dec71	f/n AER 30jun70 canx 1977 fa V/d 1055 V/a DME 12aav77, canx 1092
18200 45 03 18200 45 04	CCCP-75810 CCCP-75811	II-18V II-18V	AFL/Moscow AFL/Moscow	rgd rgd	19jul62 17jul62	f/n VKO 1965; l/n DME 13nov77; canx 1982
	CCCP-75811	II-18V	MRP Zhukovski	trf	03jan67	operated as an II-18REO avionics test-bed; arrived BASCO 23aug84 for last overhaul with t/t 6,788 hours; seen DME 04sep91 in Aeroflot c/s, no titles
	RA-75811 RA-75811	II-18V II-18V	MRP Zhukovski Ilavia	SHJ Zuk	05mar93 11may96	Aeroflot c/s, no titles //n SHJ feb97, photo available
	RA-75811 RA-75811	II-18V II-18V	Elf Air no titles	MST VKO	04feb98 28jun02	l/n SHJ 29dec01 l/n DME 25aug02 Crist Handra a black darastad forska silta darias the Crist Patriatic Wasserd a black of the Crist
	RA-75811	II-18V	Grizodubova AvCo	rgd	24oct02	Grizodubovoy was a highly decorated female pilot during the Great Patriotic War and a Hero of the Soviet Union; f/n Zhukovski 23aug03, no titles; l/n FJR 19apr04, with titles ?; canx 17mar04 as sold to
	EX-028	II-18V	blue/white, n/t	FRU	09sep04	Kyrgyzstan I/n RKT 15apr05; c/n checked
	UR-CEV	II-18V	Sevastopol Avia	rgd	17may05	owned by Gulf Aero Freight FZE; f/n SIP 30may05; CofA issued 09jun05 to Sevastopol Avia; l/n active DME 19feb06; seen stored without engines at SIP 06jun07/16jul08; l/n 18jul08 in the process of being broken
18200 45 05	TZ-ABY CCCP-74298	II-18V II-18V	Air Mali AFL/Kazakhstan-ALA	mfd rgd	29mar62 17nov71	up photo at BKO 1962; seen LBG 19jun65; I/n ABJ 12sep69; returned to the Soviet Union in 1971 opb 218 LO; w/o 31aug72 on a flight from Karaganda to Moscow when some readily flammable material
				.gu	1,1101,1	(which should not have been transported by air) in the second luggage compartment ignited, causing a fire which produced a lot of toxic smoke, the crew decided to make an emergency landing at Magnitogorsk, but
						the toxic smoke disabled them so that they lost control on approach and the aircraft crashed in a field in the Abzelilov district of Bashkortostan 23 km north of Magnitogorsk airport, between Smelovski
						(Verkhneuralsk district of the Chelyabinsk region) and Pokrovka (Abzeillov district of Bashkortostan), all 9 crew and 93 passengers killed (all persons in the passenger cabin died already from the toxic smoke while
						still being in the air while the cockpit crew was still alive at the time of the impact); t/t 10,798 hours and 4,249 cycles; canx 19feb73
18200 46 01	LZ-BEL LZ-BEL	II-18V II-18V	TABSO Bulair	d/d rgd	30mar62 jun68	seen LGW 02jun63 f/n LGW 27sep69; l/n SXF 1971
18200 46 02	LZ-BEL CCCP-75812	II-18V II-18V	Balkan AFL/Latvia	rgd rgd	03oct72 12jun62	f/n LBG aug74; photo ZRH jun76; was destroyed by a fire in the Tashkent overhaul plant dec76
	CCCP-75812 CCCP-75812	II-18V II-18T	AFL/Far East AFL/Far East	trf BKA	17dec76 05mar79	arrived at BASCO for last overhaul 05mar79; converted to, see next line canx 1983; seen KHV jul94/may95, fuselage only, derelict
18200 46 03	LZ-BEK LZ-BEK	II-18V II-18V	TABSO Bulair	d/d trf	25apr62 1968	seen LGW 16jun63; I/n MAN 10jun68, with Bulgarian Air Transport titles at LGW jun69; photo GLA 1970
18200 46 04	LZ-BEK CCCP-75813	II-18V II-18V	Balkan AFL/Kazakhstan	trf rgd	1972 12jun62	at MAN may72 and MXP nov72; broken up Varna around 1985, parts still seen during 1992 f/n DME 1966; I/n KBP 06apr72; canx 1980; preserved in the backyard of the military commissariat at
			,	5.		Merke, Zhambyl region of Kazakhstan (N42.872711 E73.189472), registration and Soviet flag painted out, seen 2004/mar11
18200 46 05 18200 47 01	CCCP-75814 CCCP-75815	II-18V II-18V	AFL/Urals AFL/Krasnoyarsk	rgd rgd	16jun62 12jun62	f/n KBP 06apr72; canx 1979 arrived BASCO 12apr79 for last overhaul with t/t 34,998 hours; canx 1982
18200 47 02	CCCP-75816	II-18V	Soviet Gvt/AFL c/s	rgd	12jun62	f/n LHR 19apr64, in Aeroflot c/s; arrived at BASCO 14feb79 (AFL/Azerbaijan according to BASCO but not as such in Soviet register) for last overhaul; canx 1979
18200 47 03	CCCP-75817	II-18V	AFL/Moscow	rgd	12jun62	f/n ASF 10jul70; possibly trf to AFL/Krasnoyarsk but no record as such in Soviet register; arrived at BASCO for last overhaul 13mar79 with t/t 34,987 hours; canx 1982
18200 47 04 18200 47 05	CCCP-75818 CCCP-75819	II-18V II-18V	AFL/Moscow AFL/Moscow	rgd rgd	12jun62 19jun62	canx 1978; seen AKX 14jul93, derelict
	CCCP-75819	II-18V	AFL/Urals-SVX	trf	01aug64	featured in the 1965 Soviet movie "Idu na grozu" (I'm going into the thunderstorm); arrived for last overhaul at BASCO may80; canx 1985
18200 48 01	CCCP-75894 CCCP-75894	II-18V II-18V	Soviet AF/AFL c/s MRP NPO "Vzlyot"	mfd rgd	31may62 05jul85	was only rgd by 20dec73 opb 223 LO at Chkalovski; f/n Sperenberg 27feb76; l/n Sperenberg 11feb83 equipped with a pod under its fuselage as a test aircraft; arrived BASCO 27jul87 for last overhaul; still CCCP- 06jul93
	RA-75894 RA-75894	II-18V II-18V	MRP NPO "Vzlyot" Grizodubova AvCo	Zuk rgd	03sep93 28may02	no titles; I/n Zhukovski 09aug02 f/n Zhukovski 24aug03, no titles; Grizodubova was a highly decorated female pilot during the Great
	EX-059	II-18V	Aquiline, n/t	PVG	24nov05 09may11	Patriotic War and a Hero of the Soviet Union; I/n Zhukovski 17aug05 in light blue colours, no titles; canx 19mar09 at owners request as 'to be scrapped'; I/n FJR 17oct09
18200 48 02	3X-GGU YR-IMC	II-18V II-18V	Sky Guinée	rgd		c/n confirmed; f/n DMB 02sep11 in light blue c/s, no titles, registration not visible on photo; seen stored Jurmala autumn 2012; canx 28nov12; //n Jurmala 24jan14 as such f/n LBC 1010621 article d RACCO may 27 for last ausphul with t/t 27 291 hours: preserved in Papaciti city.
16200 46 02	TR-IMC	11-100	TAROM	rgd	29may62	f/n LBG 10jun63; arrived BASCO may87 for last overhaul with t/t 37,781 hours; preserved in Banasti city, 90km North of Bucharest, near a monument; present there 1992; finally canx 01feb96; I/n jun00 in poor condition
18200 48 03 18200 48 04	CCCP-75821 YR-IMD	II-18V II-18V	AFL/Northern TAROM	rgd mfd	26jun62 11may62	f/n LED 11jul70 and HEL 02aug75; canx 1978 rgd 11jun62; seen LGW 07sep63; arrived BASCO 24sep85 for last overhaul with t/t 31,578 hours; wfu
	3D-ALQ	II-18V	Air Cess, n/t	SHJ	may98	26jun91; canx 04may98 basic TAROM c/s
	EL-ADY (3) EX-7504	II-18V II-18V	Santa Cruz, n/t Star Airlines	SHJ SHJ	01dec98 19sep99	I/n SHJ 29may99; according to Liberian register rgd 24may99 !; c/n checked; see c/n 184007405 I/n SHJ 07dec99; c/n not checked but ex EL-ADY under wings; ex-Santa Cruz c/s
	ER-ICM ER-ICM	II-18V II-18V	Star Airlines Star Airlines, n/t	rgd SHJ	30dec99 07feb00	f/n DXB 30jan00; ex-Santa Cruz c/s; titles removed 07feb00; I/n SHJ 15sep01; operated by Aerovista/Star Airlines; photo exists in white c/s with dark blue and orange
						cheatline, white tail with Star Airlines titles; old registration EL-ADY still visible under wings; in Renan fleet list 31dec00; repainted with dark blue tail and later orange cheatline replaced by light blue cheatline;
	EX-011	II-18V	Aerovista, n/t	SHJ	09feb03	reported opb Sud Aerocargo DXB 20aug01; //n SHJ 28dec01; seen SHJ 02nov02 in all-white c/s no titles; I/n SHJ 04feb03; canx 06feb03 as to Kyrgyzstan all-white c/s; offered for sale on the internet dec03 with t/t 18,711 hours; I/n SHJ 26jan04; no further
18200 48 05	CCCP-75820	II-18V II-18V	AFL/Moscow	rgd	01aug62	reports until seen FJR 16nov07 f/n PIK 28nov62
18200 49 01	CCCP-75820 CCCP-75822	II-18V II-18V II-18V	AFL/Tajikistan Soviet Gvt/AFL c/s	trf rgd	29apr72 30jun62	f/n DMB 030ct72; canx 1979 f/n PPK may68
10200 10 01	CCCP-75822	II-18V	AFL/Far East	trf	04may68	arrived at BASCO for last overhaul 17mar81 (reported as AFL/Krasnoyarsk, but no record as such in Soviet register); converted to, see next line
18200 49 02	CCCP-75822 CCCP-75823	II-18T II-18V	AFL/Krasnoyarsk Soviet Gvt/AFL c/s	toc	30jun62	canx 1983 rgd 30jun62; opb 235 OAO at VKO; carried cosmonauts Andriyan Nikolayev and Pavel Popovich to Moscow
	CCCP-75823	II-18V	AFL/Far East-KHV	trf	03aug64	17aug62; f/n PIK 17oct63; l/n LHR 19apr64 (19dec64 according to MGA files); canx 02nov64 according to the Soviet register but was obviously
						restored; dbr 23aug70 on a flight from KHV to UUS when landed at night in adverse weather, approached too high and was 'forced down' by the pilot, the nose gear touched down first and broke, the aircraft slid
18200 49 03	CCCP-75824	II-18V	AFL/Moscow	rgd	14jul62	off the runway and the wings broke, no casualties (there was no fire due to the heavy rain) landed short of runway Magadan, 03aug64, landing gear collapsed; canx 01nov64
18200 49 04	CCCP-75825 CCCP-75825	II-18V II-18V	AFL/Moscow AFL/Tajikistan	mfd trf	28jun62 20mar78	rgd 14jul62; f/n PIK 18jul62 arrived BASCO 11aug80 for last overhaul with t/t only 4,200 hours
	CCCP-75825 RA-75825	II-18V II-18V	MAP Kuibyshev MPO SP Air	rgd IST	10jun82 jun94	photo exists, date unknown in full Aeroflot colours with blue tail, no titles c/n checked
	RA-75825 EL-ALW	II-18V II-18V	ex AFL c/s, n/t Santa Cruz Imp.	BKA SHJ	10oct97	I/n BKA 24aug97, c/n checked; canx 16oct97 as to United Arab Emirates I/n SHJ 05apr99; according to Liberian register rgd 01apr99 !; c/n checked; named 'Swallow' US CHI 25ct901 eige act becalled within a checked and becalled action of the second action of th
	EL-ALW EX-75825 EX-904	II-18V II-18V II-18V	Phoenix Phoenix Phoenix c/s, n/t	SHJ SHJ SHJ	19sep99 29oct99 28dec01	I/n SHJ 25oct99; c/n not checked; white c/s, red cheatline I/n SHJ 03nov01; registration was painted on 29oct99 I/n SHJ 05aug02; rumoured it was dbr when overshot at Neghazi, Angola, 15sep02 and not in fleet list
18200 49 05	CCCP-75826	II-18V	AFL/Moscow	rgd	14jul62	according JP-03; sole report as EX-75825 Phoenix SHJ 03mar03 therefore doubtful ! canx 24jun64 so report VIE 14apr73 cannot be correct !
	CU-T830	II-18V	Cubana	d/d	jun63	left Russia and arrived in Havana early jul63 after stop-overs in Belgrade, Algiers, Conakry (01jul63), Recife and Port of Spain; photo MEX oct65; crashed near Cienfuegos, Cuba, 10jul66
18200 50 01	CCCP-75827 CCCP-75827	II-18V II-18T	AFL/Armenia AFL/Magadan	rgd trf	03aug62 06jul79	arrived at BASCO for last overhaul 05may79 with t/t 34,993 hours; converted to, see next line canx oct82
18200 50 02	CCCP-75828 CCCP-75828	II-18V II-18V	AFL/Moscow AFL/Latvia	rgd trf	01aug62 05oct66	f/n PIK 28nov62; I/n PIK 02dec62
	CCCP-75828 CCCP-75828	II-18V II-18T	AFL/Krasnoyarsk AFL/Krasnoyarsk	trf	jan77	arrived at BASCO 24jul79 for last overhaul with t/t 34,998 hours; converted to, see next line canx 1983
18200 50 03 18200 50 04	CCCP-75829 CCCP-75830	II-18V II-18V	AFL/Turkmenistan AFL/Polar	rgd rgd	16nov62 11aug62	f/n LED 09jul70; canx 1978
10200 50 05	CCCP-75830 CCCP-75830	II-18V II-18V	AFL/Ukraine AFL/Moscow-VKO	trf trf	unknown 24apr79	but not before 1967; f/n VKO 02oct72; arrived at BASCO for last overhaul 02mar79 canx 1982
18200 50 05 18200 51 01	CCCP-75831 DM-STE	II-18V II-18V	AFL/Tajikistan EGAF/DLH c/s	rgd rgd	23aug62 27sep62	f/n SVO 30mar72; canx 1979 also rgd 10oct62 with call-sign DM-VAY; some reports say EGAF serial '499' was allocated
	DM-STE DM-STE	II-18V II-18V	EGAF/Interflug c/s Interflug	trf	01sep63 03jun64	renamed I/n SXF 30apr80

	DDR-STE	II-18V	Interflug	rgd	01oct81	arrived at BASCO for last overhaul feb88 with t/t 30,947 hours; canx 24nov89; flown to Borkheide (NS2.231265 E12.850210) and preserved there, l/n aug12
18200 51 02 18200 51 03	CCCP-75832 CCCP-75833	II-18V II-18V	AFL/Northern AFL/Urals	rgd rgd	30aug62 05sep62	f/n HEL 25nov72; l/n HEL 03apr76; canx 1977
18200 51 04	CCCP-75833 CCCP-75834	II-18V II-18E	AFL/Far East MAP Zhukovski	trf mfd	10sep71 01aug62	canx 1982 Il-18E prototype, for 122 pax; in Aeroflot c/s; trials completed 14nov64; rgd 26jan66, late rgd reported in
						register; f/n SVO 12jul68; underwent special trials at Norilsk 14/19feb74; arrived at BASCO for last overhaul 12jan87 with t/t only 2,532 hours
	CCCP-75834 RA-75834	II-18V II-18V	Ilyushin OKB Ilyushin OKB	trf Zuk	15mar85 06may94	in Aeroflot c/s; I/n Zhukovski 03sep93 in Aeroflot c/s; I/n Zhukovski 07jul95
	RA-75834 RA-75834	II-18V II-18V	Ilavia Titan Aero	Zuk rgd	jan96 20oct99	l/n Zhukovski 08jul98 f/n SHJ 21nov99; l/n DME 24oct01, operational
	RA-75834 RA-75834	II-18V II-18V	ASK Tretyakovo Al	DME SHJ	28aug02 04dec02	l/n SHJ 24sep02 rgd 28oct03 to Tital Aeri
18200 51 05	RA-75834 CCCP-75835	II-18V II-18V	AstAir AFL/Moscow	RKT rgd	14mar04 05sep62	wfu at DME (N55.405331 E37.915091) and seen parked on the grass jun06/aug12 featured in the 1963 Soviet movie 'Vystrel v tumanye'; f/n DME 04oct72
18200 52 01	CCCP-75835 CCCP-75842	II-18V II-18V	AFL/Ukraine-KBP AFL/GosNII GVF	trf rgd	11jul74 24dec62	last flight aug82 (to BASCO); broken up by BASCO; canx 1983
	CCCP-75842 CCCP-75842	II-18V II-18V	AFL/Uzbekistan AFL/Leningrad	trf trf	31mar78 04mar80	arrived BASCO 26may81 for last overhaul with t/t 30,750 hours last flight 26may81; canx 1982
18200 52 02	CCCP-75836 CU-T831	II-18V II-18V	AFL/Moscow Cubana	rgd d/d	20sep62 1964	sold 12sep63 to Cuba named 'Capitán Fernando Alvarez', photo as such BGI 16oct76; seen HAV sep84, wfu
18200 52 03 18200 52 04	CCCP-75837 CCCP-75838	II-18V II-18V	AFL/Latvia AFL/Moscow	rgd rgd	14sep62 10oct62	f/n LED 26mar72; canx 1977
18200 52 05	CCCP-75838 CCCP-75839	II-18V II-18V II-18V	AFL/Tajikistan AFL/Uzbekistan	trf rgd	19jan78 30nov62	arrived BASCO 19jan79 for last overhaul; canx 1980 f/n LED 11aug75; canx 1978
18200 53 01	CCCP-75840 CCCP-75840	II-18V II-18RT	AFL/Moscow Aeroflot c/s	mfd trf	25sep62 10feb65	rgd 24dec62; f/n VKO sep64; converted by OKB Ilyushin in 1964 to, see next line missile tracking aircraft (SIP) with special aerials and fairings; operator not clear (given as Soviet Navy,
	CCCP-75840	II-18RT	Sov. Navy/AFL c/s		1010000	but the Strategic Rocket Forces or the MOM would seem much more logical); based at Lakhta based at Ostrov; arrived at BASCO for overhaul jan88; converted back to standard configuration; rear
	RA-75840	II-18V	IRS-Aero	sld	02oct98	cabin damaged by fire in early 1998; last overhaul (by 20 ARZ at Pushkin) completed 30sep98 rgd 08feb99; f/n Zhukovski 18aug99; l/n Zhukovski 15aug01, still with the non-standard tail cone, no c/n
	104-750-0	11-100	INS-AEIO	siu	0200090	visible; w/o 19nov01 on a charter flight from Khatanga to DME when suddenly entered a steep dive while flying on autopilot at a height of 7,800 metres (probably a failure of the AT-2 trimming automate had
						caused an uncommanded elevator deflection), close to the ground the crew was able to recover from the
						dive, but height was not sufficient and the aircraft crashed in a snow-covered field between the villages of Zakharovka and Overkovo 15 km south-east of Kalyazin in the Tver region (N57.213889 E38.11666), all
						27 occupants (6 crew, 2 technicians, an IRS-Aero manager and 18 paying passengers) killed; t/t 11,617 hours and 5,582 cycles
18200 53 02	CCCP-75841 75841	II-18V II-18V	AFL/Moscow Air Guinée	rgd DKR	18nov62 20mar65	leased, returned to Aeroflot
	CCCP-75841 CCCP-75841	II-18V II-18V	AFL/Moscow AFL/Moscow-DME	ret trf	unknown 19jan71	
18200 53 03	CCCP-75841 CCCP-75843	II-18V II-18V	AFL/Kazakhstan-KGF AFL/Moscow	trf rgd	20dec72 16oct62	arrived BASCO 12jan79 for last overhaul; canx 1980 crashed 29nov62 and canx same date
18200 53 04	CCCP-75844 CCCP-75844	II-18V-26A II-18V	AFL/Moscow AFL/Moscow-DME	rgd DME	30nov62 1977	was the first II-18V-26A long-range polar version; later converted to a standard II-18V canx 1978; seen preserved as café 'Karlsson' in the centre of Nikolayev Ukraine (N46.953687 E32.034201)
18200 53 05	CCCP-75845	II-18V-26A	AFL/Moscow	rgd	23nov62	jul96/jul11 delivered as Il-18V-26A long-range polar version; took part in Antarctic expeditions 20nov63/11jan64 and
	CCCP-75845	II-18V	AFL/Moscow			24dec65/1966; later later converted to a standard Il-18V arrived at BASCO for last overhaul 23apr80; canx 1983
18200 54 01	CCCP-75846 CCCP-75846	II-18V-26A II-18V	AFL/Moscow AFL/Moscow	rgd NIC	29nov62 1964	delivered as II-18V-26A long-range polar version; later converted to a standard II-18V
18200 54 02	CCCP-75846 CCCP-75847	II-18V II-18V-26A	AFL/Uzbekistan AFL/Moscow	trf rgd	31mar78 23nov62	arrived at BASCO for last overhaul 28jul81; canx 1984 delivered as II-18V-26A long-range polar version; later converted to a standard II-18V
	CCCP-75847 CCCP-75847	II-18V II-18V	AFL/Moscow AFL/Magadan	trf	05oct74	f/n oct73 canx 1983; fuselage only seen GDX 08jul94/12may95 with c/n painted on; hulk removed by aug96
18200 54 03	CCCP-75848 CCCP-75848	II-18V-26A II-18V		rgd DME	23nov62 19aug75	delivered as II-18V-26A long-range polar version; later converted to a standard II-18V
	CCCP-75848 CCCP-75848	II-18V II-18V	AFL/Uzbekistan AFL/Far East	trf trf	13sep72 30nov81	arrived at BASCO for last overhaul 15jul86; canx 1982
18200 54 04 18200 54 05	CCCP-75849 CCCP-75850(1)	II-18V II-18V	AFL/Krasnoyarsk AFL/Uzbekistan	rgd rgd	24dec62 25jan63	f/n LED 12aug68; canx 1977 f/n TAS 12jun71; canx 1977; see c/n 185008503
18200 55 01	CCCP-75851 CCCP-75851	II-18V II-18V	AFL/Northern MRP Zhukovski	mfd trf	28nov62 19sep64	rgd 07jan63
	CU-T832 CCCP-75851	II-18V II-18V II-18V	Cubana MRP Ramenskoye	d/d rgd	1964 29mar67	returned to Soviet Union feb85; see rgd next line ! arrived at BASCO for last overhaul 21feb85; operated by NPO "Vzlyot", converted to missile guidance
	CCCP-75851	II-18V	LII Zhukovski	Zuk	16aug92	systems test-bed reconverted to standard by this date; in Aeroflot c/s
	RA-75851 RA-75851	II-18V II-18V II-18Gr	Rep Guinea-Bissau Elf Air	MLA SHJ	16dec92 23feb93	returned to Russia this date after lease; converted to II-18Gr in Aeroflot c/s, no titles; leased to IRS Aero 18jun99/29nov01; seen RKT 03mar02 with 'RA-' faded; I/n
	RA-75851	Il-18Gr	Grizodubova AvCo	rgd	25apr02	DME 27aug02 Grizodubova was a highly decorated female pilot during the Great Patriotic War and a Hero of the Soviet
	KA-73031	11-1861	GIIZOUDOVA AVCO	igu	2340102	Union; f/n SHJ 03nov03, no titles; seen SHJ 11feb04 with titles; canx 17mar04 as sold to Kyrgyzstan; l/n RKT 19apr04
	EX-026	Il-18Gr	Aeroflot c/s, n/t	DXB	15sep04 02oct05	c/n checked; I/n RKT 24jun05
	UR-CEY UR-CFR	Il-18Gr Il-18Gr	Sevastopol Avia Expo Aviation	RKT d/d	may07	c/n confirmed; offered for sale with t/t 14,493 hours; l/n RKT 24nov05 f/n MLE may07; arrived at FJR 27nov07 and parked; l/n as such FJR 25jul08; seen FJR sep08/apr09, wfu and with uncidentian compared and near http://willing.com/02feb100
18200 55 02	CCCP-75852	II-18V	AFL/Northern	rgd	07jan63	and without registration; scrapped and gone by 01jul09; canx 03feb10 f/n LED 27may70; l/n LGW 30jun71
18200 55 03	CCCP-75852 CCCP-75853	II-18V II-18V	AFL/West Siberia AFL/Kazakhstan	trf rgd	05nov75 24dec62	canx 1982 canx 1978; seen AKX apr93/jan03, derelict
18200 55 04	CCCP-75854 CCCP-75854	II-18V II-18V	AFL/Armenia AFL/Uzbekistan	rgd trf	07jan63 11apr79	f/n may68
18200 55 05	CCCP-75854 HA-MOE	II-18V II-18V	AFL/Far East MALÉV	trf mfd	30dec81 14nov62	canx 1982 d/d 28dec62; seen AMS 10mar63; operated freight flight to LGW 24oct77; converted to Il-18Gr 1979; wfu
18200 56 01	CCCP-06160	II-18V	G.K. Electronic	mfd	14nov62	and last flight 22apr87 to Szolnok Air Force museum (N47.131498 E20.219773), I/n aug13 rgd 07jan63; was a test aircraft !
	CCCP-75423	II-18V	MRP Zhukovski	rgd	16may66	environmental monitoring and research aircraft during the 1980s; arrived BASCO 31jul85 with only 6,912 hours for last overhaul
	CCCP-75423 RA-75423	II-18V II-18V	Zhukovski LII Zhukovski LII	rgd Zuk	23jul92 03sep93	f/n Zhukovski 16aug92; c/n checked; Aeroflot c/s //n Pushkin 24may99 and 07aug99; Aeroflot c/s, no titles
	RA-75423	II-18V	IRS Aero	rgd	15jun00	f/n DME 15aug00; l/n DME 18aug02; reconverted to standard configuration, no c/n worn; last reported BKA 15sep02 in incident report (overran 60 m), t/t 10,058 hours and 3,176 cycles as of this date, was
						operated in combi configuration, although the airworthiness certificate listed it as a purely cargo aircraft, this and other violations (forged paperwork and spare parts of doubtful origin) eventually led the Russian
						CAA to withdraw IRS Aero's operating licence in early 2003; current on Russian register mar04 and seen sZhukovski aug03/aug07, stored without markings
18200 56 02	EX-603 LZ-BEM	II-18V II-18V	Trast Aero TABSO	rgd d/d	29dec07 06mar63	in light grey c/s, no titles; canx 19mar09; f/n Zhukovski 19aug09; seen stored at Zhukovski aug11/aug13 f/n LGW 25aug63; l/n VIE 12jun67
	LZ-BEM LZ-BEM	II-18V II-18V	Bulair Balkan	trf trf	1968 1972	photo; I/n DUS 1971 I/n LGW 30jul72; w/o 03mar73 on a flight from Sofia to Moscow when suddenly descended below the glide-
						path on its second approach to Sheremetyevo and struck the ground, probably due to tail plane icing, all 8 crew and 17 passengers killed
18200 56 03 18200 56 04	CCCP-75856 CCCP-75857	II-18V II-18V	AFL/Northern AFL/Urals	rgd rgd	28mar63 11apr63	f/n LED 09jul70; l/n HEL 19apr75; canx 1978 canx 1978; seen derelict SVX apr93/jul06, but not present aug07
18200 56 05 18200 57 01	CCCP-75877 CCCP-75878	II-18V II-18V	AFL/Kazakhstan AFL/Krasnoyarsk	rgd rgd	28mar63 28mar63	canx 1978 canx 1977
18200 57 02 18200 57 03	CCCP-75858 CCCP-75859	II-18V II-18V	AFL/Azerbaijan AFL/Latvia	rgd rgd	18feb63 18feb63	canx 1977
18300 57 04	CCCP-75859 CCCP-75859 CCCP-75668(2)	II-18V II-18V II-18V	AFL/Northern-LED Soviet AF/AFL c/s	trf w/o	01dec67 19oct64	f/n LED 11jul70; l/n SXF 10apr76; canx 1978; was preserved at Rzhevka, remains seen 1991/2002 when crashed into Mt. Avala near Belgrade, on board was the Chief of General Staff, Beryuzov; see c/n
18300 57 04	CCCP-75860	II-18V II-18V	AFL/Uzbekistan	rgd	05mar63	0802
18300 58 01	CCCP-75860 CCCP-75861	II-18V II-18V II-18V	AFL/West Siberia AFL/Krasnoyarsk	trf rgd	22jun79 22feb62	arrived BASCO 06aug79 for last overhaul; canx 1982 canx 1978
18300 58 01 18300 58 02 18300 58 03	CCCP-75862 CCCP-75863	II-18V II-18V II-18V	AFL/Azerbaijan AFL/Northern	rgd rgd rgd	18feb63 22feb63	canx 1976 canx 1977 f/n HEL 12jul67; canx 1978
18300 58 03 18300 58 04 18300 58 05	CCCP-75863 CCCP-75864 CCCP-75865	II-18V II-18V II-18V	AFL/Northern AFL/Kyrgyzstan AFL/Urals	rgd rgd rgd	09mar63 05mar63	f/n intc 12/ulo7; canx 1978 f/n jun70; canx 1978 f/n late77; arrived BASCO 31jan80 for last overhaul; canx 1982
18300 59 01	CCCP-75865 CCCP-75866	II-18V II-18V	AFL/Krasnoyarsk	mfd	26feb63	rgd 25mar63; opb 126 ATO; w/o 04apr63 on a flight from Moscow to Krasnoyarsk when the pitch control mechanism of propeller # 4 failed, creating so much drag that the aircraft went out of control, as the crew
						was not able to establish under these conditions which one of the right props had caused the problem both were feathered, the crew was able to regain control but the design speed limit was exceeded and both
						outer ailerons were ripped off (they were found some 11-12 km from the crash site), when breaking

						through the low clouds (at 150-200 metres) there was not enough height left to recover from the descent
						and the aircraft crashed at a speed of some 500-600 km/h on a snow-covered field 3.5 km south-west of Urakhcha (Rybnaya Sloboda district of Tatarstan) and exploded, all 8 crew and 59 passengers killed; t/t
18300 59 02 18300 59 03	CCCP-75867 CCCP-75868	II-18V II-18V	AFL/Uzbekistan AFL/Armenia	rgd rgd	10apr63 25mar63	154 hours and 68 cycles; canx 28apr64 canx 1977 f/n TAS 01apr68
10500 59 05	CCCP-75868 CCCP-75868	II-18V II-18V II-18V	AFL/Magadan AFL/Urals	trf trf	01aug78 22dec79	arrived BASCO mar83 for last overhaul with t/t 38,923 hours; canx 1984
18300 59 04	CCCP-75869	II-18V	AFL/Tajikistan	rgd	25mar63	f/n DYU 25aug75; last flight 07may76; subsequently used as a ground rescue trainer; canx 1979; preserved on the banks of the river Syr-Darya at Khujand (N40.294783, E69.637943), painted with advantige for hoursease (JPC Cold on the loft hand cide and (Dir Zulell on the cide) in the
18300 59 05	CCCP-75870	II-18V	Soviet Gvt/AFL c/s	rgd	15apr63	advertising for beverages ('RC Cola' on the left-hand side and 'Obi Zulol' on the right-hand side) in the 1990s, in poor condition by oct07; I/n aug13 canx 09may64 as to Yemen
	YE-AYE 4W-ABO	Il-18V Il-18V	Yemen Government Yemen Airways	d/d rgd	24nov63 1971	f/n ORY 26feb72; l/n LHR 11apr77
	4W-ABO LZ-BEU	II-18V II-18V	Yemen Government Balkan	SXF d/d	03sep81 24sep84	carried 'Yemen Arab Republic Aviation' titles arrived BASCO may87 for last overhaul with t/t only 8,838 hours; l/n VAR jun99/jul99, engineless
	LZ-BFU LZ-BFU	II-18V II-18V II-18V	Bulg.Flying Cargo Inter Tropic Al	ATH SHJ SHJ	10apr00 22sep00	I/n FUI 11oct00, being pointed in Doolle coloure
	LZ-BFU EX-75427 EX-75427	II-18V II-18V II-18V	no titles Daallo Airlines Intal Air, n/t	SHJ SHJ DIR	22sep00 19oct00 23mar02	//n SHJ 11oct00, being painted in Daallo colours l/n SHJ 20feb02; c/n checked; leased from Phoenix l/n SHJ 15may05
	EX-75427	II-18V	Daallo Airlines	NBO	30sep05	(/n JIB 22aug06; offered for sale by Intal Air sep06, t/t 21,556 hours; l/n JIB 29sep08/FJR 08oct08, no titles
18300 60 01	3X-GEZ CCCP-75871	II-18V II-18V	G-R Avia AFL/Azerbaijan	FJR rgd	01nov08 15apr63	c/n confirmed, in blue/green c/s, no titles; l/n FJR 17feb09/12dec09, being broken up xanx 1976; f/n aug77
18300 60 02 18300 60 03	CCCP-75872 CCCP-75873	II-18V II-18V	AFL/Uzbekistan Soviet Gvt/AFL c/s	rgd rgd	15apr63 15apr63	canx 1978 opb 235 oao; f/n LHR jul64; carried cosmonauts Vladimir Komarov, Konstantin Feoktistov and Boris Yegorov to Moscow 19oct64
18300 60 04	CCCP-75873 CCCP-75874	II-18V II-18V	AFL/Krasnoyarsk Soviet Gvt/AFL c/s	trf rgd	25aug70 15apr63	last flight jun83 to BASCO and scrapped, but according to Soviet register already canx 1982 ! f/n LHR 01may64
	CCCP-75874 CCCP-75874	II-18V II-18V	AFL/Far East AFL/Turkmenistan	trf trf	29may68 15mar79	arrived BASCO jun82 for last overhaul; canx 1984; seen ASB may96/oct09, dumped, in good condition and
18300 60 05 18300 61 01	CCCP-75875 CCCP-75876	II-18V II-18V	AFL/Krasnoyarsk AFL/Armenia	rgd rgd	07jun63 18may63	complete photo CEK 1974; canx 1978 f/n EVN 12nov70; canx 1979
18300 61 02	CCCP-75879 CCCP-75879	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Far East	rgd trf	02may63 29may68	f/n DAR 1963
	CCCP-75879	II-18V	AFL/Kazakhstan-KGF	trf	06jun79	arrived BASCO 22apr81 for last overhaul with t/t 34,368 hours; canx 1982; seen preserved in Shymkent City, Kazakhstan, (N42.387246 E69.627812) oct05/nov06, but not visible on a jun08 GE image
18300 61 03	CCCP-75880 CCCP-75880	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Uzbekistan	rgd trf	08may63 31mar78	f/n PIK 15sep63 arrived BASCO 27nov79 for last overhaul with t/t 34,998 hours
18300 61 04	CCCP-75880 CCCP-75881	II-18V II-18V II-18V	AFL/Kyrgyzstan AFL/Latvia AFL/AFL/Moscow-VKO	trf mfd	24mar80 24apr63	canx 1983 first II-18 with a modified cabin for 110 (24+72+14) passengers; rgd 05jun63; f/n LBG 16jun65 canx 1978
18300 61 05	CCCP-75881 CCCP-75882 CCCP-75882	II-18V II-18V II-18V	Soviet Gvt/AFL c/s AFL/Moscow-DME	trf rgd trf	12feb76 12jun63 16feb71	f/n DME 19aug75 canx 1983
18300 62 01	CCCP-75883 CCCP-75883	Il-18V Il-18V	Soviet Gvt/AFL c/s AFL/Moscow	rgd trf	05jun63 16feb71	f/n TLV 17may72; see again DME 03oct72
18300 62 02	CCCP-75883 CCCP-75884	II-18V II-18V	AFL/Far East AFL/Moscow	trf rgd	23dec80 19aug63	canx 1983 f/n VKO 30jun70; canx 1981; seen Zhukovski 03sep93/21aug99, dumped
18300 62 03 18300 62 04	CCCP-75885 CCCP-75886	II-18V II-18V	AFL/Latvia AFL/Moscow	rgd rgd	05jun63 19jun63	f/n VKO 02oct72; canx 1978 f/n BOJ sep69; arrived BASCO 14jul81 for last overhaul with t/t 34,970 hours; canx 1983
18300 62 05	YR-IME B-232 (2) YR-IME	II-18V II-18V II-18V	TAROM Civ Avn Adm China TAROM	mfd Isd GLA	15may63 sep85 27mar86	rgd 07jun63; f/n LGW 15jun63 was leased only for a short time; see also 232 with unknown c/n arrived BASCO may87 for last overhaul with t/t 35,134 hours; CofA expired 15jun91; wfu 26jun91; canx
	3D-AHO	II-18V	Southern Cross		1998	14apr98 believed not taken up; was in official register
10200 (2.01	EL-AHO	II-18V	Air Cess, n/t MALÉV	SHJ	06may98	basic TAROM c/s; not on the Liberian register 13jul01; the aircraft was destined for the Muzeul Aviatiei at Otopeni, however never made it and is presumed to have been broken up; see also An-26 c/n 8610
18300 63 01 18300 63 02	HA-MOF CCCP-75887	II-18V II-18V	AFL/Moscow	d/d rgd	12jun63 04jul63	CofA issued 04dec63; f/n AMS 19jan64; dbr when hit by truck during taxiing on cleared taxiway after landing at Otopeni 23nov77 f/n VKO 06apr72; arrived BASCO 17apr80 for last overhaul; canx 1983
18300 63 03	CCCP-75500 CCCP-75500	II-18V II-18V	AFL/Moscow Soviet Navy/AFLc/s	rgd VKO	04jul63 31aug81	// IN 00 30jun70; arrived BASCO 02sep80 for last overhaul VIP aircraft ?; I/n STW jun83; canx 1983 but also 1995 in an incident report !
18300 63 04	CCCP-75501 CCCP-75501	Il-18V Il-18V	AFL/Latvia AFL/West Siberia	rgd trf	02jul63 24aug76	f/n AER 06jul70 canx jan78
18300 63 05	CCCP-75502 CCCP-75502	II-18V II-18V	AFL/Moscow AFL/Far East	rgd trf	31jul63 25mar75	f/n VKO 30jun70
18300 64 01	CCCP-75502 CCCP-75503 CCCP-75503	II-18V II-18V II-18V	AFL/Urals AFL/Moscow AFL/West Siberia	trf rgd trf	10oct80 31jul63 05nov75	arrived BASCO sep83 for last overhaul; canx 1984 f/n VKO 04oct72 arrived BASCO 15aug79 for last overhaul; canx 1982
18300 64 02 18300 64 03	CCCP-75504 CCCP-75505	II-18V II-18V	AFL/Latvia AFL/Latvia	rgd rgd	09aug63 09aug63	f/n VK0 02oct72; canx 1978 f/n SV0 08jul70; canx 1977
18300 64 04	CCCP-75506	II-18V	AFL/Moscow	mfd	31jul63	first II-18 with AI-20K (AI-20 series 5) engines; rgd 19aug63; converted by ARZ-402 to 100-seater, trials completed 16dec66
18300 64 05	CCCP-75506 CCCP-75506 CCCP-75507	II-18V II-18V II-18V	AFL/Urals AFL/Armenia AFL/Moscow-VKO	trf trf mfd	unknown unknown 03aug63	f/n EVN 01jul72; last flight 08may79 (to BASCO) with t/t 34,998 hours; canx 1979; broken up rad 14oct63; opb 216 LO; f/n VKO 30jun70; w/o 01oct72 on a flight from Sochi-Adler to Moscow at night
10500 04 05		11 100	ALC HOSEOW VICE	ma	05ddg05	when ditched into the Black Sea shortly after take-off some 7-10 km off the coast, all 8 crew and 101 passengers killed; the wreck could not be recovered due to the depth (500 to 1,000 metres) and the
						difficult relief of the sea floor and the cause of the accident could not be established; t/t 15,718 hours and 7,899 cycles; canx 19feb73
18300 65 01	CCCP-75508 CCCP-75508 CCCP-75508	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Northern	rgd trf	14dec63 01dec67 01aug80	f/n TAS 12jun71; arrived BASCO 03jun80 for last overhaul
18300 65 02	CCCP-75508 CCCP-75509 CCCP-75509	II-18V II-18V II-18V	AFL/Leningrad AFL/Latvia AFL/West Siberia	trf rgd trf	10sep63 24aug76	//n LED 04sep81; last flight 11apr83; canx 1983 f/n VKO 06apr72 canx 1978
18300 65 03 18300 65 04	CCCP-75510 CCCP-75511	II-18V II-18V	AFL/Latvia AFL/Moscow	rgd rgd	10sep63 24sep63	f/n jun69; canx 1978
	CCCP-75511 CCCP-75511	Il-18V Il-18V	AFL/West Siberia AFL/Magadan	trf trf	24may69 05oct79	arrived 23jul79 at BASCO for last overhaul canx 17jan83
18300 65 05 18300 66 01	CCCP-75512 CCCP-75518	II-18V II-18V	AFL/Northern Soviet Gvt/AFL c/s	rgd rgd	23sep63 22feb64	f/n LHR 10apr66; canx 1978
	CCCP-75518	II-18V	AFL/Moscow-DME	rgd	18feb71	f/n DME 18aug75; arrived at BASCO for last overhaul 08oct80; canx 1984; last flight 28jun84 (according to other sources 20oct84) to Vologda; preserved in the Tsiolkovski (or rather Mozhaiski ?) museum at Vologda-Zarechye (NS9.283864 E39.933997) since 1984, I/n sep09/oct13
18300 66 02 18300 66 03	CCCP-75514 CCCP-75515	Il-18V Il-18V	AFL/Krasnoyarsk AFL/Kazakhstan	rgd rgd	17oct63 22oct63	f/n VKO 31aug81; last flight date unknown, to BASCO and scrapped; canx 1982
18300 66 04	CCCP-75515 CCCP-75516	Il-18V Il-18V	AFL/Moscow Soviet AF/AFL c/s	trf mfd	06apr79 25sep63	photo in experimental Aeroflot c/s with additional small 'Soviet Airlines' titles in English; canx 1982 f/n Sperenberg 29may71; opb 223 LO at Chkalovski; arrived at BASCO for last overhaul 20feb85; l/n
	RA-75516 RA-75516	II-18V II-18V	Russian AF/AFL c/s Russian Air Force	CKL CKL	08aug99 06may08	Demmin-Tutow 06jul93 I/n CKL 22aug05; photo feb06 in flight; featured in tender issued 04apr07 in basic Rossiya c/s with a '223 LO' badge, no titles; I/n CKL aug13, active
18300 66 05	CCCP-75517 CCCP-75517	II-18V II-18V	AFL/Kyrgyzstan AFL/Magadan	rgd trf	22oct63 04jun79	arrived BASCO 22mar79 for last overhaul with t/t 35,002 hours canx 1983
18300 67 01 18300 67 02	not known CCCP-75519	Il-18V Il-18V	SIBNIA AFL/Northern	rgd	13nov63	static test frame dbr when landed 700 metres short of runway Karaganda, Kazakhstan 09jan68; canx 1968
18300 67 03	CCCP-75520	Il-18V	AFL/Uzbekistan-TAS	mfd	19oct63	rgd 29dec63; opb 203 LO; w/o 15feb77 on the leg from Nukus to Mineralnyye Vody at night of a flight from Tashkent to Mineralnyye Vody when had to go around at MRV because of bad weather (low clouds and
						fog), the pilot retracted the flaps too early making the aircraft plunge down, in response the pilot increased the angle of attack until it reached a critical 15-18 degrees (combined with a bank angle), the aircraft became uncontrollable, crash-landed in a field 2 km south of the runway, hit a railway embankment, broke
						up and burnt out, 1 of the 6 crew and 76 of the 92 passengers killed and all survivors injured; t/t 29,443 hours 11 minutes and 10,817 cycles; canx 1977
18300 67 04	CCCP-75521 CCCP-75521	II-18V II-18V	AFL/Kazakhstan AFL/Magadan	rgd trf	20nov63 28aug79	arrived BASCO 16jun79 for last overhaul canx 1983
18300 67 05	CCCP-75522 CCCP-75522	II-18V II-18V	AFL/Urals AFL/Far East	rgd trf	28nov63 08aug74	f/n oct73 arrived BASCO mar84 for last overhaul with t/t 38,828 hours; canx 1985
18300 68 01	CCCP-75523 CCCP-75523 CCCP-75523	II-18V II-18V II-18V	AFL/GosNII GVF OLAGA AFL/Moscow	mfd trf trf	30dec63 05jan73 26jul85	rgd 15feb64 f/n LED 04sep81 arrived BASCO feb88 for last overhaul; l/n DME aug92/sep93, derelict; was an Il-18USh navigator trainer
					-	converted back to standard II-18V and reported 23feb87 in incident report with 22,102 hours and 15,036 cycles; canx 13nov91
18300 68 02	CCCP-75524	II-18V	AFL/Kazakhstan	rgd	11dec63	f/n DME 03oct72

18300 68 03	CCCP-75524 CCCP-75525	II-18V II-18V	AFL/Urals AFL/Northern-LED	trf mfd	06sep79 dec63	last flight feb83 to BASCO and scrapped with t/t 39,258 hours; canx 1983 rgd 03jan64; toc 04jan64; f/n HEL 08feb75; last flight 14sep79; t/t 37,302 hours; canx but date unknown; was preserved in a park at Pereyaslav-Khmelnytsky near Kiev (N50.077239 E31.433648) 28may07,
18300 68 04 18300 68 05	CCCP-75526 CCCP-75527	II-18V II-18V	AFL/Moscow AFL/Moscow	rgd rgd	14jan64 14jan64	complete but dirty; scrapped around 2008/2009 struck wires on a training flight from Domodedovo on 22apr68 and crashed; canx 1968 f/n aug68; arrived at BASCO for last overhaul 06mar81 with t/t 34,980 hours; canx 18aug83; was displayed in a park at Sergiyev Posad (formerly Zagorsk) since 1984 or 1985, used as a café; destroyed by
18300 69 01	CCCP-75528 CCCP-75528	II-18V II-18RT	AFL/Moscow Sov. Navy/AFL c/s	mfd trf	23dec63 28oct65	arson and removed around 2004 rgd 14jan64; converted by OKB Ilyushin in 1964 to, see next line missile tracking aircraft (SIP) with special aerials and fairings; based at Lakhta; arrived at BASCO for overhaul 29sep86; converted back to standard configuration, but retained the probe at the base of the fin
	RA-75528	II-18V	Russ. Navy/AFL c/s	Sev	08aug06	and the fairings at the end of the tailplane still retained the probe at the base of the fin and the fairings at the end of the tailplane; opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; f/n with a 'polar bear' badge below the cockpit CKL jun07; //n Severomorsk-1 04nov09; stored at Severomorsk-1 from 2012
18300 69 02 18300 69 03	CCCP-75529 CCCP-75530	II-18V II-18V	AFL/Moscow AFL/Northern	rgd mfd	14jan64 12dec63	f/n DME 03oct72; arrived at BASCO for last overhaul 02sep79 with t/t 34,993 hours; canx 1983 also reported as 24dec63; rgd 15jan64; VIP aircraft
	CCCP-75530 CCCP-75530	II-18V II-18V	Soviet AF/AFL c/s MAP Zhukovski	trf trf	01mar65 15mar85	f/n LHR 16jan66; arrived BASCO may83 for last overhaul date of trf not confirmed; I/n Zhukovski 03sep93; canx 24dec94 as to Bulgaria
	LZ-AZC LZ-AZC	II-18V II-18V	Air Zory Air Cess	LJU SHJ	03dec93 jul97	l/n IST 22sep97; basic ex-Aeroflot c/s l/n SHJ 06feb98 again 11mar98, registration removed
	3D-SBC 3C-KKJ	II-18V II-18V	Air Cess Air Cess	SHJ SHJ	16mar98 22nov98	//n SHJ 04apr98; c/n checked I/n SHJ 20feb01; c/n checked
	3C-KKJ	II-18V	Air Cess, n/t	SHJ	13mar01	photo CMB 01may02 with additional large red 'airlanka.org' titles on forward fuselage; I/n SHJ 05aug02, no titles
	UN-75003	II-18V	IRBIS	SHJ	19aug02	c/n from JP-03; in basic Air Cess c/s, no titles; l/n JED 03jan08, reported operating for Jubba Airways; operator reported as Mega Aircompany FJR 23mar08
18300 69 04	UP-I1803 CCCP-75531	II-18V II-18V	Mega Airlines AFL/KrasnoyarKJA	JIB mfd	29jul08 24dec63	c/n confirmed; in basic Åir Cess c/s, no titles; I/n JIB feb12 rgd 21jan64; opb 128 LO 1-go Krasnoyarskogo OA0; w/o 02sep64 on the leg from Khabarovsk to Yuzhno- Sakhalinsk of a flight from Moscow to Yuzhno-Sakhalinsk when deviated from the approach pattern on a VFR approach at night, descended too early and crashed at a height of 550 metres into the slope of a hill (793 metres) near Pereval (Kholmsk district, 26 km north-west of Khomutoa airport), all 9 crew and 78 of the 84 passengers killed and all 6 survivors seriously injured; t/t 1,269 hours and 358 cycles; canx
18300 69 05	CCCP-75536	II-18V	AFL/Urals	rgd	21jan64	24dec64 f/n LED 11aug75; arrived BASCO oct79 for lastt overhaul with t/t 33,757 hours; canx 1981
18400 70 01	CCCP-75537 CCCP-75537	II-18V II-18V	AFL/Tajikistan AFL/Turkmenistan	rgd trf	22feb64 11mar81	/n DME sep65; arrived BASCO for last overhaul 15dec80 canx 1983
18400 70 02	CCCP-75538 CCCP-75538	II-18V II-18V	AFL/International AFL/Uzbekistan-TAS	rgd trf	07apr64 09jul66	
	CCCP-75538	II-18V	AFL/Urals-SVX	trf	unknown	w/o 16nov67 when crashed after take-off from Sverdlovsk-Koltsovo, still opb 120 LO at Koltsovo at the time of the crash; canx 1968
18400 70 03	CCCP-75539 CCCP-75539	II-18V II-18V	AFL/Northern AFL/Leningrad	rgd trf	22feb64 18feb78	f/n HEL 09dec72 arrived at BASCO for its last overhaul 18mar80; canx 1982; was used for trials at the NPP "Polyot" test-site
18400 70 04	CCCP-75540	II-18V II-18V				at Vetluga (Nizhni Novgorod region), seen nov06/oct08
18400 70 04	CCCP-75541	II-18V	AFL/Urals-CEK AFL/Azerbaijan	rgd	18apr64 29feb64	photo PEE sep77; arrived at BASCO for last overhaul 22may79 with t/t 30,909 hours; canx 1981; was preserved on a square in Saratov since nov81, destroyed by fire and finally scrapped in 1988 f/n TAS 01apr68
	CCCP-75541	II-18V	AFL/Kazakhstan-KGF	rgd trf	03aug78	arrived BASCO 29jul80 for last overhaul; canx 21jun81
18400 71 01	LZ-BEN	II-18V	TABSO	d/d	30mar64	w/o 24nov66 on a flight from Bratislava to Prague when crashed into wooded ground in the mountains at 288 metres above sea level 8 km NNW of Bratislava, all 8 crew and 74 passengers killed around Trabuldi 6 MC 12arcf a private RACCO for last augment 15 MC when the 20 2311 km MAW
18400 71 02	SP-LSD	II-18V	LOI	rgd	05apr64	named 'Tobruk'; f/n AMS 17apr64; arrived at BASCO for last overhaul 15jul86 with t/t 29,321; l/n WAW 11jul90; canx 21sep90; seen by the roadside near Podlaski 02jul93; was used as a restaurant near Wiklow (on road # 1 from Katowice to Lodz, just north of Kruszyna), in basic LOT c/s without titles; registration checked in cockpit; moved near to village of Koscielec (N50.906012 E19.207541), close to Czestochowa in
18400 71 03	HA-MOG	II-18V	MALÉV	mfd	jan64	1999; seen aug07 on a site close to road # 1; l/n jan14 d/d 28mar64; CofA issued 01apr64; f/n AMS 07jun64; converted to II-18Gr in 1979; arrived at BASCO for last overhaul 13dec83 with t/t 32,399 hours; wfu 06dec88, handed over to MALÉV educational centre and preserved at Ferihegy airport, l/n aug06; towed to the terminal area 09nov06; moved to the museum (V27.426C1 510.0272).014 content of condenserved there incent l/a care109nov06; moved to the museum
18400 71 04	HA-MOH	II-18V	MALÉV	mfd	jan64	(N47.428661 E19.261674) 01dec06 and preserved there since, I/n aug13 d/d 04apr64; f/n AMS 17jun64; on 15jan75 crew changed decision to land or go around about three times on final approach to Ferihegy in fog, hit ground and exploded; some minutes earlier HA-MOA had aborted the approach
18400 71 05	YR-IMF B-234	II-18V II-18V	TAROM Civ Avn Adm China	rgd Isd	30apr64 28mar85	f/n LGW 06jun64 f/n SIA 04apr85
	YR-IMF YR-IMF	Il-18V Il-18Gr	TAROM Alfa Line, n/t	ret ALA	21mar86 13nov97	converted to II-18GrM; still operational for cargo sep95 I/n IST may98
	YR-IMF UN-75111	Il-18Gr Il-18Gr	Air GVG Company Air GVG Company	WAW rgd	27feb98 04jun98	l/n ALA 29mar98; CofA expired 15apr98; canx 01jun98 f/n IST 20jun98; l/n DME 01jun01
	UN-75111 UN-75111	Il-18Gr Il-18Gr	Tretyakovo Al Aeroflot c/s, n/t	DME DME	29jun01 30jun04	l/n DME jun03/nov03, stored; was leased from Air GVG Company stored at DME (N55.405912 E37.912873) since at least summer 2004, seen may09/jul13
18400 72 01	CCCP-75543 CCCP-75543	II-18V II-18V	AFL/Far East AFL/Krasnoyarsk	rgd trf	11aug64 unknown	f/n LED 11aug75 arrived BASCO 16feb81 for last overhaul; canx 1983
18400 72 02	CCCP-75544	II-18V	AFL/Moscow	rgd	17jun64	demonstrated in India 25may65; f/n VKO 30jun70; arrived at BASCO for last overhaul 03mar80; canx 1984
18400 72 03	LZ-BER CCCP-74297	II-18V II-18V	TABSO AFL/Urals	BQH rgd	09may64 24jun71	d/d quoted as being 12jun64; photo DUS 23jul64 canx 1980
18400 72 04	CCCP-75545 CCCP-75545	II-18V II-18V	AFL/International AFL/Krasnovarsk	rgd trf	04jul64 06sep72	f/n LHR 23jan66 arrived BASCO 25nov80 with t/t 34,996 and scrapped; canx 1983
18400 72 05	CCCP-75546 CCCP-75546	II-18V II-18V	AFL/International AFL/Kazakhstan	rgd trf	06may64 08aug73	f/n AER 30jun70
18400 73 01	CCCP-75546 YR-IMG	II-18V II-18V	AFL/Moscow-DME TAROM	trf mfd	11mar79 03apr64	arrived BASCO 29aug79 for last overhaul; canx 1983 rgd 30apr64; mfd given by Moldovan CAA as 03mar64; f/n LGW 20jun64; l/n FRA 07sep89
	YR-IMG YR-IMG ER-ICG	II-18V II-18V II-18V	Cubana TAROM Renan	SNN SNN rgd	02feb90 07aug90 30jul98	on delivery to Cubana, with Tarom cheatline and Cubana tail c/s date of return; repainted into new c/s 1995; CofA expired 15feb96; canx 30jul98 f/n BUD 18apr01; l/n BUD 04may01; current on register 26dec05; stored SAH (N15.488308 E44.215607) photo confirmation feb05/dec09; was canx 01feb06 as for sale
18400 73 02	CCCP-75547 CCCP-75547	II-18V II-18V	AFL/International AFL/Northern	rgd trf	21may64 10mar67	photo THR 1967 seen HEL 06jun69; I/n HEL 18jan75; canx 1979
18400 73 03	CCCP-75548 CCCP-75548	II-18V II-18V	AFL/International AFL/W.Siberia-OVB	rgd trf	17jun64 01apr67	first based II-18; f/n dec69; arrived BASCO 04may84 for last overhaul with t/t 30,189 hours
18400 73 04	CCCP-75548 CCCP-75549	II-18V II-18V	AFL/Turkmenistan AFL/International	trf rgd	15mar85 20jul64	canx 1986 Vladimir Kokkinaki made his last flight as a test pilot with this aircraft 01oct64
	CCCP-75549 CCCP-75549	II-18V II-18V	AFL/Far East AFL/Magadan	trf trf	04aug65 08feb79	f/n PPK may68 arrived at BASCO for last overhaul apr82
18400 73 05	CCCP-75549 DM-STH	II-18V II-18V	AFL/Turkmenistan EGAF/Interflug c/s	trf rgd	15mar85 12sep64	canx 27jan86
	DM-STH DDR-STH	II-18V II-18V	Interflug Interflug	trf rgd	feb70 19aug81	I/n LGW 11oct80 arrived at BASCO for last overhaul 27dec86 with t/t 24,810 hours; wfu 29apr90; last flight 05may90 (to Augsburg); canx 11jun90; was preserved at Augsburg; moved to Hermeskeil (N49.684714 E6.9590455) in spring 1994 and preserved at Flugausstellung Junior since, I/n aug13
18400 74 01	497 DM-STP	II-18V II-18V	East German AF EGAF/Interflug c/s	mfd PRG	04jun64 02feb70	rgd 06jul64; registered with call-sign DM-VAZ officially registered as such 02jul70 !
	DM-STP DDR-STP	II-18V II-18V	Interflug Interflug	trf rgd	01apr70 08sep81	(In SXF 30apr80 arrived BASCO sep83 for last overhaul with t/t 18,067 hours; calibration aircraft, all-grey c/s
	D-AOAQ D-AOAQ	II-18V II-18V	Interflug BerLine	rgd SXF	03oct90 mar92	f/n SXF 03oct90; l/n SXF 24aug91 canx jan93
	UR-75475(2) UR-75475(2)	II-18V II-18V II-18V	BerLine Avialini. Ukrayiny	SXF	27jan93 16jun93	see c/n 181004105 I/n LED 01dec98
	UR-75475(2) D2-FAM	II-18V II-18V II-18V	Kryla Alada	DXB HLA	29jul99 13jan03	with additional 'I.F.A' titles SXF 20may01; I/n DUS sep01 registration 3D-SEP visible under paint (reg known as a SE210); in fleet list dec01; I/n LAD 06feb03
18400 74 02	CCCP-75550	II-18V II-18V II-18V	AFL/International AFL/Ukraine-KBP	rgd trf	01jul64 1972	f/n KBP 06apr72; I/n FRA 24jun73
	CCCP-75550	TO A	AFL/Ukraine-LWO	trf trf	jul77 14jan81	arrived BASCO 21may80 for last overhaul canx 1983
	CCCP-75550 CCCP-75550 CCCP-75550	II-18V II-18V			1-1J01101	
18400 74 03		II-18V II-18V II-18V	AFL/Far East AFL/Kyrgyzstan	rgd	01jul64	f/n DME 27aug75; arrived BASCO 17jul80 for last overhaul; canx 1983; seen derelict, but complete, FRU
18400 74 03 18400 74 04	CCCP-75550 CCCP-75550	II-18V	AFL/Far East		01jul64 20jul64	f/n DME 27aug75; arrived BASCO 17jul80 for last overhaul; canx 1983; seen derelict, but complete, FRU may95/nov04 opb 62 OAO; dbr 27aug66 on the leg from Arkhangelsk-Talagi to Leningrad of a flight from Arkhangelsk to Riga when tried to take off with locked rudder, veered off the runway to the right and suffered substantial structural damage, 10 of the 114 passengers were injured while the others and all 7 crew escaped unhurt;
	CCCP-75550 CCCP-75550 CCCP-75551 CCCP-75552	II-18V II-18V II-18V II-18V	AFL/Far East AFL/Kyrgyzstan AFL/Latvia-RIX Soviet Gvt/AFL c/s	rgd rgd mfd	20jul64 16jun64	f/n DME 27aug75; arrived BASCO 17jul80 for last overhaul; canx 1983; seen derelict, but complete, FRU may95/nov04 opb 62 OAO; dbr 27aug66 on the leg from Arkhangelsk-Talagi to Leningrad of a flight from Arkhangelsk to Riga when tried to take off with locked rudder, veered off the runway to the right and suffered substantial structural damage, 10 of the 114 passengers were injured while the others and all 7 crew escaped unhurt; t/t 3,042 hours and 2,297 cycles; canx 1966 d/d 05jul64; rgd 30jul64; canx 05feb68 as trf to Interflug
18400 74 04	CCCP-75550 CCCP-75550 CCCP-75551 CCCP-75552 CCCP-75553 DM-5TF (2) DDR-STF	II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Far East AFL/Kyrgyzstan AFL/Latvia-RIX Soviet Gvt/AFL c/s Interflug Interflug	rgd rgd mfd rgd rgd	20jul64 16jun64 07mar67 21aug81	f/n DME 27aug75; arrived BASCO 17jul80 for last overhaul; canx 1983; seen derelict, but complete, FRU may95/nov04 opb 62 OAO; dbr 27aug66 on the leg from Arkhangelsk-Talagi to Leningrad of a flight from Arkhangelsk to Riga when tried to take off with locked rudder, veered off the runway to the right and suffered substantial structural damage, 10 of the 114 passengers were injured while the others and all 7 crew escaped unhurt; t/t 3,042 hours and 2,297 cycles; canx 1966 d/d 05jul64; rgd 30jul64; canx 05feb68 as trf to Interflug see c/n 181004105; l/n SXF 30apr80
18400 74 04	CCCP-75550 CCCP-75550 CCCP-75551 CCCP-75552 CCCP-75553 DM-STF (2)	II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Far East AFL/Kyrgyzstan AFL/Latvia-RIX Soviet Gvt/AFL c/s Interflug	rgd rgd mfd rgd	20jul64 16jun64 07mar67	f/n DME 27aug75; arrived BASCO 17jul80 for last overhaul; canx 1983; seen derelict, but complete, FRU may95/nov04 opb 62 OAO; dbr 27aug66 on the leg from Arkhangelsk-Talagi to Leningrad of a flight from Arkhangelsk to Riga when tried to take off with locked rudder, veered off the runway to the right and suffered substantial structural damage, 10 of the 114 passengers were injured while the others and all 7 crew escaped unhurt; t/t 3,042 hours and 2,297 cycles; canx 1966 d/d 05jul64; rgd 30jul64; canx 05feb68 as trf to Interflug

	D-AOAO D-AOAO RA-75553	Il-18V Il-18V Il-18V	BerLine German Europ Al German Europ Al	SXF SXF rgd	nov91 26may94 20dec95	I/n SXF 05feb94 opb German European Airlines; I/n 14oct95; canx oct95 d/d ex SXF 22dec95 to Viola Avia Trans, seen SOF apr/may96 still with 'German European' titles; canx but date unknown
	LZ-AZO EL-ADY (1) T9-ABB	II-18V II-18V II-18V	European Al tit European Al tit European Al tit	SHJ SHJ SHJ	04oct96 07may97 07may98	l/n SHJ 03apr97; small 'chartered by Air Zory' titles l/n SHJ 15mar98 but registration removed; see c/n 182004804 l/n SHJ 25jan99; opd Bio Air Company
	T9-ABB T9-ABB	II-18V II-18V	Phoenix Phoenix, n/t	DXB SHJ	feb99 30oct00	l/n SHJ 13feb00; carried additional 'Sudan Airways' titles from late 1999 l/n SHJ 03nov01
	EX-405 EX-405	II-18V II-18V	Phoenix, n/t Anikay Air	SHJ PMI	28dec01 11mar05	not seen anywhere between janO2 and marO3 I I/n SHJ 27novO4 basic Phoenix c/s; I/n ESB 21marO6; reported augO6 leased to BlueSky Aviation; reported sepO6 for Galex Guinee Air I
18400 75 01	CCCP-75554(1) CCCP-75554(1)	II-18V II-18V	AFL/Latvia-RIX AFL/Moscow-DME	rgd trf	11sep64 1974	see c/n 185008404 canx apr79; was preserved at Sheremetyevo-1 terminal (N55.982172 E37.411933) from 20apr79 (or 23apr79?) in honour of 20 years of II-18 service; in the process of being dismantled may12/aug12, moved to Khimki and to be preserved with the Lavochkin company; in the process of assembly sep12; I/n 25jan13 engines, tail and outer wings still to be assembled; broken up may13
18400 75 02	CCCP-75555 CCCP-75555 CCCP-75555	Il-18V Il-18V Il-18T	AFL/Turkmenistan AFL/Urals AFL/Urals	rgd trf	13aug64 18sep80	f/n 31mar67 arrived at BASCO for last overhaul sep83; converted to, see next line canx 1985
18400 75 03	CCCP-75556	II-18V	AFL/Latvia	rgd	11sep64	f/n LED 06jul70; canx 1978; preserved and in use as cabin trainer Pulkovo since 12sep87, wingless; l/n oct94, fate unknown
18400 75 04	CCCP-75557 CCCP-75557	II-18V II-18V	AFL/International AFL/Latvia	rgd trf	31aug64 20nov67	f/n PRG aug66 involved in a fatal incident at Voroshilovgrad 12dec73 when a woman crossed the runway at night on the way to her village while the aircraft was landing and was hit by a prop
18400 75 05	CCCP-75557 CCCP-75558 CCCP-75558	II-18V II-18V II-18V	AFL/Krasnoyarsk AFL/Moscow AFL/Kyrgyzstan-FRU	trf mfd trf	27sep75 26aug64 unknown	(not jan77 as given in register); arrived at BASCO for last overhaul 08jun81; canx 1983 rgd 19sep64 opb 250 LO; w/o 30jan76 on a training flight from Frunze-Manas when the crew was practicing a simulated dual engine failure with engines # 3 and 4 shut down, on final approach the flaps were extended to 30 degrees too early so that the aircraft lost speed, banked to the right and deviated from the approach path, the instructor took the wrong decision to go around (with the flaps still extended to 30 degrees) and to restart engine # 3 at a height of some 50 metres and a speed of 220 km/h, the aircraft continued to lose speed, rolled, collided with trees with a 53 degrees right bank, broke up and caught fire, all 6 crew killed;
18400 76 01	208 (2)	II-18V	Civ Avn Adm China	d/d	1964	t/t 17,652 hours 27 minutes and 7,623 cycles; canx 16mar76 f/n DAR 03jun65; c/n confirmed as exported to China by Aviaexport; see c/n 189001504 and 185008701;
	218 B-218	II-18V II-18V	Civ Avn Adm China Civ Avn Adm China	r/r SIA	1966 06apr85	208(3) was not built at the time when 208(2) was seen; see also c/n 187009703 with fake reg B- prefix added 1974 c/n confirmed; arrived BASCO jan88 for last overhaul; wfu 29jun90, I/n SIA nov91; to Langzhou city 1998,
18400 76 02	210	II-18V	Civ Avn Adm China	d/d	1964	also see B-212 c/n 184007702 c/n confirmed as exported to China by Aviaexport; B- prefix added 1974
18400 76 03	B-210 CCCP-75564	II-18V II-18V	Civ Avn Adm China AFL/Uzbekistan	CTU rgd	02nov86 18may65	wfu 1988; seen TSN 09oct88; seen in Tianjin technical School (N39.111508 E117.34999) may94/jun13 f/n TAS 12jun71
10100 76 01	CCCP-75564 CCCP-75564	II-18V II-18V	AFL/Tajikistan AFL/Far East	trf trf	20mar78 08oct80	arrived BASCO 10jul80 for last overhaul canx 1983; seen KHV 07jul94/12may95, derelict
18400 76 04 18400 76 05	CCCP-75574 50850	II-18V II-18V	AFL/Ulyanovsk HFS Chinese Air Force	rgd NAY	31may65 04apr85	canx 1976 and oct86; c/n not confirmed, c/n 184007604 in Chinese register; c/n confirmed as exported to China by Aviaexport; see also c/n 189001504
	B-230 (3)	II-18V	China United Al	SVO	may89	c/n was checked and confirmed in documents; preserved in the China Aviation Museum at Shahezhen AFB from mar96; c/n 7605 on engine intake covers; see c/n 181003602 and also 230 with unknown c/n;
	232 (3)	II-18V	China United Al		dec03	repainted with fake serial, still preserved in the China Aviation Museum at Shahezhen AFB, Changping (N40.183353 E116.36004); I/n sep12; see c/n 183006205 and also 232 with unknown c/n
18400 77 01	CCCP-75569 CCCP-75569 CCCP-75569	II-18V II-18V II-18V	AFL/International AFL/Far East AFL/Urals-CEK	rgd trf trf	29jan65 30aug72 14apr80	f/n HEL 20apr67 arrived at BASCO for last overhaul apr82 (reported as AFL/Krasnoyarsk, but no record as such in Soviet register); converted to, see next line
18400 77 02	CCCP-75569 212 B-212	II-18T II-18V II-18V	AFL/Krasnoyarsk Civ Avn Adm China Civ Avn Adm China	BBU SIA	17jul65 04apr85	canx 1984 c/n not confirmed, but c/n confirmed as exported to China by Aviaexport; I/n RGN 1973 c/n not confirmed; arrived BASCO sep87 for last overhaul, but only c/n mentioned in document and no registration given; still in service SIA 09oct88; photo in an Amusement Park, Lanzhou (N36.085661 E103.624191) jun04/may13, preserved
18400 77 03	CCCP-75559 CCCP-75559	II-18V II-18V	AFL/GosNII GA AFL/Northern-LED	mfd trf	15oct64 20feb68	the first II-18 with the cyclical de-icing system; rgd 16jan65 opb 67 LO 1-go Leningradskogo OAO; f/n SXF 28feb70; w/o 27apr74 on the leg from Leningrad to Zaporcahye of a flight from Leningrad to Krasnodar when engine # 4 suffered an uncontained failure some 2 minutes after take-off and caught fire, the crew tried to return to the airport but the right-hand flap was destroyed by the fire so that the aircraft banked to the right (as the left-hand flap was still deployed), lost height and crashed upside down in a field 2,480 metres before the runway threshold and 242 metres to the right of its extended centreline, all 7 crew and 102 passengers killed; t/t 18,358 hours and 7,501 cycles;
18400 77 04 18400 77 05	CCCP-75560 CCCP-75561	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Far East	rgd rgd	23nov64 23nov64	canx 15jul74 f/n PIK sep55; dbr when overran Donetsk runway on aborted take off 24feb68; canx 1968 f/n nov74; arrived BASCO 09oct80 for last overhaul with t/t 34,999 hours; canx 1983
18400 78 01	CCCP-75562 CCCP-75562 CCCP-75562	Il-18V Il-18V Il-18V	Soviet Gvt/AFL c/s AFL/Far East AFL/Kazakhstan-KGF	rgd trf trf	30dec64 16may77 14feb82	f/n TAS 28apr84
	CCCP-75562 CU-T1269	II-18V II-18V	AFL/Turkmenistan Cubana	trf d/d	11sep84 12jun87	arrived BASCO mar87 for last overhaul with t/t 38,357 hours and delivered to Cuba in full c/s, with very small titles only; I/n SCU 17aug89
18400 78 02	CU-T1269 CCCP-75563	II-18V II-18V	Aerocaribbean Soviet Gvt/AFL c/s	trf mfd	1992 30apr64	seen HAV nov96/nov98, wfu and broken up there nov99 toc 09dec64; opb 235 OAO at VKO from 09dec64; rgd 30dec64; w/o 06apr67 on a positioning flight from DME to VKO at night when crashed some 3 km beyond the runway threshold 1 minute 40 seconds after lift- off, all 8 crew killed, the reason of the accident was never established, but the position light of the right wing had come off before the crash so the aircraft may have suffered from severe vibrations; t/t 2,264
18500 78 03	CCCP-75581	II-18D	AFL/Moscow-VKO	f/f	31jul64	hours and 929 cycles; canx 19sep67 first production II-18D, with AI-20M engines; f/n LBG 11jun65, still with old antenna on top of fuselage; completed check trials 30jun66; rad only 18apr67
	CCCP-75581 CCCP-75581	II-18D II-18D	AFL/Kazakhstan AFL/Ukraine	trf trf	12may80 29apr84	arrived at BASCO for last overhaul 18may81 canx 1984
18400 78 04	CCCP-75565 CCCP-75565	II-18V II-18V	AFL/Uzbekistan AFL/West Siberia	rgd trf	16jan65 25feb81	f/n jul68; arrived BASCO 03oct80 for last overhaul canx 1983
18400 78 05	50851	II-18V	Chinese Air Force	NAY	04apr85	seen NAY mar87/03oct88; c/n confirmed as exported to China by Aviaexport; c/n reported as checked in 1993; previously reported as c/n 184007605, which is incorrect; l/n NAY may94; preserved at Han Cunhe park (N39.594931 E115.95050 on a man-made island with a gated causeway) south of Beijing since 1995; f/n may08; l/n sep09
18400 79 01	CCCP-75566 CCCP-75566 CCCP-75566 CCCP-75566	II-18V II-18V II-18V II-18V	AFL/GosNII GA MAP Ramenskoye Soviet Air Force AFL/Magadan	rgd rgd trf trf	17feb65 26jan66 13feb73 11feb80	f/n SXF 03jan70 but when arrived BASCO 08aug80 for last overhaul reported as AFL/Krasnoyarsk but no data for this in
18400 79 02	CCCP-75567	II-18V	AFL/Kazakhstan-ALA	rgd	20jan65	Soviet register; canx 1984 arrived for last overhaul at BASCCO 16nov79, with 34,997 hours; canx 1982; was preserved at the crossing of pr. Pobedy and ul. Nekrasova at Yevpatoriya and used as café "Polyot" (Flight); scrapped, at
18500 79 03	CCCP-75568 CCCP-75568	Il-18V Il-18Gr	AFL/Uzbekistan AFL/Leningrad-LED	rgd trf	04mar65 03dec79	the site now stands a monument for Marshall Sokolov f/n LED 11aug75; arrived with BASCO for its last overhaul 17sep79, with t/t 35,000 hours canx 17jan83; preserved on the territory of the "Dubki" children's camp in the Rakhol common near Dichnya (NS1.68560 E35.76782), l/n oct13
18500 79 04	CCCP-75570 CCCP-75570	II-18V II-18V	AFL/Uzbekistan AFL/Far East	rgd trf	04mar65 30nov81	f/n TAS 01apr68; arrived BASCO 19feb80 for last overhaul canx 1983
18500 79 05	CCCP-75571	II-18V	AFL/Far East	rgd	23feb65	f/n DME 27aug75; arrived BASCO 27aug81 (reportedly as AFL/Krasnoyarsk but not as such in Soviet register) for last overhaul; canx 1984
18500 80 01	CCCP-75572 CCCP-75572	II-18D II-18D	AFL/Far East AFL/Kazakhstan	rgd trf	15may67 14jun82	late rgd; powered by modified AI-20M engines; underwent trials 26jul/21sep65; trials with TG-16 APU completed 13apr66; completed check trials 30jun66; f/n LED 11aug75
	CCCP-75572	II-18D	AFL/Turkmenistan	trf	19sep84	arrived at BASCO for last overhaul 04dec86 with t/t 34,404 hours; canx 24oct89 but l/n DME 15mar90, operational
18500 80 02 18500 80 03	CCCP-75573 CCCP-75573 CCCP-75591	II-18V II-18V II-18V	AFL/Far East AFL/Turkmenistan Soviet Gvt/AFL c/s	rgd trf DEL	15mar65 09apr84 28feb67	arrived BASCO 19oct84 for last overhaul and converted to ambulance configuration; used for Soviet Army Group in Afghanistan; canx 1985 //n Sperenberg 17dec78; arrived at BASCO for last overhaul 18sep84
100000000	RA-75591	II-18V	Russian AF/AFL c/s	BAX	24jul00	c/n checked on photo; based at Ulan-Ude-Vostochny and later at Novosibirsk; seen Ulan Ude-Vostochny 25nov06; l/n Pushkin 29apr11, awaiting rework
18500 80 04	RF-91821 CCCP-75575	II-18V II-18V	Russian Air Force AFL/Uzbekistan-TAS	Pus mfd	12dec11 20feb65	in basic Aeroflot c/s, no titles; I/n Chelyabinsk-Shagol dec13 rgd 01apr65; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; canx 1977
18500 80 05	CCCP-75576	II-18V	AFL/Far East	rgd	01apr65	an 8 crew and 89 passengers escaped unnurt; yr 20,578 hours and 10,114 cycles; canx 1977 arrived BASCO 06jul81 (reportedly as AFL/Krasnoyarsk but no mention as such in Soviet register) with t/t 34,996 hours for last overhaul; canx 1984
18500 81 01	CCCP-75577	II-18V	AFL/Urals-SVX	rgd	19may65	f/n DME 1977; arrived BASCO may79 for last overhaul with t/t 31,357 hours; canx 1981

18500 81 02	CCCP-75578	II-18V	AFL/Armenia	rgd	31may65	f/n AER 30jun70; dbr 16oct70 when an engine failed in-flight and the aircraft made an emergency landing at Simferopol, overran the runway and suffered substantial damage, no casualties; canx 1970
18500 81 03	CCCP-75579	II-18V	AFL/Uzbekistan	mfd	19mar65	rgd 18may65; f/n DME 19aug75; converted to II-18Gr, date unknown; arrived at BASCO 01oct79 for last overhaul
	CCCP-75579	II-18V	AFL/Leningrad	trf	11feb80	canx 17jan83; was preserved at Istra; later moved to the old Moscow-Kashira road and used as a café,
18500 81 04	LZ-BES	II-18V	TABSO	d/d	12feb65	seen sep94 seen BQH 15may65; I/n BRU 25jun67
	LZ-BES	II-18V	Bulair	trf	1968	f/n ZRH apr69; l/n LGW 05jul69; w/o 21dec71 on a flight from Sofia to Algiers when crashed shortly after take-off, 2 of the 11 crew and 26 of the 62 passengers killed
18500 81 05	LZ-BEP	II-18V	TABSO	d/d	27mar65	seen LHR 06mar67; I/n LHR 16mar68
	LZ-BEP LZ-BEP	II-18V II-18V	Bulair Balkan	trf trf	1968 1972	seen FRA 13mar71 photo SXF aug72 in Balkan red c/s; arrived BASCO 13oct81 for last overhaul with t/t 33,103 hours; dbr
18500 82 01	LZ-BEV	II-18V	TABSO	d/d	11jun65	16jun84, when overran the runway on landing at Sanaa at VIE 12jun67
	LZ-BEV	II-18V	Balkan	trf	01apr68	renamed; at LGW 01jun70; arrived BASCO 23nov84 for last overhaul with t/t 37,824 hours; wfu SOF
18500 82 02	CCCP-75580	II-18V	AFL/Far East	rgd	02jun65	17nov87; preserved in playground Sofia, damaged by fire spring 1992; l/n aug92 f/n LED 12aug68; arrived BASCO oct82 for last overhaul with t/t 34,859 hours; canx 1984
18500 82 03	CCCP-75582	II-18V	AFL/Far East	rgd	28jun65	arrived BASCO 13jan82 (reported as AFL/Krasnoyarsk but no mention as such in Soviet register) with t/t 34,995 hours for last overhaul; canx 1984
18500 82 04	836 P-836	II-18V II-18V	Chosonminhang Chosonminhang	d/d SVO	16may65 10jun83	f/n Hanoi-Gia Lam 10oct73; I/n SXF 28apr82 arrived BASCO oct87 for last overhaul with t/t only 7,669 hours; I/n SXF 26may90
	P-836	II-18V	Air Koryo	SXF	jan93	I/n PEK 17apr99; converted to II-18GrM by mar01; I/n PEK 16may09 operational; seen FNJ 14sep10;
18500 82 05	CCCP-75583	II-18V	AFL/Uzbekistan	rgd	26jun65	reportedly stored by aug12; I/n jun13 as such; seen sep13 without engines f/n TAS 01apr68; arrived BASCO 31oct80 for last overhaul; canx 1983
18500 83 01 18500 83 02	YR-IMH YR-IMI	II-18V II-18V	TAROM TAROM	rgd rgd	03jul65 06jul65	at BSL 03jun67; crashed Carpathian Mountains 13aug91; not canx until 01feb96 at FRA 12mar66; crashed on touch and go Otopeni 21apr77; not canx until 13feb81
18500 83 03	CCCP-75584	II-18V	AFL/Krasnoyarsk	rgd	26jul65	f/n DME 03oct72; arrived BASCO 24jul79 for last overhaul; canx 1983
18500 83 04	CCCP-75585 CCCP-75585	II-18V II-18V	AFL/International AFL/Far East	rgd trf	02sep65 11oct72	arrived BASCO 29oct80 for last overhaul with t/t 32,463 hours; canx 1982
18500 83 05	101 (2) ?	II-18V	Polish Air Force	d/d	07aug65	leased until c/n 185008503 was delivered
	CCCP-75593 CCCP-75593	II-18V II-18V	AFL/Polar AFL/Moscow	rgd trf	05may66 22apr69	f/n PER dec66
18500 84 01	CCCP-75593 CCCP-75586	II-18V II-18V	AFL/Magadan Soviet Gvt/AFL c/s	trf rgd	12jan79 13sep65	arrived BASCO 12jan81 for last overhaul with t/t 34,993 hours; canx 1984
10500 04 01	CCCP-75586	II-18V	AFL/Arkhangelsk	trf	jan71	f/n LED 11aug75
	CCCP-75586 CCCP-75586	II-18V II-18V	AFL/Far East AFL/Krasnoyarsk	trf trf	14jul77 05may82	arrived BASCO may82 for last overhaul
	CCCP-75586	II-18V	AFL/Ukraine-LWO	trf	27oct83	canx 1985
18500 84 02	CCCP-75587 CCCP-75587	II-18V II-18V	Soviet Gvt/AFL c/s AFL/West Siberia	rgd trf	21sep65 28aug67	235th Independent Flight Detachment arrived BASCO 07jan80 for last overhaul; canx 1981
18500 84 03	CCCP-75588	II-18V	AFL/International	rgd	29oct65	
18500 84 04	CCCP-75588 DM-STI	II-18V II-18V	AFL/Ukraine-LWO EGAF/Interflug c/s	trf mfd	01aug74 03sep65	arrived BASCO 25dec80 for last overhaul; canx 1983 rgd 26nov65
	DM-STI DDR-STI	II-18V II-18V	Interflug Interflug	trf rgd	24jan74 15nov81	I/n SXF 30apr80
	D-AOAP	II-18V	Interflug	rgd	03oct90	f/n SXF 02oct90 !; l/n SXF 24aug91
	D-AOAP D-AOAP	II-18V II-18V	BerLine German Europ Al	SXF SXF	oct91 26may94	l/n FRA 18mar94 still only wearing 'Cargo' titles 14oct95; converted to Il-18GrM (side cargo door) between dec94 and
			-			27mar95; canx oct95
	RA-75554(2) RA-75554(2)	II-18GrM II-18GrM	German Europ Al Ramaer	rgd JNB	20dec95 16dec97	d/d ex SXF 23dec95 to Viola Avia Trans, see c/n 184007501, I/n SHJ 03apr97; rgd 16may97 to Ramaer dbr when it aborted take-off Johannesburg 17dec97, failed to become airborne due to overload; t/t 18,766 hours, and 7,040 cycles; I/n JNB apr00 in process of being scrapped; cargo door to c/n 187010403; finally canx 23nov01 !
18500 84 05	CCCP-75589	II-18V	AFL/International	rgd	05nov65	
18500 85 01	CCCP-75589 CCCP-75590	II-18V II-18V	AFL/Urals-CEK AFL/International	trf rgd	17dec74 05nov65	arrived BASCO 03apr81 for last overhaul with t/t 34,553 hours; canx 1984 f/n HEL 10jul67
10500.05.00	CCCP-75590	II-18V	AFL/West Siberia	trf	26jan68	arrived BASCO 12aug81 for last overhaul; canx 1984
18500 85 02	CCCP-75592 CCCP-75592	II-18E II-18E	AFL/International AFL/Far East	f/f trf	30sep65 14apr77	II-18E with AI-20M engines, for 122 pax; rgd 29nov65; completed check trials 15dec65 arrived at BASCO for last overhaul apr86 with t/t 37,960 hours
18500 85 03	CCCP-75592 101 (3)	II-18E II-18E	AFL/Moscow-DME Polish Air Force	trf d/d	23apr86 12jan66	canx 1987 f/n SXF 1978; photo SVO 1985; arrived at BASCO for last overhaul aug86 with t/t only 7,267 hours; see
10500 05 05					-	c/n 180002504 and c/n 185008305
	SP-LSK 75711(2)	II-18E II-18E	LOT ex LOT c/s, n/t	rgd WAW	06jan88 aug91	canx 21sep90; l/n WAW 23apr91 see c/n 189001802, photo proof 11sep91 ex SP-LSK; l/n WAW 01oct91
	CCCP-75850(2)	II-18E	Avialini. Ukrayiny	rgd	02dec91	f/n LWO 1991 in Aeroflot c/s with Aeroflot titles and additional small 'Elektron' titles, all white tail; I/n MLA 05dec92; see c/n 182005405
	UR-75850(2)	II-18E	Aeroflot c/s, n/t	DXB	25feb93	c/n checked
	RA-75850(2) UR-75850(2)	II-18E II-18E	ALAK Kryla	rgd SHJ	21sep94 mar97	f/n SHJ mar95; rgd to Kryla 20jul95; canx 09feb96 as to Ukraine l/n SHJ 17mar01
	D2-FDY	II-18E	Alada	HLA	03mar03	in fleet list dec01; I/n LAD 17mar07; seen LAD 08mar08, sitting on its tail; seen in the scrap compound
18500 85 04	CCCP-75594	II-18E	AFL/International	rgd	28oct65	(S8.8565944 E13.227294) 28mar09, no engines; no longer visible on GE by jan13 f/n SXF 16jan71
	CCCP-75594	II-18E	AFL/Ukraine-KBP	trf	26jul67	
18500 85 05	CCCP-75594 214	II-18E II-18E	AFL/Ukraine-LWO Civ Avn Adm China	trf no	02aug74 reports	arrived BASCO 11may81 for last overhaul; canx 1983 c/n confirmed as exported to China by Aviaexport
18500 86 01	B-214 SP-LSF	II-18E II-18E	Civ Avn Adm China LOT	KMG rgd	1979 25nov65	photo with old antenna on top of fuselage; seen CTU 03nov86; I/n PEK 31oct87 named 'Falaise'; f/n AMS 17mar67; arrived at BASCO for last overhaul jul87 with t/t 30,710 hours; sold to
10500 00 01				-		Balkan 12jul91; canx 24jul91
	LZ-BEW 3D-ALD	II-18E II-18E	Bulgarian Airlines Southern Cross	VAR	aug91 1998	l/n BUD 10nov97; seen stored at SOF without engines 29jan98 was in official register but probably not taken up
	EL-ALD	II-18E	ex LOT c/s, n/t	SOF	01jun98	f/n SHJ 02jul98; l/n SHJ 26nov98
	EL-ALD EL-ALD	II-18E II-18E	Santa Cruz, n/t Phoenix	SHJ SHJ	26nov98 23jan01	I/n SHJ 05apr99; according to Liberian register rgd 01apr99 !; ex SP-LSF and LZ-BEW checked in papers in green/white basic Santa Cruz c/s
	EX-601 EX-601	II-18E II-18E	Phoenix Phoenix, n/t	SHJ SHJ	20mar02 apr04	still in basic Santa Cruz c/s; I/n SHJ 25mar04
	EX-601	II-18E	Anikay Air	SHJ	20dec04	still in basic Santa Cruz c/s; l/n SHJ 27nov04 still in basic Santa Cruz c/s; l/n as such FJR 22nov05; seen DEL 10jun06 painted in all-gold c/s with blue
						cheatline, blue tail and engines, red emblem on tail, 'National Paints' titles on rear fuselage (right-hand side only); seen in Turkey 10dec06 reported opb Galaxy Air; I/n FJR 01dec08/17dec09; seen FRU sep12 in
10500.06.00		11 4 9 5	B 0 (74504 (the same c/s but no titles
18500 86 02	YR-IMZ (1) CCCP-75445	II-18E II-18D	Rom Gvt/TAROM c/s AFL/International	rgd rgd	26mar66 16jun67	canx 16jun67; see c/n 187009802 version in Soviet register as II-18D
18500 86 03	CCCP-75445 SP-LSG	II-18D II-18E	AFL/Urals LOT	trf mfd	14dec71 08oct65	arrived BASCO may82 for last overhaul; canx 1984 also reported as 15may65; rgd 01dec65; named 'Monte Casino'; f/n AMS 07oct67; converted
10500 00 05						06nov76/05dec76 for use as cargo aircraft similar to II-18Gr
	SP-LSG LZ-BEZ	II-18E II-18E	LOT Balkan	LHR VAR	29sep77 jun92	with additional 'Cargo' titles; I/n WAW 11jul90; sold to Balkan 19jul91; canx 24jul91 in basic LOT c/s with 'CARGO' titles
	LZ-BEZ	II-18E	COMCO	OST	30sep93	titles in red on forward fuselage, still in basic ex-LOT c/s with 'CARGO' titles
	LZ-BEZ EL-ADY (2)	II-18E II-18E	Balkan ex-LOT c/s	SHJ SHJ	10dec94 mar98	still in basic ex-LOT c/s with 'CARGO' titles; I/n SOF 17apr95 c/n confirmed; with 'CARGO' titles, still in basic ex-LOT c/s; I/n SHJ apr98; see rgd next line
	EL-ARK 3C-KKR	II-18E II-18E	Santa Cruz, n/t	rgd	26feb98 27mar99	c/n checked; f/n SHJ 06may98; l/n SHJ 16feb99 c/n checked
	3C-KKR	II-18E	Santa Cruz, n/t Air Cess	SHJ SHJ	05apr99	l/n as such SHJ 26may01; carried additional 'Damal Airlines' titles for a long time; l/n SHJ 15sep01, titles
	3C-KKR	II-18E	Damal Airlines	SHJ	03nov01	not reported I/n SHJ 30jan02
	3C-KKR	II-18E	no titles	SHJ	may02	I/n SHJ 14aug02
	UN-75002	II-18E	IRBIS, n/t	SHJ	14sep02	c/n confirmed; in the same c/s as 3C-KKR; l/n FJR 25jul08/01nov08, parked since 27mar08; operator reported as Gulf Crystal
	UP-I1802	II-18E	Mega Airlines	JED	dec08	no titles; opb Daallo Airlines in passenger configuration; I/n HGA 07jan10; current on register by late 2011; apparently stored Berbera, Somalia, 2013 photo exists parked off apron
18500 86 04	50852	II-18E	Chinese Air Force	NAY	04apr85	and NAY oct86; c/n not confirmed for this serial but confirmed as exported to China by Aviaexport; c/n
18500 86 05	CCCP-75676(2)	II-18E	Soviet AF/AFL c/s	mfd	11dec65	184007701 from Chinese register but this c/n was not exported to China opb 223 LO at Chkalovski; f/n ORY 28may67; seen Sperenberg 14jun74; arrived at BASCO for last
						overhaul jul87; l/n Demmin-Tutow 08jul93; always reported as c/n 184007404, but the given c/n is confirmed; see c/n 188000904
	RA-75676(2) RA-75676(2)	II-18E II-18E	Russian AF/AFL c/s Russian Air Force	rgd CKL	28apr94 20aug10	opb 223 LO at Chkalovski; f/n CKL 08aug99; I/n CKL sep09, still in full Aeroflot c/s with titles in basic Rossiya c/s with a '223 LO' badge, no titles; I/n CKL dec13; c/n checked
18500 87 01	208 (3) B-208 (3)	II-18E II-18E	Civ Avn Adm China Civ Avn Adm China	PEK PEK	29jul72 1985	c/n confirmed as exported to China by Aviaexport; see c/n 189001504/184007601 & 187009703 photo, with old antenna on top of fuselage; f/n TYN 01nov86; l/n SIA 09oct88; broken up
18500 87 02	50855	II-18E	Chinese Air Force	ph.	in 1987	c/n confirmed as exported to China by Aviaexport; c/n for this serial from Chinese register
	B-228	II-18E	China United Al	NAY	1988	c/n 8702 checked on tail 19mar96; preserved in China Agricultural Museum in north Beijing, f/n late 1995, l/n may06; not present by sep07 and reportedly scrapped
18500 87 03 ?	825	II-18E	Chosonminhang	SXF	03apr68	photo exists pre apr65 at VKO ? with old antenna on top of fuselage; reported bercame '525', but not confirmed
	525	II-18E	Chosonminhang	SXF	jun70	with red lightning-bolt cheatline and flag on tail, no titles, operated by the North Korean Government; I/n
						SXF 05aug72

18500 87 04	216	II-18E	Civ Avn Adm China	no	reports	c/n confirmed as exported to China by Aviaexport
	B-216	II-18E	Civ Avn Adm China	СТО	02dec82	photo with old antenna on top of fuselage; I/n CTU 03nov86; f/n preserved in Tun Fu park, Chengdu, nov91, in full China Southwest colours; moved to Ou Cheng garden, Chengdu by 2007 (N30.571917 E103.92873); photo aug08, still in basic China Southwest c/s with additional 'European Garden' titles on side of fuselage; I/n sep13
18500 87 05	CCCP-75595 CCCP-75595	II-18E II-18E	Soviet Gvt/AFL c/s AFL/Kazakhstan-KGF	rgd trf	14feb66 16jun78	opb 235 OAO arrived at BASCO for last overhaul 28jul81 with t/t 27,303 hours; canx 1984; seen KGF (N49.663920 E73.322094) 2008/may10, near the fire station on the airfield, minus engines and rudder scrapped by 18sep10, only the wings remain
18600 88 01	CCCP-75596 CCCP-75596	II-18E II-18E	AFL/Far East AFL/Moscow-DME	rgd trf	14feb66 12apr85	arrived at BASCO for last overhaul nov82 with t/t 34,891 hours canx 1985
18600 88 02	CCCP-75598 CCCP-75598	II-18D II-18DTs	AFL/GosNII GA AFL/GosNII GA	rgd	22mar67	in Aeroflot c/s converted by factory # 240 to II-18DTs 'Meteor' weather research aircraft until jun77, received the meteo equipment from II-18V CCCP-75716; in Aeroflot c/s; arrived at BASCO for last overhaul 03dec85 with t/t 7,520 hours; f/n SVO 19jul88; meteo equipment removed in autumn 1991 and replaced by an A-723 SLA
	RA-75598	II-18DTs	GosNII GA	SVO	19mar93	radar on the port side and other radio-electronic equipment for research of the earth's surface in Aeroflot c/s; converted back to a 'normal' II-18D apr95; involved in incident in 1996 (report gives the
	RA-75598	II-18D	IRS Aero	Isd	09apr97	mfd as 18jul67, but this seems doubtful); l/n SVO 23apr97 f/n Zhukovski 19aug97; l/n Pushkin 05aug01 without props; canx 13jul04 as sold to Cuba
	CU-T1546	II-18D	Aerocaribbean	BKA	08aug04	in all-white c/s with titles; at SVO 22aug04; I/n HAV 01aug08, full c/s; subsequently was preserved west of Terminal 3 at Havana f/n 08apr09; I/n jan10; reportedly broken up before mar12 and no longer visible on Google Earth
18600 88 03 18600 88 04 18600 88 05	CCCP-75597 VN-B ? CCCP-75599	II-18E II-18D II-18E	AFL/Krasnoyarsk Háng Không Viêtnam AFL/Urals-CEK	rgd mfd rgd	16feb66 29nov66 23feb66	f/n ÅER 30jun70; arrived BASCO 27aug80 for last overhaul; canx 1984 crashed 04jan67 Nanking ?; not confirmed ! arrived BASCO 18nov81 for last overhaul; canx 1985; seen CEK 22aug95 in use as ground rescue trainer,
18600 89 01	CCCP-75400	II-18E	Soviet Gvt/AFL c/s	rgd	11mar66	80 % complete and seen again 13aug99 in pieces f/n PIK 09jul66
18600 89 02	CCCP-75400 CCCP-75401	II-18E II-18D	AFL/West Siberia AFL/International	trf rgd	26jan68 27mar66	arrived BASCO 09apr81 for last overhaul; canx 1983 according to Soviet register an II-18D; f/n ARN 30aug66
18600 89 03	CCCP-75401 CCCP-75401	II-18D II-18D II-18E	AFL/Urals AFL/Ukraine	trf trf	26dec78 27oct83 26mar66	arrived BASCO jul82 for last overhaul canx 1985 f/n LHR mar66
10000 09 03	CCCP-75402 CCCP-75402 CCCP-75402	II-18E II-18E II-18E	Soviet Gvt/AFL c/s AFL/Latvia AFL/Magadan	rgd trf trf	29nov67 01aug78	arrived BASCO 20sep80 for last overhaul; canx 1982
18600 89 04	LZ-BET LZ-BET LZ-BET	II-18E II-18E II-18E	TABSO Bulair Balkan	d/d SXF trf	24may66 11may68 1972	trf to Bulair in 1968 at BRU 03jun68 operated freight flight LGW 06nov77; wfu Sofia 1984 after hard landing; seen in a poor condition without
18600 89 05	102 (2)	II-18E	Polish Air Force	d/d	08apr66	engines may92/apr96; scrapped 1998 f/n LHR 21feb67; l/n LHR apr69; see c/n 181002701
	SP-LSI SP-LSI	Il-18E Il-18Gr	LOT	rgd	28mar75	f/n CGN 24aug75; arrived at BASCO for last overhaul 24jun86 with t/t 15,737 hours; converted 06nov/05dec89 to, see next line canx 12jul91; sold to Balkan 19jul91
	LZ-BEH	Il-18Gr	Balkan	SHJ	nov91	and LUX 14mar92 in basic LOT c/s, no titles; f/n with titles ATH may92; l/n active PMI 30aug98; seen SOF jun99, stored
	LZ-ZAH LZ-ZAH	Il-18Gr Il-18Gr	Bulgarian Airlines no titles	SOF SHJ	dec99 05mar00	c/n from JP-01, not checked; in basic LOT c/s; l/n SHJ 13feb00
	LZ-ZAH EX-75905(2)	Il-18Gr Il-18Gr	Phoenix Phoenix	SHJ SHJ	10mar00 04oct00	l/n SHJ 30sep00, reg seen being removed this date confirmed in Daallo Airlines fleet list jan04 as lsf Phoenix; l/n SHJ 20feb05
	EX-75905(2)	Il-18Gr	Phoenix c/s, n/t	SHJ	15mar05	opb Intal Air from 2005; I/n FJR 22feb06; offered for sale by Intal Air sep06 with t/t 29,471 hours; photos JIB dec11/dec13, stored in very dusty condition with flat tyres
18600 90 01	CCCP-75403 CCCP-75403	II-18E II-18E	AFL/Far East AFL/Krasnoyarsk	rgd trf	28mar66 21jan86	arrived BASCO dec82 for last overhaul canx 1986
18600 90 02	LZ-BED LZ-BED	II-18E II-18E	TABSO Bulair	d/d trf	24apr66 1968	l/n LGW 14may67 seen LGW 27jul69
	LZ-BED	II-18E	Balkan	w/o	18jan71	on a flight from Paris to Zürich when approached Kloten airport in marginal weather conditions (RVR 1000 m), at the middle marker the aircraft was to the right of and below the glide-path, the crew tried to correct the problem, but the left wing struck the ground with the left wingtip and gear and the aircraft crashed in flames 700 m north of the airport, 7 of the 8 crew and 38 out of 39 passengers killed
18600 90 03	CCCP-75404 CCCP-75404	II-18E II-18E	Soviet Gvt/AFL c/s AFL/Krasnoyarsk	rgd trf	13jun66 16may77	f/n PIK 29jul66 arrived BASCO 13nov80 for last overhaul; canx 1983
18600 90 04	OK-BYZ OK-VAF	Il-18D Il-18D	CS-Gvt (LSFMV) CSA	d/d d/d	09may66 06dec77	rgd 13may66; seen LGW 02may67; canx 16dec77 photo exists in basic ex-Czech Government c/s without titles; rgd 16dec77; arrived BASCO 29jan86 for last
						overhaul with t/t 12,313 hours; wfu 19jan90; t/t 16,393 hours and 13,941 cycles; last flight 23jan90 to Nürnberg; canx 06feb90; was used for fire training at Nürnberg, seen 11may90 without registration and
18600 90 05	CCCP-75405	II-18E	AFL/Uzbekistan-TAS	mfd	21may66	titles; destroyed during fire-fighting practice rgd 14jul66; opb 219 LO; f/n TAS 01apr68; w/o 24jun74 on the leg from Tashkent-Yuzhny to Sverdlovsk of
						a flight from Samarkand to Leningrad when engine # 4 failed during the take-off run due to bird strike, the captain decided to abort the take-off, but did not act decisively enough and was not aware that it takes the
						props some 10 to 12 seconds to change from take-off power to reverse thrust so he ordered the props to be feathered before reverse thrust was reached, the aircraft overran the runway and crossed two asphalt roads and the 15 metres wide canal Kara-Su before coming to a stand-still 555 metres behind the runway
						threshold, with its tail hovering over the canal, 2 of the 8 crew injured and 1 of the 106 passengers killed and 20 injured (2 of them severely, these and the killed one had not fastened their seat belts); t/t 19,030
18600 91 01	LZ-BEG	II-18E	TABSO	d/d	19may66	hours and 6,427 cycles; canx 16jul74 w/o 03sep68 on a flight from Dresden to Burgas when the crew tried to accomplish a visual approach in
						adverse weather conditions, descending below the clouds, and the aircraft flew into the ground near Karnobat, 5 of the 7 crew and 42 of the 82 passengers killed
18600 91 02	YR-IMJ ER-ICJ	Il-18D Il-18D	TAROM Renan	mfd rgd	22jun66 06oct97	rgd 25jun66; l/n OTP sep95; CofA expired 03feb97; canx 06oct97 version in Moldovan register given as II-18D; f/n BUD 17dec97; l/n BUD 20apr99
	ER-ICJ EL-ALY	II-18D II-18D	Renan/Tavria Mac Renan/West Afr AS	AYT	jul99	l/n BUD 03may00; still in fleet list 31dec00 illegal EL- registration !; operating illegal flights jul/aug00
18600 91 03	ER-ICJ CCCP-75406	II-18D II-18E	Renan AFL/Far East	KIV rgd	03apr03 22jun66	crashed on take-off in Luena on 27jan04; canx 30mar05 f/n feb73; arrived BASCO apr85 for last overhaul with t/t 38,138 hours
18600 91 04	CCCP-75406 YR-IMK	II-18E II-18D	AFL/Moscow TAROM	trf rgd	16dec85 09jul66	canx 1986 seen LGW 10jun67 and AMS 28oct73; crashed into Red Sea en route Jeddah-Cairo 09dec74; finally canx
18600 91 05	CCCP-75407	II-18E	AFL/Azerbaijan	rgd	20jul66	28jul77 f/n sep75; canx 1978; was the last Il-18 of the Azerbaijan directorate; was preserved near the passenger
18600 92 01	CCCP-75408	II-18E	AFL/Armenia-EVN	mfd	29jun66	terminal at Baku-Bina from 30aug79 (according to other sources 14jun79); scrapped in the late 1980s rgd 25jul66; opb 279 LO; w/o 06mar76 on a flight from Moscow to Yerevan at night when suffered a failure
						of the 36 V electrical system while flying at a height of 7,800 metres (resulting in the loss of most instruments), the crew lost spatial orientation, the aircraft went out of control, crashed in a field 150 metres of Victoreat of Victorea
19600 02 02	DM CTK	11.100	Tatasflua	mfd	201.000	metres west of Verkhnyaya Khava village (50 km from Voronezh) and exploded, all 11 crew and 100 passengers killed; t/t 21,587 hours and 9,082 cycles; canx 1976
18600 92 02	DM-STK DDR-STK	II-18D II-18D	Interflug Interflug	mfd rgd	29jun66 12aug81	rgd 12jul66; I/n SXF 30apr80 arrived BASCO 02feb84 for last overhaul with t/t 24,532 hours
	D-AOAR SP-FNB	II-18D II-18D	Interflug Polnippon	rgd rgd	03oct90 18dec90	canx 21dec90 converted to II-18Gr; seen Warsaw 28dec90'; named 'Agata'; I/n WAW feb96
	SP-FNB SP-FNW	Il-18Gr Il-18Gr	ex Polnippon Polonia Airways	WAW rgd	01mar96	titles removed, canx date unknown photo as such WAW mar96
	SP-FNW SP-FNW	Il-18Gr Il-18Gr	Daallo Airlines green c/l, n/t	r/r WAW		f/n WAW 27mar96; l/n WAW aug96; leased from Polonia Airways ex Daallo Airlines
	SP-FNW SP-FNW	Il-18Gr Il-18Gr	Polonia Airways Air Cess	WAW SHJ	12oct97	l/n SHJ 17nov97; canx 18nov97
	3D-SBW 3C-KKK	Il-18Gr Il-18Gr	Air Cess Air Cess	SHJ SHJ	20nov97 29nov98	I/n SHJ 01apr98; c/n checked seen SHJ feb99 with additional 'Air Djibouti' titles behind nose; seen SHJ 02oct99 with just Air Cess titles; seen SHJ feb99
	ЗС-ККК ЗС-ККК	Il-18Gr Il-18Gr	Air Kazakhstan Air Cess, n/t	SHJ SHJ	jun00 oct00	c/n checked I/n SHJ 06oct00, titles removed this date I/n SHJ 19auq02; c/n checked
	UN-75004	Il-18Gr	IRBIS, n/t	SHJ	14sep02	c/n from JP-03; in basic Air Cess c/s; small cargo door added in 2005, f/n BUD 19oct05 as such; reported for Mega Airlines jul06; I/n ALA 20jun08
18600 92 03	UP-I1804 CCCP-75409	Il-18Gr Il-18E	Mega Aircompany AFL/Far East	SAW rgd	07sep08 17aug66	c/n confirmed; in basic Air Cess c/s, no titles; ceased operations by jul13; l/n ALA 13oct13 arrived BASCO 02oct81 for last overhaul with t/t 34,865 hours; canx 1984 f(n SVO 1070)
18600 92 04	CCCP-75410 CCCP-75410	II-18E II-18E	AFL/Urals-SVX AFL/Urals-CEK	rgd trf	05sep66 15aug73	f/n SVO 1970 arrived BASCO 20mar81 for last overhaul; canx 1983 in Assertia das fa GV(2 22aug 70, parised DASCO 126b87 for last averbaul with t/h palv 2 147 beyrs une
18600 92 05	CCCP-75411 RA-75411	II-18E II-18E	MRP NPO "Leninets" MRP-MIR	rgd Siv	12oct66 26oct94	in Aeroflot c/s; f/n SVO 23aug79; arrived BASCO 13feb87 for last overhaul with t/t only 2,147 hours; was an SI-18P for a while equipped with the Su-15TM fire control radar still in faeroflot c/s; I/n VKO 22aug95
	RA-75411 RA-75411 RA-75411	II-18E II-18E II-18E	MRP-MIR NPP-MIR Aeroflot c/s, n/t	trf RKT	260ct94 24dec95 19apr01	still in full in Aeronot (/s; //n VKO 22aug95 f/n VKO 13may96; //n Pushkin 24may99 //n RKT 23oct01; current on Russian register as NPP-MIR feb04; offered for sale on the internet with t/t
		1. 100		IXIXI	1200101	12,665 hours and 4,081 cycles, for \$ 450,000; seen Pushkin (N59.698819 E30.336336) 01jun08 in poor condition, without engines; no longer visible on GE by 2013
18600 93 01	CCCP-75412 CCCP-75412	Il-18D Il-18D	Soviet Gvt/AFL c/s MAP	rgd trf	25nov66 31jan69	f/n LHR 06feb67 and LGW 12feb67
	CCCP-75412	II-18D	AFL/Moscow	trf	03mar72	arrived BASCO 11dec83 for last overhaul with t/t 34,886 hours; l/n in service DME 01jul85; canx 1985; remains in use as workman's hut DME apr92/sep97

18600 93 02	CCCP-75413	Il-18D	AFL/International	rgd	07dec66	f/n RGN 16mar67
18600 93 03	CCCP-75413 CCCP-75414	Il-18D Il-18D	AFL/Urals Soviet Gvt/AFL c/s	trf mfd	09oct69 19sep66	arrived BASCO may82 for last overhaul; canx 1985 toc 02oct66; rgd 25nov66; opb 235 OAO at VKO; f/n PIK 12feb69
	CCCP-75414	Il-18D	AFL/Urals-CEK	trf	07mar69	(not 01sep70 as given on Soviet register); dbr 10may79 on take-off from Sochi-Adler when did not accelerate beyond 220 km/h for 2-3 seconds due to changing wind, the crew aborted the take-off run 110
						metres before the runway threshold although V1 had been reached, the aircraft overran the runway and collided with trees, 5 of the 7 crew and 10 of the 72 passengers injured; t/t 27,042 hours and 10,823
18600 93 04	CCCP-75415	II-18D	Soviet Gvt/AFL c/s	rgd	25nov66	cycles; canx 1979 235th Independent Flight Detachment
18600 93 05	CCCP-75415 CCCP-75416	II-18D II-18D	AFL/Ukraine AFL/International	trf rgd	02aug74 07dec66	arrived BASCO 27sep80 for last overhaul; canx 1982 f/n SVO 24may68
18600 94 01	CCCP-75416 CCCP-75417	Il-18D Il-18D	AFL/Krasnoyarsk AFL/Krasnoyarsk	trf rgd	11sep71 06apr67	arrived BASCO 17jul81 for last overhaul; canx 1984 arrived BASCO 15jan81 for last overhaul with t/t 34,996 hours
18600 94 02	CCCP-75417 DM-STL	Il-18D Il-18D	AFL/Kazakhstan-KGF Interflug	trf rgd	30mar81 09sep66	canx 1983 seen LHR 26apr78; crashed after take-off Luanda 26mar79 on a cargo flight
18600 94 03	not known	II-18D	Soviet Air Force	mfd	07oct66	mfd also quoted as 15jul66; Il-20 prototype, conversion by MMZ # 30 started 06may67; f/f 25mar68 from Khodynka
	CCCP-75713(2)	II-20	MRP NPO 'Leninets'	rgd	24aug75	late rgd; in Aeroflot c/s; f/n Pushkin 28may90; used as test-bed for the An-124 avionics; arrived at BASCO for last overhaul 23nov85 with t/t only 1,801 hours; converted to II-18D by 20 ARZ in late 1992
	75713(2) RA-75713(2)	Il-18D Il-18D	NPP-MIR Daallo Airlines	LED JIB	17sep93 sep93	I/n SHJ 08may94, reported returned to Russia oct94
	RA-75713(2) RA-75713(2) RA-75713(2)	II-18D II-18D II-18D	Russian AF, n/t NPP-MIR	Siv	26oct94 16jun95	
	75713(2)	Il-18D	NPP-MIR	Pus	07aug99	seen LED late95 with large 'Olimpiada 2004' titles and blisters removed reported as RA- VKO 17apr02, canx 24feb04 as not airworthy with only 9,764 hours; presumably restored,
10000 04 04	CCCD 75410	11.100	A EL (Tabana abiana l		07400	seen again with no prefix again by oct04 and KHV 20nov05 but RA- on wings, now with MAD tail probe and normal nose cone; I/n NNM 12dec13, still operational with MAD boom, with titles and without prefix
18600 94 04	CCCP-75418 CCCP-75418	Il-18D Il-18D	AFL/International AFL/Kazakhstan-KGF	rgd trf	07dec66 1973	arrived at BASCO for last overhaul 14sep81
18600 94 05	CCCP-75418 CCCP-75419	Il-18D Il-18D	AFL/Ukraine-LWO AFL/International	trf rgd	29apr84 30nov66	canx 1984; report SVO 05feb90 is impossible f/n DME 19aug75
18600 95 01	CCCP-75419 CCCP-75432	Il-18D Il-18D	AFL/Tajikistan AFL/International	trf rgd	24aug71 04apr67	arrived BASCO 27apr81 (AFL/Krasnoyarsk but no such record in old Soviet register); canx 1983 f/n CPH 28apr67
18600 95 02	CCCP-75432 CCCP-75433	Il-18D Il-18D	AFL/Moscow AFL/International	trf rgd	1974 10apr67	arrived BASCO 04jun81 for last overhaul; canx 1983 f/n CPH 16jun68
18600 95 03	CCCP-75433 CCCP-75434	II-18D II-18D	AFL/Turkmenistan AFL/Ulyanovsk HFS	trf rgd	1974 11may67	arrived BASCO apr82 for last overhaul; canx 1985 f/n CPH 16jun68; canx 1977
18600 95 04	CCCP-75435 CCCP-75435	Il-18D Il-18D	AFL/International AFL/Urals	rgd trf	06apr67 01sep70	f/n BHX 17dec67 arrived BASCO may82 for last overhaul with t/t 34,998 hours
18600 95 05	CCCP-75435 CCCP-75436	Il-18D Il-18D	AFL/Moscow-DME Soviet Gvt/AFL c/s	trf rgd	16apr84 06feb67	canx 1984
18600 96 01	CCCP-75436 CCCP-75437	II-18D II-18D	AFL/West Siberia AFL/International	trf rgd	02jun67 07apr67	f/n PIK 05jul67; crashed 20oct68 on emergency landing in poor weather near Krasnoyarsk; canx 21may69
10000 50 01	3X-GOD CCCP-75437	II-18D II-18D	Air Guinée AFL/Ukraine-KBP	rgd trf	1968 04jan70	returned 1969/1970 (not 14jun77 as given in register); f/n SXF 23jan70; arrived at BASCO 17sep81 for last overhaul with t/t
19600 06 02	CCCP-75437	II-18D			04ja170	33,755 hours; canx 1984
18600 96 02	CCCP-75438	II-18D	AFL/International AFL/Kazakhstan	rgd trf	22dec71	f/n GVA 03oct67 canx as trf to Bulgaria 03jan77, replacement for LZ-BEL c/n 182004601 fv FDA 1214724 as a proceeding of the second seco
10500.05.00	LZ-BEO	II-18D	Balkan	d/d	27may77	f/n FRA 17jul77; arrived BASCO 06feb85 for last overhaul with t/t 37.833 hours; wfu SOF 16mar87; now a cafe 75 km from Sofia, on the road from Burgas to Zlatitsa but not found on that site aug02 !
18600 96 03	CCCP-75439 CCCP-75439	Il-18D Il-18D	AFL/International AFL/Kyrgyzstan	rgd trf	28apr67 22feb73	f/n SVO 27mar68
18700 96 04	CCCP-75439 CCCP-75440	Il-18D Il-18D	AFL/Magadan AFL/International	trf rgd	23apr80 07apr67	arrived BASCO dec82 for last overhaul; canx 1983 f/n AMS 13apr69
18700 96 05	CCCP-75440 220	II-18D II-18D	AFL/Turkmenistan Civ Avn Adm China	trf d/d	1975 05may67	arrived BASCO may83 for last overhaul with t/t 35,000 hours; canx 1985 c/n confirmed as exported to China by Aviaexport; was earlier reported by CAAC as c/n 184007605 !
18700 97 01	B-220 CCCP-75441	Il-18D Il-18D	Civ Avn Adm China AFL/Moscow	PEK rgd	01nov86 18apr67	l/n SIA 27sep88; arrived BASO 02jan80 for last overhaul; canx 1984
18700 97 02	CCCP-75442 CCCP-75442	Il-18D Il-18D	AFL/Moscow AFL/GosNII GA	rgd trf	18apr67 dec85	f/n VKO 02oct72; arrived at BASCO 15oct85 for last overhaul with t/t 23,996 hours converted to "Tsiklon" weather control aircraft; seen at STW during apr/may86, researching the effects of
	RA-75442	Il-18DTs	GosNII GA	rgd	25dec92	the nuclear disaster at Chernobyl; f/n SNN 04dec86; J/n SVO 14aug92 still as II-18DTs "Tsiklon" weather control aircraft; J/n SVO 24apr97, engineless; leased/sold to Nadym-
	RA-75442	II-18D	Ramaer	lsd	20jul97	Aero 01jul97 in basic Aeroflot c/s; f/n DME 16aug97
	RA-75442	II-18D	Ram Air	DME	07jul98	in full c/s; l/n JED 08jan99; lease ended 31dec98; canx from the Russian Register 23nov01
				CLUI	00	in full a/a
	EX-75442 EX-75442	II-18D II-18D	Ram Air Phoenix	SHJ SHJ	apr99 26oct99	in full c/s in full c/s; carried additional small 'Sudan Airways' titles apr00; l/n FIH 23mar01
	EX-75442 EX-75442 EX-75442	Il-18D Il-18D Il-18D	Phoenix Phoenix no titles	SHJ LOS SHJ	26oct99 28jul01 27jan03	in full c/s; carried additional small 'Sudan Airways' titles apr00; I/n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped
	EX-75442 EX-75442	Il-18D Il-18D	Phoenix Phoenix	SHJ LOS	26oct99 28jul01	in full c/s; carried additional small 'Sudan Airways' titles apr00; I/n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 !
18700 97 03	EX-75442 EX-75442 EX-75442 EX-75442	II-18D II-18D II-18D II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force	SHJ LOS SHJ SHJ	26oct99 28jul01 27jan03 04mar03	in full c/s; carried additional small 'Sudan Airways' titles apr00; I/n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped I/n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; f/n FIH aug03; acquired by CAA 02oct03; I/n FIH 16may08 c/n confirmed as exported to China by Aviaexport, but serial not confirmed for this c/n
18700 97 03	EX-75442 EX-75442 EX-75442 EX-75442 9Q-CAA 50854	II-18D II-18D II-18D II-18D II-18D II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn	SHJ LOS SHJ SHJ rgd	26oct99 28jul01 27jan03 04mar03 18apr03 oct86	in full c/s; carried additional small 'Sudan Airways' titles apr00; //n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped //n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; f/n FIH aug03; acquired by CAA 02oct03; I/n FIH 16may08 c/n confirmed as exported to China by Aviaexport, but serial not confirmed for this c/n c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the
18700 97 03	EX-75442 EX-75442 EX-75442 EX-75442 9Q-CAA 50854	II-18D II-18D II-18D II-18D II-18D II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force	SHJ LOS SHJ SHJ rgd	26oct99 28jul01 27jan03 04mar03 18apr03 oct86	in full c/s; carried additional small 'Sudan Airways' titles apr00; //n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped //n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; /fn FIH 1aug03; acquired by CAA 02oct03; //n FIH 16may08 c/n confirmed in a exported to China by Aviaexport, but serial not confirmed for this c/n c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/ns 189001504/184007601 and 185008701; c/n confirmed in museum documents; by
	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 9Q-CAA 50854 B-224 208 (4)	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China	SHJ LOS SHJ SHJ rgd SIA	26oct99 28jul01 27jan03 04mar03 18apr03 oct86 09oct88 02apr00	in full c/s; carried additional small 'Sudan Airways' titles apr00; I/n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped I/n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; f/n FIH aug03; acquired by CAA 02oct03; I/n FIH 16may08 c/n confirmed as exported to China by Aviaexport, but serial not confirmed for this c/n c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/ns 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (N40.181916 E116.35837 Changping), I/n nov13
18700 97 04	EX-75442 EX-75442 EX-75442 EX-75442 9Q-CAA 50854 B-224 208 (4) 50853	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China	SHJ LOS SHJ SHJ rgd SIA	26oct99 28jul01 27jan03 04mar03 18apr03 oct86 09oct88 02apr00 05jun88	in full c/s; carried additional small 'Sudan Airways' titles apr00; I/n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped I/n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; f/n FIH aug03; acquired by CAA 02oct03; I/n FIH 16may08 c/n confirmed as exported to China by Aviaexport, but serial not confirmed for this c/n c/n confirmed as exported to China by Aviaexport, but serial not confirmed for this c/n c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/ns 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (N40.181916 E116.35837 Changping), I/n nov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct99/may02, fuselage only
	EX-75442 EX-75442 EX-75442 EX-75442 S08-50 S08-50 EX-75442 S08-50	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/s	SHJ LOS SHJ rgd SIA SIA PEK d/d rgd	26oct99 28jul01 27jan03 04mar03 18apr03 oct86 09oct88 02apr00 05jun88 19may67 14apr67	in full c/s; carried additional small 'Sudan Airways' titles apr00; //n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped //n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; r/n FIH 1aug03; acquired by CAA 02oct03; I/n FIH 16may08 c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/ns 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (N40.181916 E116.35837 Changping), I/n nov13 c/n confirmed a seported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct99/may02, fuselage only rgd same date; I/n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PIK 15µn67
18700 97 04 18700 97 05	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 9Q-CAA 50854 B-224 208 (4) 50853 OK-WAI CCCP-75444 CCCP-75444 VR-IMZ (2)	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/s AFL/West Siberia Rom Gvt/TAROM c/s	SHJ LOS SHJ SHJ rgd SIA PEK d/d rgd trf rgd	26oct99 28jul01 27jan03 04mar03 18apr03 oct86 09oct88 02apr00 05jun88 19may67 14apr67 28jun71 16jun67	in full c/s; carried additional small 'Sudan Airways' titles apr00; //n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped //n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; /fn FIH 1aug03; acquired by CAA 02oct03; //n FIH 16may08 c/n confirmed in a exported to China by Aviaexport, but serial not confirmed for this c/n c/n confirmed in unseum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/n 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (N40.181916 E116.35837 Changping), //n nov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct99/may02, fuselage only rgd same date; //n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67
18700 97 04 18700 97 05 18700 98 01	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 PQ-CAA 50854 B-224 208 (4) 50853 OK-WAI CCCP-75444 YR-IMZ (2) YR-IMZ (2) YR-IMZ (2)	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/s AFL/West Siberia Rom Gvt/TAROM c/s Rom Gvt/Romavia	SHJ LOS SHJ rgd SIA SIA PEK d/d rgd trf rgd BRU ggd	260ct99 28jul01 27jan03 04mar03 0ct86 09oct88 02apr00 05jun88 19may67 14apr67 28jun71 16jun67 25may90 02apr90	in full c/s; carried additional small 'Sudan Airways' titles apr00; I/n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped I/n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; f/n FIH aug03; acquired by CAA 02oct03; I/n FIH 16may08 c/n confirmed as exported to China by Aviaexport, but serial not confirmed for this c/n c/n confirmed as exported to China by Aviaexport, but serial not confirmed for this c/n c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/ns 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (N40.181916 E116.35837 Changping), I/n nov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct99/may02, fuselage only rgd same date; I/n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PIK 16jun67 arrived BASCO 27feb81 for last overhaul; canx 1983
18700 97 04 18700 97 05 18700 98 01	EX-75442 EX-75442 EX-75442 EX-75442 9Q-CAA 50854 B-224 208 (4) 50853 OK-WAI CCCP-75444 CCCP-75444 YR-IMZ (2)	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/s AFL/West Siberia Rom Gvt/TAROM c/s Rom Gvt/LAR c/s	SHJ LOS SHJ rgd SIA PEK d/d trf rgd BRU	266ct99 28jul01 127jan03 04mar03 18apr03 0ct86 09oct88 02apr00 05jun88 19may67 14apr67 28jun71 16jun67 25may90 02apr90 feb93 17apr94	in full c/s; carried additional small 'Sudan Airways' titles apr00; //n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped //n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; f/n FIH aug03; acquired by CAA 02oct03; l/n FIH 16may08 c/n confirmed as exported to China by Aviaexport, but serial not confirmed for this c/n c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/ns 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (N40.181916 E116.35837 Changping), l/n nov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct99/may02, fuselage only rgd same date; l/n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PIK 16jun67 arrived BASCO 27feb81 for last overhaul; canx 1983 see c/n 185008602; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours
18700 97 04 18700 97 05 18700 98 01	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 S0854 B-224 208 (4) 50853 OK-WAI CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75442 CCP-75444 CCP-75442 CCP-75442 CCP-75442 CCP-75442 CCP-75442 CCP-75442 CCP-75442 CCP-75442 CCP-75442 CCP-75442 CCP-75444 CCP-75442 CCP-75442 CCP-75444 CP-75444 CCP-75444 CCP-75444 CCP-75444 CCP-75444 CCP-75444 CCP-75444 CCP-75444 CCP-75444 CCP-75444 CCP-75444 CCP-75444 CCP-75444 CCP-75442 CCP-7	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/s AFL/West Siberia Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/Romavia Kish Air Rom Gvt/Romavia all-white c/s, n/t	SHJ LOS SHJ SHJ rgd SIA SIA PEK d/d rgd rgd BRU rgd Isd VIE OST	26oct99 28jul01 27jan03 04mar03 18apr03 0ct86 09oct88 02apr00 05jun88 19may67 14apr67 28jun71 16jun67 25may90 02apr90	in full c/s; carried additional small 'Sudan Airways' titles apr00; [/n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped [/n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; f/n FIH 1aug03; acquired by CAA 02oct03; [/n FIH 16may08 c/n confirmed in a exported to China by Aviaexport, but serial not confirmed for this c/n c/n confirmed in second by Aviaexport, but serial not confirmed for this c/n c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/n 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (N40.181916 E116.35837 Changping), l/n nov13 c/n confirmed a seported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct99/may02, fuselage only rgd same date; l/n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PIK 16jun67 arrived BASC0 27feb81 for last overhaul; canx 1983 see c/n 185008602; arrived BASC0 sep83 for last overhaul with t/t only 8,010 hours f/n ORY 04oct90 converted dec94/mar95 to II-18GrM (side cargo door); l/n RTM 10nov98 l/n DXB 09mar00; canx 25sep00
18700 97 04 18700 97 05 18700 98 01	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 9Q-CAA 50854 B-224 208 (4) 50853 OK-WAI CCCP-75444 YR-IMZ (2) YR-IMZ (2)	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18CrM	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/s AFL/West Siberia Rom Gvt/TAROM c/s Rom Gvt/IAROM c/s Rom Gvt/Romavia Kish Air Rom Gvt/Romavia all-white c/s, n/t Expo Aviation, n/t	SHJ LOS SHJ SHJ rgd SIA PEK d/d rgd BRU rgd BRU rgd Isd VIE OST rgd DXB	266ct99 28jui01 127jan03 04mar03 18apr03 050ct88 02apr00 05jun88 19may67 14apr67 28jun71 16jun67 25may90 02apr90 feb93 17apr94 24mar99 28sep00 29dec01	in full c/s; carried additional small 'Sudan Airways' titles apr00; [/n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped [/n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; f/n FIH aug03; acquired by CAA 02oct03; [/n FIH 16may08 c/n confirmed in a exported to China by Aviaexport, but serial not confirmed for this c/n c/n confirmed in unuseum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/n 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (N40.181916 E116.35837 Changping), I/n nov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct39/may02, fuselage only rgd same date; I/n ANS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PIK 16jun67 arrived BASCO 27feb81 for last overhaul; canx 1983 see c/n 185008602; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours f/n ORY 04oct90 converted dec94/mar95 to II-18GrM (side cargo door); I/n RTM 10nov98 I/n DXB 09mar00; canx 25sep00 f/n DXB 09mar00; canx 25sep00 f/n DXB 09mar00; canx 25sep00 i/n DXB 09mar00; canx 25sep00 arrived BASCO 27 for BIX 104c11 i/n DXB 05aug02; seen DXB 28jan02 with additional 'Bismillah Airlines' titles; I/n as such DXB mar02
18700 97 04 18700 97 05 18700 98 01	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75444 S0853 OK-WAI CCCP-75444 YR-IMZ (2) YR-IMZ (2) YR-IM	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18CrM II-18GrM II-18GrM	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/s AFL/West Siberia Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/Romavia Kish Air Rom Gvt/Romavia all-white c/s, n/t Expo Aviation Daallo Airlines Expo Aviation	SHJ LOS SHJ SHJ rgd SIA PEK d/d rgd rgd BRU rgd Isd VIE OST rgd DXB SHJ SHJ SHJ SHJ	266ct99 28jui01 127jan03 04mar03 18apr03 050ct88 09oct88 02apr00 05jun88 19may67 14apr67 28jun71 16jun67 25may90 02apr90 feb93 17apr94 24mar99 28sep00 01mar03 10dec03	in full c/s; carried additional small 'Sudan Airways' titles apr00; //n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped //n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; /fn FIH aug03; acquired by CAA 02oct03; //n FIH 16may08 c/n confirmed in a exported to China by Aviaexport, but serial not confirmed for this c/n c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/n 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (M40.181916 E116.35837 Changping), //n nov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct99/may02, fuselage only rgd same date; //n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PIK 16jun67 arrived BASCO 27feb81 for last overhaul; canx 1983 see c/n 185008602; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours f/n ORY 04oct90 converted dec94/mar95 to II-18GrM (side cargo door); //n RTM 10nov98 //n DXB 09mar00; canx 25sep00 f/n DXB 09mar00; canx 25sep00 f/n DXB 09mar00; canx 25sep00 ifn DXB 09mar00; canx 25sep00 ifn DXB 09mar00; seen CXB 28jan02 with additional 'Bismillah Airlines' titles; l/n as such DXB mar02 //n as such DXB 08mar03; seen CMB 15oct03, titles not noted //n SH 09oct04
18700 97 04 18700 97 05 18700 98 01	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 S0854 B-224 208 (4) 50853 OK-WAI CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75442 C2 YR-IMZ (2) YR-IMZ (2	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18GrM II-18GrM	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/s AFL/West Siberia Rom Gvt/LARC d/s Rom Gvt/LARC d/s Rom Gvt/Romavia All-white c/s, n/t Expo Aviation Daallo Airlines	SHJ LOSS SHJ SHJ rgd SIA PEK d/d rgd trf rgd BRU rgd BRU rgd UST rgd DXB	26oct99 28jul01 27jan03 04mar03 18apr03 0ct86 09oct88 02apr00 05jun88 19may67 14apr67 28jun71 16jun67 25may90 02apr90 02apr90 22be93 17apr94 28sep00 29dec01 01mar03	in full c/s; carried additional small 'Sudan Airways' titles apr00; //n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped l/n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; /fn FIH 1aug03; acquired by CAA 02oct03; l/n FIH 16may08 c/n confirmed in a exported to China by Aviaexport, but serial not confirmed for this c/n c/n confirmed in aments; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/n 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (Mol.181916 E116.35837 Changping), //n nov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct99/may02, fuselage only rgd same date; l/n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PIK 16jun67 arrived BASCO 27feb81 for last overhaul; canx 1983 see c/n 185008602; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours f/n ORY 04oct90 converted dec94/mar95 to II-18GrM (side cargo door); l/n RTM 10nov98 l/n DXB 09mar00; canx 25sep00 fn DXB 09mar00; canx 25sep01 fn DXB 09mar00; canx 25sep01 fn DXB 09mar00; seen CMB 15oct03, titles not noted l/n SHJ 09oct04 still in Romavia fieet list mar07 as leased to Expo Aviation; l/n BOM 05apr13, active in same c/s with titles and additional www.fitair.com titles on rear fuselage; ExpoAir became FitsAir from
18700 97 04 18700 97 05 18700 98 01	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75444 CCCP-75442 C2 YR-IMZ (2) YR-I	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/s AFL/West Siberia Rom Gvt/IARCM c/s Rom Gvt/IAR	SHJ LOSS SHJ SHJ SHJ rgd SIA SIA PEK d/d rgd trf rgd BRU rgd Isd VIE OST OSB SHJ DXB SHJ DXB SHJ d/d	266ct99 28jul01 127jan03 04mar03 18apr03 05jun88 02apr00 05jun88 19may67 14apr67 28jun71 26jun71 26jun72 28jun71 26jun73 28jun73 27may90 22may90 02apr90 74apr94 24mar99 248ep00 29dec01 01mar03 104jan05 113aug13	in full c/s; carried additional small 'Sudan Airways' titles apr00; //n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped //n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in dial 2004 register; /fn FIH aug03; acquired by CAA 02oct03; //n FIH 16may08 c/n confirmed in official 2004 register; /fn FIH aug03; acquired by CAA 02oct03; //n FIH 16may08 c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/ns 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (N40.181916 E116.35837 Changping), //n nov13 c/n confirmed a seported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct99/may02, fuselage only rgd same date; //n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PIK 16jun67 arrived BASCO 27feb81 for last overhaul; canx 1983 see c/n 185008602; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours f/n ORY 04oct90 converted dec94/mar95 to II-18GrM (side cargo door); I/n RTM 10nov98 //n DXB 09mar00; icanx 25sep00 f/n DXB 09mar00; izanx 25sep00 f/n DXB 09oct00; i/n DMK 21dec01 i/n DXB 09oct00; i/n DMK 21dec01 i/n DXB 05aug02; seen CMB 15oct03, titles not noted i/n SHJ 09oct04 still in Romavia fielet list mar07 as leased to Expo Aviation; I/n BOM 05apr13, active in same c/s with titles and additional www.fitsair.com titles on rear fuselage; ExpoAir became FitsAir from 23mar13; i/n CMB dec13 f/n AMS 06jun67; i/n MAN 06oct68
18700 97 04 18700 97 05 18700 98 01 18700 98 02	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75442 C2 YR-IMZ (2) YR-IMZ (II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18D II-18D II-18D II-18D II-18D	Phoenix Phoenix Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/s AFL/West Siberia Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/Romavia Ail-white c/s, n/t Expo Aviation Daallo Airlines Expo Aviation ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation Daallo Airlines Expo Aviation ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation Chines ExpoAriation Chines ExpoAriation Chines ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation ExpoAriation	SHJ LOSS SHJ SHJ SG SIA SIA PEK d/d rgd trf rgd BRU rgd BRU rgd USB CMB CMB CMB CMB CMB CMB CMB CMB CMB CM	26oct99 28jui01 18apr03 18apr03 002apr00 05jun88 19may67 14apr67 28jun71 16jun67 25may90 02apr90 02apr90 02apr90 02apr90 02apr90 28sep00 29dec01 01mar03 10dec03 14jan05 13aug13	in full c/s; carried additional small 'Sudan Airways' titles apr00; (/n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped (/n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; f/n FIH aug03; acquired by CAA 02oct03; (/n FIH 16may08 c/n confirmed in official 2004 register; f/n FIH aug03; acquired by CAA 02oct03; (/n FIH 16may08 c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/n 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (N40.181916 E116.35837 Changping), //n nov13 c/n confirmed a sexported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct99/may02, fuselage only rgd same date; //n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PIK 16jun67 arrived BASCO 27feb81 for last overhaul; canx 1983 see c/n 185008602; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours f/n ORY 04oct90 converted dec94/mar95 to II-18GrM (side cargo door); I/n RTM 10nov98 l/n DXB 09mar00; canx 25sep00 f/n DXB 09mar00; i/n DMK 21dec01 /n DXB 09seuD03; seen DXB 28jan02 with additional 'Bismillah Airlines' titles; I/n as such DXB mar02 //n as such DXB 08mar03; seen CMB 15oct03, titles not noted //n SH0 09mar04 still in Romavia fleet list mar07 as leased to Expo Aviation; I/n BOM 05apr13, active in same c/s with titles and additional www.fitsair.com titles on rear fuselage; ExpoAir became FitsAir from 23mar13; //n CMB dec13 f/n AMS 06jun67; I/n MAN 06oct68 until early 1970 //n CSN 26jun74; wfu 1977
18700 97 04 18700 97 05 18700 98 01 18700 98 02	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75444 CCP-75444 YR-IMZ CCP-75444 YR-IMZ (2) YR-I	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/s AFL/West Siberia Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/Romavia all-white c/s, n/t Expo Aviation Daalio Airlines Expo Aviation ExpoAir FitsAir JAT Yugoslav Air Force	SHJ SHJ SHJ SHJ SGd SIA SIA PEK d/d rgd rgd rgd rgd lsd VIE OST DXB SHJ OST DXB CMB d/d tff	266ct99 28jui01 127jan03 04mar03 18apr03 050000000000000000000000000000000000	in full c/s; carried additional small 'Sudan Airways' titles apr00; (/n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped (/n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; f/n FIH aug03; acquired by CAA 02oct03; //n FIH 16may08 c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/n 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (N40.181916 E116.35837 Changping), I/n nov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct39/may02, fuselage only rgd same date; I/n ANK 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PIK 16jun67 arrived BASCO 27feb81 for last overhaul; canx 1983 see c/n 185008602; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours f/n ORY 04oct90 converted dec94/mar95 to II-18GrM (side cargo door); I/n RTM 10nov98 I/n DXB 09mar00; canx 25sep00 f/n DXB 09mar00; canx 25sep00 f/n DXB 09mar00; canx 25sep00 f/n DXB 09mar03; seen DXB 28Jan02 with additional 'Bismillah Airlines' titles; I/n as such DXB mar02 I/n as such DXB 08mar03; seen CMB 15oct03, titles not noted I/n SHJ 09oct04 still in Romavia fleet list mar07 as leased to Expo Aviation; I/n BOM 05apr13, active in same c/s with titles and additional www.fitsair.com titles on rear fuselage; ExpoAir became FitsAir from 23mar13; I/n CMB dec13 f/n AMS 06jun67; I/n MAN 06oct68 until early 1970 I/n CGN 26jun74; wfu 1977 f/n SXF 29jul78; I/n SXF 22aug78; w/o 03sep78 when crashed on approach to Conakry (Guinea) mfd given in techni
18700 97 04 18700 97 05 18700 98 01 18700 98 02	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75444 CCP-75444 YR-IMZ (2) YR-IMZ (2)	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18D II-18D II-18D II-18D II-18D II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/s AFL/West Siberia Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/Romavia all-white c/s, n/t Expo Aviation Daallo Airlines Expo Aviation Expo Aviation Expo Aviation ExpoAir FitsAir JAT Yugoslav Air Force Yugoslav Gvt Air Guinée Soviet AF/AFL c/s	SHJ SHJ SHJ SHJ SG SIA SIA PEK d/d rgd rgd rgd rgd BRU VIE SHJ SD ST DXB SHJ SHJ rgd URB DXB SHJ GV BRU CMB d/d rgd tf SIA	266ct99 28jui01 127jan03 04mar03 18apr03 05jun88 02apr00 05jun88 19may67 14apr67 28jun71 16jun67 25may00 7893 17apr94 24mar09 28sep00 29dec01 01mar03 10dec03 14ajen05 13aug13 1967 1968 28apr70 mar78 219jul67	in full c/s; carried additional small 'Sudan Airways' titles apr00; //n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped //n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; /fn FIH aug03; acquired by CAA 02oct03; //n FIH 16may08 c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/n 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (N40.181916 E116.35837 Changping), //n nov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct39/may02, fuselage only rgd same date; /in AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PIK 16jun67 arrived BASCO 27feb81 for last overhaul; canx 1983 see c/n 185008602; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours f/n ORY 04oct90 converted dec94/mar95 to II-18GrM (side cargo door); l/n RTM 10nov98 //n DXB 09mar00; canx 25sep00 f/n DXB 09mar00; canx 25sep00 f/n DXB 09mar00; seen DXB 28jan02 with additional 'Bismillah Airlines' titles; l/n as such DXB mar02 //n as such DXB 08mar03; seen CMB 15oct03, titles not noted //n SHJ 09oct04 still in Romavia fleet list mar07 as leased to Expo Aviation; l/n BOM 05apr13, active in same c/s with titles and additional www.fitsair.com titles on rear fuselage; ExpoAir became FitsAir from 23mar13; l/n CMB dec13 f/n ANS 06jun67; l/n MAN 06oct68 until early 1970 //n CSK 26jur74; wfu 1977 f/n SXF 25jur78; /in SF 223aug78; w/o 03sep78 when crashed on approach to Conakry (Guinea) mfd given in technical passport as 01nov73; was re
18700 97 04 18700 97 05 18700 98 01 18700 98 02	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75444 COP-75444 CCCP-75444 YR-IMZ (2) YR-IMZ (2)	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18D II-18D II-18D II-18D II-18D II-18D II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/S AFL/West Siberia Rom Gvt/TAROM c/S Rom Gvt/Romavia Kish Air Rom Gvt/Romavia all-white c/S, n/t Expo Aviation, n/t Expo Aviation Daallo Airlines Expo Aviation Expo Aviation Expo Aviation Expo Aviation Expo Aviation Expo Aviation Daallo Airlines Expo Aviation Expo Aviation Expo Aviation Expo Aviation Daallo Airlines Expo Aviation Expo Aviation	SHJ SHJ SHJ SHJ SG SIA SIA SIA PEK d/d rgd tff rgd BRU VIE OST rgd DXB DXB DXB DXB DXB DXB DXB DXB DA SHJ rgd tff U CMB SHJ SIA	266ct99 28jul01 127jan03 04mar03 18apr03 05jun88 02apr00 05jun88 19may67 14apr67 28jun71 16jun67 25may90 02apr90 r6b93 17apr94 24mar99 28sep00 03dec01 01mar03 10dec03 14jan05 13aug15 13aug15 13dec01 13aug15 13dec01	in full c/s; carried additional small 'Sudan Airways' titles apr00; //n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped //n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; /fn FIH 1aug03; acquired by CAA 02oct03; //n FIH 16may08 c/n confirmed in a sexported to China by Aviaexport, but serial not confirmed for this c/n c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/n 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (Mol.181916 E116.35837 Changping), //n nov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct99/may02, fuselage only rgd same date; //n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PIK 16jun67 arrived BASCO 27feb81 for last overhaul; canx 1983 see c/n 185008602; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours f/n ORY 04oct90 converted dec94/mar95 to II-18GrM (side cargo door); I/n RTM 10nov98 I/n DXB 09mar00; canx 25sep00 f/n DXB 09mar00; canx 25sep01 f/n DXB 05aug02; seen DXB 28jan02 with additional 'Bismilah Airlines' titles; I/n as such DXB mar02 I/n AS uot DXB 08mar03; seen CMB 15oct03, titles not noted I/n SHJ 09oct04 still in Romavia fieet list mar07 as leased to Expo Aviation; I/n BOM 05apr13, active in same c/s with titles and additional www.fitsair.com titles on rear fuselage; ExpoAir became FitsAir from 23mar13; I/n CMB dec13 f/n AMS 06jun67; I/m AMA 06oct68 until early 1970 I/n CGN 26jun74; wfu 1977 f/n SXF 29jul78; I/n SXF 22aug78; w/o 03sep78 when
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18700 97 04 18700 97 05 18700 98 01 18700 98 02 18700 98 03 18700 98 03	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 9Q-CAA 50854 B-224 208 (4) 50853 OK-WAI CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75498 RA-75498 RA-75498 RA-75498 RA-75498 RA-75498 RA-75498 RA-75498	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/S AFL/West Siberia Rom Gvt/TARCM c/S Rom Gvt/Romavia Kish Air Rom Gvt/Romavia all-white c/S, n/t Expo Aviation Daallo Airlines Expo Aviation Expo Aviation Chines Expo Aviation Composition	SHJ SHJ SHJ SHJ SG SIA SIA PEK d/d rgd rgd rgd rgd SIA VIE OST rgd DXB DXB DXB DXB CMB dtf SHJ rgd VIE VVO d/d tff VVO d/d fff SIA	266ct99 28jul01 127jan03 04mar03 18apr03 05jun88 19may67 14apr67 28jun71 26jun72 28jun71 26jun72 28jun71 26jun67 22jmay90 02apr00 02apr00 02apr90 02apr90 02apr90 02apr90 24mar99 26mar90 26mar90 27mar90 24mar99 24ma	in full c/s; carried additional small 'Sudan Airways' titles apr00; //n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped //n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; //n FIH 4ug03; acquired by CAA 02oct03; //n FIH 16may08 c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar9/may9 fake serial; see c/ns 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (N40.181916 E16.35837 Chanagping), //n ov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct99/may02, fuselage only rgd same date; //n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PIX 16jun67 arrived BASCO 27feb81 for last overhaul; canx 1983 see c/n 185008602; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours f/n ORY 04oct90 converted dec94/mar95 to 11-18GrM (side cargo door); l/n RTM 10nov98 //n DXB 09mar00; canx 25sep00 f/n DXB 09mar00; canx 25sep00 f/n DXB 09oct004; //n DMK 21dec01 //n ASB 08mar03; seen CMB 15oct03, titles not noted //n ASB 08mar03; seen CMB 15oct03, titles not noted //n ASB 08mar03; seen CMB 15oct03, titles not near fuselage; ExpoAir became FitsAir from 23mar13; //n CMB dec13 f/n AMS 06jun67; //n MAN 06oct68 until early 1970 //n CGN 26jun74; wfu 1977 f/n SXF 29ju78; //n ANN 06oct68 until early 1970 //n CGN 26jun74; wfu 1977 f/n SXF 29ju78; //n CMA 22aug78; w/o 03sep78 when crashed on approach to Conakry (Guinea) mfd given in technical passport as 01nov73; was reportedly the personal aircraft of the Soviet Minister of Defence, Mar
18700 97 04 18700 97 05 18700 98 01 18700 98 02 18700 98 03 18700 98 03	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 PQ-CAA 50854 B-224 208 (4) 50853 OK-WAI CCCP-75444 YR-IMZ (2) YR-IMZ (2) R-75498 RA-7	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18C II-18C II-18D II-18C II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/S AFL/West Siberia Rom Gvt/Romavia Kish Air Rom Gvt/Romavia Kish Air Rom Gvt/Romavia all-white c/s, n/t Expo Aviation, n/t Expo Aviation, n/t Expo Aviation, n/t Expo Aviation Daallo Airlines Expo Aviation ExpoAir FitsAir JAT Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Soviet AF/AFL c/s Russian AF/AFL c/s Russian Navy AT Yugoslav Air Force Yugoslav Air Force	SHJ SHJ SHJ SHJ SHJ SIA SIA PEK d/d rgd rgd UTE DXB DXB DXB DXB DXB DXB DXB DXB DXB DXB	266ct99 28jul01 127jan03 04mar03 18apr03 05jun88 19may67 14apr67 28jun71 16jun67 28jun71 16jun67 22jmay90 02apr00 02apr00 02apr00 02apr00 20gar90 7agy17 10dec03 11/apr74 24mar99 28sep00 23dec01 01mar03 13aug13 110dec03 11/ajun67 1968 28sep70 11/ajun67 21jul93 unknown 24jul11 oct13 1967 1968 23may70 21jul93 unknown 24jul11	in full c/s; carried additional small 'Sudan Airways' titles apr00; !/n FIH 23mar01 with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped l/n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; //n FIH aug03; acquired by CAA 02oct03; !/n FIH 16may08 c/n confirmed in sexported to China by Aviaexport, but serial not confirmed for this c/n c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/ns 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (N40.181916 E116.35837 Changping), //n nov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed in 993, wfu NAY jun94; seen oct99/may02, fuselage only rgd same date; //n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PIX 16jun67 arrived BASCO 27feb81 for last overhaul; canx 1983 see c/n 185008602; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours f/n ORY 04oct90 converted dec94/mar95 to II-18GrM (side cargo door); l/n RTM 10nov98 //n DXB 09oct00; //n DMK 21dec01 //n DXB 05aug02; seen CMB 15oct03, titles not noted //n SH 09oct04 still in Romavia fleet list mar07 as leased to Expo Aviation; l/n BOM 05apr13, active in same c/s with titles and additional www.fitsair.com titles on rear fuselage; ExpoAir became FitsAir from 23mar13; //n CMB dec13 f/n AMS 06jun67; //n MAN 06oct68 until early 1970 //n CGN 26jun74; wfu 1977 //n CKB 26jun74; wfu 1977 //n CKL 22nov07; //n VO 03sep78 when crashed on appro
18700 97 04 18700 98 01 18700 98 02 18700 98 03 18700 98 03 18700 98 04	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75444 CCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75442 CCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75498 RA-754	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/s AFL/West Siberia Rom Gvt/ARCM c/s Rom Gvt/LAR c/s Rom Gvt/LAR c/s Rom Gvt/LAR c/s Rom Gvt/LAR c/s Rom Gvt/LAR c/s Rom Gvt/Romavia al-white c/s, n/t Expo Aviation Daallo Airlines Expo Aviation Expo Aviation	SHJ SHJ SHJ SHJ SG SIA SIA PEK d/d rgd rgd rgd BRU rgd SIA VIE SG SIA VIE SG SF SHJ rgd SIA VIE SG SF SG SG SG SG SG SG SG SG SG SG SG SG SG	266ct99 28ju011 127jan03 04mar03 18apr03 05jun88 02apr00 05jun88 19may67 14apr67 28jun71 16jun67 22may90 02apr90 02apr90 02apr90 02apr90 02apr90 28jun71 16jun67 13aug13 17apr94 29dec01 01mar03 10dec03 14jan05 13aug13 1967 1968 28apr70 mar78 29de101 21ju193 unknown 24ju111 0ct13 1967 1968 23may70 14ju177	in full c/s; carried additional small 'Sudan Airways' titles apr00; !/n FIH 23mar01 with additional 'rrseh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped l/n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in official 2004 register; //n FIH aug03; acquired by CAA 02oct03; !/n FIH 16may08 c/n confirmed in substant 2004 register; //n FIH aug03; acquired by CAA 02oct03; !/n FIH 16may08 c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar32/may99 fake serial; see c/ns 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (N40.181916 E116.35837 Changping), //n nov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct99/may02, fuselage only rgd same date; !/n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PIK 16jun67 arrived BASCO 27feb81 for last overhaul; canx 1983 see c/n 185008602; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours f/n ORY 04oct90 converted dec94/mar95 to II-18GrM (side cargo door); !/n RTM 10nov98 l/n DXB 09mar00; canx 25sep00 f/n DXB 09mar00; canx 25sep00 f/n DXB 09mar00; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours f/l OSU 090sc100; //n DMK 21dec01 l/n AS 045ung02; seen DXB 28Jan02 with additional 'Bismillah Airlines' titles; l/n as such DXB mar02 l/n ASM 06jun67; l/n MAN 06oct68 until early 1970 l/n CXM 26jun74; wft 1977 f/n SKF 29Jul78; l/n SKF 22aug78; w/o 03sep78 when crashed on approach to Conakry (Guinea) mfd given in technical passport as 01nov73; was reportedly the personal aircraft of the Soviet Minister of Defence, Marshal Dmitri Ustinov; f/n SVO 14jun70; arri
18700 97 04 18700 98 01 18700 98 02 18700 98 03 18700 98 03 18700 98 04	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 PQ-CAA 50854 B-224 208 (4) 50853 OK-WAI CCCP-75444 YR-IMZ (2) YR-IMZ (2) R-75498 RA-7	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18C II-18C II-18D II-18C II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/S AFL/West Siberia Rom Gvt/Romavia Kish Air Rom Gvt/Romavia Kish Air Rom Gvt/Romavia all-white c/s, n/t Expo Aviation, n/t Expo Aviation, n/t Expo Aviation, n/t Expo Aviation Daallo Airlines Expo Aviation ExpoAir FitsAir JAT Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Soviet AF/AFL c/s Russian AF/AFL c/s Russian Navy AT Yugoslav Air Force Yugoslav Air Force	SHJ SHJ SHJ SHJ SHJ SIA SIA PEK d/d rgd rgd UTE DXB DXB DXB DXB DXB DXB DXB DXB DXB DXB	266ct99 28jul01 127jan03 04mar03 18apr03 05jun88 19may67 14apr67 28jun71 16jun67 28jun71 16jun67 22jmay90 02apr00 02apr00 02apr00 02apr00 20gar90 7agy17 10dec03 11/apr74 24mar99 28sep00 23dec01 01mar03 13aug13 110dec03 11/ajun67 1968 28sep70 11/ajun67 21jul93 unknown 24jul11 oct13 1967 1968 23may70 21jul93 unknown 24jul11	In full c/s; carried additional small 'Sudan Airways' titles apr00; I/n FIH 23mar01 with additional Tresh Air titles; canx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped (/n confirmed in official 2004 register; /n FIH aug03; acquired by CAA 02oct03; I/n FIH 16may08 c/n confirmed in official 2004 register; /n FIH aug03; acquired by CAA 02oct03; I/n FIH 16may08 c/n confirmed in museum documents; previously reported as c/n 184007805 the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/ns 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Max's historic aircraft number 208 (N40.181916 E116.35837 Changping), I/n nov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct99/may02, fuselage only rgd same date; I/n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PIK 16jun67 arrived BASCO 27feb81 for last overhaul; canx 1983 see c/n 185008602; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours f/n ORY 04oct90 converted dec94/mar95 to II-18GrM (side cargo door); I/n RTM 10nov98 I/n DXB 09mar00; canx 25sep00 f/n DXB 09mar00; canx 25sep00 f/n DXB 09mar03; seen CMB 15oct03; titles not noted I/n SHU 09bct04 Still in Romavia fleet list mar07 as leased to Expo Aviaton; I/n BOM 05apr13, active in same c/s with titles and additional 'Bismillah Airlines' titles; I/n as such DXB mar02 I/n AMS 06jun67; I/n MAN 06oct68 until early 1970 I/n CMB 26jun74; wfu 1977 f/n SKF 22jul78; I/n CKF 22aug78; w/o 03sep78 when crashed on approach to Conakry (Guinea) mfd given in technical passport as 01nov73; was reportedly the personal aircraft of the Soviet Minister of Defence, Marshal Dmitri Ustinov; I/n SVG 14jun70; arrived at BASCO for overhaul 19nov85 with t
18700 97 04 18700 97 05 18700 98 01 18700 98 02 18700 98 03 18700 98 04 18700 98 05 18700 99 01	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75444 CCP-75444 YR-IMZ (2) YR-IMZ (2) YR-	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Clv Avn Adm China China United Al CSA Soviet Gvt/AFL c/s AFL/West Siberia Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/Romavia all-white c/s, n/t Expo Aviation Daallo Airlines Expo Aviation Expo Aviat	SHJ SHJ SHJ SHJ SHJ SIA SIA PEK d/d rgd rgd UTE DXB DXB DXB DXB DXB DXB DXB DXB DXB DXB	266ct99 28jul01 127jan03 04mar03 18apr03 05jun88 02apr00 05jun88 19may67 14apr67 28jun71 16jun67 22may70 02apr90 feb93 17apr94 24mar99 28sep00 01mar03 10dec03 14jan05 13aug13 1967 1968 28apr70 mar78 19jul67 21jul93 unknown 24jul11 oct13 1967 1968 23may70 14jul77 02jul67 29oct86	In full c/s; carried additional small 'Sudan Airways' titles apr00; //n FIH 23mar01 with additional Tresh AH' titles; carx 23nov01 as life time expired, but seen active SHJ may02 ! reported SHJ 09feb03 as being paint-stripped //n SHJ 20nov03, but sighting must be in error, see below ! c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/ns 185001204/184007021 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (N40.181916 E116.35837 Changping), i/n nov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen c/n 200/may02, fuselage only rgd same date; i/n AMS Cozsep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PIK 16jun67 arrived BASCO 27febB1 for last overhaul; canx 1983 see c/n 185008602; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours f/n ORY 04oct90 converted dec94/mar95 to 11-18GrM (side cargo door); l/n RTM 10nov98 l/n DXB 09not00; (nn DKK 21dec01 l/n DXB 09oct00; l/n DKK 21dec01 l/n DXB 09oct04 still in Romavia field its mar07 as leased to Expo Aviation; l/n BOM 05apr13, active in same c/s with titles and additional 'Bismillah Airlines' titles; l/n as such DXB mar02 l/n as such DXB 08amar03; seen CMB 15oct03, titles not noted l/n ASM 06jun74; l/m AMN 66oct68 until early 1970 l/n CGN 26jun74; wfu 1977 f/n SXF 29ju178; l/n SXF 22aug78; w/o 03sep78 when crashed on approach to Conakry (Guinea) mfd given in technical pasport as 01nov73; was reportedly the personal aircraft of the Soviet Minister of Defence, Marshal Dmitri Ustinov; f/n SVO 14jun70; arrived at BASCO for overhaul 19nov85 with t/t 6,418 hours; l/n SE
18700 97 04 18700 98 01 18700 98 02 18700 98 03 18700 98 03 18700 98 04	EX-75442 EX-75442 EX-75442 EX-75442 PQ-CAA 50854 B-224 208 (4) 50853 OK-WAI CCCP-75444 YR-IMZ (2) YR-IMZ (2) Y	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18C II-18C II-18C II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/S AFL/West Siberia Rom Gvt/Romavia Kish Air Rom Gvt/Romavia Kish Air Rom Gvt/Romavia all-white c/s, n/t Expo Aviation, n/t Expo Aviation, n/t Expo Aviation, n/t Expo Aviation Daallo Airlines Expo Aviation ExpoAir FitsAir JAT Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Soviet AF/AFL c/s Russian AF/AFL c/s Russian Navy AT Yugoslav Air Force Yugoslav Air Force	SHJ SHJ SHJ SHJ SHJ SIA SIA PEK d/d rgd rgd UTE DXB DXB DXB DXB DXB DXB DXB DXB DXB DXB	266ct99 28jul01 127jan03 04mar03 18apr03 05jun88 19may67 14apr67 28jun71 16jun67 28jun71 16jun67 22jmay90 02apr00 02apr00 02apr00 02apr00 20gar90 7agy17 10ge02 23may90 24mar99 24mar99 28sep00 23dec01 01mar03 13aug13 10dec03 11djar05 13aug13 1968 28sep70 11djar05 13aug13 21jul93 unknown 24jul11 oct13 1968 23may70 22jul93 unknown 24jul11	In full c/s; carried additional small 'Sudan Airways' titles apr00; //n EH 23mar01 with additional 'resh Air' titles; canx 23nov01 as life time expired, but seen active SH) may02 ! reported SHI 09feb03 as being paint-stripped //n SHI 20nov03, but sighting must be in error, see below ! //n confirmed in official 2004 register; f/n EH aug03; acquired by CAA 02oct03; //n FH 16may08 //n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine Intake covers being marked as such; preserved in the China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/ns 169001504/184007601 and 18500081; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 200 (N40.181916 E116.35837 Changping), //n nov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct99/may02, fuselage only rryd same date; //n AHS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PfK 16jun67 arrived BASC0 27feb81 for last overhaul; canx 1983 see c/n 185008602; arrived BASC0 sep83 for last overhaul with t/t only 8,010 hours f/n ORY 04oct90 converted dec94/mar95 to 11-18GrM (side cargo door); //n RTM 10nov98 i/n DX8 09noct00; //n DMK 21dec01 //n DX8 05ua902; seen DX8 28jan02 with additional 'Bismillah Airlines' titles; i/n as such DXB mar02 //n as such DX8 08mar03; seen CMB 15oct03, titles not noted //n SH 09oct04 still in Romavia fleet list mar07 as leased to Expo Aviation; //n BOM 05apr13, active in same c/s with titles and additional www.ftsair.com titles on rear fuselage; ExpoAir became FitsAir from 23mar13; //n CMB dec13 //n ASS 06jun67; //n NAN 06oct68 until early 1970 //n CGM 26jun74; witi 1977 //n CSM 26jun74; witi 1977 //n CSM 26jun74; witi 1977 //n CSM 26jun74; witi 1977 //n SKF 29ju178; //n SKF 22aug78; w/o 03sep78 when crashed on approach to Conakry (Guinea) mfd given in technical passpor
18700 97 04 18700 97 05 18700 98 01 18700 98 02 18700 98 03 18700 98 04 18700 98 05 18700 99 01	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 EX-75444 CCP-75444 YR-IMZ (2) YR-IMZ (2) YR-	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Clv Avn Adm China China United Al CSA Soviet Gvt/AFL c/s AFL/West Siberia Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/Romavia all-white c/s, n/t Expo Aviation Daallo Airlines Expo Aviation Expo Aviation Expo Aviation Expo Aviation Expo Aviation Expo Aviation Daallo Airlines Expo Aviation Expo	SHJ SHJ SHJ SHJ SHJ SIA SIA PEK d/d rgd rgd UTE DXB DXB DXB DXB DXB DXB DXB DXB DXB DXB	266ct99 28jul01 127jan03 04mar03 18apr03 05jun88 02apr00 05jun88 19may67 14apr67 28jun71 16jun67 22may70 02apr90 feb93 17apr94 24mar99 28sep00 01mar03 10dec03 14jan05 13aug13 1967 1968 28apr70 mar78 19jul67 21jul93 unknown 24jul11 oct13 1967 1968 23may70 14jul77 02jul67 29oct86	In full c/s; carried additional small "Sudan Airways" titles apr00; i/n FH 23mar01 with additional "resh Air" titles; canx 23nov01 as life time expired, but seen active SHD may02 ! reported SHI 09(Fe02) as being paint-stripped (/n confirmed in official 2004 register; f/n FH aug03; acquired by CAA 02oct03; i/n FH 16may08 c/n confirmed as exported to China by Aviaexport, but serial not confirmed for this c/n (/n confirmed in museum documents; previously reported as c/n 184007805 in the China Awiation Museum at Shaheben AFB in juno)1, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shaheben AFB mar02/may99 fake serial; see c/ns 189001590(134007601 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (MAO 181916 E116.58337 Changoing), i/n nov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen od:99(may02, fusalage only rgd same date; i/n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PKI figur67 arrived BASCO 27feb81 for last overhaul; canx 1983 see c/n 18500827; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours f/n ORY 04oct90 converted de:04/mar95 to II-18GrM (side cargo door); i/n RTM 10nov98 i/n DX8 09mar00; canx 25sep00 f/n DX8 05aug02; seen DXB 26gin10 with additional "Bismillah Airlines" titles; i/n as such DXB mar02 i/n as such DXB 08mar03, seen CMB 15oct03, titles not noted i/n SH0 05aug02; seen DXB 26gin20 with additional www.fitsair.com titles on rear fuselage; ExpoAir became FitsAir from 23mar13, i/n CMB 6613 i/n AMS 60joun67; i/n MAN 06oct68 until early 1970 i/n SXR 26jul78; i/n SXR 22aug78; w/o 03sep78 when crashed on approach to Conakry (Guinea) mit diven in technical pasport as 01nov73; was reportedly the personal aircraft of the Soviet Minister of Defence, Marshal Dmitri Ustinov; f/n SVO 14jun70; arrived at BASCO for overhaul 19nov85 with t/t 6
18700 97 04 18700 97 05 18700 98 01 18700 98 02 18700 98 03 18700 98 04 18700 98 05 18700 99 01	EX-75442 EX-75442 EX-75442 EX-75442 PQ-CAA 50854 B-224 208 (4) 50853 OK-WAI CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75444 CCCP-75498 RA-7549	II-18D II-18D	Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China Civ Avn Adm China China United Al CSA Soviet Gvt/AFL c/s AFL/West Siberia Rom Gvt/TAROM c/s Rom Gvt/TAROM c/s Rom Gvt/Romavia All-white c/s, n/t Expo Aviation Daallo Airlines Expo Aviation Expo	SHJ SHJ SHJ SHJ SHJ SIA SIA PEK d/d rgd rgd UTE DXB DXB DXB DXB DXB DXB DXB DXB DXB DXB	266ct99 28ju011 27jan03 04mar03 18apr03 05jun88 02apr00 05jun88 19may67 14apr67 28jun71 16jun67 22may90 02apr90 02apr90 02apr90 02apr90 02apr90 28jun71 16jun67 23jun87 17apr94 24mar99 28sep00 29dec01 01mar03 10dec03 14jan05 13aug13 1967 1968 28apr70 mar78 19ju67 22ju193 unknown 24ju111 0ct13 1967 1968 23may70 14ju177 02ju167 29oct86 early85 nov22	In full c/s; carried additional small "Sudan Airways" titles apr00; i/n FIH 23mar01 with additional "resh Air" titles; canx 23mov01 as life time expired, but seen active SHD may02 ! reported SHI 09(eb03 as being paint-stripped (/n confirmed in official 2004 register; f/n FIH aug03; acquired by CAA 02oct03; i/n FIH 16may08 c/n confirmed as exported to China by Aviaexport, but serial not confirmed for this c/n (/n confirmed in museum documents; previously reported as c/n 184007805 in the China Awiation Museum at Shaheshen AFB in juno)1, probably due to engine intake covers being marked as such; preserved in the China Aviation Museum at Shaheshen AFB mar02/may99 fake serial; see c/ns 189001590(1380076011 and 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208 (MAO 181916 E116.58387 Changning), i/n nov13 c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct99(may02, fusalage only rgd same date; i/n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67 f/n PKI 61gin67 arrived BASCO 27feb81 for last overhaul; canx 1983 see c/n 185008602; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours f/n ORY 04oct90 converted dec94/mar95 to II-18GrM (side cargo door); i/n RTM 10nov98 i/n DX8 09mar00; canx 25sep00 f/n DX8 09mar00; ln DMK 21dec01 i/m DX8 05aug02; seen DXB 28jan02 with additional "Bismillah Airlines" titles; i/n as such DXB mar02 i/n as such DXB 08mar03, seen CMB 15oct03, titles not noted i/n SH 05aug02; seen DXB 28jan02 with additional www.fitsair.com titles on rear fuselage; ExpoAir became FitsAir from 23mar13, i/n CMB 6613 i/n AMS 60jan67; i/n MAN 06oct68 until early 1970 i/n SXF 29ju178; i/n SXF 22aug78; w/o 03sep78 when crashed on approach to Conakry (Guinea) mit server det XDC; f/n CXL 22av027; i/n SXP 014jun70; arrived at BASCO for overhaul 19nov85 with t/t 6,418 hours; with titles and additional wwww.fitsair.com titles on

	YR-IML ER-ICL	II-18D II-18D	Alfa Line Renan	PRG	22jul97 02jul98	canx 02jul98 f/n BUD 11dec98; canx 15jun00
	UR-TMD	II-18D	Tavria Mak	rgd SHJ	13feb01	I/n SHJ 24apr01
	UR-TMD UR-CEO	II-18D II-18D	Sevastopol Avia Sevastopol Avia	SHJ SIP	mar02 30may05	l/n SIP 24jul04 l/n as such DME 03jun06; seen KIV 14jun07 in white c/s with blue/yellow/red cheatline, no titles
	no reg ER-ICS	II-18D II-18D	no titles Grixona, n/t	KIV KIV	17jun07 27dec08	on overhaul; in white c/s with blue/yellow/red cheatline, I/n KIV nov08, as such in white c/s with blue/yellow/red cheatline, seen still as such KIV 30mar10; I/n MLE 05nov12; current on
18700 99 04	YR-IMM	II-18D	Rom Gvt/TAROM c/s	mfd	20may67	register 12dec13 rgd 29may67; f/n LGW 31may67; completed a 'round-the-world in 80 hours' flight 07jan70; arrived at
	YR-IMM	II-18D	Rom Gvt/Romavia	SXF	16dec90	BASCO may87 for last overhaul with t/t only 7,373 hours I/n PMI 25aug01
	UN-75001	II-18D	Yuzhnaya	ALA	03sep02	c/n from JP-03; l/n FRU aug05
	EX-115 EX-18001	II-18D II-18D	Trast Aero Trast Aero, n/t	MCT	11jan08 ? 28jan10	f/n FJR 30aug09; c/n confirmed and given in Romavia fleet list mar07 as such; l/n FJR 17oct09 c/n confirmed; in light blue c/s, subsequently became EX-18005
	EX-18005	II-18D	Trast Aero, n/t	TSN	12mar10	c/n confirmed; in light blue c/s with light grey belly, EX-1800 (last digit missing) under wings !; l/n DMB 05oct10
	EX-18006	II-18D	Sky KG Airlines	rgd	27jan12	in light blue c/s, no titles; photo exists taken in Somalia; for sale on web apr13, with t/t 19,169 hours and 12,510 cycles;
	EX-18006	II-18D	Central Air	MGQ	11aug13	in light blue c/s, with titles and tail logo; l/n MGQ 02sep13; current on register 20dec13, operator given as Sky KG Airlines
18700 99 05	CCCP-75446	II-18D	AFL/Northern	rgd	30jun67	f/n HEL 19jun67; l/n HEL 21feb76; arrived BASCO 14jul81 (AFL/Krasnoyarsk but no such record in Soviet
1870 100 01	CCCP-75447	II-18D	AFL/Ukraine-KBP	rgd	16jun67	register) for last overhaul; canx 1984 f/n PRG 07sep70; arrived BASCO 03sep81 for last overhaul; canx 1983
1870 100 02	HA-MOI	II-18D	MALÉV	mfd	jun67	d/d 22jun67; Cofa issued 14jun67; almost crashed on approach to Damascus on 23dec71 03:13 a.m. when 16 km from the airport the landing gear touched the ground and ran 65 metres on a hill which was later hit
						by CSA II-62 OK-DBF; although landed safely this was investigated as a crash; converted to II-18Gr 1978; wfu and last commercial flight 25jan89, last flight was to Pápa on 29aug89; towed to Abda (N47.682805
1870 100 03	CCCP-75448	II-18D	Soviet Gvt/AFL c/s	rgd	14jun67	E17.569737), near Györ to serve as a restaurant, I/n jun12; earmarked to be moved to Kosice, Slovakia f/n PIK 18sep67
10/0 100 05	CCCP-75448	II-18D	AFL/Moscow	trf	19dec77	photo AAQ 1978; arrived BASCO 08may84 for last overhaul with t/t 33,115 hours; trf to a MAP and converted to II-22 CCCP-75928 with the same c/n, for further details see II-22 section
1870 100 04	CCCP-75449	II-18D	Soviet Gvt/AFL c/s	mfd	30jun67	rgd 27jul67; f/n PIK 12aug67
	CCCP-75449 CCCP-75449	II-18D II-24N	AFL/Magadan AFL/GosNII GA	trf trf	23apr80 28dec84	t/t 35,143 hours by mar83; converted to, see next line ice-reconnaissance aircraft, equipped with 'Nit'-D' side-looking radar; in Aeroflot c/s; I/n SVO 18aug92
	RA-75449 RA-75449	II-18D II-18D	GosNII GA Ramaer	SVO Isd	19mar93 01jan97	in Aeroflot c/s; leased/sold to Nadym-Aero 01may97; l/n SHJ 07may97, without titles f/n SHJ 12oct97; seen SHJ may98 with 'Daallo' sticker
	RA-75449 ST-APZ	II-18D II-18D	no titles no titles	SHJ SHJ	30jun98 13auq98	in blue c/s, no titles in blue c/s, no titles; I/n SHJ 17oct99
	ST-APZ	II-18D II-18D	Phoenix Jubba Airlines	SHJ SHJ	12dec99 18sep00	I/n as such SHJ 01apr00; seen SHJ 10may/19aug00 with additional 'Jubba Airlines' titles in basic Phoenix c/s; I/n SHJ 01oct00; canx 23nov01
	RA-75449 EX-75449	II-18D	Jubba Airlines	SHJ	04oct00	I/n SHJ 26may01
	EX-75449	II-18D	Phoenix c/s, n/t	SHJ	15sep01	canx 23nov01 from Russian register as life time expired; opb Intal Air from 2005; offered for wet-lease by Intal Air sep06 with t/t 44,811 hours; I/n FJR 16nov07; mentioned in FJR ground log 01nov08, having
1870 100 05	CCCP-75450	II-18D	AFL/International	rgd	15aug67	arrived 08jul06, but not present or seen since nov07; I/n FJR 12dec09, first report for many years f/n SVO 27mar68
1870 101 01	CCCP-75450 OK-WAJ	II-18D II-18D	AFL/Krasnoyarsk CSA	trf d/d	16oct71 21jun67	arrived BASCO 17jun81 for last overhaul; canx 1983 named 'Podebrady'; rgd 16aug67; f/n AMS 10feb68; last flight 24oct84; wfu 25nov84; t/t 23,578 hours
10/0 101 01		1.100		u, u	Lijunov	and 20,829 cycles; canx 07feb85; preserved near Bakov nad Jizerou at the highway Prague-Liberec
						(N50.465230 E14.942293) since 17sep86, initially used as a restaurant, carrying 'Moto-Auto' titles (no longer visible aug05), repainted jul11 into new orange/white c/s with 'Kofola' titles; l/n apr12
1870 101 02	CCCP-75452 CCCP-75452	II-18D II-18D	Soviet Gvt/AFL c/s AFL/Tajikistan	rgd trf	29aug67 20mar74	f/n LHR 23nov67 arrived BASCO apr83 (AFL/Krasnoyarsk but no such record in Soviet register) for last overhaul; canx
1870 101 03	CCCP-75453	II-18D	Soviet Gvt/AFL c/s	mfd	26jul67	may86 rgd 29aug67; f/n PIK 18dec67
	3X-GOF CCCP-75453	II-18D II-18D	Air Guinée Soviet Gvt/AFL c/s	rgd SXF	mar68 27jun73	c/n confirmed; returned aug68 converted to a relay aircraft for government communications in 1969; I/n VKO 25jan94
1070 101 04	RA-75453	II-18D	Rossiya	trf	22jul94	f/n already VKO 23may94; l/n VKO 01sep07; broken up at VKO around 03mar08
1870 101 04	CCCP-75454	II-18D	Soviet Gvt/AFL c/s	mfd	31jul67	relay aircraft for government communications; rgd 29aug67; f/n PIK 21apr68; seen again SXF 04feb74, now possibly standard version; l/n VKO 06sep93
	RA-75454 RA-75454	II-18D II-18D	Russian Gvt, n/t Rossiya	VKO trf	11jul94 22jul94	f/n VKO 19sep94; l/n CKL 13aug12, c/n checked; reported trf Russian Air Force in 2012; l/n Pushkin
1870 101 05	T-001	II-18D	Afghan Air Force	mfd	03jun67	13jul13 f/n MUC 02apr68; l/n LHR 26jun73; returned to Soviet Union feb79
	CCCP-75451 CCCP-75451	II-18D II-18D	AFL/Krasnoyarsk Minaviaprom	rgd trf	22feb79 22mar83	arrived BASCO jan83 for last overhaul with t/t 11,213 hours converted to II-22M-II CCCP-75917; for further details see the II-22 section
8700 101 06	"10" red	II-38	Soviet Navy	mfd	23dec67	II-38 line # 1; f/f already oct67; conducted trials of the "Berkut" ASW complex at Kirovskoye until jan68;
	no serial	II-38	Ukraine Navy		27apr99	photo Lugansk 17sep77 with code on rear fuselage rather than tail used as ground instructional airframe by the technical school at Lugansk since 1997, bare metal; later
						became part of the Lugansk-Ostraya Mogila Aircraft Plant Museum (N48.527216 E39.384045), seen oct10/oct13, still bare metal
101 07 8700 101 08	not known not known	II-38 II-38	Soviet Navy Soviet Navy	mfd	25may68	II-38 line # 2 II-38 line # 3
0870 101 09	"02" red not known	II-38 II-38	Russian Navy Soviet Navy	no mfd	reports 25may68	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; see c/n 087010109 Il-38 line # 4
00/010105	"02" red	II-38	Russian Navy	Nev	11apr12	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, seen apr12/jul12; see c/n 870010108
8700 101 10	not known	II-38	Soviet Navy	mfd	1968	Il-38 line # 5; c/n given as such in Russian customs data base, but as 880010110 in a Russian court order
	not known	II-38	Russian Navy			in 2010 opb 403 osap at Severomorsk-1; officially trf to India 22dec05; ferried to 20 ARZ at Pushkin for conversion
	IN306	II-38SD	Indian Navy	Zuk	19aug07	to II-38SD jan06 attrition replacement for IN302; in all-grey c/s; reportedly started trials in late 2006; modernisation
1870 102 01	CCCP-75455	II-18D	AFL/Far East	mfd	22aug67	completed nov09; ferried to Goa via Cairo 01/03dec09; I/n GOI 07feb12 rgd 08jan68; arrived at BASCO for last overhaul 07mar85 with t/t 34,980 hours; converted to, see next
	CCCP-75455	II-18T	AFL/Krasnoyarsk	trf	11mar86	line version not confirmed; last reported KJA in incident report, t/t 38,886 hours and 16,649 cycles as of this
1070 102 02						date; canx 01feb89
1870 102 02	CCCP-75456	II-18D	AFL/Moscow	rgd	04oct67	f/n CAI feb71; seen ARN apr71 with small 'leased to UAA' sticker; arrived BASCO 19jun81 for last overhaul; canx 1983
1870 102 03	CCCP-75457 CCCP-75457	II-18D II-18D	AFL/Far East AFL/Moscow-DME	rgd trf	22sep67 22apr76	f/n oct73 arrived BASCO jan83 for last overhaul with t/t 30,615 hours canx; 1985
1870 102 04	CCCP-75497 CCCP-75497	II-18D II-18D	MOM Vnukovo MOM 'Zlatoust'	mfd trf	19aug67 22apr71	in Aeroflot c/s; rgd 09sep67 f/n DME 24mar86; arrived BASCO jul86 for last overhaul with t/t 15,249 hours; l/n PHX ! 01may92
	RA-75497 RA-75497	II-18D II-18D	Ural Aviali Comp SP Air	trf BRE	19apr94 21aug94	was already f/n DME 20may93 I/n SXF 04nov04
	RA-75497 EL-AKQ	II-18D II-18D	ex SP Air c/s ex SP Air c/s	SHJ SHJ	07nov95 12dec95	no titles; canx 24oct95 as to Angola rgd 14dec95 to Air Cess; l/n SHJ 13mar96; no titles
	EL-AKQ	II-18D	Air Cess	SHJ	04oct96	I/n SHJ 18nov97; named 'Zlatoust'; has additional 'Aviatrack' titles
	3D-SBQ 3C-KKL	II-18D II-18D	Air Cess Air Cess	SHJ SHJ	23jan98 25feb99	l/n DEL 27sep98; named 'Zlatoust'; has additional 'Aviatrack' titles l/n SHJ 17oct99; named 'Zlatoust'; 'Aviatrack' titles removed 25feb99
	3C-KKL	II-18D	Air Cess	SHJ	17feb00	I/n SHJ 03nov00; named 'Zlatoust'; carried additional 'Sudan Airways' titles; I/n SHJ 15sep01, titles not reported
	3C-KKL UN-75005	II-18D II-18D	Air Cess c/s, n/t Air Cess c/s, n/t	SHJ HLA	03nov01 19sep03	l/n SHJ 19aug02; named 'Zlatoust' c/n on wing read off as 1.204; named 'Zlatoust'; l/n SHJ 03nov03
	UN-75005	II-18D	Lign.Aerien. Tchad	SHJ	04nov03	logo on forward fuselage and 'LAT' on tail, applied this date; named 'Zlatoust'; reported as Air Bas SHJ 11jan04, with titles ?
	UN-75005	II-18D	IRBIS, n/t	SHJ	08feb04	in basic Air Cess c/s; named 'Zlatoust'; reported for Mega Airlines jul06; l/n MCT 06jul08
1077	UP-I1801	II-18D	Mega Aircompany	FJR	14sep08	c/n confirmed; in basic Air Cess c/s, no titles; named 'Zlatoust'; l/n JIB 03apr12; ceased operations by juli3
1870 102 05 102 06	CCCP-75458 not known	II-18D II-38	AFL/Ukraine Soviet Navy	rgd	13mar68	f/n SXF 01mar69; arrived BASCO 23dec81 for last overhaul; canx 1983 Il-38 line # 6
8800 102 07	not known not known	II-38 II-38	Soviet Navy Russian Navy	mfd no	1968 reports	II-38 line # 7 opb 403 osap at Severomorsk-1; officially trf to India 22dec05; ferried to 20 ARZ at Pushkin for conversion
	IN307	II-38SD	Indian Navy	Zuk	19dec09	attrition replacement for IN304; in all-grey c/s; modernisation completed nov09; ferried to Goa
8800 102 00			-			11/16feb10; I/n GOI 06apr11
8800 102 08	not known "06" red	II-38 II-38	Soviet Navy Russian Navy	mfd Sev	31jul68 31jul07	II-38 line # 8 opb 240 osap at Ostrov in the mid-1990s; later opb 403 osap (renamed 7050 AvB in 2010) at
						Severomorsk-1; last overhaul completed 27dec02; in grey c/s with a 'Polar Bear' badge on the nose; f/n as such Severomorsk-1 31jul07; l/n Severomorsk-1 09sep10; see c/n 089010506
8800 102 09	not known "07" red	II-38 II-38	Soviet Navy Russian Navy	mfd no	31aug68 reports	Il-38 line # 9 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; see c/n 089010507
102 10	not known "08" red	II-38 II-38	Soviet Navy Russian Navy	no	reports	I-38 line # 10 c/n not confirmed; opb 403 oplap at Severomorsk-1; carried a 'seagull attacking a shark' badge; w/o
			·····,			03feb94 on a training flight from Severomorsk at night in difficult weather conditions when the crew practised blind instrument flying with the shutters on the windscreen shut, drifting 70 metres to the right
						processes since insertancie nying war are shutters on the windscreen shut, drifting 70 metres to the right

						of the runway centre-line on approach, on finals the crew opened the shutters and started to pilot visually,
						mistaking the lighting of a storage complex some 350-500 metres away from the runway for the runway lighting and 'correcting' the heading, losing height in the process, the commander initiated a go-around 3
1870 103 01	CCCP-75459	II-18D	AFL/International	rgd	25oct67	seconds before the impact but it was too late, the aircraft impacted the ground 700 metres from the runway threshold at a speed of 295 km/h and burnt out, all 7 crew killed f/n PIK 13dec71
18/0 105 01	TZ-ADF CCCP-75459 CU-T1270	II-18D II-18D II-18D II-18D	Air Mali AFL/Moscow Cubana	lsd trf d/d	02apr74 26jul85 26may87	(// TX 100C); stored Bamako from mar84 and reported returned 31mar87 but see next line reported Igarka 23jan87 in incident report with 22,016 hours as of this date; canx as trf to Cuba 21may87 photo PRG 1988
1870 103 02	CU-T1270 CU-T1270 CCCP-75460	II-18D II-18D II-18D	East West Chile Aerocaribbean AFL/International	lsd HAV rgd	20feb92 nov92 25oct67	f/n HAV may92, returned to Cuba jun92 crashed into mountains in the Dominican Republic 15nov92 f/n SVO 17apr68
10/0 105 02	CCCP-75460	II-18D	AFL/Tajikistan	trf	20mar74	(n) Sto 1/4p/00 arrived at BASCO 28jul80 (from AFL/Krasnoyarsk but no such record in Soviet register) for last overhaul; canx 1986; reportedly displayed near terminal Ashkhabat 1986/1993; later used as a fire trainer (N37.667037 E58.366155)
1870 103 03	CCCP-75461 CCCP-75461	Il-18D Il-18D	AFL/International AFL/Moscow	rgd trf	25oct67 jul74	f/n LHR 17apr69 arrived BASCO jun83 for last overhaul; canx 1985
1870 103 04	CCCP-75462 CCCP-75462 CCCP-75462	II-18D II-18D II-18D	Soviet Gvt/AFL c/s AFL/Turkmenistan AFL/Moscow-DME	rgd trf trf	08dec67 12feb75 21jan86	f/n PIX 11jun68 arrived BASCO 24feb84 for last overhaul with t/t 29,843 hours converted to II-18DORR long-range ocean fishery reconnaissance aircraft; seen as such SNN 02jul89 and
	RA-75462 RA-75462	II-18D II-18D	Aeroflot Domodedovo Airl.	SHJ trf	25feb93 25jul94	30sep89, in Aeroflot red c/s l/n DME 23sep94; was converted back to a standard Il-18D f/n DME 15jan95; canx 01mar96; seen wfu at DME aug96; broken up at DME jan/apr98
1870 103 05	CCCP-75463 CCCP-75463 CCCP-75463	II-18D II-18D II-18D	Soviet Gvt/AFL c/s AFL/Krasnoyarsk AFL/Turkmenistan	mfd trf trf	31oct67 25dec74 06mar83	toc 16nov67; rgd 08dec67; opb 235 OAO at VKO; f/n PIK 04oct69 (not 25apr83 as given on register); trf to MAP 16apr84; arrived at BASCO for overhaul 17apr84 with t/t
8800 102 06		II-38		mfd		(nd 2.5p) of an given on register), the other scapes in the activity of the device of the scale
8800 103 06	not known "09" red	II-38	Soviet Navy Russian Navy	Pus	31nov68 07jul94	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; in grey c/s with a 'polar bear' badge on the nose; f/n as such Severomorsk-1 09aug06; l/n Severomorsk-1 10apr12
8800 103 07	not known "10" red	II-38 II-38	Soviet Navy Russian Navy	mfd Pus	24dec68 07jul94	II-38 line # 12 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; I/n Pushkin 25aug99
8800 103 08	not known "11" red	II-38 II-38	Soviet Navy Russian Navy	mfd Pus	18dec68 07aug99	II-38 line # 13 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; I/n Severomorsk 22sep11
8800 103 09	not known "12" red	II-38 II-38	Soviet Navy Russian Navy	mfd Sev	24dec68 25mar09	Il-38 line # 14 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; in grey c/s with a 'polar bear' badge on the
8900 103 10	not known	II-38	Soviet Navy	mfd	28feb69	nose; f/n as such Severomorsk-1 21sep10; l/n Severomorsk-1 29apr11 Il-38 line # 15
1870 104 01	"14" red CCCP-75464 RA-75464	II-38 II-18D II-18D	Russian Navy Soviet Gvt/AFL c/s Rossiya	Sev mfd trf	sep06 30oct67 22jul94	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; /n Severomorsk-1 29apr10 relay aircraft for government communications; rgd 08dec67; f/n CPH 05jun68; //n BKA 24sep94 f/n VK0 15may95; last overhaul completed in early 2003; //n CKL 13aug12; reported trf Russian Air Force
1870 104 02	CCCP-75465 CCCP-75465	II-18D II-18D	Soviet Gvt/AFL c/s AFL/Moscow	rgd trf	08dec67 19oct78	in 2012; I/n Pushkin 13jul13 f/n HEL 02aug75 canx as trf to North Vietnam but date unknown
	VN-B196 VN-B196	Il-18D Il-18D	Háng Không Viêtnam Vietnam Airlines	h/o fr.	17apr79 1990	seen DMK 02aug80 and mar81 still in basic Aeroflot c/s wfu by 1990 and stored Hanoi, canx from register 03dec91
1870 104 03	CCCP-75466 CCCP-75466	II-18D II-24N	AFL/GosNII GA AFL/GosNII GA	rgd	11mar68	in Aeroflot c/s; f/n SVO 03aug76; t/t 11,072 hours by sep89; converted to, see next line ice-reconnaissance aircraft, equipped with "Nit'-D" side-looking radar; seen in Aeroflot red c/s, SVO 08apr91; l/n SVO 14aug92
	RA-75466 RA-75466	II-18D II-18D	GosNII GA Air Transp Office	SVO OST	20apr93 09oct93	in Aeroflot red c/s leased from GosNII GA, still in basic Aeroflot red c/s; l/n SVO 02jul95
	RA-75466 RA-75466	II-18D II-18D	GosNII GA Ramaer	IST rgd	04apr96 15jul97	in basic ex-Aeroflot red c/s, no titles; sold 10jun97 f/n SHJ 20jan98; dark blue tail and cheatline; l/n SHJ 14oct98
	RA-75466 EX-75466	II-18D II-18D	ex Ramaer, n/t Phoenix	SHJ SHJ	22nov98 17apr99	can 02feb99; I/n SHJ 27mar99 I/n SHJ 15may04; received cargo door of c/n 185008404 when converted to Il-18GrM (side cargo door)
	EX-75466 EX-75466	Il-18GrM Il-18GrM	no titles Anikay Air	FRU SHJ	16oct04 19feb05	mar/apr01; was reported as 4R-EXE of Expo Aviation in JP-03 but never seen as such //n DXB 19nov04 //n ADJ 26dec05; reported delivered to Botir Avia jan06; still with 'Anikay Air' titles BUD 12may06, but
	EX-75466	Il-18GrM	National Paints	DXB	15nov07	operated Botir Avia fight in golden/blue c/s, red emblem on tail; I/n JUB 05aug13; opb S Group Aviation
1870 104 04 1870 104 05	CCCP-75467 CCCP-75468	II-18D II-18D	AFL/Moscow-VKO AFL/Northern	rgd rgd	01mar68 20feb68	f/n VKO 30jun70; arrived at BASCO for last overhaul 22oct81; canx 17apr84 f/n CPH 26jan68; photo SXF 1976; arrived BASCO 17sep81 (AFL/Krasnoyarsk but no such record in Soviet register) for last overhaul; canx 1984
8900 104 06	not known "18" red	II-38 II-38	Soviet Navy Russian Navy	mfd Sev	28feb69 28jun07	II-38 line # 16 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; l/n Severomorsk-1 29jul11
8900 104 07	not known "15" yellow	II-38 II-38	Soviet Navy Russian Navy	mfd no	25apr69 reports	II-38 line # 17 tender for rework and modernisation to an II-38N published 09jul08
	"15" yellow	II-38N	Russian Navy	Zuk	17aug09	the first II-38N from 'series modernisation'; opb 7050 AvB at Severmorsk-1; in grey c/s with large code on forward fuselage, still with Red Stars; h/o mar12; stored at Severmorsk-3 nov11/nov13, f/f after storage 13nov13
0890 104 08	not known "16" red	II-38 II-38	Soviet Navy Russian Navy	mfd	28may69 photo	II-38 line # 18 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; in grey c/s, probably carried a 'seagull attacking a shark' badge in the 1990s; later carried a 'polar bear' badge on the nose; seen as such
						Severomorsk-1 09aug06/16feb10; tender for rework published 19nov07; seen without badge Severmorsk- 1 17aug10
104 09 104 10	not known not known no code	II-38 II-38 II-38	Soviet Navy Soviet Navy Ukraine Navy	no Mkk	reports 08may98	II-38 line # 19 II-38 line # 20 stored, Soviet markings painted out; I/n Mykolayiv-Kulbakino 30apr99
1870 105 01	CCCP-75469	II-18D	AFL/Ukraine	mfd	21nov67	d/d 06jan68; rgd 13mar68; f/n PRG jun68; l/n VKO 16jun77; arrived BASCO jul83 for last overhaul with t/t 35,231 hours; canx 1984; not converted to II-22 CCCP-75906 c/n 0393610501 !
1870 105 02 1870 105 03 1870 105 04	CCCP-75470 CCCP-75471 CCCP-74250	II-18D II-18D II-18D	AFL/Moscow AFL/Ukraine AFL/Moscow-DME	rgd rgd rgd	03jan68 13mar68 23feb68	f/n VKO 02oct72; arrived BASCO 21jan82 for last overhaul; canx 1984 f/n PRG16jun68; arrived BASCO 18jan82 for last overhaul; canx 1984 f/n CA1 feb71; canx 1983; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.291057
1870 105 05	CCCP-74251 CCCP-74251	II-18D II-18D	AFL/Far East AFL/Kazakhstan	mfd trf	27dec67 28nov83	E48.233285) since jun86, l/n aug13 rgd 08feb68; f/n DME 02oct72
0890 105 06	CCCP-74251 not known	II-18D II-38	MAP "Znamya Truda" Soviet Navy	trf mfd	21dec83 15aug69	arrived BASCO 29may85 for last overhaul with t/t 37,523 hours; converted to II-22M CCCP-75929; canx 10apr85 ?; for further details see the II-22 section II-38 line # 21
0000 100 00	"06" red	II-38 II-38	Russian Navy	Nev	11apr12	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; in grey c/s, carried a badge with a tiger eating a submarine (superimposed on a Russian Navy shield) on the nose; I/n Nikolayevka 16jul12, active; see c/n 880010208
0890 105 07	RF-75332 not known	II-38 II-38	Russian Navy Soviet Navy	VVO mfd	oct13 01sep69	c/n 880010208 also carried code "06" red; c/n not confirmed; in all grey c/s with 'MA VMF Rossii' titles 11-38 line # 22
0000 103 07	"07" red	II-38 II-38	Russian Navy	PKC	30mar07	II-38 line # 22 opb 317 osap (renamed 7060 AvB in 2010) at PKC; in grey c/s, initially with Red Stars and without Navy flag; I/n as such PKC 30mar07; later with Russian stars and Russian Navy flag behind the cockpit, no titles;
	RF-75343	II-38	Russian Navy	РКС	06dec13	f/n [°] as such PKC 15aug10; rudder repaired by 20 ARZ at Pushkin apr12/aug12; l/n PKC 17apr13; see c/n 880010209 in grey c/s with Navy flag and 'an eagle carrying a fish' badge behind the cockpit with 'MA VMF Rossii'
0890 105 08		II-38 II-38			25sep69	itiles, still carried code "07" red II-38 line # 23
0890 105 08	not known "08" red	II-38 II-38 II-38	Soviet Navy Russian Navy	mfd EIK mfd	jul11	opb 859 TsBP i PLS MA at Yeisk; in grey c/s with code on fin; l/n Yeisk aug12, code very faded II-38 line # 24
0000 100 09	not known "05" red	II-38 II-38	Soviet Navy Russian Navy	mfd Nev	25oct69 01jul10	c/n not painted on; opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; in grey c/s, carried a badge with a tiger eating a submarine (superimposed on a Russian Navy shield) on the nose; I/n VVO
0890 105 10	not known	II-38	Soviet Navy	mfd	14nov69	09apr12, active II-38 line # 25
1870 106 01	"04" red CCCP-74252	Il-38 Il-18D	Russian Navy AFL/Far East-KHV	Nev mfd	11apr12 29dec67	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12 rgd 14feb68; opb 198 LO; w/o 29feb68 on the leg from Krasnoyarsk to Petropavlovsk-Kamchatski at night
						of a flight from Moscow to Petropavlovsk when the crew was forced to make an emergency descent (probably due to a fuel leak with an ensuing fire), during the descent engine # 3 failed with the propeller
						creating drag, the aircraft went out of control, broke up at a height of 650 metres and crashed in the taiga 13 km north-west of Parchum (Chunski district of the Irkutsk region), all 9 crew and 74 out of 75
						passengers killed and the sole survivor seriously injured, the reason of the accident could not be established; t/t 328 hours and 89 cycles; canx 1968
1870 106 02	CCCP-75472	Il-18D	Soviet AF/AFL c/s	mfd	21dec67	confirmation for the tie-up of this c/n with this registration needed, line for this registration left blank on the Soviet register; mfd for this c/n given in accident report as 17jan68; d/d 26jan68
	CCCP-74295	II-18D	Soviet AF/AFL c/s	SVO	26mar73	opb 8 adon at Chkalovski; established a world record (speed over a closed circuit without payload) 06may68, registration in documents as such; I/n Sperenberg 18dec92
	RA-74295	II-18D	Russian AF/AFL c/s	Spr	03may94	opb 8 adon at Chkalovski; I/n CKL 20aug99; w/o 25oct00 on a flight from Chkalovski to Batumi when the navigator committed an error in establishing the aircraft's position on approach to Batumi in bad visibility
						(low clouds and rain) so that the aircraft deviated from the approach pattern and crashed at a height of 940 metres into the wooded slope of Mount Miriala (1,336 metres) 14 km nort-east of Batumi airport, all
						11 crew and 73 passengers killed; t/t 15,256 hours and 7,694 cycles; canx 25oct00 $$

1000 100 00	0000 74004	11.405				
1880 106 03	CCCP-74296	Il-18D	MAP "Znamya Truda"	mfd	16jan68	rgd 30aug68; is Khodynka Factory # 30; troopship/military transport version prototype II-18TD; roll-out date given as 06mar68 in documents of ER-ICB; reconverted to passenger/cargo configuration; arrived
	RA-74296	II-18D	Aeroflot c/s, n/t	VKO	28aug93	BASCO mar87 for last overhaul with t/t 35,548 hours; f/n Mukachevo 17aug89 in Aeroflot c/s with Air Transport School at Zhukovski jul94; trf 28dec94 to Tretyakovo Airlines; was used on "AMT tours"
	RA-74296	II-18D	Tretyakovo Al	rgd	23apr99	to Russia may97; l/n DME 16aug99 f/n IST 20jan00; l/n DME 28jun03 stored; named 'Moskva'; an incident report stated the mfd as 06mar68
	ER-ICB	II-18D	Pecotox Air	rgd	06aug03	!; seen DME 10aug03 without titles or registration !; canx 21jul03 as sold to Moldova f/n DME 13aug03; l/n BNE 03apr04
	ER-ICB	II-18D	Grixona	rgd	18feb05	f/n SHJ may05 in basic Aeroflot c/s with 'Grixona' titles; I/n KIV 22jun08 as such; seen KIV apr09/mar10, stored/wfu, titles overpainted, opb Tandem Aero; active again IEV 18sep10; I/n PES 12feb12
1880 106 04	74296 834	II-18D II-18D	NPP "Mir" Chosonminhang	PES d/d	06mar12 13feb68	in basic Aeroflot c/s, no titles; l/n NNM 27dec13 no titles
	3X-GAT	II-18D	Air Guinée	d/d	08aug68	named 'Conakry'; seen SVO 08oct77; arrived BASCO 14may80 for last overhaul with t/t 10,818 hours; reported wfu CKY 1986
1880 106 05 106 06	CCCP-74253 not known	II-18D II-38	AFL/Moscow Soviet Navy	rgd	22jul68	f/n DME 03oct72; arrived BASCO 14oct81 for last overhaul; canx 1983 II-38 line # 26
0800 106 07	not known "03" red	II-38 II-38	Soviet Navy Russian Navy	mfd no	28jan70 reports	II-38 line # 27 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka
0800 106 08	not known "78" red	II-38 II-38	Soviet Navy Russian Navy	mfd Pus	24feb70 aug12	II-38 line # 28 opb 317 osap (renamed 7060 AvB in 2010) at PKC
0800 106 09	not known IN305	II-38 II-38	Soviet Navy Indian Navy	d/d	1983	II-38 line # 29 ex Soviet Navy; opb INAS 315; f/n GOI oct84; modernised to II-38SD 30mar02/jan06
	IN305	II-38SD	Indian Navy	f/f	03jul03	from Khodynka (in primer, marked with only a small black '305' on the nose); first II-38SD; with Leninets "Sea Dragon" complex; test-fired a Kh-35E anti-shipping missile 14nov05; h/o dec05 and returned to
						Dabolim ISjan06; /n GOI 24jun11; seen hare metal/primer Zhukovski 12aug12 without serial; seen Zhukovski dec12 in full colours; //n GOI 08may13
0800 106 10	not known IN304	Il-38 Il-38	Soviet Navy Indian Navy	no d/d	reports 1983	II-38 line # 30 opb INAS 315; f/n GOI oct84; overhauled in Russia in 1999, seen Pushkin aug99; l/n GOI jan00; collided
1880 107 01	CCCP-74254	II-18D	AFL/West Siberia	mfd	22feb68	in mid-air with II-38 IN302 over Goa 01oct02, all 7 crew killed rgd 29jul68; f/n DBE 30sep72; arrived BASCO 23jul79 for last overhaul with t/t 34,993 hours; canx 1983;
1880 107 01	CCCP-74254	II-18D	AFL/Magadan	mfd	27feb68	seen dumped Novosibirsk jul92/jul93 rad 14may68; opb 185 LO; f/n CAI 12may73; damaged in autumn 1977 or 1978 on take-off from Anadyr
1000 107 02	CCCF-74233	11-160	Art/Magadan	mu	2716008	in poor visibility when the main right gear collided with a snow plough at V2, the aircraft took off, returned
						to Anadyr and landed on the other 2 gears and the remaining strut, damaging propellers Nos. 3 and 4, but the wing kept clear of the runway by 20 cm, all 5 crew and (some 30) passengers escaped unhurt;
						repaired; arrived at BASCO for its last overhaul jun82; canx 1984; forward fuselage installed at the "Dom pionerov" (House of Young Pioneers) at Susuman in 1986, protruding from the building, seen jun97/jun07
1880 107 03 1880 107 04	VN-B190 ? CCCP-74256	II-18D II-18D	Háng Không Viêtnam AFL/International	mfd mfd	07feb68 15mar68	reported in BASCO files as ex Vietnam; crashed 26mar81 at Hoabin ?; not confirmed ! f/n SVO 17apr68; rgd 06may68 !
	CCCP-74256 CU-T1268	II-18D II-18D	AFL/Krasnoyarsk Cubana	trf d/d	11may75 01apr86	canx 23sep85 as sold to Cuba; arrived at BASCO mar86 for last overhaul with t/t 34,806 hours f/n SNN 01apr86 on delivery
	CU-T1268	II-18D	Aerocaribbean	HAV	may92	seen HAV 09mar00 with additional 'Taino Airlines' titles; seen HAV 24apr00 in all-white c/s with just 'Aerocaribbean' titles
	CU-T1517	II-18D	Aerocaribbean	HAV	06jan01	I/n operational HAV 05mar02; seen HAV 11jan03, engines and nose cone removed; not in fleet list 16oct03; probably the aircraft seen HAV may06 without registration and engines
1880 107 05	CCCP-74257 CCCP-74257	II-18D II-18D	AFL/International AFL/Moscow-VKO	mfd trf	30mar68 30may74	rgd 27may68; f/n FRA 13jun69; l/n MXP may72 arrived BASCO nov82 for last overhaul with t/t 32,284 hours; canx 1985
0800 107 06	not known "19" red	II-38 II-38N	Soviet Navy Russian Navy	mfd f/f	10may70 04apr01	II-38 line # 31; modernised by 20 ARZ at Pushkin to, see next line prototype of the second-generation II-38, with Leninets "Novella" complex; f/f still with mock-up radar;
					·	underwent state trials from nov02 until at least 2005; on charge of 859 TsBP i PLS MA at Yeisk, but seconded to OAO Ilyushin; seen Pushkin 20sep02/12apr04 and Zhukovski 19aug09/19aug11
107 07 0800 107 08	not known not known	II-38 II-38	Soviet Navy Soviet Navy	mfd	20jul70	II-38 line # 32 II-38 line # 33
	"01" red	II-38	Russian Navy	PKC	sep11	opb 317 osap (renamed 7060 AvB in 2010) at PKC; in grey c/s with Russian stars, but no Navy flag and no titles; I/n PKC jun12
	RF-75319	II-38	Russian Navy	PKC	06aug13	also carried code "01" red; opb 7060 AvB at PKC; in grey c/s with 'MA VMF Rossii' ? titles, Russian stars, Russian Navy flag and 'an eagle carrying a fish' badge behind the cockpit; I/n PKC 06dec13
107 09 0800 107 10	not known not known	II-38 II-38	Soviet Navy Soviet Navy	mfd	25sep70	II-38 line # 34 II-38 line # 35
1880 108 01	"10" red CCCP-74258	II-38 II-18D	Russian Navy AFL/International	no rgd	reports 27may68	opb 317 osap (renamed 7060 AvB in 2010) at PKC; see c/n 880010307 f/n FRA 14aug69
1880 108 02	CCCP-74258 LZ-BEA	II-18D II-18D	AFL/Krasnoyarsk Balkan	trf d/d	1974 17nov68	arrived BASCO dec82 for last overhaul with t/t 34,997 hours; canx 1985 ! seen LBG may72; was used for long range VIP flights 1968-1978; converted to II-18Gr in early 1990s;
1880 108 02	CCCP-74259	II-18D	AFL/Ukraine-KBP	rgd	30may68	seen wfu VAR 23sep97 and broken up photo SXF 1972 and at FRA 08jul73
1880 108 03	CCCP-74259 CCCP-74259 CCCP-74260	II-18D II-18D II-18D	AFL/Ukraine-LWO AFL/International	trf	jun77 04jun68	fine SAC 272 and at FAX objury arrived BASCO 2720tB1 for last overhaul with t/t 31,713 hours f/n PIK 13sep68; in incident report 09jun74 (near-miss with II-62 CCCP-86701 en route from Rabat to SVO
1000 100 04				rgd	-	on flight SU334, the Il-18 was en route from SVO to Sofia on flight SU171); I/n LBG 29jul74
1000 100 05	CCCP-74260	II-18D	AFL/Magadan	trf	01aug78	arrived BASCO 28dec83 for last overhaul with t/t 34.968 hours; canx 1984; hulk reported in use as workman's hut DME 03sep97 but reported only once !
1880 108 05	DM-STM DM-STM	II-18D II-18D	EGAF/Interflug c/s Interflug	mfd trf	05may68 mar74	rgd 22jun68 I/n LGW 10sep80
	DDR-STM D-AOAS	II-18D II-18D	Interflug Interflug	rgd rgd	01jan81 03oct90	I/n SXF 04oct90 ! see next line f/n SXF 04oct90 market dt 100 dt to the Next is a that is The level is before an 02 and is 02 and is 02.
	D-AOAS LZ-AZZ	Il-18D Il-18GrM	BerLine Air Zory	SXF SXF	jan92 24jan94	was converted II-18GrM at the Ilyushin outlet in Zhukovski between sep92 and jan93; canx jan94 with 'Cargo' titles; small additional 'Operated by Lufthansa Cargo' titles, FRA jul94; I/n MLA 30mar95
	CU-T132 CU-C132	Il-18GrM Il-18GrM	BerLine c/s, n/t BerLine c/s, n/t	rgd SNN	12dec95 30dec95	f/n SNN 24dec95 on delivery to Aerocaribbean
	CU-C132 CU-C1515	Il-18GrM Il-18GrM	Aerocaribbean Aerocaribbean	HAV HAV	17nov96 06jan01	I/n HAV 09mar00 undergoing maintenance without reg; f/n HAV 01sep01 with reg; seen CCS 09jan09 with 'Cargo' titles; in official Cuban documents there is a complete the second
0800 108 06	not known	II-38	Soviet Navy	mfd	30oct70	jul03 as II-18D; I/n HAV 30sep13 in good condition, operational II-38 line # 36
	"27" red	II-38	Russian Navy	Nev	11apr12	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; seen on overhaul with 20 ARZ at Pushkin jun12/aug12
0800 108 07	not known "20" red	II-38 II-38	Soviet Navy Russian Navy	mfd no	30nov70 reports	II-38 line # 37 opb 240 osap at Ostrov in the mid-1990s; later opb 403 osap (renamed 7050 AvB in 2010) at
0800 108 08	not known	II-38	Soviet Navy	mfd	26dec70	Severomorsk-1 II-38 line # 38
0810 108 09	"21" red not known	II-38 II-38	Russian Navy Soviet Navy	Pus mfd	24may99 12feb71	c/n read off as '0808'; opb 317 osap (renamed 7060 AvB in 2010) at PKC; see c/n 081010910 II-38 line # 39
0010 107 17	"22" red	II-38	Russian Navy	Nev	11apr12	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; l/n Nikolayevka apr12, stored; see c/n 081011006
0810 108 10	not known "23" red	II-38 II-38	Soviet Navy Russian Navy	mfd VVO	27mar71 18aug07	II-38 line # 40 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; l/n in 20 ARZ at Pushkin mar13
1880 109 01	CCCP-74261 CCCP-74261	II-18D II-18D	AFL/International AFL/West Siberia	rgd trf	04jun68 05nov75	f/n MLA 08aug68 arrived BASCO may83 for last overhaul with t/t 34,954 hours; I/n SNN 31may85; canx 1986 and reported
1880 109 02	CCCP-74262	II-18D	AFL/International	rgd	29jul68	scrapped OVB 2001 f/n SVO 08jul70; l/n SXF may76
1880 109 03	CCCP-74262 DM-STN	II-18D II-18D	AFL/Moscow Interflug	trf mfd	30nov78 15may68	I/n VKO 31aug81; arrived BASCO nov82 for last overhaul; canx 1984 rgd 15apr68; seen LHR 04mar74 and AMS 12nov78
	DDR-STN D-AOAT	II-18D II-18D	Interflug Interflug	rgd rgd	25aug81 03oct90	arrived BASCO 18dec84 for last overhaul with t/t 11,042 hours; seen NCL 28jun90 f/n SXF 04oct90, departed SXF 07dec90, see line below; converted to Il-18Gr; canx 21dec90
	SP-FNC SP-FNC	Il-18Gr Il-18Gr	Polnippon Air Transp Office	rgd KIN	dec90 30nov94	f/n WAW 28dec90; named 'Hubert'; seen JIB aug92, operating for Daallo Airlines l/n mar95; still named 'Hubert'
	SP-FNC SP-FNZ	Il-18Gr Il-18Gr	Polnippon Polonia Airways	WAW r/r	01mar96	l/n WAW feb96, canx date unknown l/n WAW 05may96 still as SP-FNC, no titles !; photo WAW 04aug86 as SP-FNZ still without titles
	SP-FNZ SP-FNZ	Il-18Gr Il-18Gr	Polonia Airways Air Cess	WAW SHJ	16aug97 08oct97	l/n SHJ 17nov97; canx 18nov97
		Il-18Gr	Air Cess	SHJ	25nov97	I/n SHJ 07may98; canx as exported; dbr 23nov98 (or 24nov98) when was attacked on the ground at Kalemie by MiG fighters of the Zimbabwe Air Force just after dawn, 96 of the more than 100 Rwandan
	3D-SBZ					troops on board killed; wreck seen at FMI (S5.8808603 E29.244389) jul02/dec04; no longer visible on GE by feb13
	30-362					
1880 109 04	DM-STO DDR-STO	Il-18D Il-18D	Interflug Interflug	mfd rgd	30may68 02nov81	rgd 15apr68; seen LHR 29jan74; l/n SXF 30apr80 arrived BASCO oct87 for last overhaul with t/t only 6,915 hours
1880 109 04	DM-STO	II-18D II-18D	Interflug Interflug	mfd rgd rgd SXF		rgd 15apr68; seen LHR 29jan74; I/n SXF 30apr80 arrived BASCO oct87 for last overhaul with t/t only 6,915 hours I/n SXF 24aug91
1880 109 04	DM-STO DDR-STO D-AOAU	II-18D	Interflug Interflug BerLine Air Zory	rgd rgd SXF SXF	02nov81 03oct90	rgd 15apr68; seen LHR 29jan74; I/n SXF 30apr80 arrived BASCO oct87 for last overhaul with t/t only 6,915 hours
1880 109 04	DM-STO DDR-STO D-AOAU D-AOAU LZ-AZR	II-18D II-18D II-18D II-18D	Interflug Interflug BerLine	rgd rgd SXF	02nov81 03oct90 dec91 06jan94	rgid 15apr68; seen LHR 29jan74; l/n SXF 30apr80 arrived BASCO oct87 for last overhaul with t/t only 6,915 hours l/n SXF 24aug91 l/n MLA 19dec93; canx jan94
1880 109 04	DM-STO DDR-STO D-AOAU D-AOAU LZ-AZR CU-T131 CU-T131	II-18D II-18D II-18D II-18D II-18D II-18D	Interflug Interflug BerLine Air Zory BerLine c/s, n/t Aerocaribbean	rgd rgd SXF SXF rgd HAV	02nov81 03oct90 dec91 06jan94 12dec95 17nov96	rgd 15apr68; seen LHR 29jan74; I/n SXF 30apr80 arrived BASCO oct87 for last overhaul with t/t only 6,915 hours I/n SXF 24aug91 I/n MLA 19dec93; canx jan94 f/n SNN 18dec95 on delivery to Aerocaribbean I/n SNN 27sep00; named 'Capitán Fernando Alvarez'
	DM-STO DDR-STO D-AOAU D-AOAU LZ-AZR CU-T131 CU-T131	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D	Interflug Interflug BerLine Air Zory BerLine c/s, n/t Aerocaribbean Aerocaribbean	rgd rgd SXF SXF rgd HAV rgd<	02nov81 03oct90 dec91 06jan94 12dec95 17nov96 31oct00	rgd 15apr68; seen LHR 29jan74; I/n SXF 30apr80 arrived BASCO oct87 for last overhaul with t/t only 6,915 hours I/n SXF 24aug91 I/n MLA 19dec93; canx jan94 f/n SNN 18dec95 on delivery to Aerocaribbean I/n SNN 27sep00; named 'Capitán Fernando Alvarez' f/n HAV 11jan01; I/n CCS O5mar04; dbr O6mar04 after a fire in engine # 4 during take-off from Holguín- Frank País, the aircraft stopped and was evacuated safely; seen dumped by the side of the runway at Holguín-Frank País, stripped of all parts 10mar08; no longer visible on Google Earth by nov11, so probably scrapped
1880 109 04 1880 109 05	DM-STO DDR-STO D-AOAU D-AOAU LZ-AZR CU-T131 CU-T131 CU-T1532	II-18D II-18D II-18D II-18D II-18D II-18D	Interflug Interflug BerLine Air Zory BerLine c/s, n/t Aerocaribbean	rgd rgd SXF SXF rgd HAV	02nov81 03oct90 dec91 06jan94 12dec95 17nov96	rgd 15apr68; seen LHR 29jan74; I/n SXF 30apr80 arrived BASCO oct87 for last overhaul with t/t only 6,915 hours I/n SXF 24aug91 I/n MLA 19dec93; canx jan94 f/n SNN 18dec95 on delivery to Aerocaribbean I/n SNN 27sep00; named 'Capitán Fernando Alvarez' f/n HAV 11jan01; I/n CCS 05mar04; dbr 06mar04 after a fire in engine # 4 during take-off from Holguín- Frank País, the aircraft stopped and was evacuated safely; seen dumped y the side of the runway at Holguín-Frank País, stripped of all parts 10mar08; no longer visible on Google Earth by nov11, so probably

0810 109 06	not known "24" red	II-38 II-38	Soviet Navy Russian Navy	mfd PKC	23mar71 17jun06	II-38 line # 41 c/n painted on in error as '080110906', checked as such PKC 17aug08 and 21aug11; opb 317 osap (renamed 7060 AvB in 2010) at PKC; seen Pushkin 02jun12; seen on overhaul with 20 ARZ at Pushkin aug12/jul13; ferried to Zhukovski 30jul13, using call-sign '75052'; to be modernised to an II-38N by EMZ
0810 109 07	not known	II-38	Soviet Navy	mfd	27apr71	at Zhukovski Il-38 line # 42
0810 109 08	"25" red not known	II-38 II-38	Russian Navy Soviet Navy	Pus mfd	05aug01 27may71	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; I/n Nikolayevka 11apr12, operational Il-38 line # 43
0810 109 09	"26" red not known	II-38 II-38	Russian Navy Soviet Navy	Nev mfd	11apr12 1971	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, seen apr12/jul12 Il-38 line # 44
0810 109 10	not known not known	II-38 II-38	Russian Navy Soviet Navy	no mfd	reports 17aug71	under modernisation to an II-38N by EMZ at Zhukovski by late 2013 II-38 line # 45
1880 110 01	"21" red	II-38 II-18D	AFL/International	ph.	15jul68	c/n painted on the fin; opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; in grey c/s with 'an eagle carrying a fish' badge on the fin; see c/n 080010808 f/n PIK 13sep68
1880 110 02	CCCP-74264 CCCP-74265	II-18D II-18D	AFL/Moscow AFL/Krasnoyarsk	trf rgd	dec76 19auq68	I/n ACC oct77; arrived BASCO oct82 for last overhaul with t/t 34,913 hours; canx 1984 f/n oct73; arrived BASCO 29sep81 for last overhaul; canx 1984
1880 110 03	SU-AOV	II-18D	United Arab Al	i/s	09aug68	but already registered 31aug68, i/s date was f/f ?
1880 110 04	SU-AOV CCCP-75499	II-18D II-18D	Egypt Air Soviet AF/AFL c/s	CAI mfd	04apr72 30aug68	crashed on approach Nicosia 29jan73 (so not SU-AOY !) opb 223 LO at Chkalovski; f/n AAE oct68; arrived at BASCO 26dec86 for last overhaul with t/t only 5,958
	RA-75499 RA-75499	II-18D II-18D	Russian AF/AFL c/s Russian Air Force	SXF CKL	20sep94 sep05	hours; I/n FAB 11dec92 opb 223 LO at Chkalovski; I/n CKL 15aug02 opb 223 LO at Chkalovski; in basic Rossiya c/s without titles; carried a '223 LO' badge since mid-2005; I/n
1880 110 05	SU-AOX	II-18D	United Arab Al	d/d	18oct68	SVX 31oct13, active f/n PRG 11dec68; at LHR 1969
	SU-AOX CCCP-75430	II-18D II-18D	Egypt Air AFL/Uzbekistan	MUC rgd	01feb72 27feb75	I/n LHR sep73; returned to Soviet Union but date unknown
	CCCP-75430 CCCP-75430	II-18D II-18D	AFL/Kazakhstan AFL/Ukraine	trf trf	05nov79 29apr84	arrived BASCO 18jul84 for last overhaul
0810 110 06	CCCP-75430 not known	II-18D II-38	AFL/Turkmenistan Soviet Navy	trf mfd	15mar85 03aug71	canx 1986 Il-38 line # 46
0010 110 00	"22" red	II-38	Russian Navy	FFD	16jul96	operated initially by 403 oplap at Severomorsk-1; trf to 240 osap at Ostrov around 1999; in grey c/s with a
						'seagull attacking a shark' badge on the fin; trf to 859 TsBP i PLS MA at Yeisk feb10; seen stored at Yeisk jul11/aug12; see c/n 081010809
0810 110 07	not known IN301	II-38 II-38	Soviet Navy Indian Navy	mfd d/d	1971 02sep77	II-38 line # 47 opb INAS 315 at Goa; f/n GOI jun78; seen in hemp c/s BKA 1998; l/n GOI 14jan00; modernised to II-
	IN301	II-38SD	Indian Navy	SVO	24jun05	38SD starting 26jul04 now with Leninets "Sea Dragon" complex; ferried to India 02nov07; opb INAS 315 at Goa; I/n GOI 07feb12
0810 110 08	not known "28" red	II-38 II-38	Soviet Navy Russian Navy	mfd Nev	05nov71 11apr12	II-38 line # 48 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, seen apr12/jul12; see
			-	Nev	1140112	"28" red with unknown c/n
0810 110 09	not known 302	II-38 II-38	Soviet Navy primer		photo	II-38 line # 49 flying
	IN302	II-38	Indian Navy	d/d	02sep77	ex Soviet Navy; opb INAS 315; f/n GOI jun78; l/n SHJ 08feb00; was in Russia jan01, for engine overhaul; w/o 01oct02 when collided in mid-air over Goa with II-38 IN304, all 5 crew and 3 persons on the ground
110 10	not known	II-38	Soviet Navy			killed II-38 line # 50
1880 111 01	SU-AOY	II-18D	United Arab Al	d/d	19dec68	at FRA 13mar71
	SU-AOY CCCP-75429	II-18D II-18D	Egypt Air AFL/Krasnoyarsk	CAI rgd	07mar73 07mar75	did not crash 29jan71, see c/n 188011003; returned to Soviet Union but date unknown f/n DME 19aug75
	CCCP-75429 CCCP-75429	II-18D II-18D	AFL/Urals AFL/Moscow	trf trf	14apr83 25jan84	arrived BASCO 05nov83 for last overhaul canx 1984; I/n DME 03sep97 in use as workman's hut
1880 111 02	CU-T899	II-18D	Cubana	d/d	08nov68	returned to the Soviet Union for overhaul jul77; t/t by nov83 21,787 hours; crashed near San Jose de los Lajas after take-off HAV 19jan85
1880 111 03 1880 111 04	CCCP-74266 CU-T900	II-18D II-18D	AFL/Magadan Cubana	rgd d/d	25nov68 03dec68	f/n DME 1978; arrived BASCO 06aug80 for last overhaul; canx 1984
1000 111 04	CU-C900	II-18D	Cubana	rgd	jul91	f/n YYZ 29apr91, before registration date !; converted to II-18Gr
1880 111 05	CU-C900 CCCP-74267	Il-18Gr Il-18D	Aerocaribbean Soviet Gvt/AFL c/s	HAV rgd	20dec91 14jan69	l/n HAV apr98/nov99, wfu; to become a restaurant f/n DEL 06aug69; shows c/n 187011105 on tail, wrong year !;
	CCCP-74267 CCCP-74267	II-18D II-18D	AFL/Moscow AFL/GosNII GA	trf trf	10aug79 19nov80	converted to II-18GAL geophysical survey aircraft with APM-60 'Orsha' MAD (from II-38) in tail; operated in
	CCCP-74267	II-18D	AFL/Moscow	trf	24jul84	Antarctica; reconverted to passenger configuration arrived BASCO 28sep85 for last overhaul with t/t only 5,137 hours; seen in Aeroflot red c/s 12apr91
	RA-74267 RA-74267	II-18D II-18D	Aeroflot Domodedovo Airl.	DME trf	20mar93 25jul94	still in red c/s f/n SKG 16nov94; l/n DME 03nov98
	RA-74267 RA-74267	II-18D II-18D	Nadym Tyumen Al African Airlines	DME SHJ	06aug99 18jan00	l/n SHJ 20nov99
	RA-74267	II-18D	Phoenix	SHJ	02feb00	I/n SHJ 19aug00;
	RA-74267 EX-105	II-18D II-18D	Phoenix c/s, n/t Phoenix c/s, n/t	SHJ SHJ	15sep00 19feb02	l/n SHJ 25jan02; canx 14feb02 as sold to Kyrgyzstan l/n SHJ 19mar02
	EX-005	II-18D	Phoenix c/s, n/t	SHJ	04dec02	I/n SHJ 12jan04; converted to II-18GrM; dbr 04feb04 when hit water during approach to Colombo, damaged nose and port landing gear, then both gears collapsed during landing, no fatalities or wounded; I/n dumped CMB may04, no longer present by nov05
0820 111 06	not known "79" red	II-38 II-38	Soviet Navy Russian Navy	Pus	07jul94	II-38 line # 51 I/n Pushkin 23may01 wfu, engines and parts missing; broken up by 20 ARZ at Pushkin by 2006
0820 111 07	not known "77" red	II-38 II-38	Soviet Navy Russian Navy	mfd Nev	26feb72 11apr12	Il-38 line # 52 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12
0820 111 08	not known "74" red	II-38 II-38	Soviet Navy Russian Navy	mfd Nev	29mar72 11apr12	Il-38 line # 53 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12
0820 111 09	not known "75" red	II-38 II-38	Soviet Navy Russian Navy	mfd VVO	30apr72 aug93	II-38 line # 54 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, I/n apr12
0820 111 10	not known "76" red	II-38	Soviet Navy	mfd	31may72	Il-38 line # 55
	70 Teu	Il-38	Russian Navy	VVO	09apr12	opb 289 oplap at Nikolayevka; grounded due to corrosion and used as a ground instructional airframe by TOVMI (Tikhookeanski voyenno-morskoi institut - Pacific Naval Institute) at VVO from at least 2007, I/n apr12
1880 112 01	CCCP-74268 CCCP-74268	II-18D II-18D	Soviet Gvt/AFL c/s AFL/Moscow	mfd trf	09dec68 24jul79	rgd 31jan69; f/n SXF 24feb70; converted back to passenger configuration arrived BASCO 30nov84 for last overhaul with t/t 16,580 hours; converted to II-18DORR long-range ocean
	RA-74268	II-18D	Aeroflot	DME	20mar93	fishery reconnaissance aircraft; converted back to II-18D standard; seen in Aeroflot red colours 12apr91 in red colours
	RA-74268 RA-74268	II-18D II-18D	Domodedovo Airl. Nadym Tyumen Al	trf UFA	25jul94 18aug99	f/n DME 23sep94; in ex-Aeroflot red colours; l/n DME 18nov98 l/n TEO 06oct99
	RA-74268 EX-201	II-18D II-18D II-18D	Phoenix c/s, n/t Phoenix c/s, n/t	DME HGA	03sep00 26mar02	(In SHJ T2apr01; canx 25jan02 as sold to Kyrgyzstan; sole report as EX- SHJ 15jan01 correct ? official rgd 11feb04 to Phoenix Aircompany, Intal Avia and Air Speed Charter; canx 03dec04, see lines
	EX 201	11 100		noA	20110102	below !; reported opb Intal Air from 2005; l/n JIB 22aug06; offered for sale by Intal Air sep06 t/t 33,670
	EX-786	II-18D	Phoenix c/s, n/t	FJR	15mar07	hours; leased to Daallo Airlines 2006/early 2007 in full Phoenix colours, no titles official rgd 08feb02 to Nais Travel; canx 02feb04, see lines above and below !; n FRU 21may07, reported opb Galaxy Air; impounded at ISB sep07 after turning back to ISB on a flight to FRU, due to sick passengers (as a result of problems thought to be with the air conditioning); seen DEL 27feb08, opb Osh
	EX-505	II-18D	Phoenix c/s, n/t	СТИ	may08	Avia official rgd 03dec04, to Central Asian Aviation Services, see lines above !; I/n FJR 28may09; canx 05mar10
1880 112 02	CCCP-74269	II-18D	AFL/Magadan	rgd	11feb69	arrived BASCO 18mar81 for last overhaul with t/t 31,530 hours; canx 1985
1880 112 03	CCCP-74270 CCCP-74270	II-18D II-18D	AFL/Far East Minaviaprom	rgd trf	07feb69 28dec84	arrived BASCO 12oct84 for last overhaul with t/t 34,881 hours last date mentioned on Soviet register 11mar85; converted to II-22 CCCP-75926 using the same c/n, for
1880 112 04	? VN-195	II-18D	V.N.O.O.H.	SXF	07jan73	further details see the II-22 section was previously reported as c/n 181003305, see that c/n; donated by the Soviet government to Vietnamese
	VN-195	II-18D	no titles	rgd	23jan73	leader Ho Chi Minh in 1968; in basic pre-1973 Aeroflot c/s; registration presented only as '195' seen LBG 25jan73 with '195' on the fuselage and 'BH-195' on the nose; 'BH' is Cyrillic for 'VN', but stood
			· · · · -	. 54		for 'Bác Hồi (Uncle Ho) as Ho Chi Minh was popularly known, and '195' stood for 19 May (Ho Chi Minh's birthday), since it was his 'personal' aircraft
1880 112 05	VN-B195 835	II-18D II-18D	Háng Không Viêtnam Chosonminhang	d/d	aug76 20mar69	seen SXF 05jan78 still with pre-1973 Aeroflot cheatline; I/n HAN 15dec89, wfu; canx 31dec89 f/n SXF jul73; I/n 22dec80
1000 112 00	P-835	II-18D	Chosonminhang	SXF	09oct81	arrived BASCO 02sep85 for last overhaul with only t/t 7,623 hours; l/n PEK 20jun96
0820 112 06	P-835 not known	II-18D II-38	Air Koryo Soviet Navy	PEK mfd	02oct98 30jun72	I/n FNJ 21oct13 II-38 line # 56
0820 112 07	"72" red not known	II-38 II-38	Russian Navy Soviet Navy	Nev mfd	11apr12 1972	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; l/n Nikolayevka apr12, stored II-38 line # 57
	"71" red	II-38	Russian Navy	Pus	07jul94	opb OAO NIIS; seen at Sherman Grayson Airport, TX feb95 where it was hidden in a hangar for unknown work; c/n checked Pushkin 05aug01; seen Pushkin 02jun07 with 'Aviatsiya VMF Rossii' and 'Russian Navy'
						titles, a very large Russian flag and a Russian coat-of-arms on the fin; I/n as such Pushkin jun12/aug12, stored
0820 112 08	not known "70" red	II-38 II-38	Soviet Navy Russian Navy	mfd PKC	07sep72 29sep04	II-38 line # 58 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; l/n Nikolayevka aug10
0820 112 09	not known	II-38	Soviet Navy	mfd	28sep72	Il-38 line # 59
1880 113 01	"73" red SU-APC	II-38 II-18D	Russian Navy United Arab Al	Nev d/d	11apr12 04mar69	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, seen apr12/jul12 crashed Aswan 20mar69, only two weeks after delivery

1890 113 02	CCCP-75478	II-18D	Soviet AF/AFL c/s	mfd	28feb69	rgd 11oct77; was a test-bed for Il-22 type 36 before trf to 223 LO at Chkalovski; f/n Sperenberg 07sep79; //n Demmin-Tutow 02iul93
	RA-75478 RF-75478	II-18D II-18D	Russian AF/AFL c/s Russian Air Force	Spr Pus	16jul93 18jul12	still with the II-22 style TA-6A APU; opb 223 LO at Chkalovski; I/n OSW 27jul11 opb 223 LO at Chkalovski; in basic Rossiya c/s with a '223 LO' badge, no titles; I/n CKL 28mar12; seen CKL mar13 with additional 'VVS Rossi'i titles on tail; I/n STW 19oct13, active
1890 113 03	CCCP-75496	II-18D	Soviet AF/AFL c/s	mfd	26mar69	on Soviet register without c/n or rgd; was a test-bed for II-22 type 36 by oct71, before trf to 223 LO at Chkalovski; f/n Sperenberg 30sep77 rgd only by 21feb80 !, paperwork ?; arrived at BASCO for last overhaul sep86 with tV only 4.569 hours; i/n FEL 27jul92
	RA-75496	II-18D	Russian AF/AFL c/s	CKL	03jul95	opb 223 LO at Chkalovski; seen CKL 13aug12, still with Aeroflot titles, c/n checked; l/n CKL 14oct13
1890 113 04	5T-CJL VN-B198 VN-B198 VN-B198	Il-18D Il-18D Il-18D Il-18D	Air Mauritanie no titles Háng Không Viêtnam Vietnam Airlines	mfd SXF SVO fr.	28mar69 14jun71 20jun77 1990	the last II-18 built; d/d 17apr69; delivered to Vietnam in 1971; canx only 21jan74 carried only '198'; in old style Aeroflot c/s with Vietnamese flag; I/n SXF 10oct75 arrived at BASCO for last overhaul mar85 with t/t only 6,712 hours; I/n HAN dec89 seen PEK 27may93, active; I/n HAN (N21.211605 E105.81369) apr96/nov09, wfu

II-18s & II-38s with unknown c/ns

.03 Q I	1-303 With	UIIKIIU				
	CCCP-04350	II-18	AFL/Polar	d/d	1959	handed over to Aeroflot 1964
	CCCP-04350 CCCP-04770	II-18 II-18	AFL/Polar	d/d	1959	handed over to Aeroflot 1964
	RA-42246	II-18 II-18	Russian Air Force	u/u	may06	at an unknown location in Russia
	74626	II-18 II-18D	ex-Sov. Air Force	PNP	nov92	military call-sign 74626 painted on the aircraft, with red cheatline
	CCCP-75474	II-18D	Soviet AF/AFL c/s	Fin	16nov75	and VKO 1978
	CCCP-75855	II-18V	Aeroflot	VKO	02oct72	not c/n 182005601; line for this reg left blank on Soviet register !
	not known	II-18V II-18	Aeroflot	VKU		was preserved at Kramatorsk (Ukraine); scrapped in 1985
	not known	II-18 II-18	Aeroflot		photo	was preserved as a café at Solnechny (Uzhur district of the Krasnoyarsk region); scrapped
	not known	II-18 II-18	Aeroflot			was preserved as a care at some chird (of the district of the Krashoyarsk region); scrapped was preserved as a cinema at the gate of a military unit at Golitsyno-2 (now Krashozaramyonsk) from
						1984/85; scrapped in the mid-1990s
	"08" red	II-38	Russian Navy	Pus	07jul94	with code on side of fuselage; seen Pushkin sep02/aug12, stored, at 20 ARZ
	"11" red	II-38	Soviet Navy	no	reports	opb 77 oplap at Nikolayevka; dbr 09may84 while being parked at Asmara in the rebellious Ethiopian province of Eritrea when Eritrean separatists attacked the airfield with mortars and several aircraft were hit by shells
	"15" red	II-38	Russian Navv		photo	-,
	"17" red	II-38	Russian Navy		P	opb 24 oplapdd at Severomorsk-1 in mid-1990s; l/n 07apr11 as such
	"23" red	II-38	Russian Navy	Pus	05aug01	at 20 ARZ; later with large Russian flag and coat of arms on fin
	"28" red	II-38	Soviet Navy	no	reports	opb 77 oplap at Nikolayevka; dbr 09may84 while being parked at Asmara in the rebellious Ethiopian
			· · · · ,			province of Eritrea when Eritrean separatists attacked the airfield with mortars and several aircraft were hit by shells; see c/n 081011008
	"09" red	II-38	Ukraine Navy	Kik	09may97	painted on nose-wheel door as '14-09' in all grey c/s with Soviet Armed Forces 'quality' badge on nose; l/n
	05 160	11-50	Okraine Navy	INIK	09111ay 97	kirovskove 26aug00 with just '09' on nose-wheel door
	"10" red	II-38	Ukraine Navy	NLV	1996	photo, all grey c/s with red star painted out, code on tail; with Soviet Armed Forces 'quality' badge on
			,	142.0	1550	nose; see also c/n 870010106
	"74" red	II-38	Ukraine Navy	no	reports	was probably based at Mykolayiv-Kulbakino
	not known	II-38	Ukraine Navy	mfd	1972	in official document sep08 for disposal; was with military unit A3186 at Lutsk at the time; line # should be greater than 47, line # 50 is a good candidate
	230 (1)	II-18	Chinese Air Force	CGK	12apr63	mentioned in documents having visited along with II-18 240 this date; operator not confirmed; flew
	232 (1)	II-18	Chinese Air Force			Hankou-Shanghai-Hongqaio jul67 with Chairman Mao on board; see c/n 184007605
	232 (1)	11-18	Chinese Air Force		photo	was used by Chairman Mao Tsedong; operator not confirmed; flew Hankou-Shanghai 21jul67; see c/n 183006205 and 184007605
	824	II-18V	Characteriation	SXF	12	
	024	11-104	Chosonminhang	SXF	12sep68	version not confirmed, maybe an early II-18E; black and white photo SVO date unknown, lightning-bolt cheatline with flag on tail and titles, old type antenna on top of fuselage
	38	II-38	Fountion Air Fores		nononto	colour drawing in Russian magazine; in fact operated by 90 odrae on of the Soviet Navy's Northern Fleet
	20	11-36	Egyptian Air Force	no	reports	from Mersah Matruh in 1970/72
	4299	II-38	Egyptian Air Force		photo	in fact operated by 90 odrae on of the Soviet Navy's Northern Fleet from Mersah Matruh in 1970/72
	4399	II-38	Egyptian Air Force		photo	in fact operated by 90 odrae on of the Soviet Navy's Northern Fleet from Mersah Matruh in 1970/72
	TN-105	II-18	Congo AF			
	IN303	II-38	Indian Navy	d/d	02sep77	ex Soviet Navy; opb INAS 315; f/n GOI jun78; l/n modernised to II-38SD 23dec03/mar06
	IN303	II-38SD	Indian Navý	DME	31mar06	now with Leninets "Sea Dragon" complex; completed trials feb07; I/n KBP 07oct13
	3X-GOC	II-18D	Air Guinée			leased from Aeroflot ? dates unknown, reports from Guinea
	3X-GOE	II-18D	Air Guinée			leased from Aeroflot ? dates unknown, reports from Guinea

According to the old Soviet register registrations -74271, -74272, -74273, -74274, -74275, -74276, -74277, -74278, -74279, -74280, -74281, -74282, -74283, -74284, -74285, -74286, -74287, -74289, -74290, -74291, -74292, -74293, -74294, -75472, -75474, -75476, -75484, -75485, -75485, -75485, -75486, -75489, -75499, -75491, -75492, -75493, -75494, -75495, in the II-18 series were issued to the Soviet Air Force and probably used as call-sign for military coded aircraft. Of those registrations we have the following reports which probably have to be marked as incorrect sightings; CCCP-74287 JIB 24oct92 (was CCCP-74267 ?), CCCP-74288 jun70 CCCP-74291 DME 05feb90, CCCP-75476 KBP 06apr72, CCCP-75489 VKO 11aug80 and CCCP-75495 PRG 16sep72.

The following registrations in the II-18 series have never been seen and are not mentioned in any documents; -75443, -75542, -75600, -75635, -75667, -75692, -75794, -75795. In addition, for CCCP-75622 and CCCP-75625 there are photos as An-12s with unknown c/ns. According to the Soviet register the registration blocks -75604/634 and -75889/892 were not used at all. Therefore the reports of CCCP-75794 at HEL 13may67, CCCP-75604 at LED 27jul70 and CCCP-75614 at LED 11aug75 should probably be viewed as incorrect sightings.

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

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

113 05	not known	II-20				reported in ORD's 02jan69 and 17jan69; at Akhtubinsk Test Centre 04/10dec70; probably 2nd prototype
110 00		1. 20				as series production commenced in 1972
172 0114 01	not known	II-20	Soviet Air Force	mfd	21may74	converted by Lviv Airlines to, see below
	UR-BXD	II-18D	Lviv Airlines	LWO	21jun98	Lvivski avialiniyi; c/n checked on both sides of the fin and on the wings SHJ mar01; initially in all-grey c/s with just 'II-18D' on the forward fuselage; I/n as such LWO 21jun98; repainted in all-white c/s with logo on
						fin, Ukraine West' titles on right-hand side and 'Lviv Airlines' titles on left-hand side; f/n as such ODS
						jul98; last overhaul completed 12feb99; last flight 06feb06; canx 01oct08; offered for sale 29dec10 with
						t/t 5,897 hours and 2,939 cycles; stored at LWO, seen 25mar11 without titles (reported for Air Sirin), l/n
	3X-GGO	II-18D	Air Sirin, n/t	rad	29apr11	there 04apr11 to GR Avia; f/n LWO 01jun11, still in basic Lviv Airlines c/s; departed LWO 01jun11 after long-term
	3X-00Q	11-160	All Silli, I/c	igu	29api 11	storage; seen KWG 16jun11 being stripped of paint; seen KWG 06aug11 in basic Air Sirin c/s with small
						forward cargo door installed; ferried KWG-BOU-KRT 18/19nov11; seen KRT feb12 with additional
						www.airsirin.com titles in red on rear fuselage; canx 28nov12; l/n MZR 21jan13
172 0114 02	TT-WAK	II-18D	Air Sirin Soviet AF/AFL c/s	MLE	03dec13	with small 'UNHCR' sticker on forward fuselage
172 0114 02	CCCP-75903(2)	II-20	Soviet AF/AFL C/S	rgd	02feb88	full c/n confirmed; arrived at BASCO 03jul81 for last overhaul with t/t only 625 ! hours; f/n SVO 31aug88; I/n OSF may93; see II-22 c/n 0393610235
	CCCP-75903(2)	II-18	Soviet AF/AFL c/s	Spr	02sep90	without any pods, so probably converted back to an II-18; 'II-18' painted on nose
	RA-75903(2)	II-18D	Russian AF/AFL c/s	Pus	07jul94	has got an II-22 type APU on the left-hand side but no TG-16 ejector, has also got a hatch in the fin at the
						same place as II-22s; 'II-18D' painted on nose; in 223rd flight unit fleet list mar95; canx 09dec99, but
						obviously restored; seen Engels jul06, active; featured as an II-18 (not II-20) in tender issued 04apr07; l/n IKT 19auq09, still with Aeroflot titles
	RF-93954	II-18D	Russian Air Force	Pus	09jul11	in basic Aeroflot c/s, no titles, '903' still showing on cheatline; I/n Pushkin aug13
173 0114 03	not known	II-20	Russian Air Force			reported crashed 07dec95; call-sign RA-54460 mentioned in incident report during 1995 and may relate to
						this aircraft ?
173 0114 04 173 0114 05	"88" white CCCP-75480	II-20 II-20RT	Russian Air Force Strat.Rocket Forc.	Vob mfd	12aug01 27jul73	and Voronezh-Baltimor 30apr03; photo 2007, location not given Il-20RT(SIP) missile tracking aircraft, converted by MMZ "Strela"; in Aeroflot c/s; opb mil. unit 43009 at
1/3 0114 05	CCCF-75480	11-20K1	Strat.Rocket Forc.	mu	27ju175	Baikonur-Kraini : ohoto in summer 1976
	CCCP-75480	II-20RT	Sov. Navy/AFL c/s	trf	1989	opb 403 oplap (later renamed 403 osap) at Severomorsk-1; last overhaul completed 15feb93; wfu due to
						corrosion; offered for sale by the Russian privatisation agency mar04/sep06 with t/t 2,207 hours and 1,515
173 0115 01	"90" red	II-20M	Russian Air Force		nhata	cycles, but could not be sold; reported wfu at Severomorsk-1 mar08, prefix not mentioned taken at Shaikovka in summer 1995
1/3 0115 01	RA-75923(2)	II-20M	Russian Air Force	CKL	photo 14aug99	c/n checked; based at Chkalovski; in dark grey c/s; see also Il-18 c/n 187010305, that Il-18 and this Il-
	10170320(2)	1. 2011		O.L	1 100955	20M were both present at CKL 15aug99, wearing the same registration; I/n CKL 26sep08
	no code	II-20M	Russian Air Force	Pus	29jul09	c/n checked; based at Chkalovski; modified version with four radomes on top of the fuselage; in dark grey
						c/s, just marked '173501' on the fin; last overhaul completed jul09; I/n CKL 13aug12, c/n checked
173 0115 02	"20" red	II-20M	Soviet Air Force	Orb	jul78	opb 39 orao at Sperenberg since around 1978; I/n Sperenberg 25may94, returned to Russia jun94; "20" red was seen Kubinka 17may99 and 14aug01; c/n checked Kubinka 05may07; I/n Kubinka 22mar08
	no code	II-20M	Russian Air Force	Kub	07apr10	in grey c/s without code; I/n Kubinka 19apr13
173 0115 03	CCCP-75481	II-20RT	Strat.Rocket Forc.	mfd	30sep73	II-20RT(SIP) missile tracking aircraft, converted by MMZ "Strela"; in Aeroflot c/s; opb mil. unit 43009 at
	0000 75 404		a N (45) (4000	Baikonur-Kraini from 1975; I/n Lensk jul88
	CCCP-75481	II-20RT	Sov. Navy/AFL c/s	trf	1989	re-converted to a normal transport aircraft in 1996; opb 240 iisap at Ostrov, serving as a crew trainer and camera platform
						camera piacioni

	RA-75481	II-20	Russian Navy	Osv	21aug05	opb 240 iisap at Ostrov and later by 859 UTs MA at Yeisk, used as a trainer for II-38 crews; in basic Aeroflot c/s without titles, with a 'polar bear' badge below the cockpit from aug11; version painted on as 'II-20'; //n Pushkin I6auq12
	RF-75344	II-20	Russian Navy	Pus	nov12	ob 7050 AVB at Severomorsk-1 from 2010; in basic Aeroflot c/s without titles, with a 'polar bear' badge below the cockpit; version now painted on as 'II-18'; I/n feb14
173 0115 04	"21" red "21" red	II-20M II-20M	Soviet Air Force Russian Air Force	Spr	1990 17may99	opb 39 orao at Sperenberg from around 1978; I/n Sperenberg 09nov93; returned to Russia may94 based at Kubinka; in all-grey c/s; reportedly converted to an II-20ME after the millennium; "21" red was
	21 100	11-2014	Russian An Force	KUD	171110955	seen at Kubinka 17may99, 22mar02 & mar06, c/n not checked; c/n checked Kubinka 22mar08; c/s very weathered by 2010, looked like a mottled camo of various shades of grey; l/n Kubinka aug10
	RF-93610	II-20M	Russian Air Force	Pus	20aug11	possibly an II-20ME; in all-grey c/s, with 'VVS Rossii' titles and Russian stars; I/n KGD 16oct12
173 0115 05	CCCP-75482	II-20RT	Strat.Rocket Forc.	mfd	08jan74	II-20RT(SIP) missile tracking aircraft, converted by MMZ "Strela"; on Soviet register without c/n, rgd or remarks; in Aeroflot c/s; underwent trials with military unit 11284 at Zhukovski in 1975; opb military unit 43009 at Baikonur-Krain in 1975/88; photo at PKC 16feb82
	CCCP-75482	II-20RT	Sov. Navv/AFL c/s	trf	1989	opb 403 oplay (later renamed 403 osap) at Severomorsk-1
	RA-75482	II-20RT	Russ. Navy/AFL c/s	Pus	24oct94	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; f/n with a 'polar bear' badge below the cockpit Severomorsk-1 08auq06; l/n Pushkin may13
	RF-75315	II-20RT	Russian Navy	Pus	oct13	still with the large fairing on top of the fuselage; opb 7050 AvB at Severomorsk-1; in basic Aeroflot c/s with 'VMF Rossii' titles and Russian stars; version now painted on as 'II-18'
173 0116 01	CCCP-75483	II-20RT	Strat.Rocket Forc.	mfd	31jan74	II-20RT(SIP) missile tracking aircraft, converted by MMZ "Strela"; on Soviet register without c/n, rgd or remarks; in Aeroflot c/s; toc nov76; opb mil. unit 43009 at Baikonur-Kraini
	CCCP-75483	II-20RT	Sov. Navy/AFL c/s	trf	1989	opb 403 oplap (later renamed 403 osap) at Severomorsk-1
	RA-75483	II-20RT	Russ. Navy/AFL c/s	Pus	aug97	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; I/n Severomorsk-1 28mar08, stored
174 0116 02	no code	II-20M	Russian Air Force	Pus	18aug03	based at Khabarovsk-Tsentralny; in all-grey c/s; l/n Khabarovsk-Tsentralny 05oct10
174 0116 03	no code	II-20M	Russian Air Force	Pus	23may01	underwent rework with 20 ARZ at Pushkin in 2010; still without code by 2010
174 0116 04	no code	II-20M	Russian Air Force	Pus	24may99	in primer; painted in dark grey c/s after overhaul; l/n active Rostov-na-Donu-Tsentralny 11dec13
175 0116 05	no code	II-20M	Russian Air Force	ph.	05apr11	c/n read off blanking covers on the nose gear as '11605'; in grey c/s with an unknown badge (probably of the military reconnaissance unit of one of the four strategic commands) behind the cockpit; I/n Pushkin 16aug12; photo Levashovo dec12
175 0117 01	no code	II-20M	Russian Air Force	Kub	03sep93	faded '75214' (or possiby '75215') on steering column, so this is probably its registration which has never been carried on the outside of the aircraft, however; based at Rostov-na-Donu Tsentralny; in light grey c/s; last overhaul completed in 2008; seen Novgorod-Krechevitsy jun09, c/n checked; l/n Rostov-na-Donu Tsentralny aug12
17.011702	not known	II-20	history unknown			
17.011703	not known	II-20	history unknown			
17.011704	not known	II-20	history unknown			
17.011705	not known	II-20	history unknown			
175 0117 06	no code	II-20M	Russian Air Force	CKL	apr10	and CKL 15may11; c/n confirmed (incl. 3rd digit confirmed as '5'); modernised under the "Monitor" project, received a tall radome on top of the forward fuselage, a very low radome on top of the central fuselage and two broad blunt radomes on top of the rear fuselage; in all-grey c/s, no markings apart from Red Stars; I/n CKL 25jan12
176 0117 07	"07"	II-20M	Russian Air Force	SVX	20apr93	code only on engine covers, c/n checked; featured in tender published 04apr07; underwent rework with 20 ARZ at Pushkin in 2010; I/n Pushkin oct10, freshly painted and still without code
	RF-75931	II-20M	Russian Air Force	Pus	11nov10	c/n not confirmed; in greenish grey c/s with Russian stars, small 'VVS Rossii' titles and small registration on fin; I/n Chelyabinsk-Shagol jun13
176 0117 08	no code	II-20M	Russian Air Force	Zuk	15oct04	with an additional large fairing by the rear door and two pods on the rear fuselage; based Ulan Ude; featured in tender issued 25nov09; I/n Pushkin nov12, c/n from Russianplanes.net
	RF-91819	II-20M	Russian Air Force	Pus	dec12	recently resprayed, only front of fuselage visible on photo; photo dec13 location withheld, with 'VVS Rossii' titles, reported to be SVX based
	"08"	II-20	Soviet Air Force	SVO	01sep81	

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

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

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

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

RA-75895 II-22 Russian AF/AFL.c/s CKL I Saug6 (/// checked: point, unit 29114 at Chkalovski; still in full Aerofitot (s) with titles; offered for sale by Russian privatisation agency, edc7, but could not be sold; seen CKL seg08/ag12, wiu, without outer wings and with holy 2 engines 03936 07150 CCCP-75896 II-22 Soviet AF Force No reports 03936 07150 CCCP-75896 II-22 Soviet AF/AFL (s) Win No reports 03936 07430 CCCP-75896 II-22 Soviet AF/AFL (s) mfd Dimmond No reports 03936 07430 CCCP-75897 II-22 Soviet AF/AFL (s) mfd Dipury Privia Soviet AF/AFL (s) Mfd Dipury Soviet AF/AFL (s)	03936 07050	CCCP-75895	II-22	Soviet AF/AFL c/s	mfd	27dec76	aircraft of the commander of the North Caucasian Military District, opb 535 osap at Rostov-na-Donu- Tsentralny; f/n CKL 30auq93
03936 07150 CCCP-75896 II-22 Soviet AF/AFL C/s N/V 10 97may98, still without prefix 03936 07430 CCCP-75896 II-22 Ukraine Air Force VIN 097may98, still without prefix 03936 07430 CCCP-75896 II-22 Soviet AF/AFL C/s FMd 30jun79 03936 07430 CCCP-75897 II-22 Soviet AF/AFL C/s FMd 30jun79 03936 07430 CCCP-75897 II-22 Soviet AF/AFL C/s FMd 30jun71 03936 0750 CCCP-75899 II-22 Russian AF/AFL C/s FMd 30jun71 03936 0750 CCCP-75899 II-22 Russian AF/AFL C/s FMd 266e/7 RF-90786 II-22 Russian AF/AFL C/s FMd 266e/7 FMd 256e/7 RA-75899 II-22 Russian AF/AFL C/s FMd Sov. Navy/AFL C/s FMd 31ma77 RA-75899 II-22 Russian AF/AFL C/s FMd Sov. Navy/AFL C/s FMd 31ma77 Sov. Navy/AFL C/s RMd Sov. Navy/AFL C/s FMd Soviet AF/AFL C/s <td< td=""><td></td><td>RA-75895</td><td>II-22</td><td>Russian AF/AFL c/s</td><td>CKL</td><td>15aug96</td><td>c/n checked; opb mil. unit 29114 at Chkalovski; still in full Aeroflot c/s with titles; offered for sale by Russian privatisation agency dec07, but could not be sold; seen CKL sep08/aug12, wfu, without outer</td></td<>		RA-75895	II-22	Russian AF/AFL c/s	CKL	15aug96	c/n checked; opb mil. unit 29114 at Chkalovski; still in full Aeroflot c/s with titles; offered for sale by Russian privatisation agency dec07, but could not be sold; seen CKL sep08/aug12, wfu, without outer
75896 II-22 Ukraine Air Force ID2-FFR VIN 13may92 V/I VIN 28jun99 03936 07430 CCCP-5460 II-22 Soviet AF/AFL /s Soviet AF/AFL /s print pristration	03036 07150	CCCP-75806	11-22	Soviet Air Force	no	reports	wings and with only 2 engines
UB.75896II-22Ukraine Air ForceKBP15mageU/n VIX 28gunge03936 07430CCCP-55896II-22Soviet AF/AFL c/sMrd30jun7RA75897II-22Roviet AF/AFL c/sMrd30jun7RA75897II-22Roviet AF/AFL c/sMrd30jun7RA75898II-22Roviet AF/AFL c/sMrd30jun7RA75899II-22Roviet AF/AFL c/sMrd30jun7RA75899II-22Roviet AF/AFL c/sMrd20jun7RA75899II-22Russian AF/AFL c/sMrd20jun7RA75899II-22Russian AF/AFL c/sMrd20jun7RA75899II-22Russian AF/AFL c/sMrd20jun7RA75899II-22Russian AF/AFL c/sMrd20mageRA75899II-22Russian AF/AFL c/sMrd21mageRA75899II-22Russian AF/AFL c/sMrd21mageRA75899II-22Russian AF/AFL c/sMrd21mageRA75890II-18036Sov. Navy/AFL c/sMrd21mageRA75902II-22Soviet AF/AFL c/sMrd21mageRA75902II-22Soviet AF/AFL c/sMrd21mageRA75902II-22Soviet AF/AFL c/sKub22mageRA75902II-22Soviet AF/AFL c/sKubRA75902II-22Soviet AF/AFL c/sKubRA75902II-22Soviet AF/AFL c/sKubRA75903(IIII-22Soviet AF/AFL c/sKubRA759	05950 07150						I/n VIN 09may98_still without prefix
D2-FRII-22AladaLADO7febraconverted rol 1-18D, all-white with small titles at base of tail only; aborded tak-off at CAB 25sep08 and overran, repaired; seen LAD 20xv11/, ILAD 70xv12/06jun13, stored03936 07430CCCP-54460II-22Soviet AF/AFL c/smfd 30jun7mar99 repistration may have been a call-sign only mar99min Mir Aviatsil' magancy i/n Akhtubinsk 2010, still in tail Aerofict c/s with titles, without propaliers at CCCP-75899II-22Roussian AF/AFL c/sMK03936 07950CCCP-75899II-22Russian AF/AFL c/sNKZimray9in white c/s hule cheatline and gray undersides, Russian Stars on tail with 'VX Sossil' titles arcraft of the commander of the Strategic Rocket Forces; i/n Pushkin 28may90, in Aerofiot c/s; i/n CKL 17aug9203936 09361CCCP-75899II-22Russian AF/AFL c/sNK21mray9in white c/s hule cheatline and gray undersides, Russian Stars on tail with 'VX Sossil' titles arcraft of the commander of the Strategic Rocket Forces; i/n Pushkin 28may90, in Aerofiot c/s; i/n CKL 17aug9203936 09352CCCP-75900II-122Soviet AF/AFL c/sMK21mray9i/m Pushkin 20mo/2 21mray9i/m Rocket Forces; i/m Pushkin 28may90, in Aerofiot c/s in Vanovo-Sevemy around 2010; i/m Vanovo-Sevemy aroun							
O3336 07430 CCCP-5460 II-22 Soviet AF/AFL c/s CCCP-75897 mfd II-22 Soviet AF/AFL c/s Soviet AF/AFL c/s mfd Ph. mdr Pist Marget							
0336 07430 CCCP-54460 II-22 Soviet AF/AFL c/s RA-75897 mid II-22 Soviet AF/AFL c/s RA-75897 mid II-22 Soviet AF/AFL c/s RA-75897 mid II-22 Soviet AF/AFL c/s RA-75897 mid II-22 Note AF/AFL c/s RA-75897 mid II-22 Soviet AF/AFL c/s RA-75897 mid II-22 Soviet AF/AFL c/s RA-75897 Mid II-22 Russian AF/AFL c/s RA-75897 Mid II-22 Russian AF/AFL c/s RA-75899 Mid II-22 Russian AF/AFL c/s Russian AF/AFL c/s Mid II-18036 Mid Sov. Navy/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Mid II-18036 Mid Sov. Navy/AFL c/s Russian AF/AFL c/s Mid II-122 Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Mid II-122 Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s II-122 Russian AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s II-122 Russian AF/AFL c/s Russian AF/AFL c/s II-122 Russian AF/AFL c/s Russian AF/AFL c/s II-122		52111		,	0.0	0710000	
CCCP-75897II-22Soviet AF/AFL c/sph.mar99in T/Avaistil magazine; /n CKL 15aug09, stored03936 07950CCCP-75898II-22Russian AF/AFL c/sOMS075ep89seen CKL 23aug09/; /ln Akthubinks 2010, still noll Aeroflot c/s with titles, without propellers03936 07950CCCP-75898II-22Russian AF/AFL c/sMK17aug02in Mither C/s, blue cheatline and grey undersides, Russian Stars on tail with 'VXS Rossi' titles03936 07950CCCP-75909II-22Russian AF/AFL c/sNvk21mar99in Mither C/s, blue cheatline and grey undersides, Russian Stars on tail with 'VXS Rossi' titles03936 07950RA-75899II-22Russian AF/AFL c/sNvk21mar99in Attract of the commander of the Strategic Rocket Proces; I/n Pushkin 2010.0703936 07951CCCP-75901II-22Sov. Navy/AFL c/smfd31mar78f/n over the Moscow region near Chkalovski leb8; photo at Pushkin03936 07952CCCP-75901II-22Soviet AF/AFL c/smfd31mar78f/n over the Moscow region near Chkalovski leb8; photo at Pushkin03936 07952CCCP-75901II-22Soviet AF/AFL c/sKuk33uug3in II Aeroflot c/s with titles03936 09253CCCP-75901II-22Russian AF/AFL c/sKuk31mar78f/n over the Moscow region near Chkalovski leb8; photo at Pushkin03936 0925CCCP-75902II-22Russian AF/AFL c/sKuk31mar78f/n over the Moscow region near Chkalovski leb3; photo at Pushkin03936 10226CCCP-75903II-22Russian AF/AFL c/sKuk11mar99	03936 07430	CCCP-54460	II-22	Soviet AF/AFL c/s	mfd	30iun77	
RA-75897 03936 0790II-22 CCCP-75898Russian ÅF/AFL c/s Soviet ÅF/AFL c/sC/L17aug03 AVreact C23aug04; /n Akhtubinsk 2010; still in full Aeroflot c/s with titles, without propellers at Levashov 2zmay99 but c/n checked 033607390 this date; seen Levashov 03aug03/mm21, wfu, still as CCP-7589903936 09306RC-75899 RA-75899II-22 Russian ÅFAFL c/sPus Susian ÅFAFL c/sPus Fund PusJuna03936 09306CCCP-75900 RA-75990II-22 Russian ÅFAFL c/sNvk Russian ÅFAFL c/sVik Pushkin 02jun07 checked 03360730 this date; seen Levashov 2smerny 52aug12 checked for anabou-na-Dom-Tsentrainy; in basic Aeroflot c/s, no titles; trf to 610 checked 03360730 this date; seen Levashov 2smerny 52aug12 (n pushkin 02jun07) checked 03360 value of the Strategic Rocket Forces; f/n Pushkin 28may90, in Aeroflot c/s, no titles; trf to 610 checked 01360730 this date; seen Levashov 2smerny 52aug12 (n pushkin 02jun07) checked 013600 checker warms 72aug12 (n pushkin 02jun07) checked 0140 checked 01400 che							
03936 07950 CCCP-75898 II-22 Roviet AF/AFL c/s ONS O7sep89 at Levashovo 22miay9 but c/n checked 0393607930 this date; seen Levashovo 19aug03/mar12, wfu, still at CCCP; //h Pushkin aug12 03936 09306 CCCP-75899 II-22 Russian Air Force Pus jun13 In White c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossil' titles 03936 09306 CCCP-75899 II-22 Russian AF/AFL c/s NVk Zimay92 //n Pushkin 02jun07 03936 09681 CCCP-75900 II-18D36 Sov. Navy/AFL c/s mfd 31mar78 f/n over the Moscow region near Chkalovski feb88; phota et Pushkin 03936 09365 CCCP-75901 II-22 Russian AF/AFL c/s mfd 21mar78 f/n over the Moscow region near Chkalovski feb88; phota et Pushkin 03936 09365 CCCP-75901 II-22 Soviet AF/AFL c/s mfd 21mar78 f/n over the Moscow region near Chkalovski feb88; phota et Pushkin 03936 10266 CCCP-75902 II-22 Soviet AF/AFL c/s Zuk 31mar78 f/n over the Moscow Region near Chkalovski; fub 83 03936 10267 CCCP-75902 II-22 Russian AF/AFL c/s Zuk 31mar78 f/n CL aug153 f/n CL aug153 03936 10267 CCCP-75902 II-22 Russian AF/AFL c/s Zuk 21aur17 f/n CL aug163 <						17aug03	
BR-90786 (3936 09306II-22 CCCP-75899Russian Air Force II-22Pus strat.Rocket ForcePus ful 26deC77In white (2,5) blue cheatine and grey undersides, Russian Stars on tail with 'VVS Rossil' titles in white (2,5) blue cheatine and grey undersides, Russian Stars on tail with 'VVS Rossil' titles in white (2,5) blue cheatine and grey undersides, Russian Stars on tail with 'VVS Rossil' titles in white (2,5) blue cheatine and grey undersides, Russian Stars on tail with 'VVS Rossil' titles in white (2,5) blue cheatine and grey undersides, Russian Stars on tail with 'VVS Rossil' titles in white (2,5) blue cheatine and grey undersides, Russian Stars on tail with 'VVS Rossil' titles in white (2,5) blue cheatine and grey undersides, Russian Stars on tail with 'VVS Rossil' titles in white (2,5) blue cheatine and grey undersides, Russian Stars on tail with 'VVS Rossil' titles in white (2,5) blue cheatine and grey undersides, Russian Stars on tail with 'VVS Rossil' titles in any title in the commander of the Strategic Rocket Forces; f/n Pushkin 28may90, in Aeroflot c/s, no titles; trf to 610 to 200 VB in 2010) at Severmorsk-1; l/n Severmorsk-3 28feb12; photo dec13, location unknown03936 09935CCCP-75901II-22Soviet AF/AFL (5mtd29jun78 aug8200 XB in 2010) at Severmorsk-1; l/n Severmorsk-3 28feb12; photo dec13, location unknown03936 10226CCCP-75902II-22Russian AF/AFL (5Kuk11mar78 aug820m CR Aug93503936 10225CCCP-75903(1)II-22Russian AF/AFL (5Kuk12mar78 aug8KR Aug936, modernised in the same way as II-22Ms Au-75908 to RA-75912/RA-75912/RA-75914 op 929 GIT is confirmed to the same way as II-22Ms Au-75903, an II-18 aug8II-12203936 10225CCC	03936 07950	CCCP-75898	II-22		OMS		
RF-90786II-22Russian Air ForcePusjun13in white c/s, blue cheatline and grey undersides, Russian Stars on tail with VVS Rossil' titles03936 09306CCCP-75899II-22Russian Air ForceNo26der771/24g92 <td></td> <td></td> <td></td> <td> ,</td> <td></td> <td></td> <td></td>				,			
03936 09306 CCCP-75899 II-22 Strat.Rocket Force mfd 26der77 aircraft of the commander of the Strategic Rocket Forces; f/n Pushkin 28may90, in Aeroflot c/s; no titles; trf to 610 03936 09681 CCCP-75900 II-18D36 Sov. Navy/AFL c/s Rod ISam78 03936 099306 CCCP-75901 II-22 Roussian AF/AFL c/s mfd Jimar78 03936 09935 CCCP-75901 II-22 Soviet AF/PVO mfd 21mar78 03936 09935 CCCP-75901 II-22 Roussian AF/AFL c/s Cut 21mar78 03936 09936 CCCP-75901 II-22 Soviet AF/PVO mfd 21mar78 f/n over the Moscow region near Chkalovski //h Levford t/s with titles 03936 09235 CCCP-75901 II-22 Roussian AF/AFL c/s Zuk 21aug88 aug88 RA-75902 II-22 Roussian AF/AFL c/s Zuk 12aug805, modernised in the same way as II-22Ms RA-75908 to RA-75912/RA-75914 03936 10225 CCCP-75903(1) II-22 Russian AF/AFL c/s Kub 14mar94 03936 102.75 CCCP-75903(1) II-22 Russian AF/AFL c/s Kub 14mar94 03936 102.76 CCCP-75903(1)		RF-90786	II-22	Russian Air Force	Pus	iun13	
RA-75899II-22Russian AF/AFL c/sNvk21may99(/n Pushkin O2jun0703936 09681CCCP-75900II-18D36Sov. Navy/AFL c/sRot15aug09c/n checked; initially opb 229 AvB at Rostov-na-Donu-Tsentrainy; in basic Aeroflot c/s, no titles; trf to 61003936 09635CCCP-75900II-18D36Sov. Navy/AFL c/sSev22jun09opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; l/n Severomorsk-3 28feb12; photo dec13, location unknown03936 09935CCCP-75901II-22Soviet AF/AFL c/sZuk23jun78aircraft of the commander of the Air Defence Forces; f/n Pushkin 28may90, in Aeroflot c/s03936 10226CCCP-75902II-22Soviet AF/AFL c/sZukZukaug8seen over Moscow Region near Chkalowski febre for c/s with titles03936 10226CCCP-75902II-22Russian AF/AFL c/sZukZuk22gun78aug803936 10235CCCP-75901()II-22Russian AF/AFL c/sKuk22gun78in mary95(/n CkL 22aug05, modenised in the same way as II-22Ms RA-75902 to c/s, no titles, crried 'GLITs badge; (/n CKL 21feb13c/n checked; it is confirmed that two CCCP-75903(s) an II-8 and an II-22, were in service at the same time; /n Kubinka 22mar93; see (/n 127011402)03936 102.3CCCP-75903(1)II-22Soviet AF/AFL c/sKub14may94c/n checked; it is confirmed that two CCCP-75903s, an II-8 and an II-22, were in service at the same time; /n Kubinka 22mar93; see (/n 127011402)03936 102.3CCCP-75903(1)II-22Soviet AF/AFL c/sKub14may94c/n checked, in the fight-fnand control column; seen at Kubink	03936 09306	CCCP-75899	II-22	Strat.Rocket Force	mfd	26dec77	
RA-75899II-22Russian Air ForceRoc15aug09c/n checked; initially opb 229 AvB at Rostov-na-Donu-Tsentralny; in basic Aeroflot c/s, no titles; trf to 61003936 09681CCCP-75900II-18D36Sov. Navy/AFL c/sSevToanov-Severny around 2010); /In Yanovo-Severny around 2010); /In Yanovo-Severny 22aug1203936 09935CCCP-75901II-22Soviet AF/PL c/sSev22jun09opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; l/n Severomorsk-3 28feb12; photo dec13, location unknown03936 10226CCCP-75901II-22Soviet AF/PL c/sZuk31aug3/In CKL aug13, still in full Aeroflot c/s with titles03936 10226CCCP-75902II-22Russian AF/AFL c/sZuk31aug3/In CKL aug13, still in full Aeroflot c/s with titles03936 10225CCCP-75902II-22Russian AF/AFL c/sZuk22aug05, modernised in the same way as II-22Ms RA-75908 to RA-75912/RA-7591403936 10235CCCP-75903(1)II-22Russian AF/AFL c/sKub14may4c/n checked; it is confirmed that two CCCP-75903s, an II-18 and an II-22, were in service at the same time; //n Kubinka 22and797; see c/n 17201140203936 102.5CCCP-75903(1)II-22Russian AF/AFL c/sKub14may4c/n checked; this confirmed that two CCCP-75903s, an II-18 and an II-22, were in service at the same time; //n Kubinka 22and797; see c/n 17201140203936 102.7CCCP-75903(1)II-22Russian AF/AFL c/sKub17may9c/n checked; kinkla 22mar03; seen mar03 with a 'RAT2 2000' sticker on the left-and side of the nose; a cockpit photo shows '75202' on the right-hand control column; seen at Kubinka							17aug92
ComparisonTotal SectorTotal SectorTotal SectorTotal Sector03936 09681CCCP-75900II-18D36Sov. Navy/AFL c/smodelSilmar78f/n over the Moscow region near Chaklowski feb88; photo at Pushkin03936 09935CCCP-75901II-22Soviet AF/AFL c/sZukSilmar78f/n over the Moscow region near Chaklowski feb88; photo at Pushkin03936 10226CCCP-75902II-22Soviet AF/AFL c/sZukSilmar78f/n over the Moscow Region near Chaklowski feb88; photo at Pushkin03936 10226CCCP-75902II-22Soviet AF/AFL c/sZukSilmar78f/n CKL aug1, Sill in full Aeroflect c/s with titles03936 10226CCCP-75902II-22Russian AF/AFL c/sZukZaug05mover the Moscow Region near Chaklowski; I/n IKT 06jun9275902II-22Russian AF/AFL c/sZukZaug05mover the Moscow Region near Chaklowski; in basic Aeroflot c/s, not titles, carried03936 10235CCCP-75903(1)II-22Russian Air ForceCKLapr07RA-75903(1)II-22Russian Air ForceZuk2/u apr07in cenchasity, in a RIAT 2000' sticker on the left-and side of the name03936 102.7CCCP-75903(1)II-22Russian Air ForceZuk2/u aug1in cenchasity, in basic Aeroflot c/s, not titles, carried03936 102.7CCCP-75903(1)II-22Soviet AF/AFL c/sKub1/mary9in cenchasity, in basic Aeroflot c/s, not titles, carried03936 102.7CCCP-75905(1)II-18D36Soviet AF/AFL c/sKub1/mary9in cenchasity,		RA-75899	II-22	Russian AF/AFL c/s	Nvk	21may99	I/n Pushkin 02jun07
03936 09681 CCCP-75900 II-18D36 Sov. Navy/AFL c/s mfd 31mag3 f/n over the Moscow region near Chkalovski feb88; photo at Pushkin 03936 09935 CCCP-75901 II-22 Soviet AF/FVC mfd 22jun09 op 403 osap (renamed 7050 AVB in 2010) at Severomorsk-1; l/n Severomorsk-3 28feb12; photo dec13, location unknown 03936 10226 CCCP-75901 II-22 Russian AF/AFL c/s Zuk 31aug3 inraft of the commander of the Air Defence Forces; f/n Pushkin 28may90, in Aeroflot c/s 03936 10226 CCCP-75902 II-22 Russian AF/AFL c/s KT 11may5 f/n Over the Moscow region near Chkalovski; l/n IXT 06jun92 03936 10235 CCCP-75902 II-22 Russian AF/AFL c/s KT 11may5 f/n CkL 22aug05, modernised in the same way as II-22Ms RA-75908 to RA-75912/RA-75914 03936 10235 CCCP-75903(1) II-22 Soviet AF/AFL c/s Kub 14may9 f/n chccket it is confirmed that two CCP-75903s, an II-18 and an II-22, were in service at the same trime; i/n Nubinka 22apr97; see c/n 172011402 03936 10236 CCCP-75903(1) II-22P Russian Air Force Zuk 20dec11 f/n over the Moscow region near Chkalovski in and an II-22, were in service at the same trime; i/n Nubinka 22mar08, still 'CCP-' under the wing3; i/n Pushkin 04jan09 cockpit pho		RA-75899	II-22	Russian Air Force	Roc	15aug09	c/n checked; initially opb 229 AvB at Rostov-na-Donu-Tsentralny; in basic Aeroflot c/s, no titles; trf to 610
RA-75900II-18D36Russ. Nav/y/AFL c/sSev22jun9opb 403 osap (renamed 7050 AVB in 2010) at Severomorsk-1; I/n Severomorsk-3 28feb12; photo dec13, location unknown aircraft of the commander of the Air Defence Forces; f/n Pushkin 28may90, in Aeroflot c/s with titles03936 10226CCCP-75901II-22Soviet AF/AFL c/s RA-75902Ti-22Russian AF/AFL c/s Suriet AF/AFL c/sTit11may55In CKL aug13, still in full Aeroflot c/s with titles aug8503936 10225CCCP-75902II-22Russian AF/AFL c/s RA-75902II-22Russian AF/AFL c/s RA-75902II-22Russian AF/AFL c/s RA-75902II-22Russian AF/AFL c/s RA-75903II-22Russian AF/AFL c/s RA-75903II-22Russian AF/AFL c/s RA-75903II-22Russian AF/AFL c/s RA-75903II-22Russian AF/AFL c/sKub1/m RAVS03936 10235CCCP-75903(1)II-22Russian AF/AFL c/sKub1/may94c/n checked; it is confirmed that two CCCP-75903s, an II-18 and an II-22, were in service at the same time; /n Kubinka 22mar03; seen mard3 with a 'RIAT 2000' sticker on the left-and side of the nose; a cockpt photo shows '75020' on the right-hand control column; seen at Kubinka 22mar08; KiT Vabinka 22mar03; seen fing on both sides of the project: "Porubshchik"), equipped with an L-415 jamming and reconnaissance aircraft (designation of the project: "Porubshchik"), equipped with an L-415 jamming ator connaissance aircraft (designation of the project: "Porubshchik"), equipped with an L-415 jamming ator connaissance aircraft (designation of the project: "Porubshchik"), equipped with an L-415 jamming ator connaissance aircraft (designation of the project: "Porubshchik"), equipped with an L-415							
0393609935CCCP-75901II-22Soviet AF/AFL c/sZuk29jun780393610226CCCP-75901II-22Soviet AF/AFL c/sZuk31aug930393610226CCCP-75902II-22Soviet AF/AFL c/sZuk31aug93RA-75902II-22Russian AF/AFL c/sZuk22aug03In CKL 22aug05, modernised in the same way as II-22MS RA-75908 to RA-75912/RA-759140393610235CCCP-75903(1)II-22Russian AF/AFL c/sKub14may940393610235CCCP-75903(1)II-22Russian AF/AFL c/sKub14may94RA-75903(1)II-22Russian AF/AFL c/sKub14may94c/n checked; it is confirmed that two CCCP-75903, an II-18 and an II-22, were in service at the sameRA-75903(1)II-22Russian AF/AFL c/sKub17may99c/n checked; Kubinka 22mar03; seen mar03 with a 'RIAT 2000' sticker on the left-and side of the nose; a cockpit photo shows '75202' on the right-hand control column; seen at Kubinka 22mar08, still' CCCP-' under the wings; I/n Pushkin 04jan0903936102?CCCP-75904II-22Soviet AF/AFL c/saug880393610501CCCP-75905(1)II-18D36Sov. Navy/AFL c/smrdaug880393610501CCCP-75906II-22Soviet AF/AFL c/saug880393610501CCCP-75906II-22Soviet AF/AFL c/saug880393610501CCCP-75906II-22Soviet AF/AFL c/smrd0393610501Fr.75337II-18D36Sov. Navy/AFL c/s	03936 09681			Sov. Navy/AFL c/s	mfd		
03936 09935 CCCP-75901 II-22 Soviet AF/PVO mfd Superstance aircraft of the commander of the Air Defence Forces; f/n Pushkin 28may90, in Aeroflot c/s 03936 10226 CCCP-75902 II-22 Russian AF/AFL c/s Zuk 3laug93 seen over Moscow Region near Chkalovski; //n IKT 06jun92 75902 II-22 Russian AF/AFL c/s IKT IImay95 //n CKL aug13, still in full Aeroflot c/s with titles 03936 10235 CCCP-75902 II-22 Russian AF/AFL c/s KK IImay95 //n CKL 22aug05, modernised in the same way as II-22Ms RA-75908 to RA-75912/RA-75914 03936 10235 CCCP-75903(1) II-22 Russian AF/AFL c/s Kub 14may94 c/n checked; it is confirmed that two CCCP-75903, an II-18 and an II-22, were in service at the same time; //n kubinka 22apr97; see c/n 172011402 03936 102.3 CCCP-75903(1) II-22 Russian AF/AFL c/s Kub 17may99 c/n checked; kubinka 22mar03; seen mar03 with a 'RIAT 2000' sticker on the left-and side of the nose; a cockpit photo shows '75202' on the right-hand control column; seen at Kubinka 22mar08, see c/n 172011402 03936 102? CCCP-75904 II-22 Soviet AF/AFL c/s mfd 20dec11 experimental jamming and reconnaissance aircraft (designation of the project: "Porubshchik"), equipped with an L+15 jamming statin (negre white fai		RA-75900	II-18D36	Russ. Navy/AFL c/s	Sev	22jun09	
RA-75901II-22Russian AF/AFL c/sZuk31åug93I/n CKL aug13, still in full Aeroflot c/s with titles03936 10226CCCP-75902II-22Russian AF/AFL c/sIKT11may95I/n Novgorod-Krechevitsy 20aug95RA-75902II-22Russian AF/AFL c/sIKT11may95I/n Novgorod-Krechevitsy 20aug95RA-75903II-22Russian AF/AFL c/sZuk22aug03I/n CKL 22aug05, modernised in the same way as II-22Ms RA-75908 to RA-75912/RA-7591403936 10235CCCP-75903(1)II-22Soviet AF/AFL c/sKub14may94c/n checked; it is confirmed that two CCCP-75903s, an II-18 and an II-22, were in service at the same time; I/n Kubinka 22mar07; see c/n 17201140203936 102.5CCCP-75903(1)II-22Russian AF/AFL c/sKub17may99RA-75903(1)II-22PPRussian Air ForceZuk20der11experimental jamming and reconnaissance aircraft (designation of the project: "Porubshchik"), equipped with an L-415 jamming sattion (large white fairings on both sides of the forn and rear fuselage); opb 133803936 102 ?CCCP-75905(1)II-822Soviet AF/AFL c/saug88omd 007mar79rfn dv or the Moscow area near Chkalovski; undersite and chalovskireamed 762 AVB in 2010)03936 102 ?CCCP-75906II-22Soviet AF/AFL c/smfd03936 102 ?CCCP-75906II-22Soviet AF/AFL c/smfd03936 105.01CCCP-75906II-822Soviet AF/AFL c/smfd03936 105.01CCCP-75906II-8128Russ. Navy/AFL c/smfd07mar79							
03936 10226 CCCP-75902 II-22 Soviet AF/AFL c/s aug88 seen over Moscow Region near Chkalovski; I/n IKT 06jun92 75902 II-22 Russian AF/AFL c/s IKT 11may95 I/n Novgorod-Krechevitsy 20aug95 03936 10235 CCCP-75903(1) II-22 Russian AF/AFL c/s Kub 14may94 03936 10235 CCCP-75903(1) II-22 Soviet AF/AFL c/s Kub 14may94 RA-75903(1) II-22 Soviet AF/AFL c/s Kub 14may94 c/n checked; it is confirmed that two CCCP-75903s, an II-18 and an II-22, were in service at the same time; I/n Kubinka 22apr97; see c/n 172011402 RA-75903(1) II-22 Russian AF/AFL c/s Kub 17may99 c/n checked; it is confirmed that two CCCP-75903s, an II-18 and an II-22, were in service at the same time; I/n Kubinka 22apr97; see c/n 172011402 RA-75903(1) II-22 Russian AF/AFL c/s Kub 17may99 c/n checked Kubinka 22mar03; seen mar03 with a 'RIAT 2000' sticker on the left-and side of the nose; a cockpit photo shows '75202' on the right-hand control column; seen at Kubinka 22mar08; see c/n 180004905 03936 102? CCCP-75904 II-22 Soviet AF/AFL c/s aug88 seen flying over the Moscow arean near Chkalovski aug8; see c/n 186008905 03936 102? CCCP-75906(1) <	03936 09935						
75902II-22Russian AF/AFL c/sII 11maÿ95I/n Novgorod-Krechevitsy 20aug95RA-75902II-22Russian AF/AFL c/sZuk22aug03I/n CKL 22aug05, modernised in the same way as II-22Ms RA-75908 to RA-75914/RA-7591403936 10235CCCP-75903(1)II-22Soviet AF/AFL c/sKub14may94c/n checked; it is confirmed that two CCCP-75903s, an II-18 and an II-22, were in service at the same time; I/n Kubinka 22aarp97; see c/n 17201140203936 102.5CCCP-75903(1)II-22Russian AF/AFL c/sKub14may94c/n checked; it is confirmed that two CCCP-75903s, an II-18 and an II-22, were in service at the same time; I/n Kubinka 22aarp77; see c/n 17201140203936 102.7CCCP-75903(1)II-22PPRussian Air ForceZuk20dec11experimental jamming and reconnaissance aircraft (designation of the project: "Porubshchik"), equipped with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); opb 133803936 102.7CCCP-75905(1)II-18D36Sov. Navy/AFL c/smdof marrorR-75935(1)II-18D36Russ. Navy/AFL c/smdof marrorof marror03936 10501CCCP-75906II-22Soviet AF/AFL c/smdof marror03936 10501CCCP-75906II-22Russian AF/AFL c/smdof marror03936 10501CCCP-75906II-22Russian AF/AFL c/smdof marror03936 10501CCCP-75906II-22Russian AF/AFL c/smdof marror03936 10501CCCP-75906II-22Russian AF/AFL c/smdof marror					Zuk		
RA-75902II-22Russian Af/AFL c/sZuk22aug03(/n CKL ² Zaug05, modernised in the same way as II-22Ms RA-75908 to RA-75912/RA-75914 op 929 GLTs (test centre) at Akhtubinsk or its outlet at Chkalovski; in basic Aeroflot c/s, no titles, carried i'GLTs' badge; i/n CKL 21feb1303936 10235CCCP-75903(1)II-22Soviet AF/AFL c/sKub14may94(/n CKL ² Zaug05, modernised in the same way as II-22Ms RA-75908 to RA-75912/RA-75914 op 929 GLTs (test centre) at Akhtubinsk or its outlet at Chkalovski; in basic Aeroflot c/s, no titles, carried i'GLTs' badge; i/n CKL 21feb1303936 10235CCCP-75903(1)II-22Russian AF/AFL c/sKub14may94(/n CKL ² Zaug05, modernised in the same way as II-22Ms RA-75908 to RA-75912/RA-75914 op 929 GLTs (test centre) at Akhtubinsk or its outlet at Chkalovski; in basic Aeroflot c/s, no titles, carried i'GLTs' badge; i/n CKL 21feb1303936 102.7CCCP-75903(1)II-22Russian Air ForceZuk2/u17may99(/n checked Kubinka 22mar03; seen mar03 with a 'RIAT 2000' sticker on the left-and side of the nose; a cockpit phots shows '75202' on the right-hand control column; seen at Kubinka 22mar08, still 'CCCP-' under the wings; i/n Pushkin 04jan0903936 102?CCCP-75904II-22Soviet AF/AFL c/saug8803936 102?CCCP-75905(1)II-18D36Russ, Navy/AFL c/smfd03936 10501CCCP-75906II-22Soviet AF/AFL c/smfd0/more the Moscow arean near Chkalovskiin Bioto8890503936 10501CCCP-75906II-22Russian AF/AFL c/smfd25jun79nover the Moscow region near Chkalovski in addersite of the rose r	03936 10226						
RA-75902 II-22 Russian Air Force CKL apr07 opb 929 GLITs (test centre) at Akhtubinsk or its outlet at Chkalovski; in basic Aeroflot c/s, no titles, carried 'GLITs' badge; I/n CKL 21feb13 03936 10235 CCCP-75903(1) II-22 Soviet AF/AFL c/s Kub 14may94 c/n checked; it is confirmed that two CCCP-75903s, an II-18 and an II-22, were in service at the same time; I/n Kubinka 22mapr97; see c/n 172011402 RA-75903(1) II-22 Russian AF/AFL c/s Kub 17may99 c/n checked; tib is confirmed that two CCCP-75903s, an II-18 and an II-22, were in service at the same time; I/n Kubinka 22mapr97; see c/n 172011402 RA-75903(1) II-22 Russian Air Force Zuk 20dec11 experimental jamming and reconnaissance aircraft (designation of the project: "Porubshchik"), equipped with an L-415 jamming gation (large white fairings on both sides of the front and rear fuselage); opb 1338 its at Chkalovski; in basic Aeroflot c/s, no titles, carried a 'GLITs' badge; I/n Pushkin fbb12 03936 102 ? CCCP-75904 II-22 Soviet AF/AFL c/s aug88 seen flying over the Moscow area near Chkalovski aug88; see c/n 186008905 03936 102 ? CCCP-75906 II-18D36 Russ. Navy/AFL c/s mfd 07mar9 pus 280 plag (renamed 7062 Avb in 2010) at Nikolayevka; (/n VVO 28jan13, still with 'Aeroflot' titles 03936 10501 CCCP-75906 II-22 Soviet AF/AFL							
03936 10235 CCCP-75903(1) II-22 Soviet AF/AFL c/s Kub 14may94 'GLITs' badge; l/n CKL 21feb13 03936 10235 CCCP-75903(1) II-22 Russian AF/AFL c/s Kub 14may94 c/n checked; it is confirmed that two CCCP-75903s, an II-18 and an II-22, were in service at the same time; //n Kubinka 22par97; see c/n 172011402 RA-75903(1) II-22 Russian Air Force Zuk 20dec11 c/n checked Kubinka 22par97; see c/n 172011402 03936 102? CCCP-75904 II-22 Soviet AF/AFL c/s Kub 17may99 experimental jamming and reconnaissance aircraft (designation of the project: "Porubshchik"), equipped with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); opb 1338 03936 102.0 CCCP-75904 II-22 Soviet AF/AFL c/s aug88 03936 102.0 CCCP-75905(1) II-18D36 Russ. Navy/AFL c/s mfd 07mar79 03936 10501 CCCP-75906 II-22 Soviet AF/AFL c/s mfd 25jun79 rover the Moscow region near Chkalovski aug88; see c/n 186008905 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; I/n VVO 28jan13, still with 'Aeroflot' titles 03936 10501 CCCP-75906 II-22 Russian AF/AFL c/s mfd 25jun79 rover the Moscow region ne							
03936 10235 CCCP-75903(1) II-22 Soviet AF/AFL c/s Kub 14may94 c/n checked; it is confirmed that two CCCP-75903s, an II-18 and an II-22, were in service at the same time; I/n Kubinka 22apr97; see c/n 172011402 RA-75903(1) II-22 Russian AF/AFL c/s Kub 17may99 c/n checked; it is confirmed that two CCCP-75903s, an II-18 and an II-22, were in service at the same time; I/n Kubinka 22apr97; see c/n 172011402 RA-75903(1) II-22P Russian AF/AFL c/s Kub 17may99 c/n checked Kubinka 22amr03; seen mar03 with a 'RIAT 2000' sticker on the left-and side of the nose; a cockpit photo shows '75202' on the right-hand control column; seen at Kubinka 22mar08, still 'CCCP-' under the wings; (/n cubickin 04jan09 03936 102 ? CCCP-75904 II-22 Soviet AF/AFL c/s aug88 seen flying over the Moscow arean near Chkalovski aug88; see c/n 186008905 03936 102 ? CCCP-75905(1) II-18D36 Russ. Navy/AFL c/s mfd 07mr79 f/n over the Moscow arean near Chkalovski aug88; see c/n 186008905 03936 10501 CCCP-75906 II-22 Russian AF/AFL c/s mfd 07mr79 f/n over the Moscow arean near Chkalovski aug88; see c/n 186008905 seen flying over the Moscow region near Chkalovski aug88; see c/n 186008905 seen flying over the Moscow region near Chkalovski aug88; see c/n 186008905 seen flying over the Moscow region near Chkalovski aug88; see c/		RA-75902	II-22	Russian Air Force	CKL	apr07	
time; //n kubinka 22anr97; see c/n 172011402RA-75903(1)II-22Russian AF/AFL c/sKub17may99RA-75903(1)II-22PPRussian Air ForceZuk20dec11RA-75903(1)II-22PPRussian Air ForceZuk20dec1103936 102?CCCP-75904II-22Soviet AF/AFL c/saug8803936 102?CCCP-75905(1)II-18D36Sov. Navy/AFL c/smfdRA-75905(1)II-18D36Sov. Navy/AFL c/smfd07mar79R-75937II-18D36Russ. Navy/AFL c/smfd07mar7903936 10501CCCP-75906II-22Soviet AF/AFL c/smfd07mar79CCCP-75906II-22Soviet AF/AFL c/smfd07mar79R-75937II-18D36Russ. Navy/AFL c/smfd07mar79RA-75906II-22Soviet AF/AFL c/smfd15aug99CKLSoviet AF/AFL c/smfd15aug99c/n checked; opb 1338 its at Chkalovski; modernised to II-22M114T (recognisable by new antenna fit); tender for repainted by 20 AR2 at Pushkin nov11c/n checked;II-22M111T Russian Air ForceCKLdec11c/n from russianplanes.net; the antenna fit seems to be the same as that of RA-75906; in basic Aeroflot			**	0 · · · · · · · · · · · · · · · · · · ·			
RA-75903(1) II-22 Russian AF/AFL c/s Kub 17may99 c/n checked Kubinka 22mar03; seen mar03 with a 'RLAT 2000' sticker on the left-and side of the nose; a cockpit photo shows '75202' on the right-hand control column; seen at Kubinka 22mar08, still 'CCCP-' under the wings; //n Pushkin 04jan09 RA-75903(1) II-22PP Russian Air Force Zuk 20dec11 experimental jamming and reconnaissance aircraft (designation of the project: "Porubshchik"), equipped with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); opb 1338 03936 102? CCCP-75904 II-22 Soviet AF/AFL c/s aug88 seen flying over the Moscow area near Chkalovski opt 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; I/n VVO 28jan13, still with 'Aeroflot' titles 03936 10501 CCCP-75906 II-22 Soviet AF/AFL c/s mfd 07m79 f/n voer the Moscow area near Chkalovski opt 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; I/n VVO 28jan13, still with 'Aeroflot' titles 03936 10501 CCCP-75906 II-22 Soviet AF/AFL c/s mfd 25jun7 no reports 03936 10501 CCCP-75906 II-22 Soviet AF/AFL c/s mfd 25jun7 no reports 03936 10501 CCCP-75906 II-22 Soviet AF/AFL c/s mfd 25jun7 no	03936 10235	CCCP-75903(1)	11-22	Soviet AF/AFL C/S	KUD	14may94	
RA-75903(1) II-22P Russian Air Force Zuk 20dec11 cockpit photo shows '75202' on the right-hand control column; seen at Kubinka 22mar08, still 'CCCP-' under the wings; //n Pushkin 04jan09 03936 102? CCCP-75904 II-22 Soviet AF/AFL c/s aug88 seen flying over the Moscow area near Chkalovski 03936 102? CCCP-75905(1) II-18D36 Russ. Navy/AFL c/s aug88 seen flying over the Moscow area near Chkalovski aug88; see c/n 186008905 03936 1051 CCCP-75906 (II-22) Soviet AF/AFL c/s mfd 07mar79 f/n over the Moscow area near Chkalovski aug88; see c/n 186008905 03936 10501 CCCP-75906 II-22 Soviet AF/AFL c/s mfd 07mar79 rpover the Moscow area near Chkalovski aug88; see c/n 186008905 03936 10501 CCCP-75906 II-22 Soviet AF/AFL c/s mfd 07mar79 rpover the Moscow area near Chkalovski aug081; near CKL aug88; l/n CKL 13apr92 03936 10501 CCCP-75906 II-22 Russian AF/AFL c/s mfd 15aug99 c/n checked; oph 1338 its at Chkalovski; modernised to II-22M11+RT (recognisable by new antenna fit); tender for repair of scientific equipment published 21nov08; to be used for research by the Institute of Global Climate and Ecology of Rosgidromet and the Russian Academy of Sciences; I/n CKL 05may10; repa		DA 75002(1)	71.22	Durale AF/AFL -/-	IZ Is	17	
RA-75903(1) II-22PP Russian Air Force Zuk 20dec11 under the wings; I/n Pushkin 04jan09 03936 102 ? CCCP-75904 II-22 Soviet AF/AFL c/s aug88 seen flying over the Moscow reagion near Chkalovski; in basic Aeroflot c/s, no titles, carried a 'GLITs' badge; I/n Pushkin feb12 03936 102.0. ? CCCP-75905(1) II-18D36 Sov. Navy/AFL c/s mfd 07mar79 03936 10501 CCCP-75906 II-822 Soviet AF/AFL c/s mfd 07mar79 r/n over the Moscow region near Chkalovski in using planes.net no reports repor		RA-75903(1)	11-22	RUSSIAN AF/AFL C/S	KUD	1/may99	
RA-75903(1) II-22PP Russian Air Force Zuk 20dec11 experimental jamming and reconnaissance aircraft (designation of the project: "Porubshchik"), equipped with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); opb 1338 03936 102? CCCP-75904 II-22 Soviet AF/AFL c/s aug88 seen flying over the Moscow area near Chkalovski arried a 'GLTs' badge; //n Pushkin feb12 03936 102? CCCP-75905(1) II-18036 Sov. Navy/AFL c/s mfd 07m79 f/n over the Moscow area near Chkalovski aug88; see c/n 186008905 03936 10501 CCCP-75906 II-18036 Russ. Navy/AFL c/s md 28sep02 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; I/n VVO 28jan13, still with 'Aeroflot' titles 03936 10501 CCCP-75906 II-22 Soviet AF/AFL c/s mfd 27m79 r/n ever the Moscow region near Chkalovski in 800100 1; f/n near CKL aug88; I/n CKL 13apr92 03936 10501 CCCP-75906 II-22 Russian AF/AFL c/s mfd 25ur97 r/n checked; opb 1338 its at Chkalovski; modernised to II-22M11-RT (recognisable by new antenna fit); 03936 10501 CCP-75906 II-22 Russian AF/AFL c/s CKL 15aug99 c/n checked; opb 1338 its at Chkalovski; modernised to II-22M11-RT (recognisable by new antenna							
 with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); opb 1338 its at Chalovski; in basic Aeroflot C/s, no titles, carried a 'GLITs' badge; I/n Pushkin feb12 with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); opb 1338 its at Chalovski; in basic Aeroflot C/s, no titles, carried a 'GLITs' badge; I/n Pushkin feb12 with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); opb 1338 its at Chalovski; in basic Aeroflot C/s, no titles, carried a 'GLITs' badge; I/n Pushkin feb12 with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); opb 1338 its at Chalovski; in basic Aeroflot C/s, no titles, carried a 'GLITs' badge; I/n Pushkin feb12 with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); opb 1338 its at Chalovski; in basic Aeroflot C/s, no titles, carried a 'GLITs' badge; I/n Pushkin feb12 with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); opb 1338 with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); opb 1338 with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); opb 1338 with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); opb 1338 with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); opb 1338 with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); opb 1338 with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); opb 1338 with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); opb 133		DA 75002(1)	ממכב וז	Buccion Air Forco	7.14	20doc11	
03936 102? CCCP-75904 II-22 Soviet AF/AFL c/s its at Chkalovski; in basic Aeroflot C/s, no titles, carried a 'GLITs' badge; I/n Pushkin feb12 03936 102.0. CCCP-75905(1) II-18D36 Sov. Navy/AFL c/s mtd 7/mar79 03936 10501 CCCP-75906 II-18D36 Russ. Navy/AFL c/s mtd 7/mar79 03936 10501 CCCP-75906 II-18D36 Russ. Navy/AFL c/s port 8/moscow region near Chkalovski aug88; see c/n 186008905 03936 10501 CCCP-75906 II-22 Soviet AF/AFL c/s mtd 0/mar79 no reports 03936 10501 CCCP-75906 II-22 Soviet AF/AFL c/s mtd 25jun79 not ex II-18 c/n 187010501 1; f/n near CKL aug88; I/n CKL 13apr92 r/n checked; opb 1338 its at Chkalovski; modernised to II-22M11-RT (recognisable by new antenna fit); 03936 10501 CCCP-75906 II-22 Russian AF/AFL c/s CKL 15aug9 c/n checked; opb 1338 its at Chkalovski; modernised to II-22M11-RT (recognisable by new antenna fit); replanted by 20 ARZ at Pushkin nov11		RA-75905(1)	11-22PP	Russiali Air Force	Zuk	2006011	
03936 102 ? CCCP-75904 II-22 Soviet AF/AFL c/s aug88 seen flying over the Moscow area near Chkalovski 03936 102.0 CCCP-75905(1) II-18D36 Sov. Navy/AFL c/s mfd 07mar79 f/n over the Moscow area near Chkalovski 03936 10501 II-18D36 Russ. Navy/AFL c/s mfd 07mar79 f/n over the Moscow region near Chkalovski aug88 seen flying over the Moscow area near Chkalovski 03936 10501 II-18D36 Russ. Navy/AFL c/s mfd 07mar79 f/n over the Moscow region near Chkalovski aug88 seen flying over the Moscow area near Chkalovski not 2010) at Nikolayevka; I/n VVO 28jan13, still with 'Aeroflot' titles 03936 10501 CCCP-75906 II-22 Soviet AF/AFL c/s mfd 25kep02 opb at Nikolayevka; I/n CKL 13apr92 03936 10501 CCCP-75906 II-22 Russian AF/AFL c/s CKL 15aug99 c/n checked; opb 1338 its at Chkalovski; modernised to II-22M11+RT (recognisable by new antenna fit; tender for repair of scientific equipment published 21nov08; to be used for research by the Institute of Global Climate and Ecology of Rosgidromet and the Russian Academy of Sciences; I/n CKL 05may10; repainted by 20 AR2 at Pushkin nov11 repainted by 20 AR2 II-22M11RT Russian Air Force CKL dec11 c/n form russinplanes.net; the							
03936 10270 CCCP-75905(1) II-18036 Sov. Navý/AFL c/s mfd 07mar79 f/n ovér the Moscow region near Chkalovski aug88; see c/n 186008905 RA-75905(1) II-18036 Russ. Navý/AFL c/s Pus 28sep02 opb 289 oplap (renamed 7062 AVB in 2010) at Nikolayevka; //n VVO 28jan13, still with 'Aeroflot' titles 03936 10501 CCCP-75906 II-22 Soviet AF/AFL c/s mfd 25jun79 not ex II-18 c/n 187010501 !; f/n near CKL aug88; l/n CKL 13apr92 RA-75906 II-22 Russian AF/AFL c/s mfd 25jun79 c/n checked; opb 1338 its at Chkalovski; modernised to II-22M11-RT (recognisable by new antenna fit); tender for repainted by 20 ARZ at Pushkin nov11 RF-95673 II-22M11RT Russian Air Force CKL dec11 c/n from russianJanes.net; the antenna fit seems to be the same as that of RA-75906; in basic Aeroflot	03036 102 2	CCCP-75004	11-22	Soviet AF/AFL c/s		20088	
RA-75905(1) II-18D36 Russ. Nav//AFL c/s Pus 28sep02 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; I/n VVO 28jan13, still with 'Aeroflot' titles 03936 10501 CCP-75906 II-22 Soviet AF/AFL c/s mfd 25jun7 no reports 04285 010501 CCP-75906 II-22 Soviet AF/AFL c/s mfd 25jun7 no reports 0501 CCP-75906 II-22 Russian AF/AFL c/s mfd 25jun7 no reports 01 Z5jun7 II-800 Rissian AF/AFL c/s CKL 15aug9 c/n checked; opb 1338 its at Chkalovski; modernised to II-22M11-RT (recognisable by new antenna fit); 10-22M11RT Russian Air Force CKL dec11 c/n from russianplanes.net RF-95673 II-22M11RT Russian Air Force CKL dec11 c/n from russianplanes.net RF-95673 II-22M11RT Russian Air Force CKL dec11 c/n from russianplanes.net; the antenna fit seems to be the same as that of RA-75906; in basic Aeroflot					mfd		
RF-75337 II-18D36 Russ. Navý/AFL c/s no reports details from russianplanes.net 03936 10501 CCCP-75906 II-22 Soviet AF/AFL c/s mfd 25jun79 not ex II-18 c/n 187010501 1; f/n near CKL aug88; I/n CKL 13apr92 RA-75906 II-22 Russian AF/AFL c/s CKL 15aug99 c/n checked; opb 1338 its at Chkalovski; modernised to II-22M11-RT (recognisable by new antenna fit); tender for repair of scientific equipment published 21nov08; to be used for research by the Institute of Global Climate and Ecology of Rosgidromet and the Russian Academy of Sciences; I/n CKL 05may10; repainted by 20 ARZ at Pushkin nov11 RF-95673 II-22M11RT Russian Air Force CKL dec11 c/n from russianplanes.net; the antenna fit seems to be the same as that of RA-75906; in basic Aeroflot	05550 10270						
03936 10501 CCCP-75906 II-22 Soviet AF/ÅFL c/s mfd 25jun79 not ex II-18 c/n 187010501 !; f/n near CKL aug88; l/n CKL 13apr92 RA-75906 II-22 Russian AF/AFL c/s CKL 15aug99 c/n checked; opb 1338 its at Chkalovski; modernised to II-22M11-RT (recognisable by new antenna fit); tender for repair of scientific equipment published 21nov08; to be used for research by the Institute of Global Climate and Ecology of Rosgidromet and the Russian Academy of Sciences; l/n CKL 05may10; repainted by 20 ARZ at Pushkin nov11 RF-95673 II-22M11RT Russian Air Force CKL dec11 c/n from russianplanes.net; the antenna fit seems to be the same as that of RA-75906; in basic Aeroflot							
RA-75906 II-22 Russian AF/AFL c/s CKL 15aug99 c/n checked; opb 1338 its at Chkalovski; modernised to II-22M11-RT (recognisable by new antenna fit); tender for repair of scientific equipment published 21nov08; to be used for research by the Institute of Global Climate and Ecology of Rosgidromet and the Russian Academy of Sciences; I/n CKL 05may10; repainted by 20 AR2 at Pushkin nov11 RF-95673 II-22M11RT Russian Air Force CKL decl1 c/n from russianplanes.net; the antenna fit seems to be the same as that of RA-75906; in basic Aeroflot	03936 10501						
RF-95673 II-22M11RT Russian Air Force CKL dec11 c/n from russianplanes.net; the antenna fit seems to be the same as that of RA-75906; in basic Aeroflot							
Global Climate and Ecology of Rosgidromet and the Russian Academy of Sciences; l/n CKL 05may10; repainted by 20 ARZ at Pushkin nov11 RF-95673 II-22M11RT Russian Air Force CKL dec11 c/n from russianplanes.net; the antenna fit seems to be the same as that of RA-75906; in basic Aeroflot		10175500			GILL	1000955	
repainted by 20 ARZ at Pushkin nov11 RF-95673 II-22M11RT Russian Air Force CKL dec11 c/n from russianplanes.net; the antenna fit seems to be the same as that of RA-75906; in basic Aeroflot							
RF-95673 II-22M11RT Russian Air Force CKL dec11 c/n from russianplanes.net; the antenna fit seems to be the same as that of RA-75906; in basic Aeroflot							
		RF-95673	II-22M11RT	Russian Air Force	CKL	dec11	
c/s with a 'GLITs' badge behind the cockpit, no titles; I/n CKL 28aug13, active							c/s with a 'GLITs' badge behind the cockpit, no titles; I/n CKL 28aug13, active

02026 10 2	CCCD 75007	11 22			vonovko	nahahlu khinin kha nizaraft kha fallawing nanling ka Chunkanin Danlak Farana, nak Air Faran I., ank 105 ang
03936 10 ?	CCCP-75907	II-22	Soviet AF/AFL c/s	no	reports	probably this is the aircraft the following applies to: Strategic Rocket Forces, not Air Force !; opb 105 osae 33 RA at Omsk-Severny; w/o 02dec81 whilst diverting to Domna and crashed into a hill on approach (reportedly the air pressure at Domna had not been fed into the altimeter), 31 occupants (among them high-ranking officers) killed and reportedly one survived
03940 11091	RA-75908 RA-75908 RF-95677	Il-22M-11 Il-22M-11 Il-22M-11	Russian AF/AFL c/s Russian Air Force Russian Air Force	mfd CKL Pus	1982 ? aug07 dec13	f/n CKL 19aug01, c/n checked; modified, with new antenna fit from at least aug02; l/n CKL 17aug03 in basic Aerofiot c/s with a large 'GLT's' badge behind the cockpt), no titles; l/n CKL 19sep12 in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossi' titles
03940 11092	CCCP-75909 RA-75909	Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s	CKL CKL	24sep91 15aug99	opb 929 GLITs at Akhtubinsk; modified, with a new antenna fit from aug98; l/n Pushkin 18jul/22aug12,
	RF-95676	II-22M-11	Russian Air Force	CKL	jul13	awaiting rework in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossii' titles; I/n Taganrog-
03940 11094	CCCP-75910 RA-75910	II-22M-11 II-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s	no Zuk	reports 05aug05	Tsentralny 14oct13 modified with new antenna fit (might be the II-22K which was mentioned in several documents); life-time
03940 11096	RF-94417 75911	II-22M-11 II-22M-11	Russian Air Force Russian AF/AFL c/s	Pus Pus	01mar12 07jul94	extended by 2 years in 2010; I/n Pushkin 17jul11, still with 'Aeroflot' titles for the version, see comment above; in basic Aeroflot c/s with 'GLITs' badge, no titles; I/n CKL 12jun13
0001011000	RA-75911	II-22M-11	Russian AF/AFL c/s	Pus	26oct94	I/n as such CKL 20aug99; modernised to II-22M11-RT (recognisable by new antenna fit); f/n as such CKL 26aug02; I/n Pushkin jun10
	RA-75911	II-22M-11	Russian Air Force	CKL	27jul11	II-22M11-RT; in basic Aeroflot c/s, no titles but with GLITs badge behind the cockpit; life-time extended by 5 years in 2010; I/n SVX 29aug13 active
03940 11097	CCCP-75912 RA-75912	II-22M-11 II-22M-11	Russian AF/AFL c/s Russian AF/AFL c/s	Pus	aug86 26oct94	seen over Moscow region near Chkalovski; I/n CKL 03sep93 seen CKL 14aug06 with new antenna fit; I/n Astrakhan-Privolzhski 18aug09
03940 11098	RF-95675 CCCP-75913	II-22M-11 II-22M-11	Russian Air Force Soviet AF/AFL c/s	CKL mfd	25jan12 1982	in basic Aeroflot c/s, with 'GLITs' badge, no titles; I/n Rostov-na-Donu-Tsentralny 20nov13 opb 39 orao at Sperenberg from 1990/1991, replacing CCCP-75926; f/n Sperenberg 27apr90; I/n Sperenberg 30apr91
03940 17100	RA-75913 CCCP-75914	Il-22M-11 Il-22M-11	Russian AF/AFL c/s Soviet AF/AFL c/s	Pus mfd	07jul94 1983 ?	//n CKL 13aug12, in full Aeroflot c/s and titles seen over Moscow region near Chkalovski aug88
03540 17100	RA-75914	II-22M-11	Russian AF/AFL c/s	OSF	26aug95	based at Pushkin; modified with new antenna fit (might be the II-22K which was mentioned in several documents); f/n as such aug06; I/n CKL 05may10
	RA-75914	II-22M-11	Russian Air Force	CKL	mar11	opb 1338 lis at Chkalovski; in basic Aeroflot c/s, no titles but with GLITs badge behind the cockpit; life- time extended by 7 years in 2010; c/n checked CKL 05jul12; l/n AER 11oct13
29640 17101	CCCP-75915 UN-75915	II-22M II-22M	Soviet AF/AFL c/s Kazakh AF/AFL c/s	mfd IST	1983 ? 20jun93	version reported as being a II-22M-15; f/n ALA 22apr93 with Kazakhstan flag; l/n 07jul94
29640 17102	UN-75915 CCCP-75916	II-22M II-22M-11	Kazakh Government Soviet AF/AFL c/s	ALA mfd	23may96 27sep83	converted to a transport aircraft by 20 ARZ at Pushkin in 1994; dbr jan95 in a ground accident at Almaty when collided with an An-12; seen in the scrapyard at Almaty may96/may04 based at Lipki
25040 17102	CCCP-75916	II-22M-11	Belarus Air Force	trf	1992	f/n BRU 01apr93; stored at Machulishche around 1994/95; l/n Minsk-Machulishchi 18aug97; arrived at BASCO jun98 for last overhaul with t/t 1,329 hours and 1,266 cycles
	YL-LAO YL-LAO	II-22M-11 II-18D	Aeroflot c/s, n/t Concors	BKA RIX	11jul98 feb99	rgd 17nov98 to Concors and converted to II-18D //n RIX 05apr02; rgd 18apr01 to SIA Concors; for sale feb02 for \$ 2,000,000 with t/t 2,078 hours and 1.006 microsoft //D 202002. The third being supported for Cube
	CU-T1539	II-18D	Concors c/s, n/t	KEF	03nov03	1,484 cycles; I/n RIX 07oct03, no titles being prepared for Cuba I/n HAV 02jan05; Aero Caribbean fleet list dec03; photo with 'Aero Caribbean' titles; damaged beyond repair after aborted take-off from CCS 28mar05, one engine ripped off and starboard wing broken in two,
29640 10105	CCCP-75917	II-22M-11	Soviet AF/AFL c/s	mfd	03jun67	16 people injured of the 87 passengers and 11 crew in all documents with this II-22 type c/n, but the c/n plate shows II-18 type c/n 187010105 (checked as such Ivanovo-Severny aug03); aircraft of the commander-in-chief of the Soviet Armed Forces; f/n CKL
	RA-75917 RA-75917	II-22M-11 II-22M-11	Russian AF/AFL c/s Russian Air Force	Iva Iva	26may99 14jun11	17aug92 //n Minsk-Machulishchi 20sep09 in basic Aeroflot c/s, no titles; life-time extended by 5 years in 2010; f/n with small 'VVS Rossii' titles on
29640 17104	CCCP-75918 75918	II-22M-11 II-22M-11	Soviet Air Force Ukraine Air Force	mfd	1984 photo	the fin Ivanovo-Severny 29mar12; I/n Ivanovo-Severny 17aug13 no reports f/n LWO 04jul94; reported as opb 456 osap; seen VIN jun99/sep12 (N49.231716 E28.622088), wfu, very
29640 09805	CCCP-75919	II-22M-11	Soviet AF/AFL c/s		jul89	faded paint; in official document 2012 for disposal, with military unit given as A1231 at Vinnitsa seen over Moscow Region near Chkalovski; I/n OSF 16may99; ex II-18 c/n 187009805
29640 17551	CCCP-75920 RA-75920 RA-75920	II-22M-11 II-22M-11 II-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Zuk CKL	08jun84 06jul94 may10	l/n CKL 10jun08, flying; tender for conversion into SURT "Sokol" issued 01sep08 opb 1338 its at Chkalovski; in basic Aeroflot c/s, no titles but with GLITs badge behind cockpit; l/n Pushkin
29640 10905	CCCP-75921 ?	II-22M-11	Soviet AF/AFL c/s	Pus	aug91	nov13 registration for this c/n surmised; this c/n was scrapped by 929 GLITs at Akhtubinsk between 1998 and 2006
29640 17552	CCCP-75922 RA-75922	Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Zuk	30sep84 31aug93	f/n CKL aug87; I/n Zhukovski 16aug92 opb 1338 its at Chkalovski; I/n as such CKL 25aug03; seen Zhukovski 23aug07 with a GLITs badge behind
	RA-75922	II-22M-11	Russian Air Force	CKL	07aug08	the cockpit opb 1338 its at Chkalovski; in basic Aeroflot c/s, no titles but with a GLITs badge behind the cockpit; l/n
1870 103 05	CCCP-75463 CCCP-75463	II-18D II-18D	Soviet Gvt/AFL c/s AFL/Krasnoyarsk	mfd trf	31oct67 25dec74	Rostov-na-Donu-Tsentralny feb12 toc 16nov67; rgd 08dec67; opb 235 OAO at VKO; f/n PIK 04oct69
	CCCP-75463	II-18D	AFL/Turkmenistan	trf	06mar83	(not 25apr83 as given on register); trf to MAP 16apr84; arrived at BASCO 17apr84 for overhaul with t/t 30,476 hours; converted to II-22M-11 CCCP-75923, retaining its c/n 187010305
	CCCP-75923(1) RA-75923(1)	II-22M-11 II-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s	CKL CKL	aug88 15aug99	I/n CKL 30aug93; see II-20M c/n 173011501 (both aircraft used the same registration at the same time) c/n checked; scrapped by mil. unit 22737 at Chkalovski, gone by aug03
29640 17554	CCCP-75924 RA-75924 RA-75924	II-18SRT II-18SRT	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Zuk CKL	30dec84 03sep93	version from documents; f/n CKL 19aug92
29640 17557	CCCP-75925	II-18SRT II-22M-11	Russian AF/AFL c/s Soviet AF/AFL c/s	mfd	04aug08 19nov85	in basic Aeroflot c/s, no titles but with a GLITs badge behind the cockpit; tender for conversion into SURT "Sokol" published 21apr08; I/n CKL 12oct13 f/n CKL 24sep91
	RA-75925 RA-75925	II-22M-11 II-22M-11	Russian AF/AFL c/s Russian Air Force	LED CKL	20aug93 26feb09	in full Aeroflot c/s with titles; I/n CKL 20aug07 opb 1338 its at Chkalovski; in basic Aeroflot c/s, no titles but with GLITs badge behind the cockpit; converted to relay aircraft with "Sokol-SRT" complex by EMZ im. Myasishcheva in 2010; f/n as such
29640 11203	CCCP-75926	II-22M-11	Soviet AF/AFL c/s	Spr	15sep89	Chelyabinsk-Shagol 17aug11; I/n CKL 07mar12 with this c/n !; based at Poznan-Krzesiny (Poland); I/n Sperenberg 30oct89; seen Pushkin 01sep91 with c/n 188011203 painted on; c/n checked again Kubinka 20auq05, but a close inspection revealed '296'
						under the paint on the tail (the most probable explanation is that the c/n had been painted on in error during an overhaul and then changed to the correct one); seen Kubinka aug05, wfu/engineless; also see the II-18 with this c/n !; I/n Kubinka aug12/apr13, stored in a fenced compound (No.611109 E36.636639)
29640 17558	CCCP-75927 RA-75927	II-22M-11 II-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Lev	30sep85 10aug96	f/n over Moscow Region near Chkalovski aug87; //n CKL 17aug92 was stored at Levashovo with faded prefix, seen may01/aug12; //n Pushkin 02nov12
1870 100 03	RF-90785 CCCP-75448	II-22M-11 II-18D	Russian Air Force Soviet Gvt/AFL c/s	CKL rgd	04dec13 14jun67	in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossii' titles f/n PIK 18sep67
	CCCP-75448 CCCP-75928	II-18D II-22M-11	AFL/Moscow Soviet AF/AFL c/s	trf Pus	19dec77 07jul94	photo AAQ 1978; arrived BASCO 08may84 for last overhaul with t/t 33,115 hours; trf to a MAP and converted to II-22 CCCP-75928 with the same c/n seen wfu this date; photo proof exists with this c/n
1870 105 05	CCCP-74251 CCCP-74251	II-18D II-18D	AFL/Far East AFL/Kazakhstan	mfd trf	27dec67 28nov83	rgd 08feb68; f/n DME 02oct72
	CCCP-74251	II-18D	MAP "Znamya Truda"	trf	21dec83	arrived BASCO 29may85 for last overhaul with t/t 37,523 hours; converted to II-22M CCCP-75929; canx 10apr85?
	CCCP-75929 ER-75929 ER-75929	II-22M-11 II-18D II-18D	Soviet AF/AFL c/s Air Moldova Aeroflot c/s, n/t	SHJ BKA	photo 01nov93 24may94	had an II-22 c/n beginning with 29 plus eight more digits, photo proof of this ! in basic Aeroflot c/s, c/n checked as 187010505; was still equipped with various II-22 type antenna fairings carried a badge and 'VICHI' titles on the nose
	ER-75929 ER-75929 ER-75929	II-18D II-18D II-18D	Acvila Air Vichi Air Company	LCA SHJ	30aug95 01feb98	full titles 'Acvila Air Romanian carrier'; I/n ALA 13nov97 small titles under cockpit; seen KIV 16may06 with overpainted titles; seen KIV 28jun07 with 'Acvila Air'
				2.15		titles showing under paint; I/n KIV (N46.933736 E28.943529) sep09/sep10, in still deteriorating condition without engines