

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 Il-12 that was born. It made its first flight on 15 August 1945, but by this time it had already been decided that many modifications were needed and the 'new' version took to the skies for the first time on 9 January 1946. It was displayed to the public for the first time at Tushino on 18 August 1946 and almost exactly one year later, on 22 August 1947, the type entered service with Aeroflot.

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

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 Whilst Aeroflot is believed to have withdrawn the type in 1965, the Chinese state airline CAAC was found to be still flying one in 1985, and a group of enthusiasts visiting China in 1987 made the amazing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

Production was centred on Factory # 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 Il-12s not destined for Aeroflot or export almost certainly saw service with the Soviet Air Force. The Il-12D assault version which was equipped with 37 canvas seats rather than the normal 27 airline seats. This version could also be equipped to take a 3 tonne load or 16 stretcher cases.

There are no extant flying Il-12s. Museum and preserved exhibits can be found at Monino in Russia, Lugansk and near Donetsk in Ukraine and in the China Aviation Museum at Shahezhen AFB (near Beijing). An instructional airframe can also still be found at the Tianjin Technical School.

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

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

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

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

no	reg	type	factory	status	date	notes
1	? no reg	Il-12	Ilyushin OKB	f/f	15aug45	first prototype; powered by two ACh-31 diesel engines; ground trials started 08jun45, taxi trials started 12jul45; received two ASH-82FN engines in late 1945, f/f with them 09jan46; underwent state trials with AFL/GosNII GVF 01jul/16sep46 (64 hours and 52 cycles)
1t	CCCP-N561	Il-12D	Polyarnaya Aviats.	mfd	1953	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 Komsomolskaya (Antarctica) nov59
2	? --	Il-12D	AFL/Polar Ilyushin OKB	trf	10feb60	took part in the 5th and 6th Soviet Antarctic expeditions in 1959/61; canx 31aug61 as worn-out static test airframe

663 Il-12 built by MMZ # 30 "Znamya Truda" ('Banner of Labour') at Moscow-Khodynka from 1947 to 1949

no	reg	type	factory	status	date	notes
30 001	not known	Il-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	Il-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	Il-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	Il-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
30 005	not known	Il-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
30 006	CCCP-L1300	Il-12P	AFL/Georgia-TBS	rgd	1947	
	CCCP-L1300	Il-12P	AFL/Ukraine	trf	15jun51	
	CCCP-L1300	Il-12P	AFL/West Sib.-OVV	trf	unknown	
30 007	CCCP-L1301	Il-12P	Aeroflot	rgd	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 airframe f/n Khodynka 07jul47
30 008	CCCP-L1302	Il-12P	AFL/Georgia-TBS	rgd	1947	
	CCCP-L1302	Il-12P	AFL/West Siberia	trf	10jun51	
	CCCP-L1302	Il-12P	AFL/Akt'yubinsk FS	trf	13feb58	canx the same day as 'for display'
30 009	CCCP-L1303	Il-12P	AFL/West Siberia	rgd	1947	
	CCCP-L3908	Il-12P	AFL/West Siberia	rgd	31dec54	canx 06jan59 as worn out
30 010	CCCP-L1304	Il-12P	AFL/West Siberia	rgd	1947	canx 29jul58 as worn out
30 011	CCCP-L1305	Il-12P	AFL/West Siberia	rgd	1947	photo sep59
	CCCP-L1305	Il-12P	AFL/Urals	trf	22dec59	
	CCCP-01305	Il-12P	AFL/Urals	ph.	1965 ?	1965 ?
30 012	CCCP-L1306	Il-12P	AFL/Georgia	rgd	1947	flying over Sochi; canx 12jul61 ? (last digit of the year difficult to read) as worn out
	CCCP-L1306	Il-12P	AFL/West Siberia	trf	unknown	
	CCCP-L1306	Il-12P	AFL/Ukraine	trf	unknown	canx 06jan59 as worn out
30 013	CCCP-L1307	Il-12P	AFL/Northern-LED	toc	21aug47	opb 1 LOAO; undertook test flights with SibNIA in 1948; trf to SibNIA 20sep57 (probably for fatigue trials)
30 014	CCCP-L1308	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa probably opb 134 ATO; w/o 05apr52; canx 12may52
	CCCP-L1308	Il-12P	AFL/East Siberia	trf	unknown	
30 015	CCCP-L1309	Il-12P	AFL/Moscow	mfd	28feb47	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1309	Il-12P	AFL/East Siberia	trf	unknown	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 crew and 22 passengers killed; wreck found only jun58; t/t 10,436 hours; canx 10may58
30 016	CCCP-L1310	Il-12P	AFL/Ukraine	rgd	1947	
	CCCP-L1310	Il-12P	AFL/West Siberia	Ovn	27sep54	reported in the accident report of Il-12 CCCP-L1365
	CCCP-L1310	Il-12P	AFL/Turkmenistan	trf	14jul59	
	CCCP-01310	Il-12P	AFL/Turkmenistan	rgd	unknown	canx 19oct61 as worn out
30 017	CCCP-L1311	Il-12P	AFL/ShVLP	rgd	1947	Advanced Flying Training College
	CCCP-L1311	Il-12P	AFL/Turkmenistan	trf	12dec50	
	CCCP-L1311	Il-12P	AFL/East Siberia	trf	unknown	probably opb 134 ATO
	CCCP-01311	Il-12P	Aeroflot	rgd	unknown	canx 02dec59 as worn out
30 018	CCCP-L1312	Il-12P	AFL/West Siberia	rgd	1947	w/o 26apr52; canx 22jul52 (confirmed 04sep52)
30 019	CCCP-L1313	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa; w/o 29mar51, details unknown; canx 14apr51
30 020	CCCP-L1314	Il-12P	AFL/Azerbaijan	rgd	1947	
	CCCP-L1314	Il-12P	AFL/West Siberia	trf	01sep51	
	CCCP-L3924	Il-12P	AFL/West Siberia	rgd	31mar55	
	CCCP-L3924	Il-12P	AFL/Urals	trf	22dec59	
	CCCP-01363	Il-12P	AFL/Urals-SVX	rgd	22jan60	canx 12sep60 as worn out
30 021	CCCP-L1315	Il-12P	AFL/Azerbaijan	rgd	1947	dbf, details unknown; canx 29may54
30 022	CCCP-L1316	Il-12P	AFL/Far East-KHV	rgd	1947	new documents issued 05nov54
	CCCP-01316	Il-12P	AFL/Far East-KHV	rgd	1958	canx 03jan61 as worn out
30 023	CCCP-L1317(1)	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa; w/o 1947 on take-off from VKO when an engine failed (probably due to bad maintenance), the aircraft lost speed and crashed; canx 01jul47; see c/n 93033802
	CCCP-L1318	Il-12P	AFL/Kazakhstan-ALA	rgd	1947	new documents issued 14aug54
	CCCP-01318	Il-12P	AFL/Kazakhstan-ALA	rgd	unknown	canx 11jun59 as worn out
30 025	CCCP-L1319	Il-12P	AFL/West Siberia	rgd	1947	w/o, details unknown; canx 23may51
30 026	CCCP-L1320	Il-12P	AFL/Kazakhstan	rgd	1947	opb 151 AO; w/o 05dec54 on the leg from Alma-Ata to Karaganda of a flight from Alma-Ata to Moscow when the left engine developed a malfunction (due to bad maintenance) during the initial climb at a height of some 100 metres, as the aircraft lost height and speed the captain decided to make an emergency landing at the military airfield at Pervomaiski (4.5 km north-west of Alma-Ata airport), but the aircraft hit a building, several trees and two telegraph poles on final approach, crash-landed wheels-up and ran into another building, 1 of the 5 crew killed and the other 4 crew plus 2 of the 14 passengers injured; t/t 4,645 hours; canx 10jan55
30 027	CCCP-L1321	Il-12P	AFL/West Siberia	rgd	1947	
	CCCP-L1321	Il-12P	AFL/Ukraine	trf	unknown	canx 08jan58 as worn out
30 028	CCCP-L1322	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa

	CCCP-L1322	Il-12P	AFL/GosNII GVF	trf	feb51	
	CCCP-01322	Il-12P	AFL/West Siberia	rgd	unknown	canx 25oct60 as worn out
30 029	CCCP-L1323	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1323	Il-12P	AFL/East Sib.-HTA	GDG	jun56	probably opb 134 ATO; canx 17sep57 as worn out
30 030	CCCP-L1324	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1324	Il-12P	AFL/Moscow (MUTA)	trf	unknown	canx 24sep55 as worn out; trf to AFL/GosNII GVF
30 031	CCCP-L1325	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1325	Il-12P	AFL/East Siberia	trf	11oct51	
	CCCP-01325	Il-12P	AFL/Ukraine	trf	27sep58	canx 18nov59 as worn out
30 032	CCCP-L1326	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1326	Il-12P	AFL/East Siberia	trf	unknown	canx 08mar58 as worn out
30 033	CCCP-L1327	Il-12P	AFL/West Siberia	rgd	1947	
	CCCP-01327	Il-12P	AFL/West Siberia	rgd	unknown	latest known CoFA expired 11jun54; canx 30oct.. (year not given in MGA document) as worn out
30 034	not known	Il-12	Soviet Air Force	f/f	01jul47	military transport prototype, converted on the basis of a government decree issued 11mar47; in cargo configuration, equipped with a crane; underwent state trials 30jul/29sep47, which it did not pass
30 035	CCCP-L1329	Il-12P	AFL/Far East	rgd	1947	canx 08sep58 as worn out
30 036	CCCP-N438	Il-12	Polyarnaya Aviats.	photo		in natural metal c/s, no titles; opb MAGON from 24jan51; used to re-supply the Arctic expedition "Sever-6" in 1954 and the drifting polar station SP-4 in 1954/55; f/n 07may54; l/n 12apr55
	CCCP-04247	Il-12	AFL/Polar	trf	10feb60	
	CCCP-L1331	Il-12P	AFL/Far East	rgd	1947	
	CCCP-01331	Il-12P	AFL/Far East	rgd	unknown	canx 21dec59 as worn out
30 038	CCCP-L1332(1)	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa; dbr sep47 when was hit by an aircraft from MAP at Moscow-Vnukovo; see c/n 93033803
30 039	CCCP-L1333	Il-12P	AFL/International	rgd	1947	opb AOG MVS
	CCCP-L1333	Il-12P	AFL/Moscow (MUTA)	trf	unknown	canx 26dec55 due its technical condition and as 'for display'
30 040	CCCP-L1334	Il-12P	AFL/West Siberia	rgd	1947	dbr, details unknown; canx 24jun57
30 041	CCCP-L1335	Il-12P	AFL/Far East-KHV	rgd	1947	new documents issued 13jul54; canx 31jul59 as worn out
30 042	CCCP-L1336	Il-12P	AFL/West Siberia	rgd	1947	
	CCCP-01336	Il-12P	AFL/West Siberia	rgd	unknown	
	CCCP-01336	Il-12P	AFL/Turkmenistan	trf	12aug59	canx 28oct59 as life-time expired
30 043	CCCP-L1337	Il-12P	AFL/West Siberia	rgd	1947	canx 05apr58 as worn out
30 044	CCCP-L1338	Il-12P	AFL/West Siberia	rgd	1947	new documents issued 26mar55
	CCCP-01338	Il-12P	AFL/West Siberia	rgd	unknown	canx 06jan59 as worn out
30 045	CCCP-L1339	Il-12P	AFL/SHVLP	mfd	may47	rgd 1947; Advanced Flying Training College
	CCCP-L1339	Il-12P	AFL/West Siberia	trf	unknown	
	CCCP-01339	Il-12P	AFL/West Siberia	rgd	unknown	
	CCCP-01339	Il-12P	AFL/Ukraine	trf	01aug59	canx 29oct60 as life-time expired
30 046	CCCP-L1340	Il-12P	AFL/Georgia	rgd	1947	w/o 19jul50; canx 19aug50
30 048	CCCP-N440 (1)	Il-12	Polyarnaya Aviats.	photo		not fitted with skis; opb MAGON from 24jan51; in natural metal c/s; see c/n 93033719
	not known	Il-12	Soviet Air Force	trf	unknown	
30 050	CCCP-L1344	Il-12P	AFL/West Siberia	rgd	1947	photo at VKO
	CCCP-01344	Il-12P	AFL/West Sib.-OVV	rgd	unknown	photo oct60; canx 29jul60 as worn out
30 051	CCCP-L1330	Il-12P	AFL/Far East	rgd	1947	made an emergency landing at VKO 01dec48; new documents issued 05nov54; l/n KHV 18dec57
	CCCP-01330	Il-12P	AFL/Far East	rgd	unknown	canx 08dec60 as worn out
30 052	CCCP-L1341	Il-12P	AFL/Uzbekistan	rgd	1947	
	CCCP-L1341	Il-12P	AFL/East Siberia	trf	unknown	
	CCCP-01341	Il-12P	AFL/East Siberia	rgd	unknown	canx 22sep61 as life-time expired
30 053	CCCP-L1342	Il-12P	AFL/Azerbaijan	rgd	1947	
	CCCP-L1342	Il-12P	AFL/East Siberia	trf	unknown	canx 08mar58 as worn out
30 054	CCCP-L1328	Il-12P	AFL/Northern-LED	mfd	30jun47	(30jun48 from crash report); opb 67 ATO; w/o 05oct52 on a flight from Minsk-1 to Leningrad-Shosseynaya (now Pulkovo) when collided in clouds with TS-62 CCCP-L1055 due to negligence of ATC, the right wings of both aircraft came down north of Skvoritsy (Gatchina district of the Leningrad region) while the Il-12 crashed on the fringe of a wood north-east of the village (1.2 km NNE of the crash site of the TS-62) and exploded, all 5 crew and 19 passengers killed; t/t 2,283 hours; canx 28jan53
30 055	CCCP-L1345	Il-12P	AFL/Northern	rgd	1947	
	CCCP-L1345	Il-12P	AFL/East Siberia	trf	unknown	
	CCCP-01345	Il-12P	AFL/East Siberia	rgd	unknown	dbr, details unknown; canx 09may59
30 056	CCCP-L1346	Il-12P	AFL/Far East	rgd	1947	f/n KHV 18dec57; flew on the KHV-OHO route 19sep58
	CCCP-01346	Il-12P	AFL/Far East-KHV	KHV	09apr60	in document jun60; canx 27jul62
30 057	CCCP-L1347	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1347	Il-12P	AFL/East Siberia	trf	unknown	
	CCCP-01347	Il-12P	AFL/East Siberia	rgd	unknown	canx 29nov61 as life-time expired
30 058	CCCP-L1348	Il-12P	AFL/Turkmenistan	rgd	1947	photo in natural metal c/s; the first Il-12 repaired by VARZ-400; canx 12sep59 as life-time expired
30 060	CCCP-N442	Il-12P	Polyarnaya Aviats.	ph.	1947	opb MAGON from 24jan51; in natural metal c/s; flew ice-reconnaissance missions 22mar/10aug50; took part in the 2nd Soviet Antarctic Expedition (KAE) in 1956/57; used to re-supply the drifting polar stations SP-6 and SP-7 in 1957; w/o 27oct57 on a cargo flight from Mys Chelyuskin to SP-7 (which drifted around N87°) when flew too low on final approach in difficult weather conditions (low clouds and poor visibility) during the polar night, the left wing collided with ice hummocks 3 km from the runway and the aircraft crash-landed, suffering substantial damage, 1 of the 6 crew killed (he died 5 days after the crash), 3 seriously and 2 slightly injured, the crew was rescued by a Mi-4 21 hours later; canx 28dec57
30 061	CCCP-N443	Il-12	Polyarnaya Aviats.	photo		opb MAGON from 24jan51; used to re-supply the drifting polar station SP-4 in 1956/57; force-landed dec57
	CCCP-04258	Il-12P	AFL/Polar	trf	10feb60	canx 07oct61 as worn out; registration correct ?, see Be-6k c/n 6602301
30 062	CCCP-I1150	Il-12	MAP	rgd	11jul54	
	CCCP-03539	Il-12	MAP	rgd	unknown	
30 063	CCCP-L1350	Il-12P	AFL/Uzbekistan	rgd	1947	new documents issued 18aug54
30 064	not known	Il-12	AFL/Uzbekistan	rgd	unknown	canx 27aug60 as life-time expired
	not known	Il-12	Soviet Air Force			military transport prototype, converted on the basis of a government decree issued 11mar47; equipped for transporting 18 paratroopers and towing Yak-14 and Ts-25 cargo gliders; also used for trials as an auxiliary bomber
30 065	CCCP-L1351	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1351	Il-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1351	Il-12P	AFL/Far East	trf	unknown	
	CCCP-01351	Il-12P	AFL/Far East	rgd	unknown	canx 05may61 as life-time expired
30 066	CCCP-L1352	Il-12P	AFL/Far East-KHV	rgd	1947	dbr dec50; canx 21jan51 (confirmed 29jan51)
30 067	CCCP-L1353	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1353	Il-12P	AFL/East Siberia	trf	unknown	
	CCCP-L1353	Il-12P	AFL/Uzbekistan	trf	unknown	
	CCCP-01353	Il-12P	AFL/Uzbekistan	rgd	unknown	canx 24jul60 as life-time expired
30 068	CCCP-L1354	Il-12P	AFL/Uzbekistan	rgd	1947	new documents issued 23apr55
	CCCP-L1354	Il-12P	AFL/Central Asia	trf	unknown	territorial reorganisation
	CCCP-01354	Il-12P	AFL/Uzbekistan	trf	unknown	canx 31mar60 as worn out
30 069	CCCP-L1355	Il-12P	AFL/West Siberia	rgd	1947	new documents issued 22dec55
	CCCP-01355	Il-12P	AFL/West Siberia	trf	unknown	canx as worn out, date not given
30 070	CCCP-L1356(1)	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa; dbr, date unknown; canx 31dec47; see c/n 93033805
30 071	CCCP-L1357	Il-12P	AFL/Northern	rgd	1947	
	CCCP-L1357	Il-12P	AFL/West Siberia	trf	unknown	
	CCCP-01357	Il-12P	AFL/West Siberia	rgd	unknown	canx 09may59 as worn out
30 073	CCCP-L1358	Il-12P	AFL/Far East	mfd	05aug47	
	CCCP-L3904	Il-12P	AFL/Far East-GDX	rgd	17nov54	opb 185 AO Magadanskoi OAG; w/o 19sep58 on the leg from Okhotsk to Khabarovsk of a flight from Magadan to Khabarovsk when lost orientation at night in difficult weather conditions (ATC failed to determine the position of the aircraft), ran out of fuel and crashed at a height of 850 metres into the wooded slope of a 1,050 metres high mountain in the Lazo district (N47.567 E136.425) 145 km south-east of Khabarovsk, all 4 crew and 24 passengers killed; t/t 7,834 hours; canx 08dec58
30 074	CCCP-L1359	Il-12P	AFL/West Sib.-Ovn	mfd	13aug47	rgd 1947; opb 115 AO; w/o 15sep55 on the leg from Krasnoyarsk to Irkutsk of a flight from Moscow to Khabarovsk when encountered a heavy thunderstorm (which the crew had not been informed about), broke up in mid-air due to severe turbulence and crashed upside down in a field near Komarovo, Kansk district of the Krasnoyarsk region (N56.180556 E95.031944), all 4 crew and 3 passengers killed; t/t 5,734 hours; canx 04oct55
30 075	CCCP-L1349	Il-12P	AFL/West Siberia	rgd	1947	canx 03sep57 as worn out
30 076	CCCP-L1360	Il-12P	AFL/Yakutiya-YKS	rgd	1947	toc 1947
	CCCP-L1360	Il-12P	AFL/Far East-KHV	trf	summ51	w/o in an accident 14nov51, burnt out; canx 13dec51
30 077	CCCP-L1361	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1361	Il-12P	AFL/East Siberia	trf	unknown	
	CCCP-01361	Il-12P	AFL/East Siberia	rgd	unknown	
	CCCP-01361	Il-12P	AFL/Turkmenistan	trf	09may59	canx 29nov60 as worn out
30 079	CCCP-L1362	Il-12P	AFL/West Siberia	rgd	1947	canx 29jul58 as worn out
30 081	CCCP-L1363	Il-12P	AFL/Ukraine	rgd	1947	new documents issued 21jun55
	CCCP-L1363	Il-12P	AFL/West Sib.-Ovn	rgd	1947	canx 13feb58 as worn out
30 082	CCCP-L1364	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1364	Il-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1364	Il-12P	AFL/Far East-KHV	trf	unknown	w/o 09jun58 on a flight from Khabarovsk to Magadan when approached Magadan in bad visibility (rain and heavy clouds) and crashed into a hill 18 km from Magadan, all 4 crew and 16 passengers killed; canx 02jul58
30 086	CCCP-L1365	Il-12P	AFL/Yakutiya-YKS	rgd	1947	toc 1947

	CCCP-L1365	II-12P	AFL/West Sib.-Ovn	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	CCCP-L1366	II-12P	AFL/Northern	rgd	1947	db, date unknown; canx 23may51
30 090	CCCP-L1367	II-12P	AFL/Moscow	mfd	31aug47	rgd 1947; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1367	II-12P	AFL/East Sib.-IKT	trf	unknown	opb 134 ATO; w/o 04nov53 on the leg from Chita to Magdagachi of a mail flight from Irkutsk to Khabarovsk when a wrong pressure had been fed into the left altimeter so that it showed a height 55 metres above the real one, on finals to Magdagachi at night the aircraft touched trees 5,620 metres from the airport, lost its left wing, crashed upside down 358 metres after first touching trees and burnt out, all 5 crew killed; t/t 4,204 hours; canx 12dec53
30 091	CCCP-L1368	II-12P	AFL/Far East-KHV	mfd	1947	rgd 1947; db in the first quarter of 1956 on landing at an unknown airfield when touched down on a 'part which had not been cleared' (probably from snow); canx 11may56
30 093	CCCP-L1369	II-12P	AFL/International	rgd	1947	opb AOG MVS
	CCCP-L1369	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1369	II-12P	AFL/Kazakhstan	trf	unknown	
	CCCP-01369	II-12P	AFL/Kazakhstan	rgd	unknown	canx 17dec59 as life-time expired
30 094	CCCP-L1370	II-12P	AFL/Georgia	rgd	1947	
	CCCP-L1370	II-12P	AFL/Armenia	trf	unknown	
	CCCP-01370	II-12P	AFL/Armenia	rgd	unknown	
	CCCP-01370	II-12P	AFL/Urals	trf	15nov60	canx 23dec61 as life-time expired
30 095	CCCP-L1371	II-12P	AFL/West Siberia	rgd	1947	
	CCCP-L1371	II-12P	AFL/Urals-SVX	trf	01sep57	in document may58
	CCCP-01371	II-12P	AFL/Urals-SVX	rgd	unknown	canx 20nov59 as worn out
30 096	CCCP-L1372	II-12P	AFL/Turkmenistan	rgd	1947	
	CCCP-L1372	II-12P	AFL/Uzbekistan	trf	unknown	
	CCCP-01372	II-12P	AFL/Uzbekistan	rgd	unknown	canx 08mar60 as worn out
30 097	CCCP-L1373	II-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1373	II-12P	AFL/East Siberia	trf	unknown	
	CCCP-01373	II-12P	AFL/East Siberia	rgd	unknown	
	CCCP-01373	II-12P	AFL/Omskoye ATU	trf	01aug61	Omskoye aviatsionno-tehnicheskoye uchilishche (Omsk Technical Aviation College); canx 04aug66 as worn out
30 098	CCCP-L1374	II-12P	AFL/uzbekistan	rgd	1947	
	CCCP-L3925	II-12P	AFL/Uzbekistan	rgd	13apr55	
	CCCP-L3925	II-12P	AFL/Central Asia	trf	unknown	territorial reorganisation; photo at VKO 1958
	CCCP-73989	II-12P	AFL/Uzbekistan	rgd	unknown	canx 27aug60 as life-time expired
30 099	CCCP-N474	II-12	Polyarnaya Aviats.	ph.	1954	equipped with radar and additional fuel tanks; in natural metal c/s with hi-viz rudder; opb MAGON from 24jan51; used to re-supply the drifting polar station SP-3 in 1954 and took part in the Arctic expedition A-95 (ice-reconnaissance) in 1957/58
	CCCP-04249	II-12L	Polyarnaya Aviats.	rgd	1958	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; db 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	II-12P	Polyarnaya Aviats.		photo	with 'Polyarnaya Aviatsiya' titles
	CCCP-04250	II-12P	AFL/Polar	trf	10feb60	canx 17apr65 as time between overhauls exceeded (according to another document wfu 24jul65); was reportedly preserved on a playground in Kiev
30 103	CCCP-L1375	II-12P	AFL/Georgia	rgd	1947	w/o 14jun53; canx 26jun53
30 104	CCCP-L1376	II-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1376	II-12P	AFL/Turkmenistan	trf	12dec50	
	CCCP-L1376	II-12P	AFL/East Siberia	trf	unknown	
	CCCP-01376	II-12P	AFL/East Siberia	rgd	unknown	canx 27jan60 as worn out
30 105	CCCP-L1377	II-12P	AFL/West Siberia	rgd	1947	new documents issued 02feb56; canx 10jul57 as worn out
30 106	CCCP-L1378	II-12P	AFL/International	rgd	1947	opb AOG MVS
	CCCP-L1378	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1378	II-12P	AFL/West Siberia	rgd	1947	
	CCCP-L1378	II-12P	AFL/Urals	trf	unknown	opb Uralskaya aviagruppa by 01sep57
	CCCP-01378(1)	II-12P	AFL/Urals	rgd	unknown	canx 13dec6. (last digit of the year difficult to read in MGA document, but should probably be 1960, see c/n 8302709) as worn out
30 107	CCCP-L1379	II-12P	AFL/Moldova	rgd	1947	
	CCCP-L3903	II-12P	AFL/Turkmenis.-ASB	rgd	15nov54	
	CCCP-L3903	II-12P	AFL/Central Asia	trf	unknown	territorial reorganisation; under overhaul by AERB-243 nov58; canx 30nov58 as worn out (confirmed by MGA 06jan59)
30 108	CCCP-L1380	II-12P	AFL/Ukraine	rgd	1947	photo LWO 1948; l/n LWO in 1950s
	CCCP-L1380	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1380	II-12P	AFL/Armenia	trf	unknown	
30 109	CCCP-L1381	II-12P	AFL/Armenia	rgd	unknown	canx 25may60 as amortisation period expired
	CCCP-L1381	II-12P	AFL/Moscow-VKO	mfd	01oct47	opb 42 TO 1 OAG GVf; w/o 19jan49 on the leg from Stalino (now Donetsk) to Kiev of a flight from Stalino to Moscow when the right propeller oversped shortly after take-off and the left engine lost power soon after that, the aircraft lost height, hit the mast of a power-line and crashed into a house at ul. Krupskaya d. 105, 3 of the 4 crew and all 5 passengers plus 2 persons on the ground killed; t/t 709 hours; canx nov49
30 111	CCCP-L1382	II-12P	AFL/Georgia	rgd	1947	
	CCCP-L1382	II-12P	AFL/Ukraine	trf	unknown	
	CCCP-L1382	II-12P	AFL/Far East	IKT	15sep55	
30 116	CCCP-12589	II-12P	AFL/Far East	rgd	unknown	canx 27dec60 as worn out
	CCCP-L1383	II-12P	AFL/Uzbekistan	rgd	1947	
	CCCP-L1383	II-12P	AFL/East Siberia	trf	unknown	
	CCCP-01383	II-12P	AFL/East Siberia	rgd	unknown	
	CCCP-01383	II-12P	AFL/Turkmenis.-ASB	trf	09may59	in document 14may60; canx 12sep60 as life-time expired
30 117	CCCP-L1384	II-12P	AFL/Turkmenistan	rgd	1947	canx 26may58 as worn out
30 119	CCCP-L1385	II-12P	AFL/Uzbekistan-TAS	rgd	1947	f/n 1948; new documents issued 13aug55
	CCCP-L1385	II-12P	AFL/Central Asia	trf	unknown	territorial reorganisation; overhauled by AERB-243 nov58; canx 27jan60 as worn out
30 120	CCCP-L1386	II-12P	AFL/West Siberia	rgd	1947	
	CCCP-L3930	II-12P	AFL/Ukraine	rgd	16may55	canx 29jul58 as worn out
30 121	CCCP-L1387	II-12P	AFL/Azerbaijan	rgd	1947	canx 30... (month and year impossible to read in MGA document) as life-time expired
30 122	CCCP-L1388	II-12P	AFL/NII GVF	rgd	1947	
	CCCP-L1388	II-12P	AFL/Northern	trf	unknown	
	CCCP-L1388	II-12P	AFL/East Siberia	trf	unknown	
	CCCP-L1388	II-12P	AFL/SHVLP	trf	unknown	Advanced Flying Training College; f/n VKO 1955
	CCCP-01388	II-12P	AFL/BLU	trf	dec58	Buguruslan Flying School
	CCCP-01388	II-12P	AFL/Kazakhstan-ALA	trf	28may59	year difficult to read in document; in document 24oct59
	CCCP-01388	II-12P	AFL/Urals-SVX	trf	30apr61	canx 03jul63
30 123	CCCP-L1389	II-12P	AFL/Moscow	mfd	21oct47	rgd 1947; opb 1-ya Moskovskaya aviagruppa
	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 came to rest upside down at a height of 850 metres on the opposite slope of the hill (340 metres from the first impact), all 5 crew and 22 of the 23 passengers killed and the sole survivor seriously injured; t/t 9,996 hours; canx 16dec57
30 124	CCCP-L1390	II-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa; f/n VKO 02jun48
	CCCP-L1390	II-12P	AFL/West Siberia	trf	unknown	
	CCCP-L1390	II-12P	AFL/Far East	trf	unknown	flew on the KHV-OHO route 19sep58; l/n KHV 1960
	CCCP-01390	II-12P	AFL/Far East	rgd	unknown	canx 27sep61 as life-time expired
30 125	CCCP-L1391	II-12P	AFL/Kazakhstan-ALA	rgd	1947	new documents issued 03feb55; under overhaul with AERB-243 nov58; canx 30nov58
	CCCP-01391	II-12P	AFL/Kazakhstan-ALA	rgd	unknown	canx 24mar59 as worn out
30 126	CCCP-L1392	II-12P	AFL/Azerbaijan	rgd	1947	
	CCCP-L1392	II-12P	AFL/Uzbekistan	trf	unknown	
	CCCP-L1392	II-12P	AFL/SHVLP	trf	unknown	Advanced Flying Training College
	CCCP-L1392	II-12P	AFL/BLU	trf	18sep58	Buguruslan Flying School
	CCCP-01392	II-12P	AFL/Kazakhstan	trf	10may59	canx 05feb60 due to its technical condition
30 127	CCCP-L1393	II-12P	AFL/Uzbekistan	rgd	1947	
	CCCP-L1393	II-12P	AFL/East Siberia	trf	unknown	new documents issued 28aug54
	CCCP-01393	II-12P	AFL/East Siberia	rgd	unknown	canx 29aug60 as life-time expired
30 128	CCCP-L1394	II-12P	AFL/Uzbekistan	rgd	1947	
	CCCP-01394	II-12P	AFL/Ukraine	trf	22feb58	canx 22mar61 as life-time expired
30 129	CCCP-L1395	II-12P	AFL/Northern	rgd	1947	
	CCCP-L3905	II-12P	AFL/Northern	rgd	08dec54	canx 26dec55 as worn out
30 130	CCCP-L1396	II-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1396	II-12P	AFL/East Siberia	trf	21sep51	overhauled by AERB-243 nov58

30 131	CCCP-01396 CCCP-L1397 CCCP-L1397 CCCP-L1397	II-12P II-12P II-12P II-12P	AFL/East Siberia AFL/Kazakhstan AFL/East Siberia AFL/Turkmenistan	rgd rgd trf trf	01dec58 1947 17jun54 unknown	canx 01aug61 as worn out photo in natural metal c/s; new documents issued 17jun54
30 132	CCCP-01397 CCCP-L1398 CCCP-01398	II-12P II-12P II-12P	AFL/Turkmenistan AFL/Northern AFL/Ukraine	rgd mfd trf	unknown oct47 30oct58	canx 30may59 as life-time expired rgd 1947; f/n KIV 1957 canx 29oct60 as life-time expired
30 134	CCCP-L1399 CCCP-L1399	II-12P II-12P	AFL/Kazakhstan AFL/West Siberia	rgd trf	1947 unknown	new documents issued 24sep54 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 f/n VKO 25may48; new documents issued 30dec54
30 148	CCCP-L1403 CCCP-L1403 CCCP-L1403 CCCP-L1403 CCCP-01403	II-12P II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/Central Asia AFL/Ukraine-IEV AFL/Ukraine-IEV	rgd trf trf trf rgd	1947 unknown 1947 22feb58 1958	territorial reorganisation canx 16feb60 as life-time expired
30 149	CCCP-L1404 CCCP-L1404 CCCP-L1404 CCCP-01387	II-12P II-12P II-12P II-12P	AFL/Northern AFL/East Siberia AFL/Turkmenistan AFL/Turkmenistan	rgd trf trf rgd	1947 unknown 05may58 unknown	canx 11oct60 as life-time expired canx 04feb58 as worn out
30 150	CCCP-L1405	II-12P	AFL/Northern	rgd	1947	
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 airframe there; see c/n 93033804
30 155	CCCP-L1407 CCCP-L3921 CCCP-01300	II-12P II-12P II-12P	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd rgd rgd	1947 28mar55 unknown	overhauled by AERB-243 nov58 canx 26may59 as life-time expired
30 157	CCCP-01300 CCCP-L1408 CCCP-01408	II-12P II-12P II-12P	AFL/Kazakhstan-PLX AFL/Kazakhstan AFL/Kazakhstan	trf rgd trf	unknown 1947 unknown	canx 26may59 as life-time expired new documents issued 22jun54; canx 11jun59 as worn out
30 159	CCCP-L1409 CCCP-L1409	II-12P II-12P	AFL/Georgia AFL/East Siberia	rgd trf	1947 unknown	
30 161	CCCP-L1409 CCCP-L1410(1) CCCP-L1410(1) CCCP-L1410(1)	II-12P II-12P II-12P II-12P	AFL/Turkmenistan AFL/Moscow AFL/Moscow (MUTA) AFL/East Siberia	trf rgd trf trf	27may58 1948 unknown unknown	canx 15aug59 as life-time expired opb 1-ya Moskovskaya aviagruppa; see also CCCP-L1410(2) with unknown c/n
30 167	CCCP-L1411 CCCP-L1411 CCCP-L1411 CCCP-01411	II-12P II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Ukraine AFL/Ukraine	mfd trf trf rgd	15dec47 unknown 10jun58 unknown	canx 10jul57 as worn out rgd 1947; opb 1-ya Moskovskaya aviagruppa photo at VKO; new documents issued 04aug54
30 169	CCCP-L1412 CCCP-L1412 CCCP-01449	II-12P II-12P II-12P	AFL/Azerbaijan AFL/East Siberia AFL/Ukraine-ODS	mfd trf rgd	29dec47 unknown 21mar58	canx 19mar60 as life-time expired rgd 1948 in document may58 canx 18nov59 as worn out
30 171	CCCP-L1413 CCCP-L1413 CCCP-L1413	II-12P II-12P II-12P	AFL/Ukraine-ODS AFL/Uzbekistan AFL/Georgia	rgd trf trf	unknown 1948 unknown	video exists
30 172	CCCP-L1413(1) not known	II-12P II-12	AFL/Ukraine Soviet Air Force	rgd mfd	unknown 30dec47	destroyed by fire, date unknown; canx 04feb59; see c/n 8302607 the third II-12 in military transport configuration, with astrodome but without gun turret; underwent state trials with the GK NII VVS apr/may48; towed Yak-14 c/n 4640101 for trials
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	not known	II-12T	Soviet Air Force			the fourth II-12 in military transport configuration, with gun turret; used for Yak-14 cargo glider trials
30 175	CCCP-L1415	II-12P	AFL/Azerbaijan	rgd	1948	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			started factory trials of a new stabiliser and a new hydraulics system 23mar48 and factory trials of a new fin and the new AV-9-91 propellers 26may48
30 182	CCCP-L1417	II-12P	AFL/Northern	rgd	1950	f/n Novosibirsk-Severny 17nov51; canx 31mar57 as worn out
30 184	CCCP-N477 CCCP-L1418 CCCP-L1418	II-12T II-12P II-12P	Polyarnaya Aviats. AFL/Moscow AFL/Northern	photo rgd trf	photo 1948 photo	with a cropped tailcone for towing gliders; opb MAGON from 24jan51 opb 1-ya Moskovskaya aviagruppa with cargo doors, so rather an II-12T ? opb long-range aviation
30 185	not known CCCP-L1419	II-12 II-12P	Soviet Air Force AFL/Far East	trf rgd	06nov50 1948	opb long-range aviation
30 186	not known CCCP-L1420 CCCP-L1420	II-12 II-12P II-12P	Soviet Air Force AFL/Moscow AFL/Azerbaijan-BAK	trf rgd trf	06nov50 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
30 188	CCCP-L1422(1)	II-12	Aeroflot/ShVLP	rgd	1949	Advanced Flying Training College; trf to China 07nov50
30 191	not known	II-12	Aeroflot/ShVLP	rgd	1949	Advanced Flying Training College; trf to China 07nov50; see c/n 93033612
30 198	"39"	II-12T	Ilyushin OKB	ph.	ca.1955	started factory trials of a new de-icing system 19feb48
30 201	not known	II-12	Soviet Air Force			either at Teikovo or Tula; code probably red
30 204	not known	II-12	Soviet Air Force			military transport version, the first II-12 with embrasures in the windows
30 218	"10" red	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), l/n oct12
30 236	CCCP-N479	II-12T	Polyarnaya Aviats.	mfd	27mar48	opb MAGON from 24jan51; flew ice-reconnaissance missions in the Arctic starting 05apr48; departed from Moscow for Pevek 24feb55 with only 80 hours of life-time for the airframe and 50 hours for the engines remaining; CofA expired 02mar55; maintenance was neglected during the last flights and an incumbent 25 hours inspection was not conducted; w/o 04mar55 on the leg from Amderma to Arkhangelsk of the return flight from Pevek to Moscow when a fuel pipe in the nacelle of the left engine behind the fire-wall leaked (it had been in use for more than 2 years instead of 1 year as designated), the fuel was incinerated by hot exhaust gases, the fire spread rapidly and compromised the structural integrity of the wing, the left engine broke off after 2-3 minutes, the crew initiated an emergency descent and tried to make an emergency landing on a meadow in a forest near lake Poltozero in the Pinega district of the Arkhangelsk region (115 km NNE of Arkhangelsk), but the aircraft did not make it and came down in the forest, the nose section was destroyed completely, 4 of the 6 crew and 1 of the 25 passengers killed, 1 passenger seriously injured and 1 crew member and 5 passengers slightly injured, the survivors were rescued the next day; t/t 2,630 hours; canx 02apr55
30 237	CCCP-N480	II-12	Polyarnaya Aviats.			in document 07dec50; opb MAGON from 24jan51; used to re-supply the Arctic expedition "Sever-7" in 1955
30 250	not known	II-12	not known			the first of three II-12s overhauled by ARZ-410
30 254	CCCP-Sh1423 CCCP-Sh1423	II-12 II-12	AFL/ShVLP AFL/BLU	rgd trf	1948 23sep58	Advanced Flying Training College Buguruslan Flying School
30 255	CCCP-01362 CCCP-L1424 CCCP-L1424	II-12 II-12 II-12	AFL/MOW MAG SPIVS AFL/ShVLP AFL/Belarus	trf rgd trf	17may59 1948 unknown	canx 27may64 as worn out 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 CCCP-L1426 CCCP-01426	II-12 II-12 II-12 II-12	AFL/Ukraine AFL/Moscow AFL/Moscow (MUTA) AFL/East Siberia	trf mfd trf trf	unknown 1948 unknown 08dec58	canx 24aug62 as life-time expired rgd 1948; opb 1-ya Moskovskaya aviagruppa new documents issued 19jan55 opb 134 ATO; w/o 29nov59 on the leg from Kirensk to Irkutsk of a cargo flight from Mama to Irkutsk when tried to land in below-minima weather conditions (fog had appeared suddenly), deviated from the extended centre-line of the runway to the right and touched down on the grass, on touch-down the captain realised the mistake and tried to turn left but the left wing touched the ground, the aircraft hit two trenches and the cockpit was destroyed, all 4 crew killed; t/t 9,169 hours; canx 24dec59
30 258	CCCP-L1427	II-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 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 01oct48
30 259	CCCP-L1429 CCCP-L1429	II-12 II-12	AFL/Far East AFL/Northern	rgd trf	1948 unknown	new documents issued 05nov54; canx 20sep56
30 260	CCCP-L1428 CCCP-L1428	II-12 II-12	AFL/ShVLP AFL/Belarus	rgd trf	1948 unknown	Advanced Flying Training College opb 1 OUAe (otdelnaya uchebnaya aviaeskadriliya); new documents issued 07sep54
30 261	CCCP-L1428 CCCP-L1430 CCCP-L1430	II-12 II-12 II-12	AFL/Ukraine AFL/Moscow AFL/Moscow (MUTA)	trf rgd trf	19jun59 1948 unknown	canx 23sep59 opb 1-ya Moskovskaya aviagruppa
30 262	CCCP-L1430 CCCP-L1431 CCCP-L1431	II-12 II-12 II-12	AFL/Moscow (MUTA) AFL/East Siberia AFL/Moscow AFL/West Siberia	trf rgd trf	unknown 07dec58 1948 unknown	canx 24sep63 as amortisation period expired opb 1-ya Moskovskaya aviagruppa new documents issued 28feb55

30 264	CCCP-01431 CCCP-L1432 CCCP-L1432 CCCP-01432	II-12 II-12 II-12 II-12	AFL/West Siberia AFL/Far East AFL/Armenia AFL/Armenia	rgd rgd trf rgd	unknown 1948 unknown unknown	canx 11dec62 as life-time expired went tech at KJA 16dec48 canx 08mar60 as worn out
30 265	CCCP-L1433 CCCP-L1433 CCCP-01433 CCCP-01433	II-12 II-12 II-12 II-12	AFL/Georgia AFL/Belarus AFL/BLU AFL/Turkmenistan	rgd trf trf trf	1948 unknown 28mar59 27aug59	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 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
30 266	CCCP-L1434	II-12	AFL/Georgia	mfd	26apr48	rgd 1948 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 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 canx 112 ATO; w/o 23jan53 on the leg from Kazan to Moscow of a cargo flight from Novosibirsk to Moscow, shortly after take-off at night in bad visibility the aircraft collided in clouds at a height of 150 metres with Li-2 CCCP-L4582 due to ATC error, the empennage of the II-12 was hit by the left engine of the Li-2 and came off, both aircraft crashed in a snow-covered field south-west of Voznesenskoye (3 km south-west of the airport), all 6 crew killed; t/t 1,288 hours; canx 27mar53 opb 1-ya Moskovskaya aviagruppa; see c/n 93033705
30 268	CCCP-L1436(1) CCCP-L1436(1) not known	II-12 II-12 II-12	AFL/Moscow AFL/MOW MAG SPIVS Soviet Air Force	rgd trf trf	1948 unknown 06nov50	rgd 1948; 27 pax configuration; opb 1-ya Moskovskaya aviagruppa; photo at AER in summer 1949
30 269	CCCP-L1437 CCCP-L1437 CCCP-L1437 CCCP-L1437	II-12 II-12 II-12 II-12	AFL/Moscow AFL/Belarus-MHP AFL/SHVLP AFL/Ukraine-HRK	mfd trf trf rgd	30apr48 unknown 25nov50 16may59	Advanced Flying Training College canx 24jun64 as life-time expired
30 274	CCCP-01437 CCCP-L1703 CCCP-01375 CCCP-01375	II-12 II-12P II-12P II-12P	AFL/Ukraine-HRK AFL/Far East-KHV AFL/Far East-KHV AFL/Ural's-SVX	rgd rgd rgd trf	may59 1948 1959 23nov60	canx 24jun64 as life-time expired canx 19mar63 as life-time expired l/n YIH 12oct88; c/n reported as '275'; preserved in the China Aviation Museum at Shahezhen (Changping), l/n jan50
30 275 ?	35048 35141 (2)	II-12T II-12T	Chinese Air Force Chinese Air Force	YIH	13mar87 sep90	canx 19mar63 as life-time expired l/n YIH 12oct88; c/n reported as '275'; preserved in the China Aviation Museum at Shahezhen (Changping), l/n jan50 preserved in the China Aviation Museum at Shahezhen (Changping, N40.182892 E116.36111) with this 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
30 276	CCCP-L1700 CCCP-L1700 CCCP-01401	II-12P II-12P II-12P	AFL/Moscow AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd trf rgd	1948 unknown 1959	canx 15jun60 as worn out operated until 10jun52; t/t 1,191 hours by 10jun52 opb 12 ATO; severely damaged 23aug52 on the leg from Nikolayevsk-na-Amure to Okhotsk of a flight from Khabarovsk to Magadan when part of a blade of the right propeller came off (the blades had been repaired by welding twice), punctured the fuselage, destroyed hydraulic lines, engine control cables and electrical cables, ricocheted, seriously injured both legs of the flight mechanic who was in the cargo bay and got stuck in the upper wing of Po-2 CCCP-T743 which was being transported in the cargo bay, the engine developed severe vibrations, but could not be shut down and the propeller could not be feathered as the control cables had been destroyed, as the aircraft lost height the crew opted for an emergency landing in the valley of the lakes Oryol and Chlya and the aircraft landed wheels-up in a field near Chlya, 1 of the 5 crew killed (the flight mechanic died due to massive blood loss 2 hours after the landing) while the other 4 crew and all 11 passengers escaped unhurt; t/t 1,286 hours by 23aug52; repaired; new documents issued 05jan55
30 277	CCCP-X837 CCCP-L1488	II-12 II-12	MVD - Dalstro AFL/Far East-KHV	mfd trf	30apr48 1952	canx 15jun60 as worn out operated until 10jun52; t/t 1,191 hours by 10jun52 opb 12 ATO; severely damaged 23aug52 on the leg from Nikolayevsk-na-Amure to Okhotsk of a flight from Khabarovsk to Magadan when part of a blade of the right propeller came off (the blades had been repaired by welding twice), punctured the fuselage, destroyed hydraulic lines, engine control cables and electrical cables, ricocheted, seriously injured both legs of the flight mechanic who was in the cargo bay and got stuck in the upper wing of Po-2 CCCP-T743 which was being transported in the cargo bay, the engine developed severe vibrations, but could not be shut down and the propeller could not be feathered as the control cables had been destroyed, as the aircraft lost height the crew opted for an emergency landing in the valley of the lakes Oryol and Chlya and the aircraft landed wheels-up in a field near Chlya, 1 of the 5 crew killed (the flight mechanic died due to massive blood loss 2 hours after the landing) while the other 4 crew and all 11 passengers escaped unhurt; t/t 1,286 hours by 23aug52; repaired; new documents issued 05jan55
8 30 23 11	CCCP-73953 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 rgd	1959 1948 nov50 07sep54	canx 03jul63 as life-time expired opb 1-ya Moskovskaya aviagruppa opb 1 OUAЕ (otdelnaya uchebnaya aviaeskadrilya) new documents issued 30sep55 dbr, details unknown; canx 05mar60
8 30 23 12	CCCP-01438 CCCP-L1439 CCCP-L1439 CCCP-01439	II-12 II-12 II-12 II-12	AFL/Northern AFL/Far East AFL/Belarus AFL/Ukraine	rgd rgd trf trf	unknown 1948 30mar51 17may59	new documents issued 07sep54 opb 1 OUAЕ (otdelnaya uchebnaya aviaeskadrilya) canx 03jul63 as life-time expired opb 1-ya Moskovskaya aviagruppa canx 25apr55; trf 'for display' to the Troitsk Technical Aviation College Advanced Flying Training College; see c/n 93033716
8 30 23 13	CCCP-L1440 CCCP-L1440 CCCP-L1440	II-12 II-12 II-12	AFL/Moscow AFL/Kazakhstan AFL/SHVLP	rgd trf rgd	1948 unknown 1948	opb long-range aviation opb 1-ya Moskovskaya aviagruppa
8 30 23 14	CCCP-L1441(1) CCCP-L1441(1) not known	II-12 II-12 II-12	AFL/Moscow AFL/MOW MAG SPIVS Soviet Air Force	trf trf trf	unknown unknown 04nov50	opb long-range aviation opb 1-ya Moskovskaya aviagruppa
8 30 23 15	CCCP-L1442 CCCP-L1442 CCCP-01442	II-12 II-12 II-12	AFL/Moscow AFL/West Siberia AFL/West Siberia	rgd trf rgd	1948 26jan51 unknown	canx 21oct61 as life-time expired
8 30 23 16	CCCP-L1443 CCCP-L1443 CCCP-01443 CCCP-01443	II-12 II-12 II-12 II-12	AFL/Kazakhstan AFL/East Siberia AFL/East Siberia AFL/Kazakhstan	rgd trf rgd rgd	1948 unknown unknown 1948	canx 25apr62 as life-time expired
8 30 23 17	CCCP-L1444 CCCP-L1444 CCCP-L1444	II-12 II-12 II-12	AFL/East Siberia AFL/East Siberia AFL/Moscow	rgd trf trf	unknown unknown 1948	opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; canx 16aug56
8 30 23 18	CCCP-L1445 CCCP-L1445 CCCP-01445	II-12 II-12 II-12	AFL/Georgia AFL/West Siberia AFL/West Siberia	rgd trf rgd	1948 unknown unknown	new documents issued 31aug54 canx 05mar62 as life-time expired
8 30 23 19	CCCP-A1446 CCCP-L1446 CCCP-01446	II-12 II-12 II-12	AFL/Uzbekistan AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS	rgd trf rgd	1948 unknown unknown	used as a photo survey aircraft; new documents issued 09may56 canx 19apr63 as worn out opb Magadanskaya aviagruppa; new documents issued 09may56
8 30 23 20	CCCP-L1447 CCCP-01447 not known	II-12 II-12T II-12T	AFL/Far East AFL/Ural's-SVX Soviet Air Force	rgd rgd photo	1948 unknown photo	trf 29nov60; canx 31oct63 as life-time expired without dorsal turret; fitted out for icing research with sensors on forward fuselage sides and flight-deck roof; with 'lightning-bolt' cheatline and 'winged star' emblem on the nose-cone with a UTK-1 dorsal turret now; in natural metal c/s canx 06mar58 canx 20dec65 c/n not confirmed; type was previously reported as an Il-14 c/n not confirmed; fuselage used as a ground instructional airframe at Prostějov (N49.456090, E17.131165), l/n may10
8 30 24 06	no code CCCP-1884 CCCP-27215 2406	II-12D II-12D II-12D II-12T	Soviet Air Force MOP zavod # 47 MOMS Orenburg MSZ Czechoslovak AF	reg rgd no	photo unknown 06dec65 reports	canx 06mar58 canx 20dec65 c/n not confirmed; type was previously reported as an Il-14 c/n not confirmed; fuselage used as a ground instructional airframe at Prostějov (N49.456090, E17.131165), l/n may10
8 30 24 07	2407	II-12T	Czechoslovak AF	Prs	08sep90	canx 06mar58 canx 20dec65 c/n not confirmed; type was previously reported as an Il-14 c/n not confirmed; fuselage used as a ground instructional airframe at Prostějov (N49.456090, E17.131165), l/n may10
8 30 24 16	"53" blue	II-12T	Soviet Air Force	photo	photo	at Borisoglebsk-3 in winter 1962; opb 478 uap canx 19dec58 as worn out opb 1-ya Moskovskaya aviagruppa
8 30 24 17	CCCP-L1471	II-12	AFL/Belarus	rgd	1951	canx 19dec58 as worn out opb 1-ya Moskovskaya aviagruppa
8 30 24 18	CCCP-L1464 CCCP-L1464 CCCP-L1464	II-12 II-12 II-12	AFL/Moscow AFL/Moscow (MUTA) AFL/East Siberia	rgd trf rgd	1948 unknown unknown	canx 03jul63 as life-time expired opb 1-ya Moskovskaya aviagruppa
8 30 24 19	CCCP-01435 CCCP-L1463 CCCP-L1463	II-12 II-12 II-12	AFL/East Siberia AFL/Moscow AFL/Northern	rgd rgd trf	unknown 1948 unknown	opb long-range aviation opb 1-ya Moskovskaya aviagruppa on charge by 01oct50 canx 15apr66 as life-time expired opb 40 AO 1-oi Moskovskoi aviagruppy; w/o 01sep48 on the leg from Novosibirsk-Severnny 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 occupants were injured; canx 01dec48
8 30 24 20	not known CCCP-L1468 CCCP-L1468	II-12 II-12 II-12	Soviet Air Force AFL/Moscow AFL/Uzbekistan-TAS	trf rgd trf	07nov50 1948 unknown	opb long-range aviation opb 1-ya Moskovskaya aviagruppa on charge by 01oct50 canx 15apr66 as life-time expired opb 40 AO 1-oi Moskovskoi aviagruppy; w/o 01sep48 on the leg from Novosibirsk-Severnny 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 occupants were injured; canx 01dec48
8 30 24 21	CCCP-73993 CCCP-L1465	II-12 II-12	AFL/Uzbekistan-TAS AFL/Moscow	rgd rgd	1959 1948	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 22	CCCP-L1466	II-12	AFL/Azerbaijan-BAK	toc	01jun49	canx 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' rgd 1948; opb 1-ya Moskovskaya aviagruppa on charge by 01apr51; new documents issued 15sep54 canx 03jul63 as life-time expired
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	canx 03jul63 as life-time expired
8 30 24 25	CCCP-L1472 CCCP-01402 CCCP-L1467	II-12 II-12 II-12	AFL/Georgia AFL/Ukraine AFL/Moscow	rgd trf rgd	1948 15aug58 1948	in another document 18nov61 as AFL/Ural's-SVX; canx 20jun63 as calendar life-time expired opb 1-ya Moskovskaya aviagruppa new documents issued 28sep54 opb Ural'skaya aviagruppa; dbr, details unknown; canx 16may59
8 30 25 04	CCCP-L1467 CCCP-L1467 CCCP-L1467	II-12 II-12 II-12	AFL/Moscow AFL/Moscow (MUTA) AFL/Ural's	rgd rgd trf	1948 unknown 05aug58	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 05	35140 5116	II-12T II-12T	Chinese Air Force Chinese Air Force	Dts Dts	jan90 oct06	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
	CCCP-12580	Il-12	AFL/Far East	rgd	unknown	canx 17aug63 as amortisation period expired
8 30 25 11	CCCP-L1474	Il-12	AFL/Northern	rgd	1948	
	CCCP-Sh1474	Il-12	AFL/SHVLP	trf	unknown	Advanced Flying Training College; new documents issued 25apr57
	CCCP-L1474	Il-12	AFL/Ukraine	trf	unknown	
	CCCP-01400	Il-12	AFL/Ukraine	rgd	unknown	canx 20jun63 as worn out
8 30 25 12	CCCP-L1475	Il-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	not known	Il-12	Soviet Air Force	trf	06oct50	
8 30 25 13	CCCP-L1476	Il-12	AFL/Moscow	rgd	1948	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
8 30 25 14	CCCP-L1477	Il-12	AFL/Moscow	mfd	30aug48	rgd 1948; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1477	Il-12	AFL/Moscow (MUTA)	trf	unknown	new documents issued 07sep54
	CCCP-12590	Il-12	AFL/Ukraine	rgd	unknown	trf 05aug58; canx 18oct62 as life-time expired
8 30 25 15	CCCP-L1448	Il-12	AFL/Uzbekistan	rgd	1948	new documents issued 11oct55
	CCCP-01448	Il-12	AFL/Uzbekistan	rgd	unknown	canx 21feb66 as worn out
8 30 25 16	CCCP-L1449	Il-12	AFL/Far East	rgd	1948	
	CCCP-L1449	Il-12	AFL/Moscow (MUTA)	trf	unknown	canx 08jan58 as worn out
8 30 25 17	CCCP-L1450	Il-12	AFL/Uzbekistan	mfd	26aug48	opb 5 TAO; w/o 12oct48 on the leg from Baku to Tbilisi of a flight from Tashkent to Sochi in adverse weather when airport staff, ATC and crew committed a number of mistakes, the aircraft deviated from the prescribed flight path and crashed in the mountains of the Northern Caucasus near Yevlakh, all 6 crew and 4 passengers killed; t/t 274 hours; the wreck was not found for a long time (possibly never found)
8 30 25 18	CCCP-L1451	Il-12	AFL/Far East	rgd	1948	canx 29jul58 as worn out
8 30 25 19	CCCP-L1452	Il-12	AFL/Uzbekistan	rgd	1948	
	CCCP-L1452	Il-12	AFL/OAGrVS	trf	unknown	otdelnaya aviagruppa vozduzhnykh syomok (independent photo survey aviation group)
	CCCP-L1452	Il-12	AFL/West Siberia	trf	31dec53	
	CCCP-L1452	Il-12	AFL/MOW MAG SPIVS	trf	unknown	
	CCCP-73969	Il-12	AFL/MOW MAG SPIVS	rgd	unknown	canx 27may64 as worn out
8 30 25 20	CCCP-L1453	Il-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1453	Il-12	AFL/Far East	trf	unknown	
	CCCP-L1453	Il-12	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1453	Il-12	AFL/Urals-SVX	trf	04aug58	
	CCCP-01427	Il-12	AFL/Urals-SVX	rgd	unknown	canx 08aug62 as worn out
8 30 25 21	CCCP-L1454	Il-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1454	Il-12	AFL/Northern	trf	unknown	new documents issued 05nov57; canx 22mar58 as worn out
8 30 25 22	CCCP-L1455	Il-12	AFL/Northern	rgd	1948	
	not known	Il-12	Soviet Air Force	trf	04nov50	opb long-range aviation
8 30 25 23	CCCP-L1456	Il-12	AFL/Northern	rgd	1948	
	CCCP-Sh1456	Il-12	AFL/SHVLP	trf	unknown	Advanced Flying Training College
	CCCP-L1456	Il-12	AFL/Turkmenistan	trf	03mar58	
	CCCP-12592	Il-12	AFL/Turkmenistan	rgd	unknown	dbr, details unknown; canx 22jun59
8 30 25 24	CCCP-L1457	Il-12T	AFL/Far East	rgd	1948	
	CCCP-Sh1457	Il-12T	AFL/SHVLP	trf	unknown	Advanced Flying Training College; new documents issued 02jul54
	CCCP-Sh1457	Il-12T	AFL/BLU	trf	23oct58	Buguruslan Flying School
	CCCP-73951	Il-12T	AFL/Ukraine	trf	16may59	canx 24jun64 as life-time expired; preserved in a pioneers' camp at Komsomolskoye in the Donetsk region (N47.691581 E38.082144), adorned with blue and yellow 'Ukrainian' trim, seen 2009/sep12
8 30 25 25	CCCP-L1458	Il-12T	AFL/Kazakhstan-ALA	rgd	1948	photo in Putnam book; new documents issued 21aug54; overhauled by AERB-243 nov58
	CCCP-73955	Il-12T	AFL/Kazakhstan-ALA	rgd	unknown	dbr 24dec58, details unknown; canx 16feb59
8 30 26 01	CCCP-L1459	Il-12	AFL/Kazakhstan	rgd	1948	new documents issued 14sep55
	CCCP-73954	Il-12	AFL/Kazakhstan	KOV	nov59	
	CCCP-73954	Il-12	AFL/East Siberia	trf	27nov61	canx 18dec64 as life-time expired
8 30 26 02	CCCP-L1460	Il-12T	AFL/Far East	rgd	1948	
	CCCP-Sh1460	Il-12T	AFL/SHVLP	trf	unknown	Advanced Flying Training College
	CCCP-Sh1460	Il-12T	AFL/BLU	trf	19sep58	Buguruslan Flying School
	CCCP-73975	Il-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 Lugansk-Ostraya Mogila (N48.527216 E39.384045), seen jun06/nov13
8 30 26 03	CCCP-L1461	Il-12	AFL/Azerbaijan	rgd	1948	
	CCCP-01404	Il-12	AFL/Urals	trf	26dec59	opb Uralskaya aviagruppa; canx 12dec65 as life-time expired
8 30 26 04	CCCP-L1462	Il-12	AFL/Kazakhstan	mfd	aug48	opb 25 TAO; w/o 20sep49 on the leg from Lyubertsy to Sverdlovsk at night of a cargo flight from Lyubertsy to Karaganda when the left engine lost oil and failed due to faulty maintenance (one hour before the crew had neglected signs indicating that the engine would fail and decided to continue the flight), the crew decided to make an emergency landing at Gorki but the propeller could not be feathered as there was no oil pressure, the aircraft rapidly lost height and jettisoning the cargo did not help so that the aircraft touched trees on a hill 12 km north of Savasleika and 22 km east of Murom, crashed and broke up, 3 of the 4 crew killed; t/t 550 hours (t/t of the left engine 334 hours); canx 29sep49
8 30 26 05	CCCP-L1478	Il-12	AFL/Far East	rgd	1948	
	CCCP-L1478	Il-12	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-01419	Il-12	AFL/Ukraine	trf	20nov58	canx 24aug62 as life-time expired
8 30 26 06	CCCP-L1479	Il-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	not known	Il-12	Soviet Air Force	trf	06oct50	
8 30 26 07	CCCP-L1480	Il-12	AFL/Far East	rgd	1948	flew on the KHV-OHO route 19sep58
	CCCP-01413(2)	Il-12	AFL/Far East	rgd	unknown	canx 11jan62 as life-time expired; see c/n 30171
8 30 26 08	CCCP-L1481	Il-12	AFL/Turkmenistan	rgd	1948	new documents issued 02jun54; canx 13aug55 due to corrosion
8 30 26 09	CCCP-L1482	Il-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1482	Il-12	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-01434	Il-12	AFL/West Siberia	trf	28feb59	canx 19mar63 as life-time expired
8 30 26 10	CCCP-L1483	Il-12	AFL/Uzbekistan	rgd	21jun52	
	CCCP-L1483	Il-12	AFL/Central Asia	trf	unknown	territorial reorganisation; new documents issued 09feb56
	CCCP-73994	Il-12	AFL/Uzbekistan	rgd	unknown	canx 26apr62 as life-time expired
8 30 26 12	CCCP-L1484	Il-12	AFL/SHVLP	rgd	1948	Advanced Flying Training College
	not known	Il-12	Soviet Air Force	trf	04nov50	opb long-range aviation
8 30 26 13	CCCP-L1485	Il-12	AFL/Kazakhstan	rgd	1948	
	CCCP-L1485	Il-12	AFL/West Sib.-Ovn	trf	14may51	
	CCCP-01349	Il-12	AFL/West Sib.-Ovn	rgd	1959	canx 23oct62 as life-time expired
8 30 26 14	CCCP-L1486	Il-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1486	Il-12	AFL/Far East	trf	unknown	
	CCCP-L1486	Il-12	AFL/West Siberia	trf	unknown	
	CCCP-L1486	Il-12	AFL/Urals-SVX	trf	unknown	opb Uralskaya aviagruppa by 01sep57
	CCCP-01340	Il-12	AFL/Urals-SVX	rgd	unknown	in document 26sep62; canx 22oct63 as amortisation period expired
8 30 26 15	CCCP-L1487	Il-12	AFL/Far East	rgd	1948	
	CCCP-Sh1487	Il-12	AFL/SHVLP	trf	unknown	Advanced Flying Training College
	CCCP-73968(1)	Il-12	AFL/BLU	trf	18sep58	Buguruslan Flying School; canx 30mar59; see c/n 83012903
8 30 26 16	CCCP-11023	Il-12	MOP - NISO	no	reports	
	CCCP-03528	Il-12	MOP - NISO	no	reports	
8 30 27 03	CCCP-A910	Il-12	AFL/MOW MAG SPIVS	rgd	unknown	
	CCCP-L1851	Il-12	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-L1851	Il-12	AFL/MOW MAG SPIVS	trf	unknown	new documents issued 24oct55
	CCCP-73970	Il-12	AFL/MOW MAG SPIVS	rgd	unknown	dbr, details unknown; canx 18apr62
8 30 27 09	CCCP-01378(2)	Il-12	AFL/West Siberia	trf	20jun61	probably ex Soviet Air Force; canx 12jan66; see c/n 30106
8 30 27 10	"32" red	Il-12T	Soviet Air Force	photo		

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

8 301 28 01	CCCP-L1704	Il-12P	AFL/NII GVF	rgd	1949	in natural metal, Aeroflot c/s; made test flights in 1949
	CCCP-L1704	Il-12P	AFL/Moscow	trf	unknown	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1704	Il-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1704	Il-12P	AFL/West Siberia	trf	unknown	
	CCCP-L1704	Il-12P	AFL/Urals	trf	unknown	opb Uralskaya aviagruppa by 01sep57
	CCCP-01386	Il-12P	AFL/Urals	rgd	unknown	canx 12sep66 as amortisation period expired
8 301 28 02	CCCP-L1705	Il-12P	AFL/Moscow	mfd	12oct48	rgd 1948; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1705	Il-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-73996	Il-12P	AFL/Ukraine	trf	15may59	canx 16may61 as worn out
8 301 28 03	CCCP-L1706	Il-12P	AFL/Moscow	rgd	unknown	opb 1-ya Moskovskaya aviagruppa; dbr, details unknown; canx 05oct56
8 301 28 04	CCCP-L1707	Il-12P	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1707	Il-12P	AFL/East Siberia	trf	unknown	canx 29jul58 as worn out
8 301 28 05	CCCP-L1708	Il-12P	AFL/Moscow	rgd	1950	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1708	Il-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L3900	Il-12P	AFL/Kazakhstan	rgd	21oct54	
	CCCP-73964	Il-12P	AFL/Kazakhstan	rgd	unknown	canx 26may59 as life-time expired
8 301 28 06	CCCP-L1709	Il-12P	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1709	Il-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1709	Il-12P	AFL/Far East	trf	unknown	
	CCCP-12583	Il-12P	AFL/Far East	rgd	unknown	canx 18jul61 as life-time expired

8 301 28 07	CCCP-L1710 CCCP-L1710 CCCP-L1710 CCCP-L1710 CCCP-01333	II-12P II-12P II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/West Siberia AFL/Urals AFL/Urals	rgd trf trf trf rgd	1948 unknown unknown unknown unknown	opb 1-ya Moskovskaya aviagruppa; photo in natural metal c/s
8 301 28 08	CCCP-L1711 CCCP-L1711 CCCP-73982	II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Ukraine	mfd trf trf	jun48 unknown 22may58	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-L1712 CCCP-L1712 CCCP-73976	II-12P II-12P II-12P	AFL/Georgia AFL/Ukraine AFL/Ukraine	rgd trf rgd	1948 unknown unknown	canx 28jun60 as life-time expired; photo at an unknown location 1963
8 301 28 10	CCCP-L1713 CCCP-L1713 CCCP-01301	II-12P II-12P II-12P	AFL/Far East AFL/Far East AFL/Far East	rgd rgd rgd	1948 unknown unknown	canx 22mar61 as life-time expired
8 301 28 11	CCCP-L1714	II-12P	AFL/Moscow	mfd	28nov48	canx 08mar60 as worn out opb 31 AO 1-oi Moskovskoi aviagruppy; w/o 21jul49 on the leg from Krasnoyarsk to Irkutsk of a flight from Moscow to Khabarovsk when the left engine lost oil and caught fire (due to a design fault), the fire could be extinguished by an emergency descent, but the aircraft was not able to continue on one engine although part of the cargo was jettisoned, while approaching a field for a forced landing the left wing hit a tree on a hill (640 metres) near Marga (5 km south-east of Shebert railway station in the Nizhneudinsk district of the Irkutsk region), the left wing came off, soon followed by the right one, the fuselage came down in the forest, caught fire and burnt out, 5 of the 6 crew and all 8 passengers killed; t/t of the left engine 467 hours; canx 01nov49
8 301 28 12	CCCP-L1715 CCCP-12585	II-12P II-12P	AFL/Far East AFL/Far East	rgd rgd	1948 unknown	canx 10oct60 as worn out
8 301 28 13	CCCP-L1716 CCCP-L1716 CCCP-L3902	II-12 II-12 II-12	AFL/Moscow AFL/Moscow (MUTA) AFL/EAU	rgd trf trf	1948 unknown unknown	opb 1-ya Moskovskaya aviagruppa new documents issued 01nov54 Yegoryevskoye aviatsionnoye uchiilishche (Yegoryevsk Aviation School); canx 12feb57 as life-time expired and 'for display'
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 Sib.-Ovn AFL/Urals-SVX	rgd trf trf trf	1948 unknown unknown dec56	opb 1-ya Moskovskaya aviagruppa in document 1949
8 301 28 15	CCCP-L1718	II-12P	AFL/East Siberia	rgd	1948	opb Uralskaya aviagruppa by 01sep57
8 301 28 16	CCCP-L1719 CCCP-L1719 CCCP-L1719	II-12P II-12P II-12P	AFL/International AFL/Moscow (MUTA) AFL/Ukraine	mfd trf trf	28jan48 unknown unknown	burnt out during take-off, details unknown; canx 02dec53 possibly 28nov48 instead ?; rgd 1948; opb OAG MVS
8 301 28 17	CCCP-L1720 CCCP-L1720 CCCP-01328	II-12P II-12P II-12P	AFL/International AFL/Moscow (MUTA) AFL/Ukraine	mfd trf rgd	28nov48 unknown 31may58	dbr, details unknown; canx 26may58 rgd 1948; opb OAG MVS f/n VKO 1956
8 301 28 18	CCCP-L1721 CCCP-L1721 CCCP-L1721	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/West Siberia AFL/Urals	rgd trf trf	unknown unknown unknown	canx 24jul61 as life-time expired new documents issued 07aug54
8 301 28 19	CCCP-L1722 CCCP-L1722 CCCP-L1722 CCCP-L1722	II-12P II-12P II-12P II-12P	AFL/International AFL/Moscow (MUTA) AFL/West Siberia AFL/Urals-SVX	rgd trf trf trf	1948 unknown unknown unknown	opb Uralskaya aviagruppa by 01sep57; canx 10may58 as worn out opb OAG MVS
8 301 28 20	CCCP-73992 CCCP-L1723 CCCP-L1723 CCCP-L1723 CCCP-L1723 CCCP-73980	II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Urals-SVX AFL/International AFL/Moscow (MUTA) AFL/Ukraine AFL/Ukraine AFL/Ukraine	rgd rgd trf trf trf rgd	unknown 1948 unknown unknown unknown 1948	f/n VKO 1956 canx 24jul61 as life-time expired new documents issued 07aug54
8 301 29 01	CCCP-L1724 CCCP-73990 CCCP-L1725 CCCP-L1725 CCCP-L1725	II-12P II-12P II-12P II-12P II-12P	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Moscow AFL/Moscow AFL/East Siberia	rgd rgd mfd trf trf	1948 unknown 1949 unknown unknown	overhauled by AERB-243 nov58 canx 27aug60 as worn out rgd 1949; opb 1-ya Moskovskaya aviagruppa
8 301 29 02	CCCP-01405	II-12P	AFL/Ukraine	trf	20sep58	opb 88 ATO; w/o 21jul60 on the leg from Minsk to Lviv of a flight from Leningrad to Lviv when was not able to accelerate duly on the rain-soaked grass runway, lifted off below minimum take-off speed and with a high angle of attack, bouncing four times, banked to the left, hit a power-line and a lamp pole and crashed on the territory of a motor depot, breaking up while colliding with several trucks and a fence, all 4 crew and 3 of the 24 passengers (2 of the passengers were without seat) killed as well as 1 person on the ground during the rescue operation; t/t 13,706 hours; canx 26jul60
8 301 29 03	CCCP-L1726 CCCP-L1726 CCCP-73968(2)	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Northern AFL/Northern	rgd trf rgd	unknown unknown unknown	new documents issued 05nov54 photo 1957; featured in the Soviet movie "Nepovtorimaya vesna" (Unrepeatable Spring) shot in 1957 canx 29jul58 as worn out; see c/n 8302615
8 301 29 04	OK-CBA	II-12B	CSA	d/d	11mar49	rgd 09jun49; i/s 17jun49; fleet # '70'; f/n Northolt 12sep49; wfu 03jan59; canx 29feb60
8 301 29 05	CCCP-L1728 CCCP-L1728 CCCP-L1728 CCCP-73978	II-12P II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Ukraine AFL/Ukraine	mfd trf trf no	06dec48 unknown unknown reports	rgd 1948 opb 1-ya Moskovskaya aviagruppa
8 301 29 06	CCCP-L1729 CCCP-L1729 CCCP-L3926 CCCP-L3926	II-12P II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Kazakhstan	rgd trf rgd trf	1948 unknown 02jul54 16apr56	canx 14jul60 as life-time expired opb 1-ya Moskovskaya aviagruppa
8 301 29 07	CCCP-73965 CCCP-L1730 CCCP-L1730 CCCP-L1730	II-12P II-12P II-12P II-12P	AFL/Kazakhstan AFL/Moscow AFL/Moscow (MUTA) SibNIA	rgd rgd trf trf	unknown 1948 unknown unknown	canx 29nov58 as amortisation period expired opb 1-ya Moskovskaya aviagruppa
8 301 29 08	CCCP-L1731	II-12P	AFL/Uzbekistan	mfd	20dec48	canx 10may58; tested to destruction opb 5 TAO; w/o 23dec48 when the factory-fresh aircraft was to be handed over at Khodynka to a crew from the Georgian directorate and ferried to Tbilisi via VKO, as that crew did not turn up in time the aircraft instead was handed over to a crew from the Uzbek directorate who was present at Khodynka to collect an II-12 and intended to ferry their aircraft to Tashkent via Lyubertsy instead of VKO, but nobody informed ATC about the change of the flight plan, the II-12 collided 5.8 km south-east of VKO in bad visibility with TS-62 CCCP-L861, lost both engines, entered a flat spin and crashed at the edge of a wood 500-700 metres from Valuyevo, all 4 crew killed; canx 24jan49
8 301 29 09	CCCP-L1732	II-12P	AFL/Uzbekistan	rgd	1949	f/n VKO 1956; canx 24mar59 as worn out
8 301 29 10	CCCP-L1733 CCCP-L1733 CCCP-L1733	II-12P II-12P II-12P	AFL/Georgia AFL/West Siberia AFL/West Siberia	rgd rgd trf	1949 1949 15jun56	canx 10oct58 as worn out
8 301 29 11	CCCP-L1734	II-12P	Aeroflot	no	reports	just surmised, neither in 1950s MGA document nor in register
8 301 29 12	CCCP-L1735 CCCP-L1735 CCCP-L1735	II-12P II-12P II-12P	AFL/Azerbaijan AFL/BLU AFL/BLU	rgd trf trf	1949 04dec58 1949	canx 06jan59 as 'for display'
8 301 29 13	CCCP-L1736 CCCP-73956	II-12P II-12P	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd rgd	1949 1959	overhauled by AERB-243 nov58 canx 29oct59 as worn out
8 301 29 14	CCCP-L1737 CCCP-73957	II-12P II-12P	AFL/Kazakhstan AFL/Kazakhstan	rgd VKO	1949 jun59	new documents issued 29dec54 canx 04jul59 as worn out
8 301 29 15	CCCP-L1738 CCCP-73959	II-12P II-12P	AFL/Kazakhstan AFL/Kazakhstan	rgd rgd	1949 unknown	new documents issued 21aug54 f/n KOV nov59; canx 28jan60 as life-time expired
8 301 29 16	OK-CBF	II-12B	CSA	d/d	11mar49	photo proof of the c/n on the leading edge of the wing; rgd 04may49; i/s 17jun49; fleet # '71'; severely damaged 08dec51 when collided with an obstacle whilst taxiing at PRG (was initially to be repaired, but nothing came of this); canx 05jan54 and again 29feb60 (clean-up of register) opb 1-ya Moskovskaya aviagruppa
8 301 29 17	CCCP-L1740 CCCP-L1740 CCCP-L1740 CCCP-01342	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	photo; canx 06jul60 as worn out opb OAG MVS
8 301 29 18	CCCP-L1741 CCCP-L1741 CCCP-01352	II-12P II-12P II-12P	AFL/International AFL/Moscow (MUTA) AFL/Ukraine	rgd trf trf	1949 unknown 10may58	canx 22nov61 as life-time expired opb OAG MVS
8 301 29 19	CCCP-L1742 CCCP-L1742 CCCP-L1742	II-12P II-12P II-12P	AFL/International AFL/Moscow (MUTA) AFL/Ukraine-IEV	rgd trf IEV	1949 unknown 17aug57	new documents issued 28sep54 opb 86 OAO; 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 Kecskemet airport and received new and correct directions, landing safely at Budaörs with an absolute minimum of fuel (some 50 litres); registration still in document oct58 opb 90 OAO; canx 16may61 as life-time expired opb OAG MVS
8 301 29 20	CCCP-73979 CCCP-L1743 CCCP-L1743 CCCP-L1743	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	reported as an II-12T; photo exists
8 301 30 01	CCCP-L12587 CCCP-L1744 CCCP-L1744 CCCP-L1744	II-12P II-12P II-12P II-12P	AFL/Far East AFL/Moscow AFL/Moscow (MUTA) AFL/Ukraine	rgd rgd trf trf	unknown 1949 unknown 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 aviagruppa new documents issued 07sep54 canx 05apr58 as worn out
8 301 30 02	CCCP-L1745 CCCP-L1745 CCCP-01381	II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Ukraine	mfd trf trf	jan49 unknown 23may58	rgd 1949; opb 1-ya Moskovskaya aviagruppa; in natural metal c/s; photo exists new documents issued 20sep54 opb 79 OAO; canx 24aug60 as life-time expired
8 301 30 03	CCCP-L1746 CCCP-L1746 CCCP-L1746	II-12P II-12P II-12P	AFL/Georgia AFL/Georgia AFL/West Siberia	rgd trf trf	1949 unknown unknown	canx 19dec58 as worn out rgd 1949
8 301 30 04	CCCP-L1747	II-12P	AFL/Georgia	mfd	13jan49	

	CCCP-L1747	II-12P	AFL/SHVLP	trf	unknown	Advanced Flying Training College
	CCCP-01308	II-12P	AFL/BLU	trf	23sep58	Buguruslan Flying School
8 301 30 05	CCCP-01308	II-12P	AFL/Ukraine	trf	16may59	opb 90 OAO; canx 02jun61 as life-time expired
	CCCP-L1748	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1748	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1748	II-12P	AFL/Kazakhstan	trf	unknown	
8 301 30 06	CCCP-01360	II-12P	AFL/Kazakhstan	rgd	unknown	canx 05feb59 as life-time expired
	CCCP-L1749	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1749	II-12P	AFL/East Siberia	trf	14nov51	canx 29aug60 as life-time expired
8 301 30 07	CCCP-L1750	II-12P	AFL/Moscow	mfd	10oct48 ?	rgd 1949; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1750	II-12P	AFL/Moscow (MUTA)	trf	unknown	
8 301 30 08	CCCP-73995	II-12P	AFL/Ukraine	trf	05jul58	opb 79 OAO; canx 29nov60 as life-time expired
	CCCP-L1751	II-12P	AFL/Moscow	rgd	1949	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	II-12P	AFL/Far East	rgd	1949	c/n as such in MGA document, but as 93013009 in register; new documents issued 17jun54
	CCCP-12586	II-12P	AFL/Far East	rgd	unknown	flew on the KHV-OHO route 19sep58; canx 13apr60 as life-time expired
9 301 30 10	CCCP-L1753	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1753	II-12P	AFL/Moscow (MUTA)	trf	unknown	new documents issued 02jul54
	CCCP-L1753	II-12P	AFL/Far East	trf	unknown	
	CCCP-L1753	II-12P	AFL/Magadan	trf	01oct57	
9 301 30 11	CCCP-01326	II-12P	AFL/Magadan	rgd	unknown	canx 16jul60 as amortisation period expired
	CCCP-L1754	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1754	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1754	II-12P	AFL/Ukraine	trf	unknown	
9 301 30 12	CCCP-73983	II-12P	AFL/Ukraine	rgd	1959	opb 79 OAO; canx 22mar61 as life-time expired
	CCCP-L1755	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1755	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1755	II-12P	AFL/West Siberia	trf	unknown	
9 301 30 13	CCCP-L1755	II-12P	AFL/Urals	trf	unknown	opb Uralskaya aviagruppa by 01sep57; canx 08mar58 as worn out
	CCCP-L1756	II-12P	AFL/Moscow	mfd	jan49	rgd 1949; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1756	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-01364	II-12P	AFL/Ukraine	trf	30may58	opb 86 OAO; canx 12sep60 as life-time expired
9 301 30 14	CCCP-L1757	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1757	II-12P	AFL/Moscow (MUTA)	trf	unknown	new documents issued 07jun54
	CCCP-L3928	II-12P	AFL/West Siberia	rgd	27apr55	
	CCCP-L3928	II-12P	AFL/Urals-SVX	trf	unknown	
9 301 30 15 ?	CCCP-L1758	II-12P	Aeroflot	no	reports	opb Uralskaya aviagruppa by 01sep57; under overhaul with AERB-243 nov58; canx 30nov58 as worn out
9 301 30 16	CCCP-L1759	II-12P	AFL/Far East	rgd	1949	c/n and registration just surmised, neither in 1950s MGA document nor in register
	CCCP-01337	II-12P	AFL/Magadan	trf	unknown	new documents issued 08jul54
	CCCP-01337	II-12P	AFL/Urals	trf	07dec59	
9 301 30 17	CCCP-L1760	II-12P	AFL/Moscow	rgd	1949	canx 17nov60 as life-time expired
	CCCP-L1760	II-12P	AFL/Moscow (MUTA)	trf	unknown	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1760	II-12P	AFL/Belarus	trf	unknown	
9 301 30 18	CCCP-L1760	II-12P	AFL/BLU	trf	16oct58	Buguruslan Flying School; canx 06jan59 as 'for display'
	CCCP-L1761	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1761	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1761	II-12P	AFL/East Siberia	trf	unknown	
9 301 30 19	CCCP-12581	II-12P	AFL/Turkmenistan	trf	05mar58	canx 15nov60 as life-time expired
	CCCP-L1762	II-12P	AFL/Far East	rgd	1949	
9 301 30 20	CCCP-12588	II-12P	AFL/Far East	trf	unknown	canx 29mar61 as worn out
	CCCP-L1763	II-12P	AFL/Azerbaijan	rgd	1949	
	CCCP-L1763	II-12P	AFL/West Siberia	trf	unknown	
9 301 31 01	CCCP-01315	II-12P	AFL/West Siberia	rgd	unknown	canx 27jan60 as worn out
	CCCP-L1764	II-12P	AFL/Uzbekistan	rgd	1949	
	CCCP-L1764	II-12P	AFL/East Siberia	trf	unknown	
9 301 31 02	CCCP-01359	II-12P	AFL/Ukraine	trf	25sep58	opb 86 OAO; canx 29nov60 as life-time expired
	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	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L3929	II-12P	AFL/Moscow (MUTA)	rgd	28may54	new documents issued 22apr55; canx 29jul58 as worn out
9 301 31 04	CCCP-L1767	II-12P	AFL/NIU GVF	rgd	1949	test flights in 1949
	CCCP-L1767	II-12P	AFL/Moscow	trf	unknown	opb 1-ya Moskovskaya aviagruppa
9 301 31 05	CCCP-L3901	II-12P	AFL/Moscow (MUTA)	rgd	15nov54	photo exists; canx 04feb58 as worn out
	CCCP-L1768	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa; f/n VKO oct49
	CCCP-L1768	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1768	II-12P	AFL/Kazakhstan	trf	unknown	
9 301 31 06	CCCP-01303(1)	II-12P	AFL/Kazakhstan	no	reports	possibly not taken up as already canx 29sep58 as life-time expired; see c/n 93013211
	CCCP-L1769	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1769	II-12P	AFL/Moscow (MUTA)	trf	unknown	
9 301 31 07	CCCP-L3922	II-12P	AFL/Aktjubinsk FS	rgd	27jul54	new documents issued 28mar55; canx 13feb58 as 'for display'
	CCCP-L1770	II-12P	AFL/Moscow	mfd	feb49	rgd 1949; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1770	II-12P	AFL/Moscow (MUTA)	trf	unknown	photo exists
9 301 31 08	CCCP-L3907	II-12P	AFL/Ukraine	rgd	29dec54	opb 90 OAO; canx 08jan58 as worn out
	CCCP-L1771	II-12P	Aeroflot	mfd	1949	in natural metal c/s; flew ice-reconnaissance missions 20apr/14jul49; used to re-supply the Arctic expedition "Sever-5" in spring 1950, photo proof of registration
	CCCP-N525	II-12P	Polyarnaya Aviats.	rgd	03jun50	opb MAGON from 24jan51; in natural metal c/s; flew ice-reconnaissance missions 13/20jun51, 11sep/17oct52 and 15feb/13oct53; equipped with a "Kobalt" radar in 1952; photo 31dec54; used to re-supply the drifting polar stations SP-3 in 1954 and SP-4 in 1956 plus the Arctic expedition "Sever-7" in 1955; dbr 08sep56 on the leg to Dikson of a flight from Moscow to the drifting polar station SP-4 when approached too low, the main landing gear hit the threshold of the security strip 100 metres before the runway threshold and broke off, the aircraft continued to fly for 180 metres, came down on the runway and suffered considerable damage, all crew (captain: I.P. Mazuruk) and passengers escaped unhurt; hulk removed from the runway by bulldozers
9 301 31 09	CCCP-L1772	II-12P	Aeroflot	no	reports	c/n and registration just surmised, not in 1950s MGA document
9 301 31 10	CCCP-N526	II-12P	Polyarnaya Aviats.	ph.	22apr55	with dorsal fin; opb MAGON from 24jan51; in natural metal c/s
	CCCP-L1773	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1773	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1773	II-12P	AFL/Kazakhstan	trf	unknown	
9 301 31 11	CCCP-73961	II-12P	AFL/Kazakhstan	rgd	unknown	canx 27dec58 as life-time expired
	CCCP-L1774	II-12P	AFL/Moscow	mfd	19feb49	rgd 1949; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1774	II-12P	AFL/Moscow (MUTA)	trf	unknown	new documents issued 27jul54
9 301 31 12	CCCP-01389(2)	II-12P	AFL/Ukraine	trf	23may58	opb 86 OAO; canx 03jun60 as life-time expired; see c/n 93013218
	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 2,007 hours; canx 23oct52
9 301 31 13	CCCP-L1776	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1776	II-12P	AFL/Moscow (MUTA)	trf	unknown	photo on a Sverdlovsk postcard printed in 1958
9 301 31 14	CCCP-L3923	II-12P	AFL/Moscow (MUTA)	rgd	31mar55	canx 21jan58 as 'for display' and trf to the Troitsk Technical Aviation College (TATU)
	CCCP-L1777	II-12P	AFL/Moscow	mfd	24mar49	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 but one passenger drowned before rescue arrived; canx 26may53
9 301 31 15	CCCP-L1778	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1778	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1778	II-12P	AFL/West Siberia	trf	unknown	
9 301 31 16	CCCP-L1778	II-12P	AFL/Urals-SVX	trf	unknown	opb Uralskaya aviagruppa by 01sep57; canx 27may59 as life-time expired
	CCCP-L1779	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa; photo exists
	CCCP-L1779	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	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	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1780	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1780	II-12P	AFL/West Siberia	trf	unknown	
	CCCP-L1780	II-12P	AFL/Urals-SVX	trf	unknown	
9 301 31 18	CCCP-L1781	II-12P	AFL/NIU GVF	rgd	1949	opb Uralskaya aviagruppa by 01sep57; canx 11sep59
	CCCP-L1781	II-12P	AFL/West Siberia	trf	unknown	

9 301 31 19	CCCP-01420	II-12P	AFL/West Siberia	rgd	unknown	canx 18jun62 as life-time expired
	CCCP-L1782	II-12P	AFL/Moscow (MUTA)	rgd	1949	dbf, details unknown; canx 01nov49
9 301 31 20	CCCP-L1783	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1783	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L3909	II-12P	AFL/Kazakhstan	rgd	14jan55	
	CCCP-73977	II-12P	AFL/Kazakhstan	rgd	unknown	canx 29oct58 as amortisation period expired
9 301 32 01	CCCP-L1784	II-12P	AFL/NIU GVF	mfd	28feb49	rgd 1949; conducted test flights in 1949; new documents issued 21dec54
	CCCP-73950	II-12P	AFL/Ukraine	trf	28mar59	opb 89 OAO; canx 05feb65 as life-time expired
9 301 32 02	CCCP-L1785	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1785	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1785	II-12P	AFL/Kazakhstan-ALA	trf	unknown	overhauled by AERB-243 nov58
	CCCP-73962	II-12P	AFL/Kazakhstan-ALA	rgd	unknown	canx 05aug59 as life-time expired; seen ALA dec59 ?
9 301 32 03	CCCP-L1786	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1786	II-12P	AFL/Moscow (MUTA)	trf	unknown	new documents issued 27jul54
	CCCP-L1786	II-12P	AFL/West Siberia	trf	unknown	
	CCCP-L1786	II-12P	AFL/Urals	trf	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	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1787	II-12P	AFL/Moscow (MUTA)	trf	unknown	new documents issued 07jun54
	CCCP-L1787	II-12P	AFL/Ukraine	trf	unknown	
	CCCP-73984	II-12P	AFL/Ukraine	rgd	unknown	opb 79 OAO; canx 24dec59 as life-time expired
9 301 32 05	CCCP-L1788	II-12P	AFL/International	rgd	1949	opb OAG MVS
	CCCP-L1788	II-12P	AFL/Moscow (MUTA)	trf	unknown	mentioned in one document as AFL/Moscow-VKO mar57
	CCCP-L1788	II-12P	AFL/West Siberia	trf	unknown	
	CCCP-01307	II-12P	AFL/West Siberia	rgd	unknown	
9 301 32 06	CCCP-L1789	II-12P	AFL/Moscow	rgd	1949	canx 12sep60 as worn out
	CCCP-L1789	II-12P	AFL/Moscow (MUTA)	trf	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
						opb 1-ya Moskovskaya aviagruppa
9 301 32 07	CCCP-L1790	II-12P	AFL/Moscow	rgd	1949	
	CCCP-L1790	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1790	II-12P	AFL/Ukraine	trf	unknown	opb 90 OAO; canx 03jun60 as life-time expired
	CCCP-73985	II-12P	AFL/Ukraine	rgd	unknown	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-Severnoy, 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
	CCCP-L1791	II-12P	AFL/Moscow	mfd	14mar49	
9 301 32 09	CCCP-L1792	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1792	II-12P	AFL/Moscow (MUTA)	trf	unknown	new documents issued 27jul54
	CCCP-01382	II-12P	AFL/Ukraine	trf	31may58	opb 90 OAO
	CCCP-01382	II-12P	AFL/GosNII GVF	trf	12dec58	canx 16may61 as life-time expired
9 301 32 10	CCCP-L1793	II-12P	AFL/Kazakhstan	rgd	1949	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	II-12P	AFL/Azerbaijan	rgd	1949	
	CCCP-01303(2)	II-12P	AFL/Azerbaijan	trf	unknown	canx 31mar60 as worn out; see c/n 93013105
9 301 32 12	CCCP-L1795	II-12P	AFL/Kazakhstan	rgd	1949	
	CCCP-73963	II-12P	AFL/Kazakhstan	trf	unknown	canx 26may59 as life-time expired
9 301 32 13	CCCP-L1796	II-12P	AFL/International	rgd	1949	opb OAG MVS
	CCCP-L1796	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1796	II-12P	AFL/West Siberia	trf	unknown	
	CCCP-L1796	II-12P	AFL/Urals	trf	unknown	opb Uralskaya aviagruppa by 01sep57
	CCCP-73981	II-12P	AFL/Urals	rgd	unknown	canx 21dec59 as worn out
9 301 32 14	CCCP-L1797	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1797	II-12P	AFL/NIU 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	II-12P	AFL/International	rgd	1949	opb OAG MVS
	CCCP-L1798	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1798	II-12P	AFL/West Siberia	trf	unknown	
	CCCP-L1798	II-12P	AFL/Urals-SVX	trf	unknown	
	CCCP-01323	II-12P	AFL/Urals-SVX	rgd	unknown	opb Uralskaya aviagruppa by 01sep57
	CCCP-L1799	II-12P	AFL/Uzbekistan	trf	1949	in document 20feb60; canx 29nov60 as life-time expired
9 301 32 16	CCCP-01366	II-12P	AFL/Uzbekistan	rgd	1949	
	CCCP-01366	II-12P	AFL/Uzbekistan	trf	23jul58	dbf 23jul58, details unknown; canx 10oct58
9 301 32 17	CCCP-L1727	II-12P	AFL/East Siberia	mfd	31mar49	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
9 301 32 18	CCCP-L1739	II-12P	AFL/Ukraine	mfd	19feb49	rgd unknown
	CCCP-01389(1)	II-12P	AFL/Ukraine	rgd	unknown	opb 86 OAO; canx 29jul58 as worn out; see c/n 93013111
9 301 32 19	CCCP-L1800	II-12P	AFL/Kazakhstan	rgd	1949	new documents issued 29dec54
	CCCP-73966	II-12P	AFL/Kazakhstan	rgd	unknown	f/n VKO jun59; canx 26jun59 as worn-out
9 301 32 20	CCCP-L1801	II-12P	AFL/Uzbekistan	mfd	28mar49	rgd 1949
	CCCP-01367	II-12P	AFL/Ukraine	trf	24feb58	opb 86 OAO; canx 27jun62 as life-time expired
9 301 33 01	CCCP-L1802	II-12P	AFL/International	rgd	1949	opb OAG MVS; f/n BBS 19dec55, diversion from LHR due to fog; l/n LHR 30dec55
	CCCP-L1802	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-01343	II-12P	AFL/Ukraine	trf	10may58	
9 301 33 02	CCCP-L1803	II-12P	AFL/Kazakhstan-ALA	mfd	31mar49	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
9 301 33 03	CCCP-L1804	II-12P	AFL/Far East	rgd	1949	canx 24sep55 due its technical condition and trf to the Kiev Aviation Institute (KAI)
9 301 33 04	CCCP-L1805	II-12P	AFL/International	mfd	06mar49	rgd 1949; opb OAG MVS
	CCCP-L1805	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1805	II-12P	AFL/Ukraine	trf	unknown	
	CCCP-73986	II-12P	AFL/Ukraine	rgd	unknown	opb 86 OAO; canx 29nov60 as life-time expired
9 301 33 05	CCCP-L1806	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa; f/n 1949
	CCCP-L1806	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1806	II-12P	AFL/East Sib.-IKT	trf	unknown	
	CCCP-L1806	II-12P	AFL/Ukraine	trf	11oct58	
	CCCP-01415	II-12P	AFL/Ukraine	rgd	1959 ?	opb 89 OAO; canx 18nov59 as worn out
9 301 33 06	CCCP-L1807	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1807	II-12P	AFL/Moscow (MUTA)	trf	unknown	new documents issued 26jun54
	CCCP-L1807	II-12P	AFL/West Siberia	trf	unknown	dbf, details unknown; canx by West Siberian Directorate 03apr57 (canx confirmed by GU GVF 31may57)
	CCCP-L1808	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1808	II-12P	AFL/Far East-KHV	trf	31jan55	dbf, details unknown; canx 31mar57
9 301 33 08	CCCP-L1809	II-12P	AFL/International	rgd	1949	opb OAG MVS
	CCCP-L1809	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1809	II-12P	AFL/Armenia	trf	unknown	
	CCCP-01321	II-12P	AFL/Armenia	rgd	unknown	
	CCCP-01321	II-12P	AFL/Urals	trf	29oct60	canx 06jan62 as life-time expired
9 301 33 09	CCCP-L1810	II-12P	AFL/International	rgd	1949	opb OAG MVS; photo in Putnam book
	CCCP-L1810	II-12P	AFL/Moscow (MUTA)	trf	unknown	new documents issued 07aug54
	CCCP-01358	II-12P	AFL/Ukraine	trf	09may58	canx 23sep59 as repair not economically viable
9 301 33 10	CCCP-L1811	II-12P	AFL/Moscow	mfd	27apr49	rgd 1949; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1811	II-12P	AFL/Moscow (MUTA)	trf	unknown	opb 45 ATO 1 OAG GVF; w/o 09jan51 on the leg from Krasnodar to Sochi of a flight from Moscow to Sochi when entered a cloud on approach to Sochi at a height of 900 metres and was hit by a lightning, the left rear tank exploded, the aircraft caught fire, went out of control and crashed into the Black Sea 1.5-2 km off Tuapse, all 6 crew and 2 passengers killed; t/t 1,346 hours; canx 19feb51; a major part of the wreckage was recovered from a depth of 55 metres
9 301 33 11	CCCP-L1812	II-12P	AFL/Moscow	mfd	24apr49	rgd 1949; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1812	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1812	II-12P	AFL/Ukraine	trf	unknown	

9 301 33 12	CCCP-01368	II-12P	AFL/Ukraine	rgd	unknown	opb 87 OAO; canx 29nov60 as life-time expired
	CCCP-L1813	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1813	II-12P	AFL/Moscow (MUTA)	trf	unknown	new documents issued 31aug54
9 301 33 13	CCCP-L1813	II-12P	AFL/Kazakhstan	trf	unknown	
	CCCP-73967	II-12P	AFL/Kazakhstan	rgd	unknown	canx 05feb59 as life-time expired
	CCCP-L1814	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa
9 301 33 14	CCCP-L1814	II-12P	AFL/Moscow (MUTA)	trf	unknown	new documents issued 31aug54
	CCCP-L3927	II-12P	AFL/Moscow (MUTA)	rgd	22apr55	
	CCCP-L3927	II-12P	AFL/West Siberia	trf	unknown	canx 08dec58 as worn out
9 301 33 15	CCCP-L1815	II-12P	AFL/International	mfd	27apr49	rgd 1949; opb OAG MVS
	CCCP-L1815	II-12P	AFL/Moscow (MUTA)	trf	unknown	f/n VKO oct49
	CCCP-01444	II-12P	AFL/Ukraine	trf	29may58	opb 87 OAO; canx 21sep61 as life-time expired
9 301 33 17	CCCP-L1816	II-12P	AFL/International	rgd	1949	opb OAG MVS; photo, carried non-standard large 'Aeroflot' titles
	CCCP-L1816	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1816	II-12P	AFL/West Siberia	trf	15mar58	
9 301 33 18	CCCP-01309	II-12P	AFL/West Siberia	rgd	unknown	canx 04nov61 as life-time expired
	CCCP-L1817	II-12P	AFL/International	rgd	1949	opb OAG MVS; photo exists
	CCCP-L1817	II-12P	AFL/Moscow (MUTA)	trf	unknown	new documents issued 31aug54
9 301 33 19	CCCP-L1817	II-12P	AFL/West Siberia	trf	unknown	
	CCCP-L1817	II-12P	AFL/Urals-SVX	trf	unknown	opb Uralskaya aviagruppa by 01sep57; in document sep58
	CCCP-73997	II-12P	AFL/Urals-SVX	rgd	unknown	canx 27feb62 as life-time expired
9 301 33 20	CCCP-L1818	II-12P	AFL/Moscow (MUTA)	rgd	1949	
	not known	II-12P	Soviet Air Force	trf	20jul49	opb mil. unit 23413
	CCCP-L1819	II-12P	AFL/International	rgd	1949	opb OAG MVS; i/n HEL apr56
9 301 34 01	CCCP-L1819	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1819	II-12P	AFL/West Siberia	trf	unknown	
	CCCP-L1819	II-12P	AFL/Urals-SVX	trf	unknown	opb Uralskaya aviagruppa by 01sep57; in document sep58
9 301 34 02	CCCP-73998	II-12P	AFL/Urals-SVX	rgd	unknown	canx 27jan60 as worn out
	CCCP-L1820	II-12P	AFL/International	rgd	1949	opb OAG MVS
	CCCP-L1820	II-12P	AFL/Moscow (MUTA)	trf	unknown	
9 301 34 03	CCCP-01450	II-12P	AFL/Ukraine	trf	24may58	opb 89 OAO; canx 25jan61 as worn out
	CCCP-L1821	II-12P	AFL/NII GVF	rgd	1949	new documents issued 05jan56
	CCCP-L1821	II-12P	AFL/MOW MAG SPIVS	trf	unknown	
9 301 34 04	CCCP-73971	II-12P	AFL/MOW MAG SPIVS	rgd	unknown	dbr, details unknown; canx 29jan64
	CCCP-L1822	II-12P	AFL/International	mfd	27apr49	rgd 1949; opb OAG MVS
	CCCP-L1822	II-12P	AFL/Moscow (MUTA)	trf	unknown	new documents issued 19jul54
9 301 34 05	CCCP-L1822	II-12P	AFL/Ukraine-ODS	trf	31mar58	photo at VKO may58 with non-standard large 'Aeroflot' titles
	CCCP-01422	II-12P	AFL/Ukraine-ODS	rgd	unknown	canx 06sep61 as life-time expired
	CCCP-L1823	II-12P	AFL/Moscow	rgd	1949	opb 1-ya Moskovskaya aviagruppa; f/n 1949
9 301 34 13	CCCP-L1823	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1823	II-12P	AFL/West Sib.-Ovn	trf	unknown	
	CCCP-L1823	II-12P	AFL/Urals-SVX	trf	unknown	opb Uralskaya aviagruppa by 01sep57; canx 29jul59 as life-time expired
9 301 34 14	CCCP-L1826	II-12P	AFL/International	rgd	1949	opb OAG MVS
	CCCP-L1826	II-12P	AFL/Moscow (MUTA)	trf	unknown	photo at VOG
	CCCP-L1826	II-12P	AFL/Ukraine	trf	unknown	
9 301 34 15	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)
	CCCP-L1827	II-12P	AFL/International	rgd	1949	opb OAG MVS
	CCCP-L1827	II-12P	AFL/Moscow (MUTA)	trf	unknown	
9 301 34 16	CCCP-01407	II-12P	AFL/Ukraine	trf	19may58	opb 89 OAO; canx 21sep61 as life-time expired
	CCCP-L1828	II-12P	AFL/International	mfd	24may49	rgd 1949; opb OAG MVS
	CCCP-L1828	II-12P	AFL/Moscow (MUTA)	trf	unknown	
9 301 34 17	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
	CCCP-L1829	II-12P	AFL/International	rgd	1949	opb OAG MVS; made an emergency landing at VKO 08jun49
	CCCP-L1829	II-12P	AFL/Moscow (MUTA)	trf	unknown	
9 301 35 01	CCCP-L1829	II-12P	AFL/Far East	trf	unknown	overhauled by AERB-243 nov58
	CCCP-12584	II-12P	AFL/Far East	rgd	unknown	canx 22dec60 as worn out
	CCCP-L1831	II-12P	AFL/International	rgd	1949	the same c/n is reported for SP-LHA; opb OAG MVS; photo at BMA in late 1950s
9 301 35 02	CCCP-L1831	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1831	II-12P	AFL/East Siberia	trf	unknown	
	CCCP-01374	II-12P	AFL/Ukraine	trf	13oct58	opb 86 OAO; photo flying over Sochi; canx 29sep60 as worn out
9 301 35 03	SP-LHA	II-12B	LOT	rgd	07sep49	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
	CCCP-L1832	II-12P	AFL/International	rgd	1949	the same c/n is reported for SP-LHB; opb OAG MVS
	CCCP-L1832	II-12P	AFL/Moscow (MUTA)	trf	unknown	
9 301 35 04	CCCP-L1832	II-12P	AFL/Armenia	trf	unknown	
	CCCP-01334	II-12P	AFL/Armenia	rgd	unknown	canx 31mar60 as worn out
	SP-LHB	II-12B	LOT	d/d	17jul49	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 that does not seem to be correct
9 301 35 05	CCCP-L1833	II-12P	AFL/International	rgd	1949	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
	CCCP-L1833	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-01320	II-12P	AFL/MOW MAG SPIVS	rgd	unknown	canx 03jul63 as life-time expired
9 301 35 06	CCCP-01320	II-12-11	Romanian Governmt.	rgd	29sep49	this c/n is given in several Soviet documents for CCCP-L1833/CCCP-01320 !; VIP aircraft; 'PCC' stands for 'Party Central Committee'; canx 06jan57
	YR-ILX	II-12	TAROM	rgd	28feb57	canx 15oct64
	CCCP-L1834	II-12P	AFL/International	rgd	1949	the same c/n is reported for SP-LHD; opb OAG MVS
9 301 35 07	CCCP-L1834	II-12P	AFL/Moscow (MUTA)	trf	unknown	seen VKO 1957
	CCCP-L1834	II-12P	AFL/Ukraine-IEV	trf	unknown	i/n may58
	CCCP-73987	II-12P	AFL/Ukraine-IEV	rgd	unknown	opb 86 OAO; canx 17apr61 as worn out; photo at an unknown location in 1963
9 301 35 08	CCCP-L1835	II-12P	AFL/International	mfd	may49	this c/n is given in several Soviet documents for CCCP-L1834/CCCP-73987 !; canx 19jun59; reportedly trf to the Polish Air Force 06nov59, but that does not seem to be correct
	CCCP-01410	II-12P	AFL/Moscow (MUTA)	trf	unknown	the same c/n is reported for SP-LHE; rgd 1949; opb OAG MVS
	SP-LHE	II-12B	LOT	rgd	24nov49	photo may58
9 301 35 09	CCCP-L1835	II-12P	AFL/International	trf	unknown	opb 89 OAO; canx 24jul61 as life-time expired
	CCCP-01410	II-12P	AFL/Moscow (MUTA)	trf	22may58	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 repair; canx 07oct52
	SP-LHC	II-12B	LOT	rgd	17dec49	the same c/n is reported for SP-LHC
9 301 35 10	CCCP-L1836	II-12P	AFL/International	rgd	1949	new documents issued 31aug54
	CCCP-L1836	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-L1836	II-12P	AFL/West Siberia	trf	unknown	
9 301 35 11	CCCP-L1836	II-12P	AFL/Urals	trf	unknown	opb Uralskaya aviagruppa by 01sep57
	CCCP-73999	II-12P	AFL/Urals	rgd	unknown	canx 20aug62 as life-time expired
	SP-LHC	II-12B	LOT	rgd	17dec49	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 12	CCCP-L1837	II-12P	AFL/International	rgd	1949	opb OAG MVS; f/n VKO oct49
	CCCP-L1837	II-12P	AFL/Moscow (MUTA)	trf	unknown	new documents issued 31aug54
	CCCP-L1837	II-12P	AFL/East Siberia	trf	unknown	
9 301 35 13	CCCP-01423	II-12P	AFL/East Siberia	rgd	unknown	canx 22sep61 as life-time expired
	CCCP-L1838	?	Aeroflot	no	reports	just surmised, neither in 1950s MGA document nor in register
	CCCP-L1839	?	Aeroflot	no	reports	just surmised, neither in 1950s MGA document nor in register
9 301 35 14	CCCP-L1840	II-12P	AFL/International	rgd	1949	opb OAG MVS
	CCCP-L1840	II-12P	AFL/Moscow (MUTA)	trf	unknown	
	CCCP-01417	II-12P	AFL/Ukraine	trf	03jun58	
9 301 35 15	CCCP-L1841	?	Aeroflot	no	reports	opb 90 OAO; canx 08jul60 as life-time expired
	CCCP-L1842	II-12P	AFL/International	mfd	07jun49	just surmised, neither in 1950s MGA document nor in register
	CCCP-L1842	II-12P	AFL/Moscow (MUTA)	trf	unknown	rgd 1949; opb OAG MVS
9 301 35 16	CCCP-01313	II-12P	AFL/Moscow (MUTA)	trf	unknown	new documents issued 18apr55
	OK-DBB	II-12B	AFL/Ukraine	trf	23may58	opb 90 OAO; canx 24jul61 as life-time expired
	CCCP-L1844(1)	II-12P	CSA	rgd	19jul50	fleet # '72'; wfu 19nov59; canx 29feb60
9 301 35 17	CCCP-L1844(1)	II-12P	AFL/International	mfd	27jun49	opb 29 otryad; w/o 25aug49 on the leg from Krasnoyarsk to Chita of a flight from Alma-Ata to Chita (and probably on to Beijing) with several leaders of the self-proclaimed East Turkestan Republic on board, the aircraft descended from 2,400 metres to 1,200 metres while flying over the valley of the Kabanya river (possibly due to icing), while trying to fly a right turn the aircraft hit trees on the eastern slope of Mt. Kabanya (1,479 metres) 31 km south of Kabansk (Buryatia), broke up and came to rest upside down at a height of some 1,400 metres, all 5 crew and 9 passengers killed; t/t 92 hours; wreck found 29aug49; canx 01sep49
	OK-DBD	II-12B	CSA	rgd	30nov49	i/s 31may50; fleet # '74'

9 301 35 16	SP-LHF OK-DBD OK-DBG	II-12B II-12B II-12B	LOT CSA CSA	lsd ret rgd	03jul52 26nov52 13oct50	canx 08mar53, but the aircraft returned to CSA earlier photo at LHR 01aug57; wfu 13jun60; canx 14mar62 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	II-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	II-12B	CSA	i/s	07feb51	rgd 27feb51; fleet # '77'; w/o 24nov56 on a flight from Zurich to Prague when the right engine caught fire shortly after take-off, the crew tried to return to the airport, but the aircraft crashed in a field near Eglsau (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 OK-DBW OK-DBW	II-12B II-12B II-12B	CSA CSA CSSDL	rgd rgd trf	17mar51 23may59	i/s 25mar51; fleet # '79'; wfu 20mar59 converted to a navigation-aids calibration aircraft; canx 21mar60; scrapped at Prague later; nose sections remained, l/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.

9 303 36 01	CCCP-X952	II-12	TsNII-108	rgd	unknown	the same last 4 digits of the c/n are reported for OK-DBC, so the given c/n is probably not correct
9 303 36 03	not known	II-12D	Soviet Air Force	ph.	28nov71	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, l/n nov71; moved to Park im. 500-letiya Cheboksar (500 years of Cheboksary Park) in the early 1980s; scrapped
9 303 36 12	CCCP-L1422(2) CCCP-01440	II-12 II-12	AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS	rgd TIP	unknown apr61	see c/n 30188
9 303 36 14	CCCP-L1495	II-12	AFL/Uzbekistan-TAS	trf	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/Tajikistan, but this was either in error or in an attempt to disguise the previous operator as being the Soviet Air Force
9 303 37 05	CCCP-73952 CCCP-L1436(2) CCCP-01436	II-12 II-12 II-12	AFL/Uzbekistan-TAS AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS	TMJ rgd rgd	08apr61 unknown unknown	l/n TAS 06mar63; canx 15jun64 due to corrosion of the centre-wing section converted to cargo version; see c/n 30268 canx 16jan65 as worn out
9 303 37 11	CCCP-48971	II-12D	MRP Solntsevo	rgd	16may66	canx 12jan67
9 303 37 16	CCCP-L1441(2) CCCP-01441	II-12 II-12	AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS	rgd rgd	unknown unknown	converted to cargo version; see c/n 8302314
9 303 37 19	not known CCCP-N440 (2)	II-12D II-12D	not known Polyarnaya Aviats.	mfd rgd	1949 08aug57	canx 12dec63 as worn out was the first Soviet aircraft to reach the South Pole 25oct58 - probably the first-ever aircraft to visit both 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 Mirny ice station 16jan58; repaired; seen c/n 30048
9 303 38 01	CCCP-04252 CCCP-F359	II-12D II-12	AFL/Polar GUGK	trf rgd	10feb60 unknown	took part in the 5th and 6th Soviet Antarctic expeditions in 1959/61; canx 05jul61 as worn out Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); photo survey aircraft
	CCCP-A359	II-12	GUGK	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
9 303 38 02	CCCP-L1489 CCCP-73972 CCCP-F360	II-12 II-12 II-12	AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS GUGK	rgd rgd rgd	unknown unknown unknown	converted to cargo version canx 19apr65 as life-time expired Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); photo survey aircraft
9 303 38 03	CCCP-A1317 CCCP-L1317(2) CCCP-01317 CCCP-F361	II-12 II-12 II-12 II-12	AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS GUGK	rgd rgd rgd rgd	03jun50 unknown unknown unknown	photo survey aircraft converted to cargo version; see c/n 30023 canx 23apr65 as worn out Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); photo survey aircraft
9 303 38 04	CCCP-A361 CCCP-L1332(2) CCCP-01332 CCCP-F362	II-12 II-12 II-12 II-12	GUGK AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS GUGK	rgd rgd rgd rgd	03jun50 unknown 1959 unknown	photo survey aircraft converted to cargo version; see c/n 30038 canx 15apr65 as worn out Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); photo survey aircraft
9 303 38 05	CCCP-A362 CCCP-L1406(2) CCCP-01406 CCCP-F363	II-12 II-12 II-12 II-12	GUGK AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS GUGK	rgd rgd rgd rgd	03jun50 unknown unknown unknown	photo survey aircraft converted to cargo version; see c/n 30151 canx 14apr65 as life-time expired Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); photo survey aircraft
9 303 38 06	CCCP-A363 CCCP-L1356(2) CCCP-01356	II-12 II-12 II-12	GUGK AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS	rgd rgd rgd	03jun50 unknown unknown	photo survey aircraft converted to cargo version; see c/n 30070 canx 14apr65 as life-time expired
9 303 38 13	CCCP-X1096 CCCP-06112	II-12 II-12	MPLP - NII PDS MPLP - NII PDS	rgd rgd	unknown unknown	Ministry of Food and Light Industry Ministry of Food and Light Industry
9 303 38 16	001	II-12D	Polish Air Force	toc	08jul50	Advanced Flying Training College operated initially by 36. SPLT at Warsaw-Okiecia 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	II-12D	AFL/Polar	ph.	05feb64	document 05nov60 as taken over from the Soviet Air Force; assigned to the 6th Soviet Antarctic Expedition 30ct60; l/n active at ice station "Vostok" (Antarctica) 05feb64; canx 10aug66; hulk sat on its tail at ice station "Mirny" (Antarctica), seen jan89
9 303 39 02	002	II-12D	Polish Air Force	toc	08jul50	operated initially by 36. SPLT at Warsaw-Okiecia 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 Wlynkow 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 CCCP-Sh1846 CCCP-01314	II-12 II-12 II-12	AFL/ShVLP AFL/ShVLP AFL/Ukraine	rgd rgd trf	1949 unknown apr58	Advanced Flying Training College Advanced Flying Training College converted to cargo version
9 303 39 08	CCCP-L1849 CCCP-L1849 CCCP-73973	II-12 II-12 II-12	AFL/ShVLP AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS	rgd trf rgd	1949 unknown unknown	Advanced Flying Training College converted to cargo version canx 30sep64 as worn out
9 303 39 09	CCCP-L1847 CCCP-Sh1847 CCCP-Sh1847	II-12 II-12 II-12	AFL/ShVLP AFL/ShVLP AFL/BLU	rgd rgd trf	1949 unknown unknown	Advanced Flying Training College Advanced Flying Training College Buguruslan Flying School; converted to cargo version
9 303 39 12	CCCP-L1848 CCCP-Sh1848 CCCP-73988	II-12 II-12 II-12	AFL/ShVLP AFL/ShVLP AFL/Ukraine-DOK	rgd rgd trf	unknown unknown 20jan58	Advanced Flying Training College converted to cargo version 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

II-12s with unknown 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-Severnoy 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	II-12 II-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 photo	reports	in document jan56; not c/n 93013514 with dorsal fin, c/n should be in the 8301/9301xxxx range
---	CCCP-N143 CCCP-N439	II-12 II-12	Polyarnaya Aviats. Polyarnaya Aviats.	no reports	reports	used to re-supply the Arctic expedition "Sever-6" in 1954 w/o 1947
---	CCCP-N441 CCCP-04248	II-12 II-12D	Polyarnaya Aviats. AFL/Polar	rgd	photo 1958	early model in natural metal c/s, thin cheatlines above and below the windows; in document 19sep60
---	CCCP-46561 "09"	II-12 II-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"	II-12T	Soviet Air Force			
---	"27" black	II-12D	Soviet Air Force			

---	"32"	Il-12T	Soviet Air Force			see c/n 8302710
---	"40"	Il-12T	Soviet Air Force	photo		tailcone removed for glider towing hook
---	not known	Il-12	Soviet Navy			opb 593 opac of the Pacific Fleet; w/o 27jul53 on a flight from Port Artur-Tuchendzy to Vladivostok with 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	Il-12	Civ Avn Adm China	rgd	1948	scrapped at Tianjin 1987
---	503	Il-12T	Civ Avn Adm China	rgd	1948	w/o 06oct86; preserved in technical school at Tianjin (N39.111630 E117.35028), l/n jun13
---	504	Il-12	Civ Avn Adm China	rgd	1948	scrapped at Tianjin mar86
---	505	Il-12T	Civ Avn Adm China	rgd	1948	f/n SIA 27sep85 operational this date; wfu 27oct85; scrapped at CTU
---	506	Il-12	Civ Avn Adm China	no	reports	mentioned in documents, opb 13 division from 01jun74 until end of may78, along with Il-12s 507/508, undertook 493 sorties totalling 1,535 hours from 28 locations, supporting the exploration of the coastal shelf for oil and other mineral resources along the Yellow Sea, East China Sea and South China Sea
---	507	Il-12	Civ Avn Adm China	no	reports	mentioned in documents, opb 13 division from 01jun74 until end of may78, along with Il-12s 506/508, undertook 493 sorties totalling 1,535 hours from 28 locations, supporting the exploration of the coastal shelf for oil and other mineral resources along the Yellow Sea, East China Sea and South China Sea
---	508	Il-12	Civ Avn Adm China	no	reports	mentioned in documents, opb 13 division from 01jun74 until end of may78, along with Il-12s 506/507, undertook 493 sorties totalling 1,535 hours from 28 locations, supporting the exploration of the coastal shelf for oil and other mineral resources along the Yellow Sea, East China Sea and South China Sea
---	4208	Il-12	Chinese Air Force	photo		at Harbin (in 1989 book "China Today: Aviation Industry")
---	5105	Il-12T	Chinese Air Force	photo		in natural metal c/s; flew Peking to Lhasa may56
---	5110	Il-12T	Chinese Air Force	photo		in natural metal c/s
---	5116	Il-12T	Chinese Air Force		29may56	opb 4th Regiment; flew from Yushu (Qinghai) to Tibet completing trials 29may56 for the Beijing-Lhasa route; see c/n 8302505
---	15503	Il-12	Chinese Air Force	no	reports	mentioned in documents, was involved in the first Chinese nuclear tests at Lop Nor 19oct64, flying into the mushroom cloud to undertake sampling tests
---	35041	Il-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35043	Il-12T	Chinese Air Force		mar78	photo
---	35045	Il-12T	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35046	(1) Il-12T	Chinese Air Force	YIH	13mar87	an Il-12 with this serial was seen preserved in the China Aviation Museum at Shahezhen (Changping) apr00/mar12, but this is a fake serial I, see 35240
---	35049	Il-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35141	(1) Il-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88; see 35048 with fake serial in the China Aviation Museum at Shahezhen (Changping)
---	35142	Il-12T	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35143	Il-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35144	Il-12T	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35145	Il-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35146	Il-12T	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35147	Il-12T	Chinese Air Force	YIH	12oct88	
---	35148	Il-12T	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35149	Il-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35240	Il-12	Chinese Air Force		oct93	preserved in the China Aviation Museum at Shahezhen, Changping, f/n 28oct93, l/n may99/oct99 but serial not read off as it was painted over
---	35046	(2) Il-12	Chinese Air Force		apr00	preserved in the China Aviation Museum at Shahezhen, Changping, (N40.182822 E116.36074), repainted and now wearing this fake serial, l/n feb12
---	35241	Il-12	Chinese Air Force	YIH	12oct88	wfu oct93
---	35243	Il-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35244	Il-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35245	Il-12T	Chinese Air Force	YIH	12oct88	
---	35246	Il-12	Chinese Air Force	YIH	12oct88	
---	35247	Il-12T	Chinese Air Force	YIH	12oct88	
---	35248	Il-12T	Chinese Air Force	YIH	12oct88	
---	35249	Il-12	Chinese Air Force	YIH	12oct88	
---	35340	Il-12T	Chinese Air Force	YIH	12oct88	converted in 1954 to an ECM aircraft, with long nosed di-electric radome
---	3410 ?	Il-12T	Chinese Air Force	ph.	2008	preserved in a Park at Pengzhou, Chengdu (N30.989484 E103.92746) from at least 2002 (from Google Earth image), next to Il-18 '240' (which subsequently moved ju03); l/n may13, serial very worn
---	D-39	Il-12D	Czechoslovak AF			leased from the Soviet Union during 1954/56
---	D-40	Il-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 Il-14 first flew on 13 July 1950 with the second following in October the same year. Production in the former Soviet Union was centred on two factories, at the Chkalov Plant in Tashkent from 1954 through to 1957 and at the Moscow Machinery Plant No. 30 from 1954 through to 1958. According to sources, 1065 aircraft were produced in the USSR. Of these 378 were reported built at Tashkent and 687 built in Moscow.

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

In Czechoslovakia, known as the Avia-14 a total of 203 were produced between 1956 and 1960, whilst in East Germany production as the FWD Il-14 was more modest with 80 being built between 1955 and 1959. Production in China (as the "Peace-401" or Y6) had been planned as well, but was not achieved in the end. The type entered service with Aeroflot on 30 November 1954 in an 18-seater version, the Il-14P. A slightly lengthened version, the Il-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 Il-14s were exported to 31 countries, including China, India, Indonesia and Egypt.

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

---	not known	Il-14	Ilyushin OKB	f/f	13jul50	first prototype; powered by two ASH-82FN engines
---	not known	Il-14P	Ilyushin OKB	f/f	01oct50	second prototype; powered by two ASH-82T engines; a black and white photo exists in Soviet Air Force c/s with Red star on tail, 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, (izdelye 14) followed by a single digit representing the year of manufacture (1956/1958) followed by 00 (double zero) being the factory code (number 30). Of the final four digits the first two give the batch number and the last two the number in the batch.

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

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

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

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

14600 01 01	CCCP-61702	Il-14P	Aeroflot/KShVLP	trf	10jan62	Kirovograd Advanced Flying Training College; canx 24jan73 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-L1706	Il-14P	AFL/West Siberia	rgd	unknown	
	CCCP-61706	Il-14M	AFL/Syktvykar	trf	22jul58	
	CCCP-61706	Il-14M	AFL/Syktvykar	trf	unknown	
14600 01 02	CCCP-61706	Il-14P	AFL/Komi	trf	1967	Ulyanovsk Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-L1708	Il-14P	Aeroflot/UShVLP	rgd	unknown	
	CCCP-61708	Il-14P	Aeroflot/UShVLP	rgd	jul58	
	CCCP-61708	Il-14P	AFL/Belarus-MHP	trf	07dec59	
14600 01 03	CCCP-61708	Il-14P	AFL/East Siberia	trf	03mar75	canx 29jul77 as allocated number of cycles used up
	CCCP-L1716	Il-14P	Aeroflot/UShVLP	rgd	unknown	
	CCCP-61716	Il-14P	Aeroflot/UShVLP	rgd	unknown	
	CCCP-61716	Il-14P	Aeroflot/KShVLP	trf	29sep61	
14600 02 01	CCCP-61716	Il-14P	Aeroflot/KRAUSS	trf	26jun74	Kirovograd Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-L1717	Il-14P	Aeroflot/TATU	rgd	unknown	
	CCCP-L1718	Il-14P	AFL/Moscow (MUTA)	mfd	14apr56	
	CCCP-L1727	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	
14600 02 02	not known	Il-14P	Soviet Air Force	no reports		opb aviadiviziya osobogo naznacheniya
	CCCP-L1729	Il-14P	Aeroflot/UShVLP	LHR	24jul56	
14600 02 03	CCCP-61729	Il-14P	Aeroflot/UShVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; canx 30mar72 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-L1731	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	
14600 02 05	CCCP-61731	Il-14M	AFL/Magadan	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; details unknown; canx 22dec69
	CCCP-L1734	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	
14600 03 01	CCCP-L1734	Il-14P	Aeroflot/UShVLP	trf	21feb58	Ulyanovsk Advanced Flying Training College
	CCCP-61734	Il-14P	Aeroflot/UShVLP	rgd	jul58	
14600 03 02	CCCP-L1714	Il-14P	Aeroflot/UShVLP	mfd	25aug56	Ulyanovsk Advanced Flying Training College; canx 03jul73 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-L1714	Il-14M	Aeroflot/KShVLP	rgd	unknown	
14600 03 03	CCCP-61714	Il-14M	Aeroflot/KShVLP	trf	14jan62	Ulyanovsk Advanced Flying Training College
	CCCP-61714	Il-14M	AFL/Yakutiya-YKS	trf	19jan71	
	CCCP-L1758	Il-14P	AFL/Georgia-TBS	rgd	unknown	
	CCCP-61758	Il-14P	AFL/Georgia-TBS	rgd	unknown	
14600 03 04	CCCP-L1766	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; mentioned again in document 18sep58
	CCCP-61766	Il-14P	Aeroflot/UShVLP	trf	14may58	
14600 03 05	CCCP-L1765	Il-14P	AFL/East Siberia	rgd	unknown	Ulyanovsk Advanced Flying Training College; canx 31jul72 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-L1765	Il-14P	AFL/Yakutiya	trf	25feb58	
14600 03 06	CCCP-61765	Il-14P	AFL/Yakutiya-Mirny	rgd	unknown	in Mirny oao documents 05feb72; canx 30apr76 as life-time expired
	CCCP-L1767	Il-14P	Aeroflot/UShVLP	rgd	unknown	
14600 03 07	CCCP-61767	Il-14P	Aeroflot/UShVLP	rgd	jun58	Ulyanovsk Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration and mentioned again in document 1958
	CCCP-61767	Il-14P	Aeroflot/KShVLP	trf	10jan62	
	CCCP-61767	Il-14P	AFL/Yakutiya-Mirny	trf	19jan71	
	CCCP-L1769	Il-14P	Aeroflot/UShVLP	rgd	unknown	
14600 03 08	CCCP-61769	Il-14P	Aeroflot/UShVLP	rgd	jul58	Ulyanovsk Advanced Flying Training College
	CCCP-61769	Il-14P	Aeroflot/KShVLP	trf	14jan62	
	CCCP-L1770	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-61770	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	
14600 03 09	CCCP-61770	Il-14P	AFL/Moldova	trf	21apr60	Kirovograd Advanced Flying Training College; canx 26sep73 as worn out in document 20dec57 as Il-14P, 18 pax configuration; f/n VKO 1959
	CCCP-61770	Il-14P	AFL/Moscow (MUTA)	trf	21may60	
	CCCP-61770	Il-14P	AFL/MOW MAG SPIVS	trf	11apr63	
	CCCP-L1771	Il-14P	Aeroflot/ShVLP	rgd	unknown	
14600 03 10	CCCP-61771	Il-14P	Aeroflot/KShVLP	trf	06jan62	canx 30apr76 as life-time expired (Advanced Flying Training College); in document 20dec57 as Il-14P, 18 pax configuration (year not given in MGA document); Kirovograd Advanced Flying Training College
	CCCP-61771	Il-14P	AFL/VAU	trf	11feb71	
	CCCP-61771	Il-14P	Aeroflot/UShVLP	trf	05oct72	
	CCCP-L1772	Il-14P	AFL/Azerbaijan-BAK	mfd	19may56	
14600 04 01	CCCP-61772	Il-14P	AFL/Azerbaijan-BAK	rgd	unknown	Higher Aviation College
	CCCP-L1870	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-41870	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-41870	Il-14M	AFL/MOW MAG SPIVS	trf	24oct81	
14600 04 02	CCCP-L1776	Il-14P	AFL/Northern-LED	ph.	23aug56	canx 19apr83 as life-time expired; fuselage only seen at Pevek 16aug12
	CCCP-41870	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	
14600 04 03	CCCP-41870	Il-14M	AFL/MOW MAG SPIVS	trf	31jul63	in document 20dec57 as Il-14P, 18 pax configuration and mentioned again in document jun58; first Il-14 at LED and first Il-14 received at ARZ-407 for work in dec56; converted to Il-14M date unknown in documents 20dec62/feb77; f/n DME 14aug78; canx 24jan79 as life-time expired VKO based; in MGA document as Il-14M; in document jan59
	CCCP-L1776	Il-14P	AFL/Northern-ARH	trf	unknown	
	CCCP-L1871	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-41871	Il-14M	AFL/Privolzhsk	trf	01jan60	
14600 04 04	CCCP-L1775	Il-14P	AFL/West Siberia	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-61775	Il-14M	AFL/Far East	trf	15apr59	
	CCCP-61775	Il-14M	AFL/Magadan	trf	20mar61	
	CCCP-61775	Il-14M	AFL/Kazakhstan	trf	30jan73	
14600 04 05	CCCP-L1872	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	canx 23mar79 as life time expired in MGA document as Il-14M; photo as Il-14M taken on the assembly line with Il-14P CCCP-L1844
	CCCP-41872	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-41872	Il-14M	AFL/Privolzhsk	trf	01jan60	
	CCCP-L1777	Il-14P	AFL/West Siberia	rgd	unknown	
14600 04 06	CCCP-61777	Il-14M	AFL/Krasnoyarsk	trf	17apr59	canx 13feb74 as worn out in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-61777	Il-14M	AFL/Magadan	trf	13apr61	
	CCCP-61777	Il-14M	AFL/Kazakhstan	trf	24feb73	
	CCCP-L1873(2)	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	
14600 04 07	CCCP-41873	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	canx 24jan79 as life-time expired in document may56; in MGA document as Il-14M; see c/n 6341407
	CCCP-L1873	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-41873	Il-14M	AFL/Moscow SPIMVL	trf	31jul63	
	CCCP-L1757	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	
14600 04 08	CCCP-61757	Il-14M	AFL/Belarus	trf	15apr59	canx 19may84 due to lack of spare parts in MGA document as Il-14M
	CCCP-61757	Il-14M	AFL/East Siberia	trf	04mar75	
	CCCP-L1782	Il-14P	Aeroflot/ShVLP	rgd	unknown	
	CCCP-61782(1)	Il-14P	Aeroflot/KShVLP	trf	28dec61	
14600 04 10	CCCP-61782(1)	Il-14P	Aeroflot/UShVLP	trf	17mar72	canx 30apr76 as life-time expired; reported wfu Irkutsk 1978
	CCCP-L1782	Il-14P	Aeroflot/ShVLP	rgd	unknown	
	CCCP-61782(1)	Il-14P	Aeroflot/KShVLP	trf	28dec61	
	CCCP-61782(1)	Il-14P	Aeroflot/UShVLP	trf	17mar72	
14600 05 01	CCCP-L1783	Il-14P	Aeroflot/ShVLP	rgd	unknown	Kirovograd Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-61783(1)	Il-14P	Aeroflot/KShVLP	trf	28dec61	
14600 05 02	CCCP-L1789	Il-14P	AFL/Yakutiya	rgd	unknown	Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-61789(1)	Il-14M	AFL/Yakutiya	rgd	1959	
14600 05 03	CCCP-L1791	Il-14M	AFL/Yakutiya	rgd	unknown	dropped warm clothing for the crew of force-landed Mi-6 CCCP-11294; in Mirny oao documents 05feb72; canx 28mar77 as life-time expired; fuselage only seen at Olenek mar05; see c/n 4340609
	CCCP-L1791	Il-14M	Aeroflot/UShVLP	rgd	unknown	
14600 05 04	CCCP-L1804	Il-14P	Aeroflot/UShVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration; not mentioned in MGA document as converted to Il-14M
	CCCP-41801(1)	Il-14M	AFL/Far East	rgd	unknown	
14600 05 05	CCCP-L1811	Il-14P	AFL/Northern-LED	rgd	unknown	Kirovograd Advanced Flying Training College
	CCCP-41811	Il-14M	AFL/Arkhangel.-ARH	trf	06jan62	
	CCCP-L1814	Il-14P	AFL/Ukraine	mfd	28aug73	
	CCCP-L1804	Il-14P	AFL/Far East	rgd	unknown	
14600 05 06	CCCP-L1814	Il-14P	AFL/Ukraine	mfd	22jun56	canx 17oct74 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration; flew KHV-OHO route 19sep58; converted to Il-14M date unknown
	CCCP-L1814	Il-14P	AFL/Azerbaijan	trf	unknown	
	CCCP-61687	Il-14M	AFL/Azerbaijan	rgd	unknown	
	CCCP-61687	Il-14M	AFL/Yakutiya-YKS	trf	26jan63	
14600 05 07	CCCP-L1825	Il-14P	AFL/West Siberia	rgd	unknown	canx 18nov76 as life-time expired in documents may57; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-L1825	Il-14P	AFL/N.Kavkaz-ROV	trf	31jul58	

	CCCP-41825(1)	Il-14M	AFL/N.Kavkaz-ROV	rgd	unknown	in document 26sep59; damaged during hard landing Nalchik 10dec59; repaired 03may60; canx 29sep60; see c/n 147001747
14600 05 08	CCCP-L1852	Il-14P	Aeroflot/ShVLP	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-41852	Il-14P	Aeroflot/KShVLP	trf	06jan..	Kirovograd Advanced Flying Training College; year not given in MGA document; severely damaged on a training flight 04apr62 when the left flap did not extend on landing, no casualties
	CCCP-41852	Il-14P	AFL/West Sib.-OVB	trf	unknown	in document 02mar66; directorate not mentioned in MGA document; canx 17may6. after accident (last digit of year not available in document)
14600 05 09	CCCP-L1838	Il-14P	AFL/West Siberia	rgd	unknown	registration not mentioned for this c/n in MGA document; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-41838(1)	Il-14P	AFL/West Siberia	trf	unknown	canx 23sep59 due to repair problems; see c/n 147001141
	CCCP-L1839	Il-14P	AFL/East Siberia	rgd	unknown	opb 133 ATO
	CCCP-L1839	Il-14P	AFL/Yakutiya	trf	22mar57	opb 139 OAO; in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-L1839	Il-14M	AFL/Yakutiya	rgd	unknown	in document mar59; canx 21nov75 as life-time expired
14600 05 11	CCCP-L1841	Il-14P	AFL/West Siberia	rgd	unknown	in MGA documents as Il-14M; in document jan59; trf Troitsk School 09jan59; canx 25mar61 as for 'display'
14600 05 12	CCCP-L1843	Il-14P	Aeroflot/ShVLP	mfd	30may56	possibly Ulyanovsk Advanced Flying Training College
	CCCP-41843	Il-14P	Aeroflot/UShVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College, opb 2 otrvad 2 AE; w/o 15dec58 on an IFR training flight at night from Ulyanovsk-Baratayevka when the trainee made a mistake during final approach and the instructor (who was on his 10th flight that day) failed to correct it, the aircraft crash-landed in a field 400 metres short of the runway threshold and caught fire, 4 of the 7 crew killed and the other 3 injured; t/t 2,057 hours 48 minutes; canx 30dec58
14600 06 01	CCCP-L1844	Il-14P	AFL/N.Kavkaz-ROV	mfd	28jun56	photo on the assembly line, together with Il-14M CCCP-L1872; directorate not mentioned in MGA document
	CCCP-L1844	Il-14P	AFL/Ukraine-KHC	trf	unknown	photo dec57; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-41844	Il-14P	AFL/Ukraine-KHC	rgd	unknown	f/n MRV 09mar65; canx 30nov74 as life-time expired
14600 06 02	CCCP-L1845	Il-14P	AFL/East Siberia	rgd	unknown	opb 133 ATO
	CCCP-L1845	Il-14P	AFL/Yakutiya	trf	jan57	opb 139 OAO; trf given as 01may57 from MGA document; in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-41845	Il-14M	AFL/Yakutiya-Mirny	rgd	unknown	in document of Mirny OAO 05feb72; canx 20jul76 as life-time expired
	CCCP-L1854	Il-14P	AFL/Georgia	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-61717	Il-14M	AFL/Georgia-TBS	rgd	unknown	in documents oct59/29mar67; canx 17oct74 as worn out
14600 06 04	CCCP-L1855	Il-14P	AFL/Azerbaijan	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-41855	Il-14M	AFL/Azerbaijan	rgd	unknown	f/n MRV 21feb67
	CCCP-41855	Il-14M	AFL/North Kavkaz	trf	22dec67	
	CCCP-41855	Il-14M	AFL/Kazakhstan	trf	04jun73	canx 30jun77 as life-time expired
14600 06 05	CCCP-L1857(2)	Il-14P	AFL/East Siberia	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; mentioned again in document 1958; see c/n 6341505
	CCCP-41857	Il-14P	AFL/East Siberia	rgd	unknown	opb AFL/East Siberia-IKT 31may70; canx 31dec76 as life-time expired; f/n IKT 1977, derelict
14600 06 07	CCCP-L1874	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	f/n may56; converted to Il-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 depth of 5 metres, all 5 crew and 18 passengers killed; canx 31oct57
14600 06 08	CCCP-L1859	Il-14P	AFL/West Sib.-TOF	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-41859	Il-14P	AFL/West Sib.-TOF	rgd	unknown	canx 21nov75 as life-time expired
14600 06 09	CCCP-L1875	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	mfd 31jul56 !; based VKO; in MGA document as Il-14M
	CCCP-41875	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	based VKO; f/n 11apr59
	CCCP-41875	Il-14M	AFL/Moscow SPIMVL	trf	31jul63	
	CCCP-41875	Il-14M	AFL/Centr.Reg.-Mya	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
14600 06 10	CCCP-L1860	Il-14P	AFL/Northern	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-L1860	Il-14P	AFL/N.Kavkaz-ROV	trf	unknown	in document 29oct58; directorate not mentioned in MGA document; in MGA document as converted to Il-14M, but see next lines
	CCCP-41860	Il-14P	AFL/Northern-LED	LED	01jun61	
	CCCP-41860	Il-14P	AFL/Northern-ARH	trf	15may70 ?	
	CCCP-41860	Il-14P	AFL/Arkhangel.-ARH	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	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	in document 11apr59; canx 22jun60
	CCCP-41876	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	opb Baghdad Flying Training Centre
	not known	Il-14M	Iraq	trf	05jan61	in document 20dec57 as Il-14P, 18 pax configuration; mentioned again in document 1958
14600 06 12	CCCP-L1861	Il-14P	AFL/West Siberia	rgd	unknown	canx 21nov75 as life-time expired
	CCCP-41861	Il-14P	AFL/West Siberia	rgd	unknown	photo with just '0613' visible, taped on nose; in document may56; in MGA document as Il-14M
14600 06 13	CCCP-L1877	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	canx 22jun60
	CCCP-41877	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	opb Baghdad Flying Training Centre
	not known	Il-14M	Iraq	trf	05jan61	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
14600 06 14	CCCP-L1862	Il-14P	AFL/Far East	rgd	unknown	canx 16aug79 as life-time expired
	CCCP-41862	Il-14M	AFL/Magadan	trf	25mar58	based VKO; in document may56; in MGA document as Il-14M; photo exists
14600 06 15	CCCP-L1878	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	based VKO
	CCCP-41878	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	Yakutiya-Kolyma-Indigirka; directorate not mentioned in MGA document; f/n BMA 1961
	CCCP-41878	Il-14M	AFL/Moscow SPIMVL	trf	11apr59	
	CCCP-41878	Il-14M	AFL/Moscow SPIMVL	trf	29dec63	
	CCCP-41878	Il-14M	AFL/Yakutiya-CYX	trf	17jan64	opb 248 LO; canx 22sep78 as life-time expired; fuselage sat near the boiler house at CYX
14600 07 01	CCCP-L1863	Il-14P	AFL/Azerbaijan	mfd	28jun56	in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-41863(1)	Il-14P	AFL/Azerbaijan-BAK	rgd	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
14600 07 02	CCCP-L1864	Il-14P	AFL/West Siberia	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-41864	Il-14P	Aeroflot/UShVLP	trf	14may58	Ulyanovsk Advanced Flying Training College; canx 04jul72 as life-time expired
14600 07 03	CCCP-L1865	Il-14P	AFL/Georgia-TBS	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration and again in document oct58; converted to Il-14M according to MGA document, but see next lines
	CCCP-41865	Il-14P	AFL/Georgia-TBS	rgd	unknown	f/n jan69
	CCCP-41865	Il-14P	AFL/Azerbaijan-BAK	trf	01may59	with t/t 28,534 hours; trf date given as 24sep73 in MGA document; f/n LED 21nov76; considered not being worthy for rework by ARZ-407 at Minsk; canx 22jun78; flown to Chirkovichi village near Svetlogorsk (Belarus) and transported to the town for preservation
	CCCP-41865	Il-14P	AFL/Northern-LED	trf	09sep73	in basic blue Aeroflot c/s without any markings; initially used as a children's cinema in Park kulturny 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
no reg		Il-14P	no titles	ph.	24apr11	preserved in the museum at Minsk-Borovaya; l/n sep13
14600 07 04	CCCP-41865	Il-14P	Aeroflot	msb	10aug12	in MGA document as Il-14M
	CCCP-L1866	Il-14M	AFL/West Siberia	mfd	21jul56	
	CCCP-41866	Il-14M	AFL/North Kavkaz	trf	18jul58	
	CCCP-41866	Il-14M	AFL/Belarus	trf	09feb60	opb 104 OAO by 1960; dbr 26sep60 on a flight from Minsk to Brest when the right engine failed and the propeller had to be feathered, on finals to Brest in rain, the captain had problems in handling the aircraft due to the asymmetric power, the aircraft touched down 390 metres beyond the threshold, overran the wet grass runway, hit a booth and ended up in a fire water pond, 1 of the 6 crew killed and the other 5 severely injured, all 21 passengers injured as well; t/t 6,363 hours; canx 24nov60
14600 07 05	CCCP-L1867	Il-14P	AFL/West Siberia	rgd	unknown	
	CCCP-41867	Il-14P	AFL/N.Kavkaz-KRR	trf	18jul58	
	CCCP-41867	Il-14P	AFL/N.Kavkaz-VOG	MRV	19oct61	l/n MRV 15jun68
	CCCP-41867	Il-14P	AFL/Krasnoyarsk	trf	22apr73	canx 28feb75 as life-time expired
14600 07 06	CCCP-L1868	Il-14P	AFL/East Siberia	mfd	30may56	opb 133 ATO
	CCCP-L1868	Il-14P	AFL/Yakutiya-YKS	trf	mar57	opb 139 OAO; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-41874	Il-14P	AFL/Yakutiya-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/Yakutiya-Aldan 13nov73 according to documents of the Yakutian directorate
14600 07 07	CCCP-L1882	Il-14P	AFL/Northern	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-41882	Il-14P	AFL/Northern	rgd	unknown	
	CCCP-41882	Il-14P	AFL/Arkhangel.-ARH	trf	01jan73	canx 30dec74
14600 07 08	CCCP-L1883	Il-14P	AFL/Georgia-TBS	mfd	10jan56	in document 20dec57 as Il-14P, 18 pax configuration; mentioned again in documents feb58/sep58; converted to Il-14M date unknown
	CCCP-41883	Il-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	Il-14P	MRP Gorki NII	mfd	01jun56	in Aeroflot c/s; rgd 17oct83; canx 20sep88; preserved in Museum of Civil Aviation at Ulyanovsk since 1984 (N54.291448 E48.232786), f/n oct87, l/n apr11
14600 07 12	5012	Il-14P	Chinese Air Force	mfd	04jul56	

14600 09 05	DM-SBG "02" red	Il-14P Il-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 E78.313007), l/n apr12
14600 09 06	"09" red ?	Il-14	Soviet Air Force		28may99	preserved in housing area Stupino and broken up before aug03
14600 09 07	DM-SBH	Il-14P	Deutsche Lufthansa			not in official East German register
14600 09 12	CCCP-29118	Il-14	MAP Moscow OAO	rgd	28feb78	canx 30jan89; seen Myachkovo 26sep91, partly broken up this date and read as CCCP-79118; gone by aug92
14600 09 16	006 0916	Il-14P Il-14P(S)	Polish Air Force Polish Air Force	d/d r/r	26sep56 1971 ?	toc 18oct56 soc 05mar91; seen preserved Lodz (N51.720551 E19.411366) may92/sep12 with faded serial
14600 09 19	648	Il-14P	Civ Avn Adm China	rgd	1956	undertook night trials from Peking to Zhengzhou, Wuhan, Changsha and Guangzhou 17sep56; f/n KMG 16apr79; l/n TYN 07oct88; fate unknown
14600 09 21	636	Il-14P	Civ Avn Adm China	rgd	1956	f/n TYN oct87; fate unknown
14600 09 22	YR-ILZ (1) 922	Il-14P Il-14P	Rom Gvt/TAROM c/s Romanian Air Force	rgd	19feb58	canx 16jun59; see c/n 148002001
14600 09 24	YR-ILR 922	Il-14P Il-14P	TAROM Romanian Air Force	rgd	09aug63	l/n BBU apr74; canx 17nov76 as such in technical School at Baneasa
14600 09 25	YR-ILC YR-ILC	Il-14P Il-14P	TAROM Romanian CAA/TAROM	rgd	04dec56	converted for nav aids calibration duties with 'dog nose' radome seen Baneasa 01sep75; canx 04apr77 as wfu/scrapped
14600 09 25	CCCP-L1625 CCCP-61625 CCCP-61625 CCCP-61625 CCCP-61625	Il-14M Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/East Siberia AFL/Far East AFL/Kazakhstan-UKK	rgd trf trf trf trf	unknown 01oct59 01dec64 18jul75 07dec77	in MGA document as Il-14M; f/n LHR 02nov56 opb 235 OAO at VKO until 01dec64 converted to Il-14LIK-1 date unknown 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 26	YR-ILA	Il-14P	TAROM	rgd	26nov56	in MGA document as Il-14M
14600 09 27	CCCP-L1626 CCCP-61626 CCCP-61626 CCCP-61626	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/N.Kavkaz-VOG AFL/N.Kavkaz-VOG AFL/Moscow SPIMVL	rgd trf rgd trf	unknown unknown unknown 31jul63	in documents aug56/may59 in documents may60/02feb62 canx 18may76 as life-time expired
14600 09 28	CCCP-L1627 CCCP-61627 CCCP-61627 CCCP-61627	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Magadan AFL/Moscow (MUTA)	rgd ph. trf mfd	unknown sep75 01feb63 1956	in MGA document as Il-14M in document jan59 canx 20oct80 as life-time expired in MGA document as Il-14M
14600 09 29	CCCP-L1628 CCCP-61628	Il-14M Il-14M	AFL/Magadan AFL/Magadan-GDX	trf trf	1956 31oct58	opb 185 LO 1 Magadanskogo OAO; w/o 18sep62 on the leg from Nizhniye Kresty (now Cherski) to Bilibino of a flight from Magadan to Bilibino (delayed by bad weather by 4 days) when deviated from the prescribed flight path near the 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 CCCP-61632	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	rgd trf rgd	unknown 28may58 unknown	in MGA document as Il-14M in documents aug56/05sep60 in document dec60; canx 23mar62 after accident
14600 09 32	634	Il-14P	Civ Avn Adm China	rgd	1956	f/n CTU 06dec82; fate unknown
14600 09 33	CCCP-L1633 CCCP-61633 CCCP-61633 CCCP-61633	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Moscow (MUTA)	rgd rgd trf rgd	unknown unknown 11apr63 unknown	photo; in MGA document as Il-14M canx 23sep82 as life-time expired in MGA document as Il-14M
14600 09 34	CCCP-L1634 CCCP-61634 CCCP-61634 CCCP-61634	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Moscow SPIMVL	rgd rgd trf trf	unknown unknown 31jul63 jan74	converted to Il-14FKM; still in service 20sep86; canx 25dec87 as amortisation period expired; l/n BKA apr91/may96 derelict; used in an anti-terrorist exercise and photo shows with mid-fuselage burnt; gone by apr97
14600 09 35	CCCP-L1635 CCCP-61635 CCCP-61635	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL	rgd rgd trf	unknown unknown 31jul63	in MGA document as Il-14M; in document jan59 based VKO; in document feb59; f/n ARN 1961 canx 18mar83 as life-time expired
14600 09 36	CCCP-L1636 CCCP-61636 CCCP-61636 CCCP-61636	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Krasnoyarsk	rgd rgd trf trf	unknown jun58 11apr63 14mar81	in MGA document as Il-14M; based VKO; in document 1958 based VKO canx 30jan87 as life-time expired; seen IAA 11jun94, fuselage only
14600 09 37	CCCP-L1637 CCCP-61637 CCCP-61637	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Yakutiya-YKS	rgd rgd trf	unknown unknown 23jan63	in MGA document as an Il-14M w/o 25feb70 on a positioning flight from Ust'-Maya to Yakutsk at night with the centre of gravity being out of the envelope (too far forward) when the right propeller entered reverse pitch (due to a malfunction) shortly after take-off, the crew was not able to counteract as altitude was too low, and the aircraft crashed in a forest 1,350 metres behind the runway threshold and 310 metres to the right of the runway's extended centreline, all 5 crew killed; canx 25may70 based at VKO; in MGA document as Il-14M; l/n feb59
14600 09 38	CCCP-L1803 CCCP-41803 CCCP-41803 CCCP-41803	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Centr.Reg.-Mya	mfd rgd trf photo	27oct56 unknown 31jul63 photo	canx 30nov88 as amortisation period expired, see next line converted to polar version sep/oct89 Il-14LIK-1; dbr 353 km from Ice Station Mirny (Antarctica) 12sep90 when starboard engine lost oil pressure and had to be shut down, resulting in a belly landing on glacier, t/t 32,985 hours and 13,353 cycles in MGA document as Il-14M
14600 09 39	CCCP-L1853 CCCP-41853	Il-14M Il-14M	AFL/East Siberia AFL/East Siberia	rgd rgd	unknown unknown	canx 17oct74 as life-time expired in MGA document as Il-14M
14600 09 40	CCCP-L1858 CCCP-41858 CCCP-L1858 CCCP-41858	Il-14M Il-14M Il-14M Il-14M	AFL/West Siberia AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	mfd trf rgd	29oct56 18jul58 unknown	in document 18jun59 opb 231 OAO; w/o 30jan61 on a check flight from Stalingrad-Gumrak at night when the check pilot simulated an engine failure shortly after take-off at a height of some 20-30 metres without warning the crew beforehand (such a simulation was allowed only during the daytime and at a height of at least 1,000 metres), the aircraft lost height, came down in a snow-covered field 2,100 metres behind the start of the take-off run and broke up, 1 of the 4 crew killed and 2 seriously injured; t/t 6,940 hours; canx 06mar61 (year not clear in MGA document)
14600 09 41	CCCP-L1600 CCCP-91600 CCCP-91600	Il-14M Il-14M Il-14M	AFL/West Siberia AFL/Magadan AFL/East Siberia	rgd trf trf	unknown 18may59 22oct74	in MGA document as Il-14M f/n LED 22apr72 canx 30nov77 as life-time expired
14600 09 42	CCCP-L5658	Il-14	AFL/East Sib.-IKT	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 wooden fence, 1 of the 4 crew killed while the other 3 and the sole passenger were injured; t/t 29 hours, cannibalised for spares
14600 09 44	CCCP-L1602 CCCP-91602	Il-14M Il-14M	AFL/West Siberia AFL/West Sib.-OVV	rgd OVV	unknown 10feb65	in MGA document as Il-14M in documents jan59/15jul70; canx 29jun82, could not be repaired due to lack of spare parts
14600 09 46	CCCP-L1607 CCCP-61607 CCCP-61607 CCCP-61607	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Central Region	rgd rgd trf BKA	unknown unknown 11apr63 1966	in MGA document as Il-14M canx 03jul73 as life-time expired
14600 09 48	CCCP-L1620 CCCP-61620	Il-14M Il-14M	AFL/Far East AFL/Far East-UUS	rgd	unknown 28jan71	in MGA document as Il-14M converted to Il-14s 'salon'; later converted to Il-14RR; canx 30nov78 as life-time expired
14600 09 50	"21" red	Il-14LIK-1	Soviet Air Force		photo	
14600 10 01	CCCP-L1621 CCCP-61621	Il-14M Il-14M	AFL/East Siberia AFL/East Siberia	rgd rgd	unknown unknown	in MGA document as Il-14M canx 28feb75 as life-time expired
14600 10 03	CCCP-L1622 CCCP-61622	Il-14M Il-14M	AFL/West Sib.-OVV AFL/West Sib.-OVV	rgd rgd	unknown unknown	in MGA document as Il-14M; in documents jul56/oct58 in documents jun59/oct66; canx 24dec75 as life-time expired
14600 10 05	CCCP-L1629(2) CCCP-61629	Il-14P Il-14P	AFL/Ukraine AFL/Ukraine	rgd rgd	unknown unknown	in document 20dec57 as Il-14P, 18 pax configuration; see c/n 4340506 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-11630 CCCP-61630	Il-14M Il-14M Il-14M	AFL/West Siberia AFL/Syktvyvkar AFL/Syktvyvkar	rgd trf rgd	unknown 26feb58 unknown	in MGA document as Il-14M opb Syktvyvskaya otdelnaya aviagruppa opb Syktvyvskaya otdelnaya aviagruppa; in document 01apr59; canx 09jul62 after accident
14600 10 09	1105/SU-AJ1 1105	Il-14P Il-14P	Egyptian Air Force Egyptian Air Force	Cal	06nov83	photo exists in white VIP c/s with titles
14600 10 10	YR-PCC	Il-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 slightly injured; registration was previously used by Il-12 c/n 93013503
14600 10 15	CCCP-61747 CCCP-61747 CCCP-61747	Il-14M Il-14M Il-14M	AFL/Privolzhsk AFL/West Siberia AFL/Kazakhstan-UKK	trf trf trf	01feb63 09jan72 19mar75	in MGA document as Il-14M still in service 20sep86; converted to Il-14LIK-1; canx 30jan89
14600 10 18	CCCP-L1631 CCCP-61631 CCCP-61631 CCCP-61631	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Privolzhsk ARZ-407 AFL/Privolzhsk	rgd trf trf trf	unknown 01jan60 01oct72 01may74	in MGA document as Il-14M canx 27sep77 as life-time expired
14600 10 20	CCCP-L1638	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	in document aug56; in MGA document as Il-14M, photo as such

14700 11 35	CCCP-L1517 CCCP-91517 CCCP-91517	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Latvia AFL/Magadan	MRV trf trf	17jun60 16aug59 21jan65	based VKO; in MGA document as Il-14M
14700 11 37	CCCP-L1518 CCCP-91518	Il-14M Il-14M	AFL/Far East AFL/Far East	rgd rgd	unknown unknown	photo; with small Magadan titles by nose; Groza-40 weather radar; crashed on Utichi Island (next to Bolshoi Shantar Island, Sea of Okhotsk) 01aug81, CFIT in below minima conditions, all aboard killed, t/t 32,047 hours 33 minutes and 27,710 cycles; canx 14sep81
14600 11 39	CCCP-40310	Il-14	Soviet AF/AFL c/s	rgd	29dec73	flew on KHV-OHO route 19sep58; in MGA document as Il-14M
14700 11 40	CCCP-L1520 CCCP-91520 CCCP-91520	Il-14M Il-14M Il-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV	rgd rgd trf	unknown unknown jan67	canx 24dec75 as life-time expired CoFA canx 12mar80 in documents 01sep57/jun59; in MGA document as Il-14M photo; in documents jun59/1963 converted to Il-14LR with ventral Initiativa radar, pre-1973 natural metal/dayglo orange polar c/s; photo in Aeroflot brochure
14700 11 41	CCCP-91520 YU-ADF 7403 71303 CCCP-41838(2) CCCP-41838(2)	Il-14LR Il-14M Il-14M Il-14M Il-14M Il-14M	AFL/Krasnoyarsk JAT Yugoslav Air Force Yugoslav Air Force AFL/Georgia-TBS AFL/E.Siberia-UUD	trf mfd trf r/r toc trf	28apr73 19jan57 1963 ca.1970 01jul71 17sep73	canx 28feb75 as life-time expired d/d 28jan57; canx 1963 see c/n 146000509 opb 138 LO; w/o 14jun81 on the leg from Severomuisk to Ust'-Barguzin of a flight from Severomuisk to Ulan-Ude when neither crew nor ATC checked the real position of the aircraft which differed from the planned one as wind conditions were different from those forecast, on approach to Ust'-Barguzin the aircraft entered clouds and crashed at a height of 1,250 metres into the wooded slope of a 1,877 metres high mountain on Svyatoi Nos peninsula (N53.617 E108.733), all 4 crew and 44 passengers killed; t/t 16,185 hours and 18,427 cycles; canx 15jul81
14700 11 42	CCCP-L1522 CCCP-91522 CCCP-91522	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Ukraine-DNK	rgd rgd trf	unknown unknown 29mar60	f/n BMA 1958; in MGA document as Il-14M in document 03jun64; still in service 20sep86; canx 30jan87 as life-time expired
14700 11 45	CCCP-L1524 CCCP-91524 CCCP-91524 CCCP-91524 CCCP-91524 CCCP-91524	Il-14M Il-14M Il-14M Il-14M Il-14M Il-14M	AFL/Privolzhsk AFL/Privolzhsk AFL/Northern AFL/Leningrad-LED AFL/Leningrad-RVH	rgd rgd trf LED trf	unknown unknown 01aug65 22apr72 05jan82	in MGA document as Il-14M year difficult to read in MGA document opb 1 LOAO; converted to Il-14FKM by ARZ-407 in 1971 opb 2 LOAO; still in service by 20sep86; canx 21nov88 as life-time expired; scrapped at Rzhhevka, remains (fuselage and wings) seen 07apr91 in MGA document as Il-14M; photo exists as such, with nose undercarriage collapsed, possibly near Magadan in 1958, subsequently repaired converted to Il-14LR ice-reconnaissance, photo as such; canx 19may82 as life-time expired opb 223rd Flight unit; CoFA canx 12mar80; see c/n 4340305 CoFA canx 12mar80; photo ex-military aircraft in white/grey c/s with small red lightning-bolt cheatline and Soviet flag
14700 11 46	CCCP-L1528	Il-14M	AFL/Magadan-GDX	rgd	unknown	in documents mar57/may59; in MGA document as Il-14M
14600 11 46	CCCP-91528	Il-14M	AFL/Magadan-GDX	rgd	jun58	in documents may59/29aug67; canx 25feb77 as life-time expired
14600 11 47	CCCP-41824(2) CCCP-66826	Il-14M Il-14M	Soviet AF/AFL c/s Soviet Air Force	rgd rgd	29dec73 29dec73	in documents mar57/aug59; directorate not mentioned in MGA document 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 in MGA document as Il-14M in documents mar57/1959
14700 11 48	CCCP-L1532	Il-14M	AFL/Krasnoyarsk-KJA	rgd	unknown	opb 147 LO; w/o 04jul73 on the leg from Yuzhno-Sakhalinsk to Shakhtyorsk of a flight from Yuzhno-Sakhalinsk to Okha when descended 15-20 km too early in clouds and the error was not corrected by ATC, the aircraft flew at a height of 950 metres into the southern slope of Mt. Krasnova (1,093 metres) 53 km south of Shakhtyorsk and was completely destroyed, all 5 crew and 13 passengers killed; t/t 26,509 hours and 12,772 cycles; canx 26sep73
14700 11 49	CCCP-91532 CCCP-L1533 CCCP-91533 CCCP-91533	Il-14M Il-14M Il-14M Il-14M	AFL/Krasnoyarsk-KJA AFL/N.Kavkaz-ROV AFL/Moscow (MUTA) AFL/N.Kavkaz-ROV	rgd rgd trf rgd	unknown unknown unknown unknown	based VKO; in MGA document as Il-14M
14700 11 50	CCCP-L1534 CCCP-91534 CCCP-91534 CCCP-91534	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Far East-KHV AFL/Far East-KHV AFL/Magadan AFL/Far East-UUS	rgd mfd trf trf	21jan57 1959 01feb62 30aug67	w/o 07feb71 on landing at Kirov when landed short of the runway; canx 31aug71 in documents apr57/1959; in MGA document as Il-14M f/n YKS apr59 opb 235 OAO at VKO until 13jan65 w/o 04aug72 on a flight from Aldan to Chulman when the right engine failed shortly after lift-off at a speed of 160 km/h, because of the difficult terrain the crew decided to force-land on the slope of a hill at Vtoroi Orochen settlement 6 km from Aldan, the right wing touched a barn, the aircraft turned to the right by 90 degrees and the rear fuselage destroyed the roof of a house, the aircraft was destroyed by fire, but all crew and passengers escaped; canx 27dec72 in documents apr57/sep59; in MGA document as Il-14M
14700 12 01	CCCP-L1535 CCCP-91535 CCCP-91535 CCCP-91535	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Northern AFL/Arkhangel'sk	rgd trf trf trf	jul58 11apr63 16sep63 unknown	in documents apr57/1959; in MGA document as Il-14M f/n YKS apr59 opb 235 OAO at VKO until 13jan65 w/o 04aug72 on a flight from Aldan to Chulman when the right engine failed shortly after lift-off at a speed of 160 km/h, because of the difficult terrain the crew decided to force-land on the slope of a hill at Vtoroi Orochen settlement 6 km from Aldan, the right wing touched a barn, the aircraft turned to the right by 90 degrees and the rear fuselage destroyed the roof of a house, the aircraft was destroyed by fire, but all crew and passengers escaped; canx 27dec72 in documents apr57/sep59; in MGA document as Il-14M
14700 12 02	CCCP-L1537 CCCP-91537 CCCP-91537 CCCP-91537	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Yakutiya-Aldan	rgd rgd toc trf	unknown unknown 01oct59 13jan65	l/n TAS 29oct79; canx 25mar87 as amortisation period expired in documents may57/sep59; in MGA document as Il-14M in documents jan60/dec61; canx 20jul70 as trf to (postal code G-4736) for testing in documents may57/jan60; in MGA document as Il-14M in documents jan60/04mar63
14700 12 03	CCCP-L1538 CCCP-91538 CCCP-91538	Il-14M Il-14M Il-14M	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Kazakhstan	rgd trf trf	unknown sep59 06feb70	f/n mar78 canx 30jan87 as life-time expired in documents may57/may59; in MGA document as Il-14M photo exists; in documents may59/1961; trf to the Riga Aviation Institute (RKIIGA) 08dec64 for use as a ground instructional airframe; canx 11may66; scrapped in MGA document as Il-14M canx 04dec61 due to an accident in MGA document as Il-14M in documents feb57; directorate not mentioned in MGA document; in documents sep59/dec59; directorate again not mentioned in MGA document; canx 14dec73 as amortisation period expired in documents feb57/dec59; in MGA document as Il-14M in documents oct59/dec59 see line above; canx 24dec75 as life-time expired in MGA document as Il-14M
14700 12 04	CCCP-L1540 CCCP-91540	Il-14M Il-14M	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd rgd	unknown unknown	in documents may57/jan60; in MGA document as Il-14M in documents jan60/04mar63
14700 12 05	CCCP-L1541 CCCP-91541 CCCP-91541 CCCP-91541	Il-14M Il-14M Il-14M Il-14M	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-UGC AFL/Kazakhstan	rgd trf trf trf	unknown unknown unknown 06feb70	in documents may57/jan60; in MGA document as Il-14M in documents jan60/04mar63
14700 12 06	CCCP-L1542 CCCP-91542	Il-14M Il-14M	AFL/Arkhangel'sk AFL/Northern-LED AFL/Northern-LED	rgd trf rgd	unknown 21jan83 unknown may59 ?	canx 30jan87 as life-time expired in documents may57/may59; in MGA document as Il-14M photo exists; in documents may59/1961; trf to the Riga Aviation Institute (RKIIGA) 08dec64 for use as a ground instructional airframe; canx 11may66; scrapped in MGA document as Il-14M canx 04dec61 due to an accident in MGA document as Il-14M in documents feb57; directorate not mentioned in MGA document; in documents sep59/dec59; directorate again not mentioned in MGA document; canx 14dec73 as amortisation period expired in documents feb57/dec59; in MGA document as Il-14M in documents oct59/dec59 see line above; canx 24dec75 as life-time expired in MGA document as Il-14M
14700 12 07	CCCP-L1543 CCCP-91543	Il-14M Il-14M	AFL/Uzbekistan AFL/Lithuania	rgd rgd	unknown unknown	photo 1968 at Sovrudnik (now Severoyeniseisk); probably carried additional 'Polyarnaya Aviatsiya' titles; canx 18nov76 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration; in MGA document as Il-14M photo may64; opb 1 LOAO from 1970 opb 2 LOAO; canx 25mar87 as amortisation period expired; l/n RVH 03jul90 in MGA document as Il-14M
14700 12 08	CCCP-L1544 CCCP-91544 CCCP-91544	Il-14M Il-14M Il-14M	AFL/Uzbekistan AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	rgd trf rgd	apr57 unknown unknown	opb 235 OAO at VKO until 30jun65 canx 25mar87 as life time expired in document 1958; in MGA document as Il-14M
14700 12 09	CCCP-L1545 CCCP-91545 CCCP-91545	Il-14M Il-14M Il-14M	AFL/Northern-LED AFL/Northern-LED AFL/Krasnoyarsk	rgd rgd trf	unknown unknown 11jan59	in documents feb57/dec59; in MGA document as Il-14M in documents oct59/dec59 see line above; canx 24dec75 as life-time expired in MGA document as Il-14M
14700 12 10	CCCP-L1546 CCCP-91546 CCCP-91546	Il-14M Il-14M Il-14M	AFL/Krasnoyarsk AFL/Krasnoyarsk AFL/Polar	rgd rgd trf	unknown unknown unknown	photo 1968 at Sovrudnik (now Severoyeniseisk); probably carried additional 'Polyarnaya Aviatsiya' titles; canx 18nov76 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration; in MGA document as Il-14M photo may64; opb 1 LOAO from 1970 opb 2 LOAO; canx 25mar87 as amortisation period expired; l/n RVH 03jul90 in MGA document as Il-14M
14700 12 11	CCCP-L1547 CCCP-91547 CCCP-91547	Il-14M Il-14M Il-14M	AFL/Northern AFL/Northern-LED AFL/Northern-RVH	rgd rgd trf	unknown unknown 05jan82	opb 235 OAO at VKO until 30jun65 canx 25mar87 as life time expired in document 1958; in MGA document as Il-14M
14700 12 12	CCCP-L1548 CCCP-91548 CCCP-91548 CCCP-91548	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/West Siberia	rgd rgd trf trf	unknown unknown 01oct59 30jun65	photo 21aug65; in Ukrainian CAD document as operating from Kerch; canx 18jan80 as life-time expired in MGA document as Il-14M opb Syktyvkar'skaya otdelnaya aviagruppa opb Syktyvkar'skaya otdelnaya aviagruppa; in documents dec59 in document jun76; canx 20jul76 as life-time expired in MGA document as Il-14M
14700 12 13	CCCP-L1549 CCCP-91549 CCCP-91549	Il-14M Il-14M Il-14M	AFL/Far East AFL/Far East AFL/Ukraine-SIP	mfd rgd trf	28jan57 jun58 07aug60	in document 1958; in MGA document as Il-14M
14700 12 14	CCCP-L1550 CCCP-91550 CCCP-91550 CCCP-91550	Il-14M Il-14M Il-14M Il-14M	AFL/Far East AFL/Syktyvkar AFL/Syktyvkar AFL/Komi-SCW	rgd trf trf trf	unknown unknown 19aug59 unknown 1967	photo 21aug65; in Ukrainian CAD document as operating from Kerch; canx 18jan80 as life-time expired in MGA document as Il-14M opb Syktyvkar'skaya otdelnaya aviagruppa opb Syktyvkar'skaya otdelnaya aviagruppa; in documents dec59 in document jun76; canx 20jul76 as life-time expired in MGA document as Il-14M
14700 12 15	CCCP-L1551 CCCP-91551 CCCP-91551 CCCP-91551	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Centr.Reg.-VOZ	rgd rgd trf trf	unknown unknown 01jan60 unknown	on pax flight VOZ-ODS 19sep69 canx 28feb75 as life-time expired in document mar59; in MGA document as Il-14M opb 160 ATO; w/o 06jul62 on a flight from Bukhara to Tashkent when the right engine failed (due to a design fault of the engine), the aircraft continued its flight on one engine for 1 hour 39 minutes but the flight engineer set the working engine below nominal power so that the aircraft lost height and speed, when the crew tried to restart the right engine at a height of 100 metres the propeller left the feathered position and created additional drag so that the aircraft stalled and crashed on a cotton field of the "Engels" kolkhoz at Yangiyul (Tashkent region), the fuselage broke into 3 parts, 11 of the 33 passengers killed and the others and all 5 crew severely injured; t/t 11,030 hours; canx 28jul62 survey aircraft; f/n HRB 05oct88; fate unknown CoFA canx 12mar80 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 f/n CTU 1983; l/n TYN 30oct86 displayed in a park in Taiyuan in the mid 1990s, status unknown by 1999 derelict fuselage only in very faded c/s (N45.213004 E147.612305), batch number of c/n difficult to read on tail
14700 12 21	B-4216	Il-14P	Civ Avn Adm China	rgd	jun86	survey aircraft; f/n HRB 05oct88; fate unknown
14700 12 22	CCCP-61875	Il-14	Soviet AF/AFL c/s	rgd	29dec73	CoFA canx 12mar80
14700 12 25	12-25	Il-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 f/n CTU 1983; l/n TYN 30oct86 displayed in a park in Taiyuan in the mid 1990s, status unknown by 1999 derelict fuselage only in very faded c/s (N45.213004 E147.612305), batch number of c/n difficult to read on tail
14700 12 29	603 603	Il-14FK Il-14FK	Civ Avn Adm China China General Av	rgd trf	1956 mar89	displayed in a park in Taiyuan in the mid 1990s, status unknown by 1999
14700 12 30	? not known	Il-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 Yellow River' early oct92, before grounding of all Il-14s in China dec92; fate unknown
14700 12 32	CCCP-L1300 CCCP-91483 CCCP-91483	Il-14FK Il-14FK Il-14FK	AFL/Moscow SPIMVL AFL/Moscow SPIMVL AFL/Centr.Reg.-Mya	mfd rgd trf	17apr57 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 expired; seen wfu Myachkovo 26sep91, broken up by aug92
14700 12 33	CCCP-L1555 CCCP-91555 CCCP-91555 CCCP-91555	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk AFL/West Siberia	BMA rgd trf trf	jun58 unknown 01jan60 01dec65	in MGA document as Il-14M, photo as such in document jan59
14700 12 34	CCCP-L1556 CCCP-91556	Il-14M Il-14M	AFL/Northern AFL/Krasnoyarsk	rgd trf	unknown 20apr59	canx 27mar78 as worn out in MGA document as Il-14M avionics test-bed ? (RPSN-1 Emblema weather radar), photo exists; canx 14jan77 as life-time expired
14700 12 35	CCCP-L1557 CCCP-91557 CCCP-91557	Il-14M Il-14M Il-14M	AFL/Northern AFL/Northern SibNia	rgd rgd trf	unknown unknown 28may63	canx 16may65 in MGA document as Il-14M
14700 12 36	CCCP-L1558 CCCP-91558 CCCP-91558	Il-14M Il-14M Il-14M	AFL/East Siberia AFL/East Siberia AFL/Moscow SPIMVL	rgd rgd trf	unknown unknown 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 CCCP-91559	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Privolzhsk AFL/Privolzhsk-RTW	rgd trf rgd	unknown 26jul58 unknown	in document jun57; in MGA document as Il-14M in document nov59
14700 12 38	CCCP-L1560 CCCP-91560 CCCP-91560 CCCP-91560	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Yakutiya-Mirny	rgd rgd trf trf	unknown unknown 11apr63 23jan64	in documents dec60/aug65; canx 29jul77 as life-time expired in document feb59; in MGA document as Il-14M
14700 12 39	CCCP-L1561 CCCP-91561 CU-T816	Il-14M Il-14M Il-14M	AFL/Privolzhsk AFL/Privolzhsk Cubana	rgd rgd rgd	unknown unknown jan81	in documents of Mirny oao 05feb72; canx 30jul75 as life-time expired in MGA document as Il-14M canx oct61 to Cuba
14700 12 40	CCCP-L1562 CCCP-91562	Il-14M Il-14M	AFL/Far East AFL/Far East-UUS	rgd rgd	unknown unknown	preserved Santiago de Cuba (N19.972273 W75.838849) mar88/jul90; seen feb02/oct03 with 'Club Juvenil' titles; l/n oct03/nov09 all white; a 2013 GE image shows it dismantled at (N19.973093 W75.837212) in MGA document as Il-14M
14700 12 41	EP-HMI 5-55	Il-14P Il-14P	Iranian Government Iranian Air Force	d/d THR	mar57 19jun69	f/n UUS 1977, in natural metal c/s with daygl trim; was preserved near the airport terminal at UUS in 1977/79; canx 20oct80 as life-time expired probably re-registered to, see line below
14700 12 43	CCCP-61751 CCCP-61751 CCCP-61751 CCCP-61751 CCCP-61751	Il-14P Il-14P Il-14P Il-14P Il-14P	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Far East AFL/Yakutiya-Aldan AFL/Yakutiya-MJZ	rgd toc trf trf trf	unknown 01oct59 11apr64 25may67 unknown	VIP Version (salon); photo exists; opb 235 OAO at VKO until 25may67, see next line VIP Version (salon); from MGA document, see previous line VIP Version (salon) VIP Version (salon); in Mirny OAO documents 05feb72; trf to UTO-17 08apr74; converted to Il-14LIK-1 during rework by ARZ-407
14700 12 44	CCCP-61751 CCCP-61751 CCCP-61773 CCCP-61773	Il-14LIK-1 Il-14LIK-1 Il-14P Il-14P	AFL/Ukraine AFL/Kazakhstan-UKK AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	trf trf rgd toc	01mar75 02jun78 unknown 01oct59	still in service by 20sep86; canx 10nov87 as life-time expired VIP Version (salon) 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
14700 12 45	CCCP-61773 CCCP-61773 CCCP-61755 CCCP-61755	Il-14P Il-14P Il-14P Il-14P	AFL/Georgia-TBS AFL/Ukraine AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	trf trf mfd trf	29may66 01mar75 28feb57 01oct59	f/n 30jun66; converted to Il-14LIK-2; still in service by 20sep86; canx 24oct88 VIP Version (salon); toc 01jul59 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 Il-14SI
14700 12 46	CCCP-61755	Il-14P	AFL/Yakutiya-Koi	trf	14jan65	VIP Version (salon); photo 12mar67; took part in the search for Il-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 broken up; l/n mar11
14700 12 46	CCCP-61753	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	VIP Version (salon); last digit of c/n difficult to read in MGA document, previously reported as c/n 147001249
14700 12 46	CCCP-61753	Il-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)
14700 12 46	CCCP-61753	Il-14P	AFL/Kazakhstan	trf	01jul66	VIP Version (salon)
14700 12 46	CCCP-61753	Il-14P	Soviet Gvt/AFL c/s	trf	10oct66	VIP Version (salon); opb 235 OAO at VKO until 01may67
14700 12 46	CCCP-61753	Il-14P	AFL/Yakutiya	trf	25may67	VIP Version (salon)
14700 12 46	CCCP-61753	Il-14P	AFL/West Siberia	trf	unknown	converted to Il-14LIK-1; in 'polar' c/s; directorate not mentioned in MGA document
14700 12 46	CCCP-61753	Il-14LIK-1	AFL/Kazakhstan	trf	28mar75	
14700 12 46	CCCP-61753	Il-14LIK-1	AFL/Far East	trf	14jun76	mentioned in an incident report at Kolpashevo 18dec86; l/n LBD 1988; canx 29dec88
14700 12 47	CCCP-61752 CCCP-61752 CCCP-61752	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Far East-UUS	mfd trf trf	29mar57 01oct59 11apr64	VIP Version (salon); toc 01aug59 VIP Version (salon); opb 235 OAO at VKO VIP Version (salon); damaged 06nov75 on a training flight from UUS when the landing gear was retracted by mistake while the aircraft was taxiing from the runway; repaired and converted by ARZ-407 at Minsk 30mar76 to, see next line
14700 12 47	CCCP-61752	Il-14RR	AFL/Far East-UUS	trf	11apr64	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 CCCP-61754 CCCP-61754 CCCP-61754	Il-14P Il-14P Il-14P Il-14P Il-14P	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Yakutiya AFL/Belarus AFL/Ukraine	rgd toc trf trf trf	unknown 01oct59 01feb70 ? 13oct.. 14apr75	VIP Version (salon) VIP Version (salon); opb 235 OAO at VKO until 1965 VIP Version (salon) VIP Version (salon); unable to read year in MGA document seen PRG date ?; converted to Il-14LIK-2 research aircraft; still in service by 20sep86; canx 28may87 as amortisation period expired
14700 12 49	CCCP-52091(2)	Il-14M	Soviet AF/AFL c/s	rgd	29dec73	c/n from Soviet Register; CofA canx 12mar80; 223rd Flight unit; see CCCP-52091(1) c/n 7342905; also see CCCP-61753 c/n 147001246
14700 12 50	CCCP-61756 CCCP-61756 CCCP-61756	Il-14P Il-14P Il-14LIK-1	AFL/Moscow (MUTA) AFL/Kazakhstan AFL/Kazakhstan-BXJ	mfd toc	30mar57 23oct59	VIP Version (salon) VIP Version (salon); converted to, see next line navids calibration aircraft (LIK = lyotno-izmeritelny kompleks - flight measurement suite); w/o 24mar76 on a calibration flight from Ashkhabad when turned to the left after take-off instead of to the right, entered clouds and crashed at N38.154549 E57.778992 at a height of 990 metres into the slope of Mt. Uldepe (1,631 metres) in the Kopet-Dag range, all 6 crew killed; t/t 16,199 hours 03 minutes; canx 22jun75 canx 30jan89
14700 13 01	CCCP-29119	Il-14	MAP Moscow OAO	rgd	28feb78	
14700 13 02	not known	Il-14	Soviet Air Force	no	reports	
14700 13 02	CCCP-41801(2)	Il-14	AFL/Magadan	toc	16sep82	canx 25mar87 as amortisation period expired; see c/n 146000504
14700 13 03	CCCP-L1563 CCCP-91563 CCCP-91563 CCCP-91563	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Central Region	rgd rgd trf MRV	unknown unknown 31jul63 25aug60	in MGA document as Il-14M
14700 13 04	CCCP-L1564 CCCP-91564 CCCP-91564 CCCP-91564 CCCP-91564	Il-14M Il-14M Il-14M Il-14M Il-14M	AFL/Privolzhsk AFL/Privolzhsk AFL/Moscow SPIMVL AFL/Krasnoyarsk AFL/Centr.Reg.-Mya	rgd rgd trf trf trf	unknown unknown 10sep62 07dec78 25mar81	still in service 20sep86; canx 05feb88 as amortisation period expired; f/n DME 30aug88, derelict in MGA document as Il-14M
14700 13 05	CCCP-L1565 CCCP-91565 01305	Il-14M Il-14M Il-14M	AFL/Azerbaijan AFL/Azerbaijan Cambodian AF	rgd rgd d/d	unknown unknown 1963	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 aug03 and probably broken up in MGA document as Il-14M canx oct61 to Cambodia opb 1st Transport Group; photo Paya Lebar sep63; in white c/s with red cheatline, grey undersides and Cambodian flag on fin; either this c/n or 147001315 was w/o 1968 in a night-landing accident
14700 13 06	305 ? CCCP-L1568 CCCP-L1568 CCCP-91568	Il-14M Il-14M Il-14M Il-14M	Cambodian AF AFL/Moscow (MUTA) AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	no rgd trf rgd	reports unknown 17oct58 unknown	in documents jun57/apr59; in MGA document as Il-14M photo; in documents apr59/28oct64; canx 12jun73 as life-time expired in MGA document as Il-14M
14700 13 07	CCCP-L1569 CCCP-91569 CCCP-91569	Il-14M Il-14M Il-14M	AFL/Northern AFL/Northern AFL/Magadan	rgd rgd trf	unknown unknown 01feb61	photo; converted to Il-14LR ice-reconnaissance; canx 19jan81 as life-time expired
14700 13 08	CCCP-L1574 CCCP-91574	Il-14M Il-14M	AFL/Privolzhsk AFL/Privolzhsk-KUF	rgd rgd	unknown unknown	in MGA document as Il-14M
14700 13 09	CCCP-L1580 CCCP-91580	Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	mfd rgd	25feb57 unknown	in document jun65; canx 20jul73 as worn out in MGA document as Il-14M

	CCCP-91580	Il-14M	AFL/Moscow SPIMVL	trf	11apr63	
	CCCP-91580	Il-14FKM	AFL/West Siberia	trf	unknown	directorate not mentioned in MGA document; converted to Il-14FKM in 1964 at ARZ-407
	CCCP-91580	Il-14FKM	AFL/Arkhangelsk	trf	22feb78	(21feb78 in MGA document); reconfigured to passenger lay-out 08dec81; converted back to Il-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 amortisation period expired
14700 13 10	CCCP-L1581	Il-14M	AFL/Far East	rgd	unknown	in MGA document as Il-14M
	CCCP-91581	Il-14M	AFL/Far East	rgd	unknown	canx to Mali, date unknown
	TZ-ABF	Il-14M	Air Mali	DKR	17mar63	
	CCCP-91581	Il-14M	AFL/Moscow SPIMVL	trf	14mar68	
14700 13 11	CCCP-91581	Il-14M	AFL/Krasnoyarsk	trf	07dec81	canx 30apr87 as amortisation period expired
	CCCP-L1582	Il-14M	AFL/Northern	rgd	unknown	in MGA document as Il-14M
	CCCP-L1582	Il-14M	AFL/Ukraine-IEV	trf	unknown	in documents jun57/may58; directorate not mentioned in MGA document
	CCCP-91582	Il-14M	AFL/Estonia	trf	29may59	date difficult to read in MGA document
	CCCP-91582	Il-14M	AFL/Northern	trf	09sep73	with t/t 28,666 hours
	CCCP-91582	Il-14M	AFL/Leningrad	trf	30apr75	canx 30dec76 as life-time expired
14700 13 12	CCCP-04194	Il-14M	Polyarnaya Aviats.	rgd	unknown	24 pax configuration
	CCCP-04194	Il-14M	AFL/Polar	trf	10feb60	in documents 12mar60/15aug61; trf 27jun61 to Soviet AF, opb mil. unit 15565
14700 13 13	CCCP-N626	Il-14M	Polyarnaya Aviats.	rgd	1957	first CoFA was valid until 22mar58
	CCCP-04195	Il-14M	Polyarnaya Aviats.	rgd	1959	24 pax configuration
	CCCP-04195	Il-14M	AFL/Polar	trf	10feb60	opb otrjad 254 UPA GVF; flew 209 hours 35 min for ice reconnaissance in the Eastern sector of the Soviet Arctic 13sep/23oct63
	CCCP-04195	Il-14M	AFL/Central Region	trf	21oct70	
	CCCP-04195	Il-14M	AFL/Krasnoyarsk	trf	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	Il-14FK	AFL/MOW MAG SPIVS	rgd	unknown	
	CCCP-91482	Il-14FK	AFL/MOW MAG SPIVS	rgd	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	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	in MGA document as Il-14M; photo as such BMA late50s
	CCCP-91576	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	trf 18jul61 to Cambodia
	01315	Il-14M	Cambodian AF	d/d	1963	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	Il-14M	Cambodian AF	photo	1957	opb 1st Transport Group; in white c/s with red cheatline, grey undersides and Cambodian flag on fin
	CCCP-N627	Il-14M	Polyarnaya Aviats.	rgd	1957	first CoFA was valid until 22mar58
	CCCP-04196	Il-14M	AFL/Polar	no	reports	type not confirmed as an Il-14; w/o 04jan59 when crashed in the Khatanga region, at least two crew killed
14700 13 17	YU-ADG	Il-14M	JAT	d/d	28jun57	d/d was also reported as jan57 which is too early for this c/n; canx 1963
	7404	Il-14M	Yugoslav Air Force	trf	1963	photo at SVO
	71304	Il-14M	Yugoslav Air Force	r/r	ca.1970	
	CCCP-52024(2)	Il-14M	AFL/Ukraine	rgd	01jan72	'71304' also mentioned in MGA document
	CCCP-52024(2)	Il-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	Il-14M	JAT	d/d	28jun57	photo PRG 29dec58; canx 1963
	7405	Il-14M	Yugoslav Air Force	trf	1963	f/n BEG 18aug63
	71305	Il-14M	Yugoslav Air Force	r/r	ca.1970	
	CCCP-29106	Il-14LIK-2	MAP/Sverdlov' Perm	rgd	21jul71	navalds calibration aircraft; mfd given as 25jun57 in canx document
	CCCP-29106	Il-14LIK-2	MAP Moscow MSZ	rgd	17may74	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	Il-14M	JAT	d/d	28jun57	canx 1963
	7406	Il-14M	Yugoslav Air Force	trf	1963	
	71306	Il-14M	Yugoslav Air Force	r/r	ca.1970	fate unknown, but probably the Il-14 broken up in a shelter area at Batajnica AB, confirmed by photos that at least one Il-14 of Yugoslav AF was scrapped
14700 13 20	YU-ADJ	Il-14M	JAT	d/d	28jun57	canx 1963
	7407	Il-14M	Yugoslav Air Force	trf	1963	f/n SXF 03aug67
	71307	Il-14M	Yugoslav Air Force	r/r	ca.1970	
	CCCP-26199	Il-14M	MAP Taganrog MSZ	rgd	27oct71	canx 20sep88
14700 13 21	660	Il-14M	Civ Avn Adm China	rgd	1957	f/n CAN 20dec80; seen WUH 1984; l/n WUH sep87, wfu; broken up 1988
14700 13 22	656	Il-14M	Civ Avn Adm China	rgd	1957	operational at Guangzhou until mid 1980s; fate unknown
14700 13 24	658	Il-14M	Civ Avn Adm China	rgd	1957	f/n PEK oct85; l/n SIA sep87; fate unknown
14700 13 25	HA-MAA	Il-14M	MALÉV	d/d	10apr57	in natural metal c/s without markings, photo exists; CoFA issued 29apr57; seen AMS 08oct63; wfu may70 and flown to the Soviet Union 01jun70, the same date as the registration was cancelled
	CCCP-41841	Il-14M	AFL/Polar	toc	23oct70	
	CCCP-41841	Il-14M	AFL/Krasnoyarsk.-IAA	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	Il-14M	Polyarnaya Aviats.	mfd	29mar57	24 pax configuration
	CCCP-04197	Il-14M	Polyarnaya Aviats.	rgd	1959	opb 254 AO UPA GVF; flew 179 hours 45 min for ice-reconnaissance in the Eastern sector of the Soviet Arctic 02jul/01sep63; w/o 20oct63 on an ice-reconnaissance flight from Nagurskaya to Graham Bell Island (Franz-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 8,051 hours; wreck found 23oct63; canx 27nov63
	CCCP-04197	Il-14M	AFL/Polar	trf	10feb60	photo exists; first CoFA was valid until 20may58
14700 13 27	CCCP-N628	Il-14M	Polyarnaya Aviats.	rgd	24may57	24 pax configuration
	CCCP-04198	Il-14M	Polyarnaya Aviats.	rgd	1959	converted to ice-reconnaissance aircraft; in document 22dec61; assigned to an Antarctic expedition 24sep62; damaged shortly before 23jan64 on landing at Pevek when overran, nose gear collapsed; repaired
	CCCP-04198	Il-14LR	AFL/Polar	trf	10feb60	f/n mar80; canx 18aug83 as life-time expired; seen CYX sep03. derelict
14700 13 28	CCCP-04198	Il-14LR	AFL/Yakutiya-Koi	trf	01oct70	in document 28may58
	CCCP-N629	Il-14M	Polyarnaya Aviats.	rgd	24may57	24 pax configuration
	CCCP-04199	Il-14M	Polyarnaya Aviats.	rgd	1959	
	CCCP-04199	Il-14M	AFL/Polar	trf	10feb60	
	CCCP-04199	Il-14M	AFL/Yakutiya-Koi	trf	01oct70	canx 15feb85 as life-time expired; seen CYX 05jul92 in 'polar' c/s, derelict, partly broken up by sep03
14700 13 29	CCCP-L1510	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	in MGA document as Il-14M; in document 1957; photo 1958 at Budapest
	CCCP-91510	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-91510	Il-14M	AFL/Krasnoyarsk.-KJA	trf	09dec60	year unclear in MGA document; in documents aug60/01aug62; canx 28feb78 as life-time expired
14700 13 33	CCCP-L1333	Il-14G	AFL/Moscow (MUTA)	rgd	unknown	cargo version
	CCCP-61703	Il-14G	AFL/Moscow (MUTA)	rgd	unknown	cargo version; f/n BMA 1959; dbr 02feb60, details unknown; canx 15feb60
14700 13 34	CCCP-L1324	Il-14	AFL/West Siberia	rgd	unknown	cargo version; in document 1958
	CCCP-61786(1)	Il-14	AFL/West Siberia	rgd	jun58	cargo version; canx 29may61, trf to Soviet AF opb mil. unit 78474; see c/n 147001722
14700 13 35	CCCP-L1328	Il-14	AFL/Moscow (MUTA)	rgd	unknown	cargo version
	CCCP-61707	Il-14	AFL/Moscow (MUTA)	rgd	unknown	cargo version
	CCCP-61707	Il-14	AFL/Moscow (MUTA)	trf	11apr63	cargo version
14700 13 36	CCCP-61707	Il-14	AFL/Moscow SPIMVL	trf	11apr63	cargo version
	CCCP-61707	Il-14	AFL/Magadan	trf	21jan64	cargo version; canx 16oct81 as life-time expired
	CCCP-L1340	Il-14	AFL/Northern	rgd	unknown	cargo version
14700 13 37	CCCP-91493	Il-14	AFL/Northern	rgd	unknown	cargo version; canx 17may61, trf to Soviet AF opb mil. unit 78474
	"06"	Il-14M	Soviet Air Force	toc	unknown	mentioned in MGA document
	CCCP-61764	Il-14M	AFL/Ukraine	toc	17aug59	
	CCCP-61764	Il-14M	AFL/Krasnoyarsk	trf	07mar73	
	CCCP-61764	Il-14M	AFL/Magadan	trf	11may83	reported Pevek 29dec87 in incident report when struck by taxiing Il-14 CCCP-61774 c/n 147001339, both aircraft suffering minor damage; canx 14dec88
14700 13 39	CCCP-61774	Il-14	AFL/Moscow (MUTA)	rgd	unknown	VIP Version (salon)
	CCCP-61774	Il-14	Soviet Gvt/AFL c/s	toc	01oct59	VIP Version (salon); opb 235 OAO at VKO probably until 1965
	CCCP-61774	Il-14	AFL/Turkmenistan	trf	may67	VIP Version (salon); f/n IEV 20jul67
	CCCP-61774	Il-14	AFL/Ukraine	trf	01mar75	VIP Version (salon)
	CCCP-61774	Il-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	9N-RF1	Il-14P	Nepal Government	rgd	11dec58	VIP version (salon); CoFA date 25aug59; photo KTM nov68; wfu oct71
14700 13 42	535	Il-14P	Chosonminhang	d/d	08sep58	VIP version (salon); a photo taken in 1959 of a visit by Kim Il Sung to Moscow suggests the serial ended in '1' for this particular aircraft; photo 18jun63 as '535', probably somewhere in China; wfu 1989; seen FNJ 14apr12/jun13 in excellent condition with 'Chosonminhang' titles; t/t 5,013 hours; '1342' found on plate may13; seen mid sep13, dismantled awaiting shipment to Myohyang where it will be displayed at the International Friendship Exhibition
14700 13 43	CCCP-83964	Il-14	MAP Tbilisi APO	rgd	03mar69	c/n just as 1343 on Soviet register; reported Veli, Georgia, 09aug87 in incident report; canx 18may90
14700 13 46	CCCP-61857	Il-14	Soviet AF/AFL c/s	rgd	29dec73	CoFA canx 12mar80
14700 13 47	CCCP-L1303	Il-14FK	AFL/Northern	rgd	unknown	
	CCCP-91481	Il-14FK	AFL/Moscow SPIMVL	rgd	unknown	f/n LBV feb76; canx 19dec84 as life-time expired
14700 13 48	CCCP-L1308	Il-14FK	AFL/Northern	rgd	unknown	
	CCCP-91494	Il-14FK	AFL/Northern	rgd	unknown	
	CCCP-91494	Il-14FK	AFL/Moscow SPIMVL	trf	15dec60	f/n KRT jan71; canx 30jun87 as amortisation period expired
14700 13 49	CCCP-L1313	Il-14FK	AFL/West Siberia	rgd	unknown	
	CCCP-61787	Il-14FK	AFL/West Siberia	rgd	unknown	
14700 13 50	CCCP-L1314	Il-14FK	AFL/Moscow SPIMVL	rgd	unknown	canx 31dec86
	CCCP-91480	Il-14FK	AFL/Moscow SPIMVL	rgd	unknown	

	CCCP-91480	Il-14FK	AFL/Centr.Reg.-Mya	trf	unknown	f/n IBA apr72; research aircraft; converted to geophysical survey aircraft with a towed MAD "bird"; photo in "Sovjetski Soyuz" (Soviet Union) magazine No. 130/1966; canx 25mar87 as amortisation period expired
14700 14 02	"01"	Il-14M	Soviet Air Force			
14700 14 06	CCCP-L1519	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	in MGA document as Il-14M
	CCCP-91519	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-91519	Il-14M	AFL/Krasnoyarsk	trf	16apr59	canx 30nov77 as life-time expired
14700 14 07	CCCP-L1526	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	in MGA document as Il-14M
	CCCP-91526	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-91526	Il-14M	AFL/Moscow SPIMVL	trf	31jul63	canx 25mar87 as amortisation period expired; f/n Myachkovo 26sep91, seen partly broken up this date, gone by aug92
14700 14 08	CCCP-L1529	Il-14M	AFL/Krasnoyarsk	rgd	unknown	in MGA document as Il-14M
	CCCP-91529	Il-14M	AFL/Krasnoyarsk	rgd	unknown	canx 14jan77 as life-time expired
14700 14 09	CCCP-L1531	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-L1531	Il-14M	AFL/N.Kavkaz-KRR	trf	24feb58	photo; in documents 22dec58/sep59; in MGA document as Il-14M
	CCCP-91531	Il-14M	AFL/N.Kavkaz-KRR	rgd	unknown	
	CCCP-91531	Il-14M	NII ?	trf	06may60	canx 28dec.. (year not visible in MGA document)
14700 14 10	CCCP-L1536	Il-14M	AFL/Lithuania	rgd	unknown	in MGA document as Il-14M
	CCCP-91536	Il-14M	AFL/Lithuania-VNO	rgd	unknown	dbf 1962 when overran the runway at Odessa and nose gear broke off; canx 09jul62
14700 14 11	CCCP-L1552	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	in MGA document as Il-14M
	CCCP-L1552	Il-14M	AFL/Krasnoyarsk-KJA	trf	20apr59	in documents jun57/oct59
	CCCP-91552	Il-14M	AFL/Krasnoyarsk-KJA	rgd	unknown	in documents nov59/12mar61; canx to Cuba date unknown
14700 14 12	CCCP-L1501	Il-14M	AFL/Kazakhstan	rgd	unknown	in MGA document as Il-14M
	CCCP-91501	Il-14M	AFL/Kazakhstan	rgd	unknown	dbf, details unknown; canx 29sep71
14700 14 13	CCCP-N631	Il-14M	Polyarnaya Aviats.	rgd	05jun57	
	CCCP-L1512	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	in document 1957; reported in the accident report of Il-14 CCCP-52025
	CCCP-L1512	Il-14M	AFL/Privolzhsk-KUF	trf	01jan60	f/n PEZ 30oct60; in MGA document as Il-14M, photo exists as such
	CCCP-91512	Il-14M	AFL/Privolzhsk-KUF	rgd	oct60	based at KUF until jan64
	CCCP-91512	Il-14M	AFL/Privolzhsk-CSY	trf	jan64	
	CCCP-91512	Il-14M	AFL/Privolzhsk-GOJ	trf	unknown	probably in early 1970s; canx 08sep75 as life-time expired
14700 14 14	CCCP-L1513	Il-14M	AFL/Northern	rgd	unknown	in MGA document as Il-14M
	CCCP-91513	Il-14M	AFL/Northern	rgd	unknown	
	CCCP-91513	Il-14M	AFL/Krasnoyarsk	trf	02jan59	canx 28sep76 as life-time expired
14700 14 15	CCCP-L1514	Il-14M	AFL/Moscow (MUTA)	mfd	20may57	in MGA document as Il-14M
	CCCP-91514	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-91514	Il-14M	Soviet Gvt/AFL c/s	trf	01oct59	opb 235 OAO at VKO until 02mar65; f/n KRT nov61
	CCCP-91514	Il-14M	AFL/Yakutiya-YKS	trf	02mar65	canx 15dec81 as worn out
14700 14 16	CCCP-L1577	Il-14M	AFL/Uzbekistan	mfd	17may57	in MGA document as Il-14M
	CCCP-91577	Il-14M	AFL/Uzbekistan	rgd	unknown	opb 160 ATO; w/o 13dec59 on the leg from Termez to Tashkent of a flight from Kabul to Tashkent when the crew left the prescribed flight-path and did not navigate properly, the aircraft veered off course by 40-50 km to the right, overflew the Baisun-Tau range the summits of which were covered by clouds and crashed at a height of some 3,700 metres into the south-eastern slope of mount Kushtang (27 km north-east of Baisun, Surkhondaryo region), all 5 crew and 25 passengers killed; wreck found only 02jun60; t/t 3,029 hours; canx 19jul60
14700 14 17	CCCP-L1583	Il-14M	AFL/Uzbekistan	rgd	unknown	in MGA document as Il-14M
	CCCP-91583	Il-14M	AFL/Uzbekistan	rgd	unknown	canx oct61 to Cuba
14700 14 18	CCCP-04200	Il-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) killed; t/t 3,580 hours; canx 04oct60
14700 14 19	CCCP-04201	Il-14M	AFL/Polar	rgd	unknown	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	Il-14M	AFL/Yakutiya-Koi	trf	01oct70	canx 18jan82 as life-time expired; f/n CYX 05jul92, partly broken up, l/n sep03
	CCCP-N632	Il-14M	Polyarnaya Aviats.	rgd	05jun57	force-landed feb58
	CCCP-04202	Il-14M	Polyarnaya Aviats.	rgd	1959	24 pax configuration
	CCCP-04202	Il-14M	AFL/Polar	trf	10feb60	damaged shortly before 28jun63 whilst taxiing at SVO when the tail hit the wing of An-10 CCCP-11196; in document 1964
	CCCP-04202	Il-14M	AFL/Central Region	trf	21oct70	
14700 14 21	CCCP-04202	Il-14M	AFL/Krasnoyarsk	trf	14dec76	canx 16jul84 as life-time expired
	CCCP-04203	Il-14M	AFL/Polar	rgd	unknown	24 pax configuration; toc 10feb60; in fleet list 15aug61/1964
	CCCP-04203	Il-14M	AFL/Central Region	trf	21oct70	
	CCCP-04203	Il-14M	AFL/Magadan	trf	02jul82	
14700 14 22	CCCP-04203	Il-14M	AFL/Central Region	trf	28oct82	canx 26nov86 as life-time expired
	LZ-750	Il-14M	Bulgarian AF	CPH	21may63	l/n GVA 06jul63 as such
	LZ-1LP	Il-14M	TABSO	VAR	23sep66	was operated as a VIP aircraft (1966/68?); photo with Bulgarian Air Transport titles and TABSO on tail
	LZ-1LP	Il-14M	Bulair	lsd	68-72	
14700 14 23	LZ-1LP	Il-14M	Balkan c/s	SOF	may72	l/n SOF 21apr73, operational; seen in a playground at Varna-Aksakovo (Bulgaria) 26jun93; gone by aug02
	HA-MAB	Il-14M	MALÉV	d/d	08jul57	CoFA issued 09jul57; seen AMS 15jul60; dbf after airframe damaged in heavy storm, landed safely; burnt in fire-practice at Ferihegy during 1972
14700 14 24	HA-MAC	Il-14M	MALÉV	mfd	27may57	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	Il-14M	AFL/Polar	toc	29oct70	
	CCCP-41851	Il-14M	AFL/Krasnoyarsk-IAA	trf	04dec76	year not clear in MGA document
	CCCP-41851	Il-14LR	AFL/Krasnoyarsk-IAA	ph.	jan81	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 amortisation period expired; seen stored at Igarka 11jun94; wreck still present IAA 20apr05, white top, grey undersides with titles
14700 14 25	CCCP-L1515	Il-14M	AFL/Moscow (MUTA)	mfd	08jun57	in MGA document as Il-14M
	CCCP-L1515	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-91515	Il-14M	Soviet Gvt/AFL c/s	toc	01oct59	opb 235 OAO at VKO until 14mar65
	CCCP-91515	Il-14M	AFL/Yakutiya-YKS	trf	14mar65	still in Yakutsk OAO documents in early 1970s
	CCCP-91515	Il-14M	AFL/Ukraine	trf	06feb73	opb UTO-8 at IEV; used call-sign CCCP-52577 at some time; converted to a nav aids calibration aircraft; w/o 14nov74 on a positioning flight from Kiev-Zhulyany via Donetsk to Voroshilovgrad when a fuel pipe in the nacelle of the right engine fractured shortly after take-off, causing a fire in the wheel well which remained unnoticed by the crew as there was no fire signalisation in the wheel well, the fire resulting in catastrophic failure of the right wing and the aircraft crashed at Zhukov-ostrov (10.8 km south-east of Kiev-Zhulyany airport), all 6 crew killed; t/t 19,892 hours 45 minutes and 16,481 cycles; canx 24dec74
14700 14 26	CCCP-L1455	Il-14M	AFL/Uzbekistan	rgd	unknown	in MGA document as Il-14M
	CCCP-61722	Il-14M	AFL/Uzbekistan	rgd	unknown	f/n SKD 25aug75; photo exists
	CCCP-61722	Il-14M	AFL/East Siberia	trf	15jan77	canx 22jul87 as life-time expired
14700 14 27	CCCP-L1343	Il-14	AFL/Krasnoyarsk	rgd	unknown	canx 22jul87 as life-time expired
	CCCP-61709	Il-14	AFL/Krasnoyarsk-KJA	rgd	unknown	canx 22jul87 as life-time expired
14700 14 28	CCCP-L5050(2)	Il-14	AFL/Krasnoyarsk-KJA	rgd	unknown	canx 22jul87 as life-time expired
	CCCP-L1352	Il-14G	AFL/Yakutiya-YKS	mfd	23may57	static test-bed 1957; see c/n 4340102
14700 14 29	CCCP-61715	Il-14G	AFL/Yakutiya-YKS	rgd	unknown	canx 31may77 as life-time expired
14700 14 30	CCCP-L1358	Il-14G	AFL/Moscow (MUTA)	rgd	unknown	canx 31may77 as life-time expired
	CCCP-61704	Il-14G	AFL/Moscow (MUTA)	rgd	unknown	based VKO; in document 1958
	CCCP-61704	Il-14G	AFL/Moscow SPIMVL	trf	11apr63	canx 26oct76 as life-time expired; see c/n 8343901
	CCCP-61704	Il-14G	AFL/Magadan	trf	17jan64	canx 26oct76 as life-time expired; see c/n 8343901
	CCCP-61704	Il-14G	AFL/Magadan-Sym	trf	unknown	canx 26oct76 as life-time expired; see c/n 8343901
14700 14 31	CCCP-L1359	Il-14G	AFL/East Siberia	mfd	1957	canx 26oct76 as life-time expired; see c/n 8343901
	CCCP-61732	Il-14G	AFL/East Siberia	rgd	unknown	canx 26oct76 as life-time expired; see c/n 8343901
14700 14 32	CCCP-L1360	Il-14G	AFL/Ukraine-IEV	mfd	may57	canx 26oct76 as life-time expired; see c/n 8343901
14700 14 33	CCCP-L1366	Il-14	AFL/Armenia	rgd	unknown	canx 26oct76 as life-time expired; see c/n 8343901
	CCCP-41814	Il-14	AFL/Armenia	rgd	unknown	canx 26oct76 as life-time expired; see c/n 8343901
	CCCP-41814	Il-14	AFL/West Siberia	trf	19jan73	canx 26oct76 as life-time expired; see c/n 8343901
14700 14 34	CCCP-L1367	Il-14	AFL/West Siberia	rgd	unknown	canx 26oct76 as life-time expired; see c/n 8343901
	CCCP-61788(1)	Il-14	AFL/West Sib.-OVB	rgd	unknown	canx 26oct76 as life-time expired; see c/n 8343901
14700 14 35	CCCP-L1368	Il-14G	AFL/Krasnoyarsk	rgd	unknown	canx 26oct76 as life-time expired; see c/n 8343901
	CCCP-61710	Il-14G	AFL/Krasnoyarsk	rgd	unknown	canx 26oct76 as life-time expired; see c/n 8343901
	not known	Il-14G	Soviet Air Force	no	reports	canx 26oct76 as life-time expired; see c/n 8343901
	CCCP-13353	Il-14G	MAP Perm Motors	rgd	20jun63	canx 26oct76 as life-time expired; see c/n 8343901
14700 14 36	CCCP-L1375	Il-14G	AFL/Northern	rgd	unknown	canx 26oct76 as life-time expired; see c/n 8343901

14700 14 37	CCCP-91492 CCCP-58641	Il-14G Il-14P	AFL/Komi-SCW MRP Soltsevo	rgd rgd	unknown 16may66	cargo version; f/n SCW 1977; canx 29aug77 as life-time expired converted to Il-14IRE, avionics test-bed; photo with 'Aeroflot' titles and suspended avionics pod beneath the fuselage; canx 01oct86
14700 14 38	CCCP-L1381 CCCP-L1381 CCCP-61725 not known CCCP-06147 1126	Il-14 Il-14 Il-14 Il-14 Il-14 Il-14T	AFL/West Siberia AFL/Moscow (MUTA) AFL/Moscow (MUTA) Soviet Air Force MAP Perm Motors Syrian Air Force	mfd trf rgd no rgd SXF	jun57 28jul58 unknown reports 25jan82 1967	cargo version cargo version cargo version; canx 27jun61 cargo version; opb mil. unit 78474 at Balashov canx 13sep84 roundel with three stars (the Egyptian roundel had two stars); in natural metal c/s; reportedly flew from SXF to Cairo
14700 14 49	1126 CCCP-L1386 CCCP-61705 CCCP-61705	Il-14T Il-14G Il-14G Il-14G	Egyptian Air Force AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Magadan	trf rgd rgd trf	unknown unknown unknown 01feb63	stored at Cairo-Almaza, l/n 06nov83/30oct84 cargo version; f/n RGN 1960 cargo version cargo version
14700 14 50	CCCP-61705 CCCP-L1395 CCCP-41809 CCCP-41809	Il-14G Il-14 Il-14 Il-14	AFL/Tyumen AFL/Azerbaijan AFL/Azerbaijan AFL/Arkhangel.-ARH	trf rgd rgd trf	12nov75 unknown unknown 24apr75	cargo version; canx 25oct78 as life-time expired cargo version cargo version cargo version; canx 17nov80 as worn out
14700 15 01	CCCP-L1400 CCCP-91490 CCCP-91490 CCCP-91490	Il-14G Il-14G Il-14G Il-14G	AFL/Northern AFL/Northern AFL/N. Kavkaz-VOG AFL/Leningrad-LED	rgd rgd LED trf	unknown unknown 11jul70 unknown	cargo version cargo version; photo exists with Severmoye upravleniye titles by nose in documents mar60/1961; directorate not mentioned in MGA document opb 1 LOAO; in passenger configuration; canx 29jul77 as life-time expired; converted to Il-14FK by ARZ-407 in 1979
14700 15 02	CCCP-91490 CCCP-L1407 CCCP-91491	Il-14FK Il-14G Il-14G	AFL/Leningrad-RVH AFL/Northern AFL/Northern-LED	trf rgd LED	05jan82 unknown 18aug60	opb 2 LOAO; reported broken up 1983 cargo version l/n ARN nov70; in fleet, cargo configuration; canx 14jan77 as life-time expired
14700 15 03	CCCP-L1418 CCCP-91488 CCCP-91488	Il-14G Il-14G Il-14G	AFL/Privolzhsk AFL/Privolzhsk AFL/Magadan	rgd rgd trf	unknown unknown 01feb64	cargo version 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 CCCP-61723	Il-14 Il-14 Il-14	AFL/Uzbekistan AFL/Uzbekistan AFL/East Siberia	rgd rgd trf	unknown unknown 31jan77	cargo version cargo version; in document mar59 cargo version; canx 25oct82 as life-time expired
14700 15 09	CCCP-61723 09	Il-14P	Albanian Air Force	d/d	21jun57	VIP version (salon); Presidential Aircraft with red 'lightning bolt' cheatline and roundel on fuselage; f/n Rome 21jan62
	15-09	Il-14P	Albanian Air Force	r/r		VIP version (salon); seen Bari 09jan77, call-sign ZA-TBK; photos exist with blue 'lightning bolt' cheatline and later again with red 'lightning bolt' cheatline; wfu by 1992 at TIA; dbr by rebels TIA mar97; still present TIA oct02, serial not visible as rudder had decayed away; broken up by apr03, sent to Elbasan metallurgic furnace to be melted down
14700 15 10	CCCP-93921 CCCP-93921	Il-14P Il-14P	MAP Myachkovo Moscow OAO	rgd trf	06nov65 17nov77	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 11	CCCP-41826	Il-14	Soviet Gvt/AFL c/s	toc	03may61	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
14700 15 12	HA-MAG	Il-14P	Hungarian Govt	d/d	mar57	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
	512	Il-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 600	Il-14P Il-14P Il-14P	AFL/East Siberia Civ Avn Adm China Civ Avn Adm China	toc d/d rgd	01oct76 01aug57 aug57	f/n mar80; canx 30jun87 as amortisation period expired 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
	678 678 678	Il-14P Il-14P Il-14P	Civ Avn Adm China China General Av Civ Avn Adm China	PEK trf rest	sep78 jul89 . 1998	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 moved to Tianjin city and displayed there in the new Zhou Enlai memorial museum since 14aug98 (N39.092021 E117.15902); l/n sep09; see also 602 with unknown c/n
14700 15 14	CCCP-61748	Il-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	CCCP-69306	Il-14	MRP Soltsevo	rgd	16may66	canx 30jul87
14700 15 16	CCCP-L1427 CCCP-91605	Il-14P Il-14P	AFL/Ukraine-LWO AFL/Ukraine-LWO	rgd rgd	unknown unknown	cargo version; in documents 1957/1960 cargo version; canx 27may61, trf to Soviet AF, opb mil. unit 78474 at Balashov
14700 15 17	CCCP-L1429 CCCP-61724	Il-14M Il-14M	AFL/Uzbekistan AFL/Uzbekistan	rgd 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	Il-14M Il-14M	AFL/Kazakhstan AFL/Kazakhstan	rgd 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)	Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Sykytyvkar	LHR trf	09nov57 17nov58	cargo version in document 01apr59; cargo version; dbr 08dec59 on landing at Vorkuta in difficult weather conditions when the air pressure at Vorkuta had not been fed into the altimeter and the aircraft touched down before reaching the runway, no casualties; 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 passengers killed; t/t 122 hours; canx 31oct57
14700 15 21	CCCP-L1444 CCCP-91499 CCCP-91499 CCCP-91499	Il-14M Il-14M Il-14M Il-14M	AFL/Kazakstan AFL/Kazakstan AFL/Magadan AFL/Magadan-Sym	rgd rgd trf trf	unknown jun58 20apr63 unknown	cargo version; in document 1958 cargo version cargo version cargo version; seen Seimchan 1974; canx 22jun81 as life-time expired
14700 15 22	CCCP-L1450 CCCP-61711	Il-14 Il-14	AFL/Krasnoyarsk AFL/Krasnoyarsk	rgd rgd	unknown unknown	cargo version cargo version; canx 27oct77 as life-time expired
14700 15 41	BL554	Il-14	Indian Air Force	rgd	early64	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	BL548	Il-14	Indian Air Force	DEL	21jun66	cargo version; converted to Il-14LIK-1; canx 19nov87 as amortisation period expired; seen Myachkovo 26sep91 partly broken up, present jul95 but gone by aug95; was a nav aids calibration aircraft
14700 15 48	CCCP-41802	Il-14T	AFL/Moscow SPIMVL	toc	01feb60	
14700 16 01	BL561	Il-14	Indian Air Force			
14700 16 03	CCCP-41816 CCCP-41816 CCCP-41816 CCCP-41816	Il-14 Il-14 Il-14 Il-14	AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Magadan AFL/Centr.Reg.-Mya	mfd trf trf trf	30aug57 31jul63 21jan64 15jul76	cargo version; based at VKO; in document 1959; toc 07oct60 cargo version 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	Il-14M Il-14M	MSP Kom na Amur MSP Kom na Amur	rgd rgd	27oct80 17feb81	canx 30dec87
14700 16 06	CCCP-93932	Il-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 near the airport; l/n sep91; scrapped
14700 16 07	CCCP-61782(2)	Il-14LR	AFL/Far East-UUS	toc	19jun80	f/n UUS 07dec82; l/n UUS 1984; still in service 20sep86; t/t 14,235 hours 5,113 cycles as of 20aug87; canx 06oct87 as amortisation period expired; scrapped at UUS in 1987; see c/n 146000410 and DEL 11jan69
14700 16 11	BL558	Il-14	Indian Air Force	SHJ	03jan68	rgd 13may81; canx 30jan89
14700 16 14	CCCP-06143	Il-14	MAP Moscow OAO	mfd	aug57	
14700 16 17	not known CCCP-61784(2)	Il-14T Il-14T	Soviet Air Force AFL/Yakutiya-Koi	no toc	reports 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 7343109; canx date not given in MGA document
14700 16 18	BL555	Il-14	Indian Air Force	DEL	20mar68	l/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 Il-14Ts serving in the Soviet Air Force between 1958 and 1967; l/n aug13
14700 16 23	CCCP-79168	Il-14M	MAP Ufa Motors	mfd	27aug57	rgd 06dec65; reported BKA 04jan87 in an incident report; canx 14nov88
14700 16 24	CCCP-61795 CCCP-61795	Il-14T Il-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 25	BL550	Il-14	Indian Air Force	DEL	21oct67	
14700 16 29	CCCP-64453	Il-14	MAP Moscow OAO	rgd	01aug75	canx 30jan89
14700 16 30	CCCP-21510	Il-14	MAP Moscow OAO	rgd	25oct78	canx 30jan89
14700 16 31	BL552	Il-14	Indian Air Force	DEL	11dec66	
14700 16 32	BL553	Il-14	Indian Air Force	DEL	13aug67	coded 'H'
14700 16 33	not known	Il-14	Soviet Navy		jun65	converted to flying laboratory on behalf of Central Scientific Institute named after A.I. Krylov, two radomes housing radars at bottom of fuselage; further research equipment installed aug74
14700 16 34	BL556	Il-14	Indian Air Force	no	reports	
14700 16 40	"23" red	Il-14T	Soviet Air Force	Siv	26oct94	in all-pale blue c/s; flown to Zhukovskiy; f/n Zhukovskiy 05jul95, still present aug97
	FLARF01114	Il-14T	Myachkovo Fl. Club	Mya	17aug01	c/n confirmed, ex "23"; all-white c/s without registration with just 'ASK' painted on tail; registration painted on Myachkovo 01aug02 and 22aug03 as 01114-FLARF with 'ASK' removed, l/n Myachkovo 23aug03
	RA-1114K	Il-14T	Andrei Ivanov	Mya	27jun04	in old Polyarnaya Aviatsiya c/s, no titles; under restoration at Myachkovo, conducted an engine run of both engines 08may12; l/n sep12
	CCCP-91612(2)	Il-14T	Andrei Ivanov	Mya	01oct12	flown to Stupino this date in these fake marks; seen active Novinki 22jun13; l/n Stupino oct13; see Il-14FK CCCP-91612(1) c/n 148001945
14700 16 41	BL549	Il-14T	Indian Air Force	ADE	14dec66	coded 'C'; l/n DEL 23feb69
14700 16 42	CU-T322	Il-14	Cubana			crashed on a training flight into the sea off Varadero Beach 13may80, all 3 crew killed; also reported as CU-7822
14700 16 45	CCCP-93912	Il-14T	MAP Kazan APO	rgd	18dec65	seen SVO 28apr78 in Aeroflot c/s; photo jun09 in good condition but dismantled at Kazan-Borisoglebskoye (N55.866215 E49.120485); l/n nov13
14700 16 46	BL547	Il-14	Indian Air Force	DEL	13aug67	and dec74
14700 16 47	"06" blue	Il-14T	Soviet Air Force	OSF	20may93	flew to Moscow-Tushino in 1994 and seen there 25sep94/aug99
	FLARF01707	Il-14T	Fed of Light Avn	Tno	17jun00	c/n confirmed; in grey military c/s with 'FLA Rossi' 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	BL569	Il-14T	Indian Air Force	d/d	22dec66	previously reported as c/n 147001704, see this c/n
14700 17 03	CCCP-29107	Il-14	MAP Moscow MSZ	rgd	25nov70	canx 30jan89
14700 17 04	BL551	Il-14	Indian Air Force	no	reports	
14700 17 08	BL557	Il-14	Indian Air Force	DEL	13aug67	
14700 17 11	CCCP-93926	Il-14T	MOM Omsk Motors	rgd	16jun76	canx 16apr89; seen preserved in Aeroflot c/s OMS jun93/jun94
14700 17 15	not known	Il-14	Soviet Air Force	no	reports	
	CCCP-61783(2)	Il-14	AFL/Far East	toc	17jul80	period expired; scrapped at UUS in 1987; see c/n 146000501
14700 17 22	not known	Il-14T	Soviet Air Force	no	reports	
	CCCP-61786(2)	Il-14LR	AFL/Yakutiya	toc	24oct80	converted to Il-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 VNIIP PANKh at Krasnodar and later to AON (General Aviation) museum; l/n 1996; see c/n 147001334
14700 17 25	BL560	Il-14	Indian Air Force	DEL	photo	
14700 17 26	BL546	Il-14	Indian Air Force	mfd	21jun66	
14700 17 27	CCCP-.....	Il-14		rgd	30nov57	i/s nov57
	CCCP-93933	Il-14	MAP MSZ Sukhoi	rgd	02feb81	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
14700 17 29	"01" blue	Il-14T	Soviet Air Force	PKC	08jul94	derelict; in PKC 25aug02; still visible on GE image dated 20aug03, but not on next image dated 24may05
14700 17 30	BL563	Il-14	Indian Air Force	DEL	13aug67	
14700 17 32	"15" blue	Il-14	Soviet Air Force	NSK	13may95	derelict
14700 17 36	CCCP-66750	Il-14	MAP 'Znamya Truda'	rgd	16mar66	based at Moscow-Khodynka Factory # 30
14700 17 38	CCCP-29109	Il-14	MAP Myachkovo	rgd	06nov65	f/n Moscow apr79
	CCCP-29109	Il-14	MAP Zhukovskiy	trf	unknown	in incident report Djezkazgan 30jan87; canx 18apr89
14700 17 40	BL562	Il-14	Indian Air Force	DEL	05dec67	
14700 17 42	CCCP-06144	Il-14	MAP Moscow OAO	mfd	nov57	rgd 13may81; canx 30jan89
14700 17 47	CCCP-41825(2)	Il-14P	Soviet AF/AFL c/s	rgd	29dec73	CoFA canx 12mar80; 223rd Flight Unit; see c/n 146000507
14700 17 50	"48" red	Il-14T	Soviet Air Force	d/d	1957	calibration aircraft; opb 201 osae at Tököl; in white/grey c/s with red cheatline; wfu 1983; h/o as a gift to the Hungarian Transport Museum at Ferihegy 21feb84, but remained in storage at Tököl and broken up there in 1988 due to its condition, only one propeller found its way to the museum
14700 18 01	BL568	Il-14	Indian Air Force	DEL	08nov67	
14700 18 05	BL564	Il-14	Indian Air Force	DEL	11jan69	seen wfu DEL 1977
14700 18 06	CCCP-41817	Il-14G	AFL/Moscow (MUTA)	toc	12jul61	cargo version
	CCCP-41817	Il-14G	AFL/Moscow SPIMVL	trf	31jul63	cargo version; f/n LHR 26nov63
	CCCP-41817	Il-14G	AFL/Krasnoyarsk	trf	02mar73	cargo version; canx 27dec78 as life-time expired
14700 18 10	not known	Il-14	Soviet Navy		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, Il-14 could model any aircraft and its individual effective reflective capability and BOM feb73
14700 18 15	BL565	Il-14T	Indian Air Force	DEL	24dec67	
14700 18 16	BL566	Il-14	Indian Air Force	DEL	21jan68	
14700 18 17	BL567	Il-14	Indian Air Force			
14700 18 21	"04" red	Il-14T	Soviet Air Force	mfd	1957	opb 226 osap at Sperenberg; f/n Sperenberg 1976; wfu 1981 and stored at Mirgorod; performed a test flight 23nov87 and ferried Mirgorod-Starokostantinov (for refuelling)-Lvov (for customs clearance)-Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, l/n aug09; repainted in fake MALÉV colours starting sep09
	HA-MAL	Il-14T	MALÉV	BUD	29jun10	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
14700 18 22	204	Il-14T	Afghan Air Force			factory drawings of this c/n as serial '204', probably Afghan, exist
14700 18 23	"05" red	Il-14T	Soviet Air Force	mfd	1957	opb 226 osap at Sperenberg; dbr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, l/n may95
14700 18 24	not known	Il-14T	Soviet Air Force	mfd	24dec57	
	CCCP-41835(2)	Il-14T	AFL/Arkhangel.-ARH	trf	17may80	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
14700 18 25	CCCP-93930	Il-14	MAP Kom. na Amrure	rgd	25dec80	canx 27may88
14700 18 32	CCCP-64455	Il-14T	MAP Ufa Motors	rgd	06dec65	canx 20sep88; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria
14800 18 40	"09" red	Il-14T	Soviet Air Force	OSF	06sep93	broken up, wreck still present 16apr97
14800 18 43	CCCP-L1323	Il-14T	Aeroflot/ShVLP	mfd	29jan58	Advanced Flying Training College; toc 15feb58
	CCCP-61727	Il-14T	Aeroflot/ShVLP	rgd	unknown	Advanced Flying Training College; canx 18may61, trf to the Soviet Air Force, opb mil. unit 78474 at Balashov, see next line
	"08" blue	Il-14T	Soviet Air Force			
	CCCP-06142	Il-14T	MAP Moskovskiy OAO	rgd	07may81	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
14800 18 44	CCCP-L1360	Il-14T	Aeroflot/UshVLP	toc	15feb58	Ulyanovsk Advanced Flying Training College;
	CCCP-61740	Il-14T	Aeroflot/UshVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College;
	CCCP-61740	Il-14T	AFL/Yakutiya-Koi	trf	18jan73	photo mid-70s; canx 28mar77 as life-time expired; seen CYX 05jul92 fuselage in sections, in original polar c/s; l/n sep03
14800 19 01	CCCP-N341	Il-14T	Polyarnaya Aviats.	rgd	unknown	in document 18mar58 as just delivered
	CCCP-04176	Il-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04176	Il-14T	AFL/Polar	trf	10feb60	cargo version; f/n LED mar60; re-equipped with ROZ-1 nose radar instead of RBP-3 system 25aug66
	CCCP-04176	Il-14T	AFL/Central Region	trf	21oct70	l/n nov74; dbr, details unknown, canx 28sep76
14800 19 02	CCCP-N344	Il-14T	Polyarnaya Aviats.	mfd	21feb58	in fleet list 18mar58 as just delivered
	CCCP-04177	Il-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04177	Il-14T	AFL/Polar	trf	10feb60	photo; in fleet list mar65
	CCCP-04177	Il-14T	AFL/Central Region	trf	21oct70	
	CCCP-04177	Il-14T	AFL/Krasnoyarsk.-IAA	trf	10mar79	converted to Il-14LR by ARZ-407 27jun84; damaged 30mar86 on take-off from Graham Bell Island (Franz-Joseph Land archipelago) when swung to starboard after rotation, take-off was aborted but overrun, collapsing the nose gear; photo as such; repaired, still in service, 20sep86; canx 29jan88 as amortisation period expired; remains seen at Igarka 11jun94, still in 'polar' c/s
14800 19 03	CCCP-N363	Il-14T	Polyarnaya Aviats.	rgd	unknown	in document 18mar58 as just delivered
	CCCP-04178	Il-14T	Polyarnaya Aviats.	rgd	unknown	photo 12nov59, assigned to the 5th Antarctic expedition 14oct59; loaded onto the research vessel M/S "Ob" 12nov59
	CCCP-04178	Il-14T	AFL/Polar	trf	10feb60	
	CCCP-04178	Il-14T	AFL/Central Region	trf	21oct70	
	CCCP-04178	Il-14T	AFL/Krasnoyarsk.-IAA	trf	16nov73	equipped with special searchlights for ice-reconnaissance at night in 1980; still in service by 20sep86; canx 13mar89 as life-time expired; fuselage only seen Igarka 11jun94
14800 19 04	CCCP-N388	Il-14T	Polyarnaya Aviats.	rgd	unknown	photo; in document 18mar58 as just delivered
	CCCP-04179	Il-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04179	Il-14T	AFL/Polar	trf	10feb60	
	CCCP-04179	Il-14T	AFL/Yakutiya	ph.	1964	at a polar station, in Putnam book
	CCCP-04179	Il-14T	AFL/Central Region	trf	21oct70	dbr, details unknown, canx 10may73
14800 19 05	CCCP-N389	Il-14T	Polyarnaya Aviats.	rgd	unknown	in document 18mar58 as just delivered
	CCCP-04180	Il-14T	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04180	Il-14T	AFL/Polar	trf	10feb60	cargo version; in document 12mar60; in 'polar' c/s with red fin, penguin badge on fin
	CCCP-04180	Il-14T	AFL/Central Region	trf	21oct70	photo oct79; dbr on an unknown date on take-off from the polar station Komsomolskaya (Antarctica) when the engines failed to develop take-off power; canx 20aug87 as amortisation period expired; used for

						spares, forward fuselage detached from the wreck and used to repair Il-14FKM CCCP-41834 c/n 8343903 which had been damaged 07nov87 (story in "Pravda" daily newspaper 25mar90)
14800 19 06	CCCP-N446 CCCP-04181 CCCP-04181	Il-14T Il-14T Il-14T	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	rgd rgd trf	unknown 1958 10feb60	photo; in fleet list 18mar58 as just delivered in fleet list 28may58 converted to Il-14LR with 'Initsiativa' radar, as such in fleet list 04apr60; assigned to an Antarctic expedition 24sep62
	CCCP-04181	Il-14LR	AFL/Centr.Reg.-Mya	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 Il-14T c/n 147001647; by mar12 only centre wing section remained
14800 19 09	PK-MZA	Il-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1909', presumably delivery reg only
14800 19 10	PK-MZB	Il-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1910', presumably delivery reg only
14800 19 11	PK-MZC	Il-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1911', presumably delivery reg only
14800 19 12	PK-MZD	Il-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1912', presumably delivery reg only
14800 19 13	CCCP-N447 CCCP-04174 CCCP-04174 CCCP-04174 CCCP-04174	Il-14T Il-14T Il-14T Il-14T Il-14T	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Central Region AFL/Krasnoyarsk	rgd rgd trf trf trf	unknown unknown 10feb60 21oct70 28dec73	photo; in fleet list 18mar58 as just delivered
14800 19 14	CCCP-N448 CCCP-04182 CCCP-04182	Il-14T Il-14T Il-14T	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	rgd rgd trf	unknown 1959 10feb60	damaged 11aug79, details unknown; repaired; canx 27aug85 as life-time expired in fleet list 18mar58 as just delivered in document 03apr59
	CCCP-04182 CCCP-N449 CCCP-04183 CCCP-04183	Il-14T Il-14T Il-14T Il-14T	AFL/Yakutiya-Koi Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	trf rgd rgd trf	01oct70 unknown unknown 10feb60	opb otrayd 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 canx 19feb81 as life-time expired; f/n jun82; l/n CYX 04jul92, partly broken up in fleet list 18mar58 as just delivered
	not known CCCP-N450 CCCP-04175 CCCP-04175 CCCP-04175	Il-14T Il-14T Il-14T Il-14T Il-14T	Soviet Air Force Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi	trf rgd rgd trf trf	28jun61 unknown unknown 10feb60 01oct70	photo; in fleet list 26jun59; damaged 19dec60 on landing at the ice airstrip of drifting polar station SP-8; repaired; still in fleet list 28mar/15aug61 opb mil. unit 78684 in fleet list 18mar58 as just delivered
14800 19 16	PK-MZE PK-MZF PK-MZG PK-MZH PK-MZI PK-MZJ	Il-14T Il-14T Il-14T Il-14T Il-14T Il-14T	Indonesian AF Indonesian AF Indonesian AF Indonesian AF Indonesian AF Indonesian AF	no no no no no no	reports reports reports reports reports reports	photo; cargo version; in natural metal c/s without 'dayglo' red elements; canx 18jul80 as life-time expired
14800 19 17	CCCP-48098 CCCP-29112 CCCP-66756 "10"	Il-14T Il-14T Il-14 Il-14T	MAP 'Znamya Truda' MOM'Sverdllov.'Perm MOMS Kulbyshv Soviet Air Force	rgd rgd rgd mfd	11dec65 29nov65 08dec65 1957	details from Czech CAA, c/n in document as '1917', presumably delivery reg only details from Czech CAA, c/n in document as '1918', presumably delivery reg only details from Czech CAA, c/n in document as '1919', presumably delivery reg only details from Czech CAA, c/n in document as '1920', presumably delivery reg only details from Czech CAA, c/n in document as '1921', presumably delivery reg only details from Czech CAA, c/n in document as '1922', presumably delivery reg only is Khodynka Factory # 30; canx 18apr89; seen wfu at Lukhovitsy-Tretyakovko 18sep97 seen Perm-Froly (N57.899101 E56.243214) aug99/jul12, preserved in Aeroflot c/s; canx 13dec88 f/n VKO 06apr72 in Aeroflot c/s; canx 08jul88 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	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
14800 19 42	613	Il-14T	Civ Avn Adm China	rgd	1958	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 43	CCCP-91610	Il-14FK	AFL/Northern-LED	mfd	27may58	toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a dive and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres there was not enough time and height left to recover from the dive and the aircraft crashed on the banks of a rivulet 125 metres from Dachnoye settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709 hours; canx 26dec60
14800 19 44	CCCP-91611 CCCP-91611 CCCP-91611	Il-14FK Il-14FK Il-14FK	AFL/Moscow SPIMVL AFL/Leningrad-LED AFL/Leningrad-RVH	mfd trf trf	31may58 06apr61 05jan82	toc 03jun58 opb 1 LOAO; f/n LED aug78; l/n LED 04sep81 opb 2 LOAO; w/o 16sep84 on a maritime research flight from Rzhavka when the right engine lost power (possibly due to icing), the aircraft lost speed and height, ditched in the Irben Strait south of Saaremaa island (Estonia) and sank after 12 minutes, all 6 crew and 4 passengers were able to leave the aircraft and were rescued by a patrol boat; t/t 19,341 hours 35 minutes and 5,904 cycles; canx 19jul85 see Il-14T c/n 147001640
14800 19 45	CCCP-91612(1) CCCP-91612(1)	Il-14FK Il-14FK	AFL/GosNII GVF AFL/West Sib.-Ovn	toc trf	05jun58 24may79	featured in the Soviet movie "Razreshitye vzyot" (Request take-off) shot in 1971; canx 25dec87 due to no replacement engines available; l/n SVO 03jun88 f/n TAS 29oct77; last passenger Aeroflot Il-14; still in service 20sep86; reported wfu Ust-Kamenogorsk 1989; canx 05jul89 as amortisation period expired
14800 19 46	CCCP-91613	Il-14FK	AFL/Kazakhstan-UKK	toc	07jun58	f/n CAI 13jan75; l/n ACC 10nov77; canx 18jul88 as life-time expired f/n VOG 14sep87; canx 28mar88 as life-time expired f/n PEK sep81; l/n PEK aug83; fate unknown f/n PEK 28oct86; l/n PEK 31oct87 operational; fate unknown
14800 19 47	CCCP-91614	Il-14FK	AFL/Ukraine	toc	09jun58	VIP version (salon); photo LBG 19jun59; canx 17nov76; see c/n 146000922
14800 19 48	CCCP-91615	Il-14FK	AFL/West Siberia	toc	16jun58	VIP version (salon); photo LBG 19jun59; canx 17nov76; see c/n 146000922
14800 19 49	615	Il-14T	Civ Avn Adm China	rgd	1958	VIP version (salon); first CofA issued 31oct61; canx 17nov76
14800 19 50	617	Il-14T	Civ Avn Adm China	rgd	1958	VIP version (salon); and BBU 09sep78; seen Boboc feb95/sep03, derelict; scrapped by jul06
14800 20 01	YR-ILZ (2) 2001	Il-14P Il-14P	Rom Gvt/TAROM c/s Romanian Air Force	rgd photo	16jun59	
14800 20 02	YR-ILW 2002	Il-14P Il-14P	Rom Gvt/TAROM c/s Romanian Air Force	rgd BBU	01nov61 13aug78	

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

The construction number for the Tashkent Il-14s is explained as with most other Tashkent built aircraft. The first digit represents the year built followed by the number 34 indicating the factory number (84 !), 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	Il-14P	AFL/EAU	f/f	14mar54	Yegoryevskoye aviatsionnoye uchilishche; first Il-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 canx 20sep56; see c/n 147001428
4 34 01 02	CCCP-L5050(1)	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	later trf to MAP MSZ Sukhoi; reportedly based at Khodynka; last overhaul completed 16mar82; canx 11mar86; t/t 27,205 hours and 21,105 cycles; broken up
4 34 01 05	CCCP-..... CCCP-58648	Il-14P Il-14	MAP Moscow MSZ	mfd rgd	07jun54 22nov65	18 pax configuration in document 15aug61; dbr shortly before 04dec61 when crashed on landing at Dikson Island; canx 21mar62
4 34 02 02	CCCP-04184 CCCP-04184	Il-14P Il-14P	Polyarnaya Aviats. AFL/Polar	rgd trf	unknown 10feb60	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 canx 31jan76
4 34 02 03	"012" red	Il-14P	Soviet Air Force	LHR	23feb55	completed service trials 11nov54; see c/n 5340801 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 02 04	CCCP-69311 CCCP-L5063(1) "010" black	Il-14P Il-14P Il-14P	MRP NIIRZ-Leninets Aeroflot Soviet Air Force	rgd photo	30aug68	VIP version (salon-lyuks); at Paris VIP version (salon-lyuks); photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail wfu; l/n OMS 12jun94
4 34 03 01	"005" black "017" no code	Il-14P Il-14P Il-14P	Soviet Air Force Soviet Air Force Soviet Air Force	LHR OMS	feb55 21apr56 11jul93	VIP version (salon-lyuks); photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail; see c/n 4340304
4 34 03 02	"008" black "016" black	Il-14P Il-14P	Soviet Air Force 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; l/n LHR 21apr56
4 34 03 03	"006" black	Il-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"	Il-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 "035" blue	Il-14P Il-14P	Soviet Air Force Soviet Air Force	VKO ph.	jul55 1956	VIP version (salon-lyuks); based at VKO; in natural metal c/s with 1930s type Red Star on rudder; featured in the Soviet newsreel "Novosti dnya" # 41 released jul55 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	Il-14P	AFL/Moscow-VKO	LHR	15aug56	VIP version (salon-lyuks); l/n LHR 22aug56

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
4	34	03	08	"01" red	Il-14P	Soviet Air Force	BEG	photo jun55	VIP version (salon-lyuks); in natural metal c/s with 1930s type Red Star on rudder and c/n on tail
4	34	03	10	CCCP-L5053 CCCP-L5053	Il-14P Il-14P	NII GVF AFL/North Kavkaz	trf	1957 unknown	test flights in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown; reported as the first Il-14P modified to Il-14M 24 pax configuration
4	34	04	01	CCCP-61736 CCCP-L5054	Il-14M Il-14P	AFL/N.Kavkaz-VOG AFL/Moscow (MUTA)	rgd mfd	unknown 29aug54	f/n MRV 01mar61 and 21dec67; l/n AER 08jun71; canx 30sep75 as worn out first passenger aircraft for Aeroflot oct54; in document 20dec57, 18 pax configuration; converted to Il-14M date unknown
4	34	04	03	CCCP-41849 CCCP-41849 CCCP-41849 CCCP-41849 CCCP-41849 "003" black	Il-14M Il-14M Il-14M Il-14M Il-14LIIK-2 Il-14P	AFL/Moscow (MUTA) AFL/MOW MAG SPIVS AFL/Moscow AFL/Central Region AFL/Ukraine-KCH Soviet Air Force	rgd trf trf trf trf	unknown 01jan60 14mar68 14jun75 07mar79	converted to Il-14LIK-2 date unknown canx 16nov79 as amortisation period expired VIP version (salon-lyuks); carried Austrian government delegation from Vöslau to Moscow 11apr55; in natural metal c/s with 1930s type Red Star on rudder and c/n on tail VIP version (salon-lyuks); in natural metal c/s with 1930s type Red Star on rudder and c/n on tail based at VKO; in natural metal c/s with 1930s type Red Star on rudder in document 20dec57 as Il-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 caused the accident); canx 06sep55
4	34	04	05	"018" "004" blue	Il-14P Il-14P	Soviet Air Force Soviet Air Force	LHR SKD	13aug56 19nov64	opb 133 ATO opb 139 AO; in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
4	34	04	07	CCCP-L5061	Il-14P	AFL/Aktyubinsk FS	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; canx 13feb58 as for 'display'
4	34	04	08	CCCP-L5057	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	opb 65 ATO; w/o 06aug55 on a flight from Stalingrad (now Volgograd) to Moscow-Vnukovo when the right engine ran out of oil and caught fire, the crew diverted to Voronezh for an emergency landing, but the right wing was destroyed by the fire and detached, the aircraft crashed in a field 4 km north-east of the runway and exploded, all 5 crew and 20 passengers (among them a delegation of 10 women from Norway) killed; t/t 824 hours (the engine had a t/t of 250 hours only, but already suffered from a fatigue crack which caused the accident); canx 06sep55
4	34	04	09	CCCP-L5058 CCCP-41832(1) CCCP-41832(1)	Il-14P Il-14P Il-14P	AFL/East Siberia AFL/Magadan AFL/East Siberia	rgd trf trf	unknown 12jun58 01dec75	in document 20dec57, 18 pax configuration flew on KHV-OHO route 19sep58; see c/n 14803070 date difficult to read in MGA document; canx 30nov77 as life-time expired
4	34	04	10	CCCP-L5056	Il-14P	Aeroflot/KAI	rgd	unknown	Kiev Aviation Institute; in document 20dec57 as Il-14P, 18 pax configuration; canx 25mar61 as for 'display'; photo 1977
4	34	05	01	CCCP-L5055	Il-14P	AFL/VNESH ?	rgd	unknown	photo 1957; featured in the Soviet movie "Nepovtorimaya vesna" (Unrepeatable Spring) shot in 1957; in document 20dec57 as Il-14P, 18 pax configuration, in use by a technical school; canx 10may58 as for 'display'
4	34	05	03	CCCP-L5059 CCCP-L5059 CCCP-61712	Il-14P Il-14P Il-14M	AFL/East Siberia AFL/Yakutiya AFL/Yakutiya-YKS	mfd trf rgd	25apr55 22mar57 unknown	opb 133 ATO opb 139 AO; in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-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 crew killed; t/t 7,954 hours; canx 06dec61
4	34	05	04	CCCP-L5060	Il-14P	Aeroflot/IATU	rgd	unknown	Irkutsk Technical Aviation College; canx 25mar61 as for 'display'; l/n Irkutsk mid-1972, wfu
4	34	05	05	CCCP-93923	Il-14P	MSM Moscow Metalw.	rgd	11sep67	trf to the Soviet Air Force around 1980
4	34	05	06	CCCP-L1629(1)	Il-14P	AFL/GosNII GA	rgd	unknown	c/n not confirmed; converted to 24 pax configuration and subsequently reported became the Il-14M prototype; see c/n 146001005
				CCCP-L1629(1)	Il-14M	AFL/GosNII GA	h/o	dec55	c/n not confirmed; for state trials, underwent check trials with GK NII VVS 14/23apr56; photo exists as Il-14M
				CCCP-L5062	Il-14M	AFL/MOW MAG SPIVS	trf	unknown	c/n and registration from MGA document, version not mentioned; f/n WAW 19oct56 during Khrushchov's visit
				CCCP-L5062 CCCP-L5062 CCCP-91484 CCCP-91484	Il-14M Il-14M Il-14M Il-14M	AFL/GosNII GVF AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS AFL/Central Region	trf trf rgd	14may58 27sep58 unknown	photo in "Grazhdanskaya Aviatsiya" magazine # 9/1959
4	34	05	07	V-17 0507	Il-14P Il-14P	Czechoslovak AF Czechoslovak AF	d/d PRG	1954 1958	based most of the time at Voronezh and later at Myachkovo; canx 18jul80 as life-time expired; was preserved in standard 'blue' c/s in front of the terminal at Bykovo (N55.622818 E38.063824) from 09sep80, l/n in its original c/s may10, repainted in all-grey c/s, seen as such aug11; scrapped apr12, only heaps of scrap metal remained by 18apr12
4	34	05	08	0508	Il-14P	Czechoslovak AF	d/d	30apr55	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 Zruc Airpark oct96, l/n may08
4	34	05	09	OK-BYQ (1) 0508 SP-LNC	Il-14P Il-14P Il-14P	CS-Gvt (LSFMV) Czechoslovak AF LOT	rgd	06aug56 09jul55	probably had a serial consisting of a letter with two numbers initially, as the system relating to c/n and serial was not introduced until 1957 canx 29dec59; see c/n 911109 converted to Il-14FG; scrapped at Hradec Kralove in 1979 canx 20apr73
4	34	05	10	CCCP-52065(2) SP-LNB SP-LNB SP-LNB	Il-14P Il-14P Il-14P Il-14P	AFL/Yakutiya LOT Aeropol Z.R.Li L.K.	toc rgd rgd trf	20feb73 04jul55 22aug74 25nov82	see canx date above; canx 13aug80 as amortisation period expired; see CCCP-52065 with unknown c/n f/n AMS 04oct61; converted for photo-survey work in 1967 f/n WAW 10jun77 canx 24oct89; seen WAW 1990/95; seen very derelict at Warsaw in mid-1996, only fuselage left by may00, l/n dec11
4	34	06	01	0601	Il-14P	Czechoslovak AF	d/d	30apr55	according to Czech magazine; probably had a serial consisting of a letter with two numbers initially, as the system relating to c/n and serial was not introduced until 1957; converted to Il-14RT, opb by 46.bold at Prerova in 1960 and opb 47.pzlp at Hradec Kralové in 1969
4	34	06	02	0602	Il-14P	Czechoslovak AF	d/d	29apr55	according to Czech magazine; reported China, Chengdu Guanghan College as 602, see 602 with unknown c/n
4	34	06	03	OK-BYT 0603	Il-14P Il-14P	CS-Gvt (LSFMV) Czechoslovak AF	d/d trf	29apr55 22oct64	rgd 13mar56; VIP configuration; photo BUD oct62; canx 22oct64 converted to Il-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 to open 04may13); seen 25may13/sep13, dismantled
4	34	06	04	604	Il-14P	Civ Avn Adm China	rgd	1954	f/n PEK 20apr79; wfu 1987; l/n CTU oct87; broken up CTU
4	34	06	05	608	Il-14P	Civ Avn Adm China	rgd	1954	not c/n 146000608 as reported before !; conversion started in Shanghai jan74 to become a combi aircraft, with work completed 19mar74; fate unknown
4	34	06	06	003	Il-14P	Polish Air Force	d/d	17jun55	leased by LOT (Polskie Linie Lotnicze) in Air Force marks, three times between 23jul65-08apr66, 11may70-24oct70 and 16oct74-12apr75
				0606 N606RR	Il-14P Il-14P	Polish Air Force Aviation Classics	r/r rgd	1975 ? 19aug94	leased by LOT (Polskie Linie Lotnicze) in Air Force marks, three times between 23jul65-08apr66, 11may70-24oct70 and 16oct74-12apr75 soc 31dec87 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; l/n as such Santa Rosa (N38.506780 W122.80028) apr12; canx 04jun13 due to CoFR expiry
4	34	06	07	SP-LNA CCCP-52081	Il-14P Il-14P	LOT AFL/Northern	rgd toc	20jun55 25feb73	f/n CPH 17jul61; seen AMS 04aug62; canx 21jul72
4	34	06	08	004	Il-14P	Polish Air Force	d/d	17jun55	h/o by ARZ-407, with t/t 14,998 hours; canx 18jul80 with t/t 18,293 hours and 7,736 cycles leased by LOT (Polskie Linie Lotnicze) in Air Force marks, twice between 17jul63-1964 and 20nov70-17jun71; seen WAW 17aug73
4	34	06	09	0608 not known CCCP-61789(2)	Il-14P Il-14P Il-14	Polish Air Force Soviet Air Force AFL/Arkhangel.-ARH	r/r no toc	1975 ? reports 01oct81	leased by LOT (Polskie Linie Lotnicze) in Air Force marks, twice between 17jul63-1964 and 20nov70-17jun71; seen WAW 17aug73 soc 31dec87, fate unknown canx 19jul85 as amortisation period expired; see c/n 146000502
4	34	06	10	0610	Il-14P	Czechoslovak AF	d/d	06jul55	f/n Hradec Kralove aug68 during Soviet occupation; converted to Il-14FG; destroyed at Kbely by the fire brigade during training in 1975; canx 1975
5	34	07	01	CCCP-04185 CCCP-04185	Il-14P Il-14P	Polyarnaya Aviats. AFL/Polar	rgd trf	unknown 10feb60	18 pax configuration; photo; in document 12mar60; canx 19aug60 as worn out
5	34	07	02	OK-BYZ	Il-14P	CS-Gvt (LSFMV)	rgd	10jul56	photo SXF 1959; canx 11oct63
5	34	07	03	606	Il-14P	Civ Avn Adm China	rgd	1955	f/n RGN 20apr62; operational at Guangzhou until mid 1980s; not c/n 146000606 as reported before !; fate unknown
5	34	07	04	610	Il-14P	Civ Avn Adm China	rgd	1955	f/n SHA apr80; not c/n 146000610 as reported before !; first CAAC Il-14 to be converted to 32 seats, work started 30jun81 in Shanghai; engines nearly out of hours by late 1984 having been based/operational in Shanghai, flown to Beijing dec84 as a gift for the Aviation Institute
5	34	07	07	CCCP-L5052 CCCP-61718 CCCP-61718 CCCP-61718	Il-14P Il-14M Il-14M Il-14M	AFL/Uzbekistan AFL/Kazakhstan AFL/Magadan AFL/Kazakhstan	rgd trf trf trf	unknown 22jul58 25jan64 26jan73	in document 20dec57, 18 pax configuration; converted to Il-14M date unknown
5	34	07	09	DDR-ABA	Il-14P	Deutsche Lufthansa	d/d	30jul55	photo 1970s at Seimchan canx 18may76 as life-time expired first passenger aircraft operated in Eastern Germany; 18 pax configuration; rgd 30jul55; c/n confirmed on video footage
				DM-SBA DM-SBA not known no serial	Il-14P Il-14P Il-14P Il-14P	Deutsche Lufthansa Interflug Egyptian Air Force Afghan Air Force	r/r trf slid KBL	21jun56 1959/62 15dec64 15dec55	18 pax configuration; converted to 26 pax configuration in 1956 photo in ex-Deutsche Lufthansa c/s; canx 31dec64 fate unknown in natural metal c/s, no markings apart from Afghan flag on rudder and roundels on wings; officially h/o 30jan56
5	34	07	10	YA-AAF T-002	Il-14P Il-14P	Afghan Government Afghan Air Force	d/d	1955	also reported as YA-AAE !; c/n not confirmed c/n not confirmed; f/n dumped near the Olympic Stadium in Kabul (N34.516472 E69.198723) as a broken hulk, f/n jun02, l/n may04; no longer visible on GE image dated 20nov09
5	34	08	01	CCCP-L5063(2) CCCP-L5063(2) CCCP-61719	Il-14P Il-14P Il-14M	AFL/Uzbekistan AFL/North Kavkaz AFL/North Kavkaz	rgd trf rgd	unknown 29may58 unknown	see c/n 4340204 converted to Il-14M date unknown f/n SCO early 1960s; canx 26sep77 (last digit difficult to read) as life-time expired

5 34 08 02	CCCP-L5064 CCCP-L5064 CCCP-52055 CCCP-52055 CCCP-52055	Il-14P Il-14P Il-14P Il-14P Il-14P	Aeroflot/ShVLP AFL/VAU AFL/VAU Aeroflot/UShVLP AFL/GosNII GII ?	rgd trf rgd trf trf	unknown 25jan58 unknown 08jan60 05may69	Advanced Flying Training College; in document 20dec57, 18 pax configuration Higher Aviation College Higher Aviation College; in document mar59 canx 14jul69 (last digit assumed)
5 34 08 03	DDR-ABZ DM-SBB DM-SBZ 434	Il-14P Il-14P Il-14P Il-14P	Deutsche Lufthansa Deutsche Lufthansa Deutsche Lufthansa East German AF	d/d trf trf	30nov55 1956 21jun56 16jan61	18 pax configuration registration probably used for ferry flight converted to 26 pax configuration in 1956; photo in new Deutsche Lufthansa c/s 1963/64 according to other sources already dec59; opb STFS, oct63 to TFG-17 (later renamed TFS-27 and TS-24); with black code; w/o 08nov79; to FWD 29sep80; broken up at DRS already reported seen SXF 13nov55; 18 pax configuration; converted to 26 pax configuration in 1956 canx 31dec64 fate unknown canx date unknown; transferred to Interflug, date unknown canx date unknown; transferred to Interflug, date unknown
5 34 08 04	DDR-ABX DM-SBX not known	Il-14P Il-14P Il-14P	Deutsche Lufthansa Deutsche Lufthansa Egyptian Air Force	rgd rgd slid	17nov55 21jun56 31dec64	canx 31dec64 fate unknown
6 34 08 05	DM-SBC	Il-14P	Deutsche Lufthansa	rgd	1956	canx date unknown; transferred to Interflug, date unknown
6 34 08 07	DM-SBD	Il-14P	Deutsche Lufthansa	rgd	1956	canx date unknown; transferred to Interflug, date unknown
5 34 08 08	CCCP-66752 CCCP-66752	Il-14P Il-14P	MAP Tashkent APO Moscow OAO	rgd trf	15dec65 01oct79	canx 30jan89 already reported seen SXF 13nov55; 18 pax configuration converted to 26 pax configuration in 1956
5 34 08 09	DDR-ABF DM-SBF DM-SBF not known	Il-14P Il-14P Il-14P Il-14P	Deutsche Lufthansa Deutsche Lufthansa Interflug Egyptian Air Force	rgd rgd trf slid	17nov55 21jun56 '59/63 31dec64	photo in Deutsche Lufthansa new c/s in 1962; canx 31dec64 fate unknown VIP version (salon); an exhaust pipe burst in-flight after a t/t of 240 hours due to a manufacturing defect
5 34 09 07	not known	Il-14P	Soviet Air Force ?	mfd	dec55	
5 34 10 03	not known	Il-14P		rgd	10aug81	canx 30dec87 VIP version (salon); opb AKDON, was the personal aircraft of the Soviet Minister of Defence, Marshall Georgi Zhukov; had to make a forced landing with Zhukov on board in late spring or early summer 1956 when an engine failed in-flight due to a manufacturing defect canx 1982
5 34 10 04	CCCP-06145 not known	Il-14 Il-14P	MAP Kazan Soviet Air Force	rgd	12dec78 oct82	VIP version (salon); active at Shahezheng 08apr86; preserved in the China Aviation Museum at Shahezheng AFB, Changping (N40.181773 E116.35774) nov92/jul13; c/n confirmed in official documents; 4202 was chairman Mao's aircraft and used between 19mar57 and 10sep58 VIP version (salon); d/d 08may56; in natural metal c/s with blue lightning-bolt, no titles c/n from official documents; in full MALÉV c/s; CoFA issued 02jul60 VIP version (salon); f/n BUD 05nov64; l/n SXF 06sep75; to Minsk for maintenance aug76 with t/t 4,935 hours and 4,119 cycles photo; canx 17apr86 as amortisation period expired f/n BUD 16may56 26 pax version; w/o 28feb63 when crashed near Königsbrück pattern aircraft for licence production by Flugzeugwerke Dresden; canx aug56 used as test aircraft; canx 01jul61 opb TFG-17 (later renamed TFS-27); with black code; damaged 27aug61 while taxiing at Dessau, but repaired; wfu 01apr64; still seen DRS 25may64 and 04sep64, see next line; to Kdo. LSK/LV mar66 (paper date)
6 34 10 10	CCCP-06197 4202	Il-14 Il-14P	MAP Rybinsk Motors Chinese Air Force	rgd ph.	12dec78 oct82	VIP version (salon); active at Shahezheng 08apr86; preserved in the China Aviation Museum at Shahezheng AFB, Changping (N40.181773 E116.35774) nov92/jul13; c/n confirmed in official documents; 4202 was chairman Mao's aircraft and used between 19mar57 and 10sep58 VIP version (salon); d/d 08may56; in natural metal c/s with blue lightning-bolt, no titles c/n from official documents; in full MALÉV c/s; CoFA issued 02jul60 VIP version (salon); f/n BUD 05nov64; l/n SXF 06sep75; to Minsk for maintenance aug76 with t/t 4,935 hours and 4,119 cycles photo; canx 17apr86 as amortisation period expired f/n BUD 16may56 26 pax version; w/o 28feb63 when crashed near Königsbrück pattern aircraft for licence production by Flugzeugwerke Dresden; canx aug56 used as test aircraft; canx 01jul61 opb TFG-17 (later renamed TFS-27); with black code; damaged 27aug61 while taxiing at Dessau, but repaired; wfu 01apr64; still seen DRS 25may64 and 04sep64, see next line; to Kdo. LSK/LV mar66 (paper date)
6 34 11 02	HA-VLG HA-MAK 102	Il-14P Il-14P Il-14P	Hungarian Govt MALÉV Hungarian AF	mfd trf trf	09mar56 01aug60 oct61	VIP version (salon); d/d 08may56; in natural metal c/s with blue lightning-bolt, no titles c/n from official documents; in full MALÉV c/s; CoFA issued 02jul60 VIP version (salon); f/n BUD 05nov64; l/n SXF 06sep75; to Minsk for maintenance aug76 with t/t 4,935 hours and 4,119 cycles photo; canx 17apr86 as amortisation period expired f/n BUD 16may56 26 pax version; w/o 28feb63 when crashed near Königsbrück pattern aircraft for licence production by Flugzeugwerke Dresden; canx aug56 used as test aircraft; canx 01jul61 opb TFG-17 (later renamed TFS-27); with black code; damaged 27aug61 while taxiing at Dessau, but repaired; wfu 01apr64; still seen DRS 25may64 and 04sep64, see next line; to Kdo. LSK/LV mar66 (paper date)
6 34 12 06	CCCP-61763 DDR-ABL DM-SBL	Il-14P Il-14P Il-14P	AFL/East Siberia Deutsche Lufthansa Deutsche Lufthansa	toc rgd rgd	01oct76 1956 10dec57	photo; canx 17apr86 as amortisation period expired f/n BUD 16may56 26 pax version; w/o 28feb63 when crashed near Königsbrück pattern aircraft for licence production by Flugzeugwerke Dresden; canx aug56 used as test aircraft; canx 01jul61 opb TFG-17 (later renamed TFS-27); with black code; damaged 27aug61 while taxiing at Dessau, but repaired; wfu 01apr64; still seen DRS 25may64 and 04sep64, see next line; to Kdo. LSK/LV mar66 (paper date)
6 34 12 08	DDR-AVI DM-ZZA 461	Il-14P Il-14P Il-14P	FW Dresden, n/t FW Dresden, n/t East German AF	d/d rgd trf	1956 24apr56 dec61	used as test aircraft; canx 01jul61 opb TFG-17 (later renamed TFS-27); with black code; damaged 27aug61 while taxiing at Dessau, but repaired; wfu 01apr64; still seen DRS 25may64 and 04sep64, see next line; to Kdo. LSK/LV mar66 (paper date)
6 34 12 09	not known CCCP-N812 CCCP-04186 CCCP-04186	Il-14P Il-14P Il-14P Il-14P	Egyptian Air Force Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	slid rgd rgd trf	01apr64 unknown unknown 10feb60	fate unknown in fleet list 18mar58 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 SP-8 when one wing hit the ice; canx 16feb62 18 pax configuration; in fleet list 19jun58 in MGA document as such
6 34 12 10	CCCP-04187 CCCP-04187 CCCP-04187 CCCP-04187	Il-14P Il-14P Il-14P Il-14P	Polyarnaya Aviats. AFL/Polar AFL/Krasnoyarsk AFL/Kazakhstan	rgd trf trf trf	unknown 01jan60 15apr60 29apr60	canx 03jul73 as life-time expired
6 34 13 01	CCCP-04188 CCCP-04188 CCCP-04188	Il-14P Il-14P Il-14P	Polyarnaya Aviats. AFL/Polar AFL/Centr.Reg.-Mya	mfd trf trf	17apr56 10feb60 21oct70	converted to polar version (in accident report as an Il-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 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; hullk still present at the airstrip by jul13 rgd unknown in fleet list 28mar61; f/n SVO 1968; converted to Il-14LIK-2
6 34 13 02	CCCP-04189 CCCP-04189 CCCP-04189 CCCP-04189	Il-14P Il-14P Il-14LIK-2 Il-14LIK-2	Polyarnaya Aviats. AFL/Polar AFL/Central Region AFL/Ukraine	mfd trf trf trf	29apr56 10feb60 21oct70 21jun78	mentioned in incident report at Kerch 29apr87; canx 11may89 as life-time expired
6 34 13 03	CCCP-04190 CCCP-04190	Il-14P Il-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' titles; assigned to an Antarctic expedition 24sep62, operated at Mirny (Antarctica); converted to Il-14LIK-2; equipped as geophysical survey laboratory by PGO 'Svemorgeo' in early 1970s (prototype of this type of laboratory); arrived again at Antarctica on board of M/V 'Ob' in 1970 or 1971
6 34 13 04	CCCP-04190 CCCP-04190 CCCP-N822 CCCP-04191 CCCP-04191 CCCP-04191	Il-14P Il-14P Il-14P Il-14LR Il-14LR Il-14LR	AFL/Central Region AFL/Far East Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Koi	trf trf rgd rgd trf trf	21oct70 25jun77 unknown unknown 10feb60 01oct70	canx 31jul86 as amortisation period expired in fleet list 18mar58 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
6 34 13 05	614	Il-14P	Civ Avn Adm China	rgd	1956	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
6 34 13 06	7401 71301	Il-14P Il-14P	Yugoslav Air Force Yugoslav Air Force	mfd r/r	26apr56 ca.1970	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 Il-14P, 18 pax configuration converted to Il-14M date unknown photo at VOG in 1960s canx 31jul72 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration
6 34 13 08	CCCP-L5065 CCCP-L5065 CCCP-61737 CCCP-61737	Il-14P Il-14P Il-14M Il-14M	AFL/Uzbekistan AFL/North Kavkaz AFL/Tajikistan-DYU AFL/Uzbekistan	rgd trf trf trf	unknown 24feb58 16jan64 22jan66	canx 13jul72 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration
6 34 13 09	CCCP-L5066 CCCP-41842 CCCP-41842 CCCP-41842 CCCP-41842	Il-14P Il-14P Il-14P Il-14P Il-14P	AFL/Uzbekistan AFL/Privolzhsk AFL/North Kavkaz AFL/Uzbekistan AFL/Uzbekistan	rgd trf trf trf trf	unknown 07jun58 14apr62 24feb73 17may75	canx 31jul72 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration
6 34 14 01	CCCP-41842 CCCP-L5067 CCCP-41804 CCCP-41804 CCCP-41804 CCCP-41804	Il-14P Il-14P Il-14P Il-14P Il-14P Il-14P	AFL/Arkhangel.-ARH AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Northern AFL/Centr.Reg.-BKA AFL/Kazakhstan	trf rgd rgd trf trf trf	17may75 1956 jul58 14jan72 26may75 27apr79	canx 18sep76 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration with t/t 22,322 hours photo on internet at RWN dated mar80; converted to Il-14LIK-2 canx 31jul86 as amortisation period expired in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown in document 01jan72
6 34 14 02	CCCP-41804 CCCP-L5068 CCCP-41819 CCCP-41819 CCCP-41819	Il-14P Il-14P Il-14M Il-14M Il-14M	AFL/Ukraine AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Northern-ARH AFL/Leningrad-LED	trf rgd rgd trf trf	30jan84 1956 unknown 14jan72 05may72	opb 1 LOAO opb 2 LOAO; canx 31jul86 as amortisation period expired; f/n RVH 03jul90/07jan91; scrapped at Rzhnevka, remains seen 07apr91
6 34 14 03	CCCP-41819	Il-14M	AFL/Leningrad-RVH	trf	05jan82	opb 2 LOAO; canx 31jul86 as amortisation period expired; f/n RVH 03jul90/07jan91; scrapped at Rzhnevka, remains seen 07apr91
6 34 14 03	DM-SBR DM-SBR not known	Il-14P Il-14P Il-14P	Deutsche Lufthansa Interflug Egyptian Air Force	rgd trf slid	21jun56 '59/63 31dec66	26 pax configuration converted to 32 pax configuration in 1964; canx 31dec66 fate unknown
6 34 14 04	SP-LND CCCP-83967 CCCP-83967	Il-14P Il-14P Il-14P	LOT MAP 'Znamya Truda' MAP Ulan-Ude	rgd rgd trf	09jun56 17apr73 24sep78	f/n AMS 10may60; canx 21jul72 'Znamya Truda' is Factory # 30 canx 27jul88
6 34 14 06	B-4218	Il-14P	Shanxi Air Lines	rgd	mar88	photo 04jun88; crashed immediately after take-off from Linfen 07oct88 hitting buildings including a hotel due to suspected fatigue/failure of the port engine, killing all but 4 of the 44 passengers/4 crew on board, 2 people on the ground were killed in MGA document as such, possibly in error; see c/n 146000407 in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown canx 24jan73 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown in document mar60 directorate not mentioned in MGA document; canx 31may77 as life-time expired Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
6 34 14 07	CCCP-L1873(1) CCCP-L5069 CCCP-41810	Il-14P Il-14P Il-14M	AFL/Moscow (MUTA) AFL/Kazakhstan AFL/Kazakhstan	rgd rgd rgd	unknown unknown unknown	Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown in document 1967 canx 30sep75 as life-time expired
6 34 14 08	CCCP-L5070 CCCP-41820 CCCP-41820	Il-14P Il-14M Il-14M	AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Uzbekistan-TAS	rgd rgd trf	1956 unknown 25may72 ?	Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown in document 1967 canx 30sep75 as life-time expired
6 34 15 01	CCCP-L5080 CCCP-41846 CCCP-41846 CCCP-41846	Il-14P Il-14M Il-14M Il-14M	Aeroflot/ShVLP AFL/Azerbaijan-BAK AFL/Turkmenistan	rgd trf trf	unknown 01jul59 19jan73	Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown Advanced Flying Training College in document 1967 canx 30sep75 as life-time expired

6 34 15 02	624	Il-14P	Civ Avn Adm China	rgd	1956	f/n CAN 25apr79; operational at Guangzhou until mid 1980s; l/n SIA 27sep85; broken up Lanzhou 1989
6 34 15 03	622	Il-14P	Civ Avn Adm China	rgd	1956	f/n RGN 18mar61; operational at Guangzhou until mid 1980s; seen CAN oct87 in derelict condition; dismantled in 1988; assemblies seen CAN apr00/may01 and in Guangzhou Technical School mar03/nov06; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun, f/n 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 (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 Il-14P, 18 pax configuration; converted to Il-14M date unknown
6 34 15 05	CCCP-L1857(1) CCCP-L5071 CCCP-41821 CCCP-41821 CCCP-41821	Il-14P Il-14P Il-14M Il-14M Il-14M	AFL/East Siberia AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Uzbekistan AFL/N.Kavkaz-MRV	rgd rgd rgd trf trf	unknown 1956 nov59 10mar60 28mar68	photo in 1970s; canx 27dec73 as life-time expired
6 34 15 06	CCCP-L5072 CCCP-41847	Il-14P Il-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd rgd	unknown unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
6 34 15 07	DM-SBW DM-SBW not known	Il-14P Il-14P Il-14P	Deutsche Lufthansa Interflug Egyptian Air Force	rgd trf d/d	07dec57 '59/'63 01jul64	canx 01jul64 fate unknown
6 34 15 08	DM-SBS 471 DM-VAB DM-SAR (1) 471	Il-14P Il-14P Il-14P Il-14P Il-14P	Deutsche Lufthansa East German AF East German AF EGAF/IFL c/s, n/t East German AF	rgd trf rgd rgd	12jul56 24may57 28aug58 17may65	rgd 12jul56; 26 pax configuration l/s 24jul57; opb RFS (later renamed STFS); with red cheatline and black code call-sign only, not painted on aircraft registration used temporarily only; canx 17may77 opb TFS-27 since 18oct64 (later renamed TS-24); with black code; wfu 10mar80; to FWD 04aug80; broken up at DRS
6 34 15 09	DM-SBU DM-SBU not known	Il-14P Il-14P Il-14P	Deutsche Lufthansa Interflug Egyptian Air Force	rgd trf slid	18jul56 '59/'63 01jul64	26 pax configuration; photo as such, date unknown canx 01jul64 fate unknown
6 34 15 10	DM-SBV DM-SBV not known	Il-14P Il-14P Il-14P	Deutsche Lufthansa Interflug Egyptian Air Force	rgd trf slid	18jul56 '59/'63 31dec66	26 pax configuration converted to 32 pax configuration in 1964; canx 31dec66 fate unknown
6 34 16 01	DM-SBI DM-SBI not known	Il-14P Il-14P Il-14P	Deutsche Lufthansa Interflug Egyptian Air Force	rgd trf slid	27aug56 '59/'63 31dec66	26 pax configuration 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 in document 20dec57 as Il-14P, 18 pax configuration; overhauled at AERB-243 nov58 f/n ASB 12jun62; canx 30dec74 as amortisation period expired in document 20dec57 as Il-14P, 18 pax configuration; overhauled at AERB-243 nov58; converted to Il-14M date unknown
6 34 16 03	CCCP-L5073 CCCP-61721	Il-14P Il-14P	AFL/Uzbekistan AFL/Turkmenis.-ASB	rgd trf	unknown 18apr59	f/n LED 1972; operated until 03mar75 converted to Il-14LIK-2 and was some sort of test-bed later l/n LED 13sep87; canx 27may88 as life-time expired
6 34 16 04	CCCP-L5075	Il-14P	AFL/Tajikistan-DYU	rgd	1956	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
6 34 16 05	CCCP-41822 CCCP-41822 CCCP-41822 CCCP-L5074 CCCP-91486 CCCP-L5076	Il-14M Il-14M Il-14LIK-2 Il-14P Il-14M Il-14P	AFL/Tajikistan-DYU AFL/Kazakhstan AFL/Ukraine AFL/Kyrgyzstan AFL/Kyrgyzstan AFL/Kazakhstan	rgd trf trf rgd rgd rgd	unknown 03mar75 30jan84 unknown unknown unknown	converted to Il-14LIK-2 and was some sort of test-bed later l/n LED 13sep87; canx 27may88 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown canx 30apr77 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration
6 34 16 06	CCCP-41812 CCCP-41812 CCCP-41812 SP-LNF	Il-14P Il-14P Il-14P Il-14P	AFL/Kazakhstan AFL/Tajikistan-DYU AFL/Yakutiya LOT	rgd trf trf rgd	19mar64 01jul66 21sep56	operated until jun66 canx 26sep73 as life-time expired w/o 14jun57 when crashed near Moscow-Vnukovo; canx 20dec57
6 34 16 07	CCCP-L5077	Il-14P	AFL/Turkmenistan	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration
6 34 16 08	CCCP-L5077 CCCP-41850 CCCP-41850	Il-14P Il-14P Il-14P	AFL/Tajikistan-DYU AFL/Kazakhstan-ALA AFL/Tajikistan-DYU	trf trf trf	unknown 21may60 16mar64	in document jan63 canx 16jun76 as life-time expired
6 34 16 09	CCCP-L5078 CCCP-61779 CCCP-61779 CCCP-61779	Il-14P Il-14P Il-14P Il-14P	Aeroflot/USHVLP Aeroflot/USHVLP Aeroflot/KSHVLP Aeroflot/USHVLP	rgd rgd trf trf	unknown jul58 06jan.. 28mar66	Ulyanovsk Advanced Flying Training College' in document 20dec57 as Il-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College Kirovograd Advanced Flying Training College Ulyanovsk Advanced Flying Training College; canx 31jul72 as life-time expired
6 34 16 10	CCCP-L5079 CCCP-41813	Il-14P Il-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd rgd	unknown unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown in documents jun59/jan60; canx 29jul77 as life-time expired
6 34 17 01	CCCP-L5081 CCCP-91485	Il-14P Il-14P	AFL/Kyrgyzstan-FRU AFL/Kyrgyzstan-FRU	rgd rgd	unknown jul58	photo 1958; in document 20dec57 as Il-14P, 18 pax configuration canx 18nov76 as life-time expired
6 34 17 02	DM-SBE DM-SBE not known	Il-14P Il-14P Il-14P	Deutsche Lufthansa Interflug Egyptian Air Force	rgd trf slid	18dec57 '59/'63 31dec64	26 pax configuration canx 31dec64 fate unknown
6 34 17 04	DM-SBY DM-SBY not known	Il-14P Il-14P Il-14P	Deutsche Lufthansa Interflug Egyptian Air Force	rgd trf slid	13nov56 '59/'63 31dec64	26 pax configuration canx 31dec64 fate unknown
6 34 17 05	CCCP-L5083 CCCP-91479 CCCP-91479	Il-14P Il-14M Il-14M	AFL/Ukraine AFL/Ukraine AFL/Yakutiya	rgd rgd trf	unknown unknown 11jan64	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
6 34 17 06	CCCP-L5082 CCCP-41848	Il-14P Il-14M	AFL/Ukraine AFL/Ukraine-IEV	mfd rgd	jul56 unknown	photo may72; canx 30may74 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration 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 in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
6 34 17 07	CCCP-L5084 CCCP-91487 CCCP-91487 CCCP-91487	Il-14P Il-14M Il-14M Il-14M	AFL/Kyrgyzstan AFL/Kyrgyzstan AFL/Moldova AFL/Far East	rgd rgd trf trf	unknown unknown 23apr60 11jan62	canx 31jan75 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
6 34 17 08	CCCP-L5085 CCCP-41805 CCCP-41805 CCCP-41805	Il-14P Il-14M Il-14M Il-14M	AFL/Azerbaijan AFL/Azerbaijan AFL/North Kavkaz AFL/West Siberia	rgd rgd trf trf	unknown unknown 22dec67 11apr73	canx 30nov74 as life-time expired photo; in document 20dec57 as Il-14P, 18 pax configuration; opb 107 LO; converted to Il-14M date unknown
6 34 17 09	CCCP-L5086 CCCP-41806	Il-14P Il-14M	AFL/Azerbaijan-BAK AFL/Azerbaijan	mfd rgd	31aug56 unknown	opb 107 LO; w/o 23oct59 on the leg from Stalingrad to Moscow- Vnukovo of a flight from Baku to Moscow when deviated from the glide path on approach to Vnukovo in bad visibility (clouds down to 50-60 metres) at night, touched tree tops 1,400 metres short of the runway threshold, crashed into a forest 410 metres short of the YO beacon and caught fire, all 5 crew and 23 of the 24 passengers (among them the composer Sergei 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 01feb60
6 34 17 10	CCCP-L5087 CCCP-L5087 CCCP-41815 CCCP-41815	Il-14P Il-14P Il-14P Il-14P	AFL/Privolzhsk AFL/Belarus AFL/Belarus-MHP AFL/East Siberia	rgd trf rgd trf	unknown 07mar58 unknown 04mar75	in document 20dec57 as Il-14P, 18 pax configuration canx 27oct77 as life-time expired
6 34 18 01	CCCP-L5088 CCCP-61657 CCCP-61657	Il-14P Il-14P Il-14P	AFL/Georgia-TBS AFL/Georgia AFL/Yakutiya-YKS	mfd rgd trf	1956 unknown 14apr66	in document 20dec57 as Il-14P, 18 pax configuration; mentioned again in document mar58 opb 271 LO; w/o 12mar67 on the leg from Olyokminsk to Yakutsk of a flight from Irkutsk to Yakutsk when the right engine caught fire due to a leak in the fuel system, as the fire could not be extinguished and it was not possible to reach Pokrovsk airfield for an emergency landing the crew tried to make a forced landing in the taiga 35 km from Pokrovsk (86 km from Yakutsk), but darkness and snowfall prevented a successful outcome, the aircraft collided with the trees and crashed, all 4 crew and 11 of the 16 passengers killed plus 3 passengers injured (the last words of the captain were 'It looks like it is time to say goodbye'); canx 26apr67
6 34 18 02	DM-SBO DM-SBO not known	Il-14P Il-14P Il-14P	Deutsche Lufthansa Interflug Egyptian Air Force	rgd trf slid	13nov56 '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) CCCP-41833(1)	Il-14P Il-14M Il-14M	AFL/West Siberia AFL/West Siberia AFL/Armenia	rgd rgd trf	unknown unknown 08may60	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown see c/n 14803074 mentioned in an incident report; canx date unknown as life-time expired
6 34 18 04	CCCP-L5090 CCCP-41834(1)	Il-14P Il-14M	AFL/West Siberia AFL/Far East	rgd trf	unknown 10may59	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown canx 31jan75 as life-time expired; see c/n 8343903
6 34 18 05	CCCP-L5092 CCCP-61749	Il-14P Il-14M	AFL/Far East AFL/Far East	rgd rgd	unknown unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown canx 30mar75 as life-time expired
6 34 18 06	CCCP-L5091 CCCP-L5091 CCCP-41835(1) CCCP-41835(1)	Il-14P Il-14P Il-14P Il-14P	AFL/West Siberia Aeroflot/SHVLP AFL/Belarus AFL/Magadan	rgd trf trf trf	unknown 29may58 04jun59 12oct60	in document 20dec57 as Il-14P, 18 pax configuration Advanced Flying Training College see c/n 147001824 canx 12jun73 as worn out
6 34 18 07	CCCP-L5093 CCCP-41836 CCCP-41836	Il-14P Il-14M Il-14M	AFL/West Siberia AFL/West Siberia AFL/Kazakhstan-TSE	rgd rgd trf	unknown unknown 30apr60	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown in document feb61; canx 27oct72 as life-time expired

6 34 18 08	CCCP-L5094 CCCP-41823	Il-14P Il-14P	AFL/Tajikistan-DYU AFL/Tajikistan-DYU	trf rgd	1956 unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown dbr, details unknown, canx 10sep62
6 34 18 09	CCCP-L5095 CCCP-41837 CCCP-41837 CCCP-41837	Il-14P Il-14P Il-14P Il-14P	AFL/West Siberia AFL/West Siberia Aeroflot/KShVLP AFL/Yakutiya	rgd rgd trf trf	unknown unknown 28dec61 10sep73	in document 20dec57 as Il-14P, 18 pax configuration Kirovograd Advanced Flying Training College canx 01jul74 as life-time expired
6 34 18 10	CCCP-L1603 CCCP-L1603 CCCP-91603 CCCP-91603 CCCP-91603 CCCP-91603	Il-14P Il-14P Il-14P Il-14P Il-14P Il-14P	AFL/West Siberia Aeroflot/ShVLP AFL/Belarus AFL/Armenia AFL/uzbekistan AFL/East Siberia	rgd trf trf trf trf trf	unknown 29may58 19may59 17oct60 04jan73 15jan77	in document 20dec57 as Il-14P, 18 pax configuration Advanced Flying Training College f/n EVN 21nov64 canx 19feb81 as life-time expired
6 34 19 01	CCCP-L1619 CCCP-61619	Il-14P Il-14P	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd rgd	unknown unknown	in documents jul56/jul59; in document 20dec57 as Il-14P, 18 pax configuration in documents oct59/jan68; f/n TAS 01apr68; canx 03jul73 as life-time expired
6 34 19 02	CCCP-L1608 CCCP-61608	Il-14P Il-14P	AFL/Far East AFL/Far East	rgd rgd	unknown unknown	in document 20dec57 as Il-14P, 18 pax configuration; mentioned again in document feb59 converted to Il-14LIK-2; still in service 20sep86; canx 25dec87 as amortisation period expired
6 34 19 03	CCCP-L1604 CCCP-91604 CCCP-91604	Il-14P Il-14P Il-14P	AFL/Far East AFL/Far East AFL/Yakutiya-YKS AFL/Yakutiya-Zhg	mfd rgd trf	28sep56 unknown 02feb64 10apr74	in document 20dec57 as Il-14P, 18 pax configuration in Yakutsk oao documents in early 1970s 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 CCCP-61639 CCCP-61639	Il-14P Il-14M Il-14M	AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/West Siberia	rgd rgd trf	1956 jun58 08jun68	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown operated until 08jun68 canx 26oct76 as life-time expired
6 34 19 05	CCCP-L1642 CCCP-61642 CCCP-61642 CCCP-61642	Il-14P Il-14P Il-14P Il-14P	AFL/Uzbekistan AFL/Turkmenis.-ASB AFL/Armenia AFL/West Siberia	trf trf trf trf	unknown 17apr59 14jul60 19jan73	in document 20dec57 as Il-14P, 18 pax configuration in document apr59/jan60 canx 20sep79 as life-time expired
6 34 19 06	CCCP-L1644 CCCP-61644 CCCP-61644 CCCP-61644	Il-14P Il-14P Il-14P Il-14P	AFL/Uzbekistan AFL/N.Kavkaz-VOG Aeroflot/TATU AFL/Uzbekistan-TAS	rgd trf trf rgd	unknown 31may58 05may72 unknown	in document 20dec57 as Il-14P, 18 pax configuration f/n MRV 25mar66; photo also at SVO, date unknown Troitsk Technical Aviation College; canx 23jul82 as worn out in documents aug56/apr59; in document 20dec57 as Il-14P, 18 pax configuration
6 34 19 07	CCCP-L1643 CCCP-61643 CCCP-L1649	Il-14P Il-14P Il-14P	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd rgd rgd	unknown 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 Il-14P, 18 pax configuration; converted to Il-14M date unknown
6 34 19 08	CCCP-61649 CCCP-L1645 CCCP-61645 CCCP-61645 CCCP-L1651 CCCP-L1651 CCCP-L1651	Il-14M Il-14P Il-14P Il-14P Il-14P Il-14P Il-14M	AFL/Uzbekistan-TAS AFL/Kyrgyzstan-FRU AFL/Kyrgyzstan-FRU AFL/Kazakhstan AFL/Uzbekistan-TAS AFL/Kyrgyzstan AFL/Uzbekistan-TAS	rgd rgd rgd trf rgd trf rgd	unknown unknown jun58 04apr75 unknown unknown unknown	in documents jan60/dec63; canx 20jul70 as life-time expired, last digit difficult to read in MGA document in document 20dec57 as Il-14P, 18 pax configuration converted to Il-14LIK-2; canx 19may82 as life-time expired; f/n UKK 22apr93, burnt remains only in documents aug56 in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown in documents apr60/jan75; directorate not mentioned in MGA document; f/n TAS 21aug75; canx 30apr77 as life-time expired
6 34 20 01	CCCP-L1650 CCCP-61650(1)	Il-14P Il-14M	AFL/Ukraine AFL/Krivoi Rog FS	rgd trf	unknown 16jan59	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown canx 25mar61 as for 'display'; see c/n 14803030
6 34 20 02	CCCP-L1655 CCCP-61655	Il-14M Il-14M	AFL/West Sib.-OVB AFL/West Sib.-OVB	rgd rgd	unknown unknown	in document sep56; in MGA document as Il-14M in documents nov60/09jun66; canx 23feb82 as life-time expired
6 34 20 03	CCCP-L1660 CCCP-61660	Il-14P Il-14M	AFL/Turkmenis.-ASB AFL/Turkmenis.-ASB	rgd rgd	unknown unknown	in document oct56 and in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown in documents may60/jul65; photo shows it damaged, probably at Krasnovodsk, right main gear retracted, but propeller not bent; canx 30sep73 as life-time expired
6 34 20 04	CCCP-L1652 CCCP-61652	Il-14P Il-14M	AFL/Krasnoyarsk AFL/Krasnoyarsk	rgd rgd	unknown unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown canx 27sep77 as life-time expired
6 34 20 05	CCCP-L1656 CCCP-61656 CCCP-61656	Il-14P Il-14P Il-14P	Aeroflot/ShVLP Aeroflot/ShVLP Aeroflot/KShVLP	rgd rgd trf	unknown unknown 28dec61	Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration Advanced Flying Training College Kirovograd Advanced Flying Training College; canx 26sep73 as life-time expired
6 34 20 06	CCCP-L1661 CCCP-61661	Il-14P Il-14M	AFL/Far East AFL/Far East	rgd rgd	unknown unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown canx 08sep75 as life-time expired
6 34 20 07	CCCP-L1663 CCCP-61663(1)	Il-14P Il-14M	AFL/Uzbekistan AFL/Uzbekistan	mfd rgd	1956 unknown	converted to Il-14M date 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 in documents oct56/01nov59; in document 20dec57 as Il-14P, 18 pax configuration photo
6 34 20 08	CCCP-L1662 CCCP-61662 CCCP-61662 CCCP-61662	Il-14P Il-14P Il-14P Il-14P	AFL/Belarus-MHP AFL/Belarus AFL/Magadan-GDX AFL/Far East	rgd rgd trf trf	unknown unknown 12feb65 26feb75	canx 18jun84 as life-time expired f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
6 34 20 09	CCCP-L1666 CCCP-61666 CCCP-61666	Il-14M Il-14M Il-14P	AFL/Belarus-MHP AFL/Belarus-BQT AFL/Tajikistan-DYU	rgd trf rgd	unknown 20jul66 1956	in documents jan60/20jul66 canx 03jul73 as worn out in document 20dec57 as Il-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60
6 34 21 01	CCCP-61667 CCCP-61667 CCCP-61667 CCCP-L1646 CCCP-L1646 CCCP-61646 CCCP-61646	Il-14P Il-14P Il-14P Il-14P Il-14P Il-14P Il-14P	AFL/Tajikistan-DYU AFL/Armenia AFL/Yakutiya AFL/Belarus-MHP AFL/ShVLP AFL/VAU AFL/Belarus-MHP	trf trf trf rgd trf trf trf	25may60 09jan62 unknown unknown 02feb59 10jan73	canx 25jul74 as life-time expired in document aug56 Advanced Flying Training College; in document 20dec57 as Il-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
6 34 21 02	CCCP-L1670 CCCP-61670 CCCP-61670	Il-14M Il-14M Il-14M	AFL/Uzbekistan-TAS AFL/Uzbekistan-URC AFL/GosNII GA	trf rgd trf	oct56 unknown 21mar69	overhauled at AERB-243, nov58; in MGA document as Il-14M in document may63 canx 14jul69, trf for tests
6 34 21 03	CCCP-L1647 CCCP-61647	Il-14P Il-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd rgd	unknown unknown	in documents aug56/apr59; in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-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
6 34 21 04	CCCP-L1665 CCCP-61665	Il-14P Il-14M	AFL/Privolzhsk AFL/Privolzhsk	rgd rgd	unknown unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown canx 28sep86 as life-time expired
6 34 21 06	CCCP-L1675 CCCP-61675	Il-14M Il-14M	AFL/West Sib.-Ovn AFL/West Sib.-Ovn	mfd rgd	09jan57 unknown	in MGA document as Il-14M; still as such jan59 converted to Il-14FKM; opb 6 LO from 08jun66; w/o 05apr77 on a training flight from Novosibirsk-Severnaya 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 21 07	CCCP-L1668 CCCP-61668	Il-14P Il-14M	AFL/Kazakhstan AFL/Kazakhstan	rgd rgd	unknown unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown canx 27oct72 as life-time expired
6 34 21 08	"03" blue	Il-14P	KGB/Border Guards	AER	1982	in basic Aeroflot c/s with red stripe on rudder; l/n AER 24mar84
6 34 21 10	CCCP-L1677 CCCP-61677	Il-14M Il-14M	AFL/West Sib.-OVB AFL/Krasnoyarsk-KJA	rgd trf	unknown 13oct62	in document nov56; in MGA document as Il-14M photo in original polar c/s; canx 26jun79 as life-time expired
6 34 22 01	CCCP-L1669 CCCP-61669	Il-14P Il-14M	AFL/Ukraine AFL/Ukraine-DNK	rgd rgd	unknown unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown in document mar59; first Il-14 overhauled by ARZ-410 03jun64; canx 26jan76 as life-time expired
6 34 22 02	CCCP-L1672 CCCP-61672 CCCP-61672	Il-14P Il-14P Il-14P	AFL/Northern AFL/Northern AFL/Arkhangel.-ARH	rgd rgd trf	unknown unknown 01jan73	in document 20dec57 as Il-14P, 18 pax configuration f/n LED 27may70 canx 27oct75 as life-time expired
6 34 22 03	CCCP-L1673 CCCP-61673 CCCP-61673	Il-14P Il-14P Il-14P	Aeroflot/ShVLP Aeroflot/ShVLP Aeroflot/KShVLP	rgd rgd trf	unknown unknown 12dec61	Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration Advanced Flying Training College Kirovograd Advanced Flying Training College; canx 26sep73 as life-time expired
6 34 22 06	CCCP-L1678 CCCP-61678 CCCP-61678	Il-14P Il-14P Il-14P	AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS AFL/Ukraine-SIP	rgd trf trf	unknown 1966 26mar79	18 pax configuration; in document 20dec57 converted to Il-14LIK-2, patrol version, with "Groza-40" weather radar canx 02mar87 as life-time expired in MGA document as Il-14M; photo as such
6 34 22 08	CCCP-L1680 CCCP-61680 CCCP-61680	Il-14M Il-14M Il-14M	AFL/Ukraine AFL/Ukraine Kharkov Avia.	rgd rgd trf	unknown unknown 25dec59	in document nov56; in MGA document as Il-14M
6 34 22 09	CCCP-L1681 CCCP-61681 CCCP-61681	Il-14M Il-14M Il-14RR	AFL/N.Kavkaz-ROV AFL/Far East AFL/Far East-UUS	rgd rgd rgd	unknown unknown unknown	ocean fishery reconnaissance aircraft by 27jul70; canx 18jul80 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration
7 34 23 01	CCCP-L1686 CCCP-61686 CCCP-61686 CCCP-61686 CCCP-61686	Il-14P Il-14P Il-14P Il-14P Il-14P	AFL/Kyrgyzstan AFL/Kyrgyzstan AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/West Siberia	rgd rgd trf trf trf	unknown unknown 13apr60 jan67 22feb73	f/n MRV 07nov62 canx 21nov75 as life-time expired in MGA document as Il-14M
7 34 23 02	CCCP-L1689 CCCP-L1689	Il-14M Il-14M	AFL/Uzbekistan AFL/Tajikistan	rgd trf	unknown 21jul58	in MGA document as Il-14M

7 34 23 03	CCCP-L1689 CCCP-L1690 CCCP-61690 CCCP-61690	Il-14M Il-14M Il-14M Il-14LR	Aeroflot/Troitsk AFL/Kazakhstan AFL/West Sib.-OMS AFL/Far East-UUS	trf rgd OMS trf	27jan59 unknown late77 01jan80	canx 25mar61 as for 'display' in MGA document as Il-14M f/n UUS 1984; t/t 34,779 hours 15,343 cycles as of 10feb87; canx 25mar87 as amortisation period expired; scrapped at UUS in 1987
7 34 23 04	CCCP-L1692	Il-14P	AFL/Kyrgyzst.-FRU	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 Konstantinovskii (Martuk district of the Aktyubinsk region of Kazakhstan) and exploded, all 5 crew and 22 passengers killed; t/t 2,564 hours; canx 27oct58 in document 20dec57 as Il-14P, 18 pax configuration converted to Il-14M date unknown
7 34 23 05	CCCP-L1694 CCCP-61694 CCCP-61694 CCCP-61694	Il-14P Il-14M Il-14M Il-14M	AFL/Azerbaijan AFL/Azerbaijan AFL/Lithuania AFL/Kazakhstan	rgd rgd trf trf	unknown unknown 01aug61 28dec74	f/n MRV 26jul62; l/n LED 29jul70 canx 26oct76 as life-time expired in MGA document as Il-14M
7 34 23 06	CCCP-L1697 CCCP-61697 CCCP-61697	Il-14M Il-14M Il-14RR	AFL/Kazakhstan AFL/Kazakhstan AFL/Far East-UUS	rgd rgd trf	unknown unknown 22may79	in document 1959; converted to Il-14RR canx 31dec86 as life-time expired; reported scrapped at UUS in 1986 in MGA document as Il-14M
7 34 23 07	CCCP-L1588 CCCP-91588	Il-14M Il-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd rgd	unknown unknown	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 (l/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 (N54.291215 E48.236469), since 1991, in 'polar' c/s; l/n aug13
7 34 23 08	CCCP-L1699 CCCP-61699 CCCP-61699 CCCP-61699	Il-14P Il-14P Il-14P Il-14P	Aeroflot/UshVLP Aeroflot/UshVLP Aeroflot/KShVLP AFL/Yakutiya	rgd trf trf trf	unknown 06jan62 17jan71 17jan71	Ulyanovsk Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration; under repair at ARZ-400 jun58 Ulyanovsk Advanced Flying Training College Kirovograd Advanced Flying Training College canx 07sep73 as life-time expired in MGA document as Il-14M
7 34 23 09	CCCP-L1585 CCCP-91585	Il-14M Il-14M	AFL/Kazakhstan AFL/Kazakhstan	rgd rgd	unknown unknown	photo SVX 1964; canx 30may74 as life-time expired in MGA document as Il-14M; overhauled at AERB-243 nov58
7 34 23 10	CCCP-L1586 CCCP-91586	Il-14M Il-14M	AFL/Kazakhstan AFL/Kazakhstan	rgd rgd	unknown unknown	canx 22nov73 as life-time expired in MGA document as Il-14M
7 34 24 01	CCCP-L1587 CCCP-L1587 CCCP-91587 CCCP-91587	Il-14M Il-14M Il-14M Il-14M	AFL/Ukraine AFL/Sykytyvkar AFL/Sykytyvkar AFL/Komi-SCW	rgd trf rgd trf	unknown 03mar58 unknown 1967	in MGA document as Il-14M in MGA document as 03mar88 ! in documents 01apr59/jul59; photo, with Stag emblem on tail canx 31oct73 as worn out in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
7 34 24 02	CCCP-L1590 CCCP-91590 CCCP-91590 CCCP-91590	Il-14P Il-14M Il-14M Il-14M	AFL/Georgia AFL/Georgia AFL/Azerbaijan AFL/Arkhangel.-ARH	rgd rgd trf rgd	unknown unknown 15aug59 06oct73	month difficult to read in MGA document canx 30jan78 as life-time expired in MGA document as Il-14M
7 34 24 03	CCCP-L1591 CCCP-91591	Il-14M Il-14M	AFL/Turkmenis.-ASB AFL/Turkmenis.-ASB	rgd rgd	unknown unknown	in documents dec59/dec63; canx 28mar7. (exact year unknown) in document 1958; in MGA document as Il-14M
7 34 24 04	CCCP-L1592 CCCP-91592	Il-14M Il-14M	AFL/Krasnoyarsk AFL/Krasnoyarsk.-KJA	rgd rgd	unknown jul58	until 31jul76; canx 08feb78 as life-time expired in documents may58/sep59; in MGA document as Il-14M
7 34 24 05	CCCP-L1593 CCCP-91593 CCCP-91593	Il-14M Il-14M Il-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/West Siberia	rgd rgd trf	unknown unknown 06nov65	in documents 10sep59/15apr64 canx 11feb83 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
7 34 24 06	CCCP-L1594 CCCP-91594 CCCP-91594 CCCP-91594	Il-14P Il-14M Il-14M Il-14M	AFL/Georgia AFL/Georgia AFL/East Siberia AFL/Uzbekistan	rgd rgd trf trf	unknown unknown 20nov61 08may62	canx 30sep75 as life-time expired in MGA document as Il-14M
7 34 24 07	CCCP-L1599 CCCP-91599	Il-14M Il-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd rgd	unknown unknown	in document 22apr60; canx 31oct75 as life-time expired 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 08	CCCP-L2071	Il-14M	AFL/Ukraine-IEV	mfd	11feb57	in MGA document as Il-14M and in document apr58 as such; f/n MRV 01aug60 in documents jan60/dec64; canx 27oct7. (year not available in MGA document)
7 34 24 09	CCCP-L1595 CCCP-91595	Il-14M Il-14M	AFL/East Siberia AFL/Yakutiya-YKS	rgd trf	unknown 22jan59	c/n in document mar59 as 6342409; canx 24dec75 as life-time expired in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M and in document apr58 as such; f/n MRV 01aug60
7 34 24 10	CCCP-L2074	Il-14P	AFL/Turkmenis.-ASB	rgd	unknown	in documents jan60/dec64; canx 27oct7. (year not available in MGA document)
7 34 25 01	CCCP-52074 CCCP-L1596 CCCP-91596 TZ-ABH	Il-14M Il-14M Il-14M Il-14M	AFL/Turkmenis.-ASB AFL/Latvia AFL/Latvia Air Mali	rgd rgd rgd i/s	unknown unknown unknown 03oct61	canx oct61 to Mali f/n DKR 16apr63; photo MRS jun64; crashed 05nov66 at night in bad weather into Col de la Cayolle 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 CCCP-52067	Il-14M Il-14M	AFL/Krasnoyarsk.-KJA AFL/Krasnoyarsk.-KJA	rgd rgd	unknown unknown	in MGA document as Il-14M in document 29jul67; canx 30jan78 as life-time expired
7 34 25 03	CCCP-L2068 CCCP-52068	Il-14M Il-14M	AFL/East Siberia AFL/East Siberia	rgd rgd	unknown unknown	in MGA document as Il-14M canx 30nov74 as life-time expired
7 34 25 04	CCCP-L2077 CCCP-L2077 CCCP-52077 CCCP-52077	Il-14M Il-14M Il-14M Il-14M	AFL/Uzbekistan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-UKK	rgd trf rgd trf	unknown 22jul58 unknown unknown	in document apr58; in MGA document as Il-14M in document may59 in document jan66; canx 24dec74 as life-time expired
7 34 25 05	CCCP-79162 CCCP-79162	Il-14P Il-14P	MAP Tashkent APO MAP Moscow	mfd trf	17may57 27mar79	rgd 15dec65 damaged Djezkazgan 20dec83 but repaired; canx 30jan89; seen Myachkovo sep91/jul94, partly broken up but gone by aug95 in document sep57; in MGA document as Il-14M
7 34 25 06	CCCP-L2092 CCCP-52092	Il-14M Il-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd rgd	unknown unknown	photo; in documents jul59/dec67; canx 18jan85 as life-time expired in MGA document as Il-14M
7 34 25 07	CCCP-L2023 CCCP-52023 CCCP-52023	Il-14M Il-14M Il-14M	AFL/Privolzhsk AFL/Privolzhsk AFL/Privolzhsk	rgd rgd rgd	unknown unknown unknown	canx 17apr80 as life-time expired in documents mar59/apr59; in MGA document as Il-14M
7 34 25 08	CCCP-L2006 CCCP-52006	Il-14M Il-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF	rgd rgd	unknown unknown	in document 28mar62; canx 30sep75 as life-time expired in MGA document as Il-14M
7 34 25 09	CCCP-L2083 CCCP-52083 CCCP-52083	Il-14M Il-14M Il-14M	AFL/Sykytyvkar AFL/Sykytyvkar AFL/Komi-SCW	rgd rgd trf	unknown unknown 1967	in document 01apr59 canx 08sep75 in MGA document as Il-14M
7 34 25 10	CCCP-L2085 CCCP-52085	Il-14M Il-14M	AFL/Krasnoyarsk AFL/Krasnoyarsk	rgd rgd	unknown unknown	canx 29aug77 as life-time expired toc sep57; in MGA document as Il-14M
7 34 26 01	CCCP-L2087 CCCP-52087 CCCP-52087	Il-14M Il-14M Il-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/Yakutiya-YKS	mfd r/r trf	22mar57 01aug59 07jan62	canx 18may76 as life-time expired in MGA document as Il-14M
7 34 26 02	CCCP-L2093 CCCP-52093	Il-14M Il-14M	AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd	unknown unknown	in document 20sep68; canx 30jul75 as life-time expired in MGA document as Il-14M; dbr, details unknown, 07nov58; canx 20nov58
7 34 26 03	CCCP-L2008 CCCP-L2012	Il-14M Il-14M	AFL/Turkmenistan AFL/Latvia	rgd rgd	unknown unknown	in document jan59 in documents oct59/dec61; canx 28may66 as life-time expired
7 34 26 04	CCCP-L2012 CCCP-52012	Il-14M Il-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	trf rgd	21oct58 unknown	in MGA document as Il-14M
7 34 26 05	CCCP-L2014 CCCP-52014 CCCP-52014	Il-14M Il-14M Il-14M	AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU	rgd rgd rgd	unknown unknown unknown	in MGA document as Il-14M in document 21dec71 canx 28mar77 as life-time expired
7 34 26 06	CCCP-L2030 CCCP-52030 CCCP-52030 CCCP-52030	Il-14P Il-14P Il-14P Il-14P	AFL/Arkhangel.-ARH AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV	rgd rgd trf trf	unknown unknown jan67 14may68	in documents feb59/13jan63
7 34 26 07	CCCP-L2031 CCCP-52031 CCCP-52031 CCCP-52031	Il-14P Il-14P Il-14P Il-14P	AFL/Kazakhstan AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Estonia	trf rgd rgd trf	06feb70 1957 unknown 28feb61	canx 17sep84 as life-time expired also reported as AFL/Lithuania-VNO, but not mentioned as such in MGA document operated pax flight DYU-MRV 21mar60
7 34 26 08	CCCP-L2033 CCCP-52033	Il-14P Il-14P	AFL/Tajikistan-DYU AFL/Krasnoyarsk	trf rgd	unknown unknown	canx 27oct77
7 34 26 09	CCCP-L2049 CCCP-52049 CCCP-52049	Il-14P Il-14P Il-14P	AFL/Krasnoyarsk AFL/Uzbekistan AFL/Uzbekistan	rgd rgd rgd	unknown unknown unknown	canx 16aug77 as life-time expired
7 34 26 10	CCCP-L2050 CCCP-52050	Il-14P Il-14P	AFL/Moscow SPIMVL AFL/Krasnoyarsk	trf rgd	01mar69 unknown	canx 16oct81 as worn out
7 34 27 01	CCCP-L1566 CCCP-91566	Il-14M Il-14M	AFL/Ukraine AFL/Ukraine	rgd rgd	unknown unknown	canx oct61 to Cuba version not mentioned as Il-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 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, l/n sep09/jul13; no canx details given in MGA document

7 34 27 02	CCCP-L2072 CCCP-52072 CCCP-52072	Il-14M Il-14M Il-14M	AFL/Magadan AFL/Magadan AFL/Kazakhstan	rgd rgd trf	unknown unknown 01mar73	in MGA document as Il-14M flew on KHV-OHO route 19sep58 converted to Il-14FKM; f/n TAS 28apr84; directorate not mentioned in MGA document; canx 28may87 as amortisation period expired
7 34 27 03	CCCP-L1567 CCCP-91567 CCCP-91567	Il-14M Il-14M Il-14M	AFL/Sykytyvkar AFL/Sykytyvkar AFL/Komi-SCW	rgd rgd trf	unknown unknown 1967	in MGA document as Il-14M in document 01apr59 f/n SCW 31dec73; canx 13aug74 as life-time expired
7 34 27 04	CCCP-L1570 CCCP-91570 CCCP-91570	Il-14M Il-14M Il-14M	AFL/Privolzhsk AFL/Privolzhsk AFL/Magadan	rgd rgd trf	unknown unknown 01feb64	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 CCCP-91575 CCCP-91575 CCCP-91575	Il-14M Il-14M Il-14M Il-14M Il-14FKM	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/Northern-LED AFL/Northern-RVH	rgd rgd trf trf	unknown unknown 11jul62 05jan82	in documents sep57/oct59; in MGA document as Il-14M, photo as such in document jan60 opb 1 LOAO, given as jan63 in another document; converted to Il-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 used for fire training, seen apr91/oct94; scrapped
7 34 27 07	CCCP-L1573 CCCP-91573	Il-14M Il-14M	AFL/Ukraine AFL/Ukraine	rgd rgd	unknown unknown	in MGA document as Il-14M canx 28jun83 as overhaul was not possible due to lack of spares
7 34 27 08	CCCP-L1578 CCCP-91578	Il-14M Il-14M	AFL/East Siberia AFL/East Siberia	rgd rgd	unknown unknown	in MGA document as Il-14M f/n NMA 1960 and Irkutsk apr61; canx 31jan75 as life-time expired
7 34 27 09	CCCP-L1579 CCCP-91579	Il-14M Il-14M	AFL/East Siberia AFL/East Siberia	rgd rgd	unknown unknown	in MGA document as Il-14M canx 14jan77 as life-time expired
7 34 27 10	CCCP-L1584 CCCP-91584	Il-14M Il-14M	AFL/East Siberia AFL/East Siberia	rgd rgd	unknown unknown	in MGA document as Il-14M canx 28mar76 as life-time expired
7 34 28 01	CCCP-L1597 CCCP-91597 CCCP-91597	Il-14M Il-14M Il-14FKM	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/Leningrad-LED	rgd rgd trf	unknown unknown 01jan68	in document may58; in MGA document as Il-14M; f/n MRV 03feb60 f/n LED 22apr72; opb 1 LOAO; converted to Il-14FKM by ARZ-407 in 1971
7 34 28 02	CCCP-L1598 CCCP-91598 CCCP-91598	Il-14M Il-14M Il-14M	AFL/Krasnoyarsk AFL/Krasnoyarsk AFL/Ukraine	rgd rgd trf	unknown unknown 23jan76	opb 2 LOAO; canx 30jun87 as amortisation period expired under repair at ARZ-400 jun58/jul58; in MGA document as Il-14M converted to Il-14LIK-1 canx 16oct84 as overhaul was not possible due to lack of spares
7 34 28 03	CCCP-L2054 CCCP-52054 CCCP-52054	Il-14M Il-14M Il-14M	AFL/Lithuania AFL/Lithuania AFL/Kazakhstan	rgd rgd trf	unknown unknown 12dec74	in MGA document as Il-14M in document nov74 canx 18may76 as life-time expired
7 34 28 04	CCCP-L2056 CCCP-52056 CCCP-52056	Il-14M Il-14M Il-14M	AFL/Ukraine-LWO AFL/Ukraine-LWO AFL/Leningrad-LED	mfd rgd trf	21may57 unknown 04sep59	in document feb58; in MGA document as Il-14M opb 3 LO 1 Leningradskogo OAO; used call-sign CCCP-52827; used as a geophysical scientific survey aircraft on behalf of Leningrad's Main Geophysical Observatory (GGO) from 1970; retrofitted with RPSN-2 radar; w/o 09aug75 on a flight from Chita to Bagdadin (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 Bagdadin airport) and burnt out, all 5 crew and 6 passengers (3 of them illegal) killed; t/t 16,396 hours 20 minutes and 9,689 cycles; canx 08sep75 in documents jan58/mar59; in MGA document as Il-14M
7 34 28 05	CCCP-L2061 CCCP-52061 CCCP-52061	Il-14M Il-14M Il-14M	AFL/Privolzhsk-ULY AFL/Privolzhsk-ULY AFL/Privolzhsk-KUF	rgd trf trf	unknown 21mar60 18jun75	converted to Il-14LIK-1 canx 27oct75 as worn out in MGA document as Il-14M
7 34 28 06	CCCP-L2069 CCCP-52069	Il-14M Il-14M	AFL/West Siberia AFL/West Sib-OVB	rgd rgd	unknown unknown	in document 15jul70; canx 17jan83 as life-time expired
7 34 28 07	CCCP-L2070 CCCP-52070 CCCP-52070	Il-14M Il-14M Il-14M	AFL/Ukraine AFL/Ukraine AFL/MOW MAG SPIVS	rgd rgd trf	unknown unknown 01sep59	in MGA document as Il-14M early78
7 34 28 08	CCCP-L2095 CCCP-52095	Il-14M Il-14M	AFL/Turkmenis.-ASB AFL/Turkmenis.-ASB	rgd rgd	unknown unknown	directorate not mentioned in MGA document; canx 21jul87 as amortisation period expired; seen Myachkovo 26sep91, partly broken up, gone by aug92
7 34 28 09	CCCP-L2073 CCCP-52073	Il-14M Il-14M	AFL/Yakutiya AFL/Yakutiya-Mirny	rgd rgd	unknown unknown	in documents sep57/apr58; in MGA document as Il-14M in MGA document as Il-14M
7 34 28 10	CCCP-L2075 CCCP-52075	Il-14M Il-14M	AFL/Northern AFL/Northern	rgd rgd	unknown unknown	in Mirny oao documents 05feb72; canx 28feb78 as life-time expired in MGA document as Il-14M
7 34 29 01	CCCP-L2076 CCCP-52076	Il-14M Il-14M	AFL/Turkmenis.-ASB AFL/Turkmenis.-ASB	rgd rgd	unknown unknown	in document apr58; in MGA document as Il-14M in documents jan60/dec64; canx 29apr73 as life-time expired
7 34 29 02	CCCP-L2080 CCCP-52080 CCCP-52080 CCCP-52080	Il-14M Il-14M Il-14M Il-14M	AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Uzbekistan AFL/Tajikistan	rgd rgd trf trf	1957 unknown 10mar60 30dec65	in MGA document as Il-14M
7 34 29 03	CCCP-L2088 CCCP-52088 CCCP-52088	Il-14M Il-14M Il-14M	AFL/Arkhangel.-ARH AFL/Tajikistan-DYU AFL/Tajikistan-DYU	trf rgd rgd	01jul74 1957 unknown	canx 27oct75 as life-time expired in MGA document as Il-14M
7 34 29 04	CCCP-L2090 CCCP-52090	Il-14M Il-14M	AFL/N.Kavkaz-ASF AFL/N.Kavkaz-MRV	trf trf	20apr60 18jun66	in document 31jan62
7 34 29 05	CCCP-L2091 CCCP-52091(1)	Il-14M Il-14M	AFL/East Siberia AFL/Turkmenis.-KRW AFL/Turkmenis.-KRW AFL/Sykytyvkar	trf rgd rgd mfd	08mar73 unknown unknown 12jul57	canx 26jan76 as life-time expired in document mar59; in MGA document as Il-14M f/n MRV 02jul75 ; canx 30apr76 as life-time expired opb Syktyvkarskaya otdelnaya aviagruppa; in MGA document as Il-14M opb Syktyvkarskaya otdelnaya aviagruppa; in document 01apr59; opb 75 AO; w/o 04dec60 on the leg from Gorki to Kirov (at night) of a flight from Moscow to Norilsk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; t/t 6,163 hours; canx 31dec60; see also c/n 147001249
7 34 29 06	CCCP-L2094 CCCP-52094 CCCP-52094	Il-14M Il-14M Il-14M	AFL/Northern AFL/Northern AFL/MOW MAG SPIVS	rgd rgd trf	unknown unknown 01aug65	in MGA document as Il-14M f/n MRV 20apr61 canx 09apr74 as amortisation period expired
7 34 29 07	CCCP-L2096	Il-14M	AFL/North Kavkaz	mfd	21jun57	in MGA document as Il-14M; opb 231 OAO; w/o 07dec58 on a flight from Voronezh to Stalingrad when the captain made two approaches in conditions (night, fog, snow fall) which were below his personal minima, on the second approach the right wing hit trees and the aircraft crashed in a field, 1 of the 6 crew killed and the other 5 injured while all 19 passengers escaped unhurt; t/t 2,336 hour; canx 25dec58
7 34 29 08	CCCP-L2097 CCCP-52097	Il-14M Il-14M	AFL/Privolzhsk AFL/Privolzhsk-KUF	rgd rgd	unknown unknown	in MGA document as Il-14M f/n MRV 08dec60; in documents jan65/jan73; l/n feb73; canx 28feb75 as life-time expired
7 34 29 09	CCCP-L2098 CCCP-52098	Il-14M Il-14M	AFL/Latvia AFL/Latvia	rgd rgd	unknown unknown	f/n MRV 06jul60; in MGA document as Il-14M
7 34 29 10	CCCP-L2099 CCCP-52099 CCCP-52099	Il-14M Il-14M Il-14M	AFL/Moscow SPIMVL AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	trf rgd rgd	20may65 unknown unknown	canx 22feb74 as life-time expired in documents sep57/jan60; in MGA document as Il-14M in documents may60/14feb64
7 34 30 01	CCCP-L1500 CCCP-91500 CCCP-91500	Il-14M Il-14M Il-14FKM	AFL/N.Kavkaz-MRV AFL/East Siberia AFL/Northern AFL/Northern AFL/Leningrad-LED AFL/Leningrad-RVH	trf trf rgd rgd trf trf	jan73 08mar73 unknown unknown unknown 05jan82	canx 28feb75 as life-time expired in MGA document as Il-14M f/n LED 05jul65 opb 1 LOAO 1973/jan82; converted to Il-14FKM by ARZ-407 in 1979 opb 2 LOAO; canx 26nov86 as amortisation period expired; scrapped at Rzhhevka, remains (fuselage) in 'polar' c/s seen 07apr91
7 34 30 02	CCCP-L1503 CCCP-91503 CCCP-91503	Il-14M Il-14M Il-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-ULY	rgd rgd trf	unknown unknown jan65	in documents 1957/oct60; in MGA document as Il-14M in documents oct60/dec64
7 34 30 03	CCCP-L1503 CCCP-91503 CCCP-L1505	Il-14M Il-14M Il-14M	AFL/West Siberia AFL/Krasnoyarsk AFL/N.Kavkaz-ROV	trf trf rgd	16apr65 07jan79 unknown	photo Svetlogorsk 1985; canx 20aug87 as amortisation period expired; l/n IAA 11jun94, derelict in documents 1957/jan60; in MGA document as Il-14M; mentioned in accident report of Li-2T CCCP-16139 15nov63 l/n MRV 27jul66
7 34 30 04	CCCP-L1505 CCCP-91505 CCCP-91505	Il-14M Il-14M Il-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/Uzbekistan	MRV trf trf	14feb64 jan67 24feb73	canx 26jan76 as life-time expired
7 34 30 05	CCCP-L1507 CCCP-91507 CCCP-91507	Il-14P Il-14P Il-14M	AFL/Northern-LED AFL/Northern-LED AFL/Privolzhsk	rgd rgd rgd	unknown unknown unknown	in documents 1957/oct59; in MGA document as Il-14M in document jan60; l/n LED 06jul70; canx 04apr75 as life-time expired, t/t 34,687 hours f/n MRV 05jan60; in MGA document as Il-14M
7 34 30 06	CCCP-L1508 CCCP-91508 CCCP-91508	Il-14M Il-14M Il-14M	AFL/West Siberia AFL/Kazakhstan AFL/Kazakhstan-ALA	trf rgd rgd	22aug65 unknown 1959	canx 16oct81 in MGA document as Il-14M
7 34 30 07	CCCP-L1511 CCCP-91511 CCCP-91511	Il-14M Il-14M Il-14M	AFL/Kazakhstan-URA AFL/Kazakhstan AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk	trf trf mfd rgd trf	1960 unknown 15jul57 unknown 01jan60	until 1969 f/n LED 22apr72; canx 13aug74 as life-time expired in MGA document as Il-14M

	CCCP-91511	Il-14M	AFL/West Siberia	trf	15nov63	damaged Nizhnevartovsk 13may81 when starboard main gear collapsed during taxiing, repaired; canx 20aug87 as amortisation period expired in MGA document as Il-14M
7 34 30 08	CCCP-L1509 CCCP-91509	Il-14M Il-14M	AFL/Ukraine AFL/Ukraine	rgd rgd	unknown unknown	
7 34 30 09	CCCP-91509 CCCP-L1521 CCCP-91521	Il-14M Il-14M Il-14M	AFL/Krasnoyarsk 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 Il-14M in documents may59/jan64
7 34 30 10	CCCP-91521 CCCP-L1462 CCCP-61790	Il-14M Il-14 Il-14	AFL/Kazakhstan-KSN AFL/Uzbekistan AFL/Moscow (MUTA)	trf BMA trf	jan64 1958 27jul58	canx 27jan86 as life-time expired cargo version
7 34 31 01	CCCP-61790 CCCP-L1463 CCCP-61728	Il-14 Il-14M Il-14M	AFL/Moscow SPIMVL AFL/Uzbekistan AFL/Uzbekistan	trf rgd rgd	31jul63 unknown unknown	canx 12jun73 as life-time expired cargo version; overhauled at AERB-243 nov58 cargo version
7 34 31 02	CCCP-61728 CCCP-61728 CCCP-L1465 CCCP-L1465 CCCP-L1465 CCCP-41808	Il-14M Il-14M Il-14G Il-14G Il-14G Il-14G	AFL/Magadan AFL/Turkmenistan AFL/Arkhangelsk AFL/GosNII AFL/Moscow SPIMVL AFL/GosNII AFL/International	trf trf trf rgd trf trf	29jan63 dec75 01feb78 unknown 12feb58 may58 01jun70	canx 22jun81 as worn out; wreck still present Anadyr 12jul01 cargo version cargo version; canx 22jun81 as worn out; wreck still present Anadyr 12jul01 cargo version cargo version; f/n SVO 26jun70; converted to Il-14LIK-2; assigned to the Antarctic squadron; undertook a medevac flight to the polar station 'Vostok' (3,488 m ASL) at a record temperature of -62 degrees Celsius 17mar82
	CCCP-41808	Il-14LIK-2	AFL/Central Region	trf	06jun75	later sat wfu at "Druzhnaya" polar station until wrecked by a hurricane; canx date not mentioned in MGA document
7 34 31 03	CCCP-L1525 CCCP-91525	Il-14M Il-14M	AFL/East Siberia AFL/East Siberia	rgd rgd	unknown unknown	in MGA document as Il-14M canx 30nov74 as life-time expired
7 34 31 04	CCCP-L1527 CCCP-91527	Il-14M Il-14M	AFL/Magadan AFL/Magadan-GDX	mfd rgd	22jul57 unknown	in MGA document as Il-14M 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	Il-14M Il-14M	AFL/Syktvykar AFL/Syktvykar	trf rgd	unknown jul58	in document 1958; in MGA document as Il-14M
7 34 31 06	CCCP-91530 CCCP-L1553 CCCP-91553 CCCP-91553 CCCP-91553	Il-14M Il-14M Il-14M Il-14RR Il-14RR	AFL/Komi-SCW AFL/Privolzhsk AFL/Privolzhsk AFL/Magadan AFL/Krasnoyarsk	trf rgd rgd trf trf	1967 unknown unknown 01feb64 01apr75	canx 24dec74 as life-time expired in MGA document as Il-14M converted to Il-14RR date unknown
7 34 31 07	CCCP-L1571 CCCP-L1571 CCCP-91571	Il-14M Il-14M Il-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/N.Kavkaz-MRV	mfd trf rgd	07aug57 06apr60 jun60	canx 21aug84 as life-time expired operated until 21dec59; in MGA document as Il-14M 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 (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	CCCP-L1466	Il-14	AFL/West Siberia	rgd	unknown	canx 28may75 as life-time expired; see c/n 147001617
7 34 31 10	CCCP-61784(1) CCCP-L1589	Il-14 Il-14M	AFL/West Siberia AFL/Privolzhsk	rgd rgd	unknown unknown	in MGA document as Il-14M
7 34 32 01	CCCP-91589 CCCP-L1539 CCCP-91539 CCCP-91539	Il-14M Il-14M Il-14M Il-14M	AFL/Privolzhsk-PEZ AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Magadan	rgd rgd rgd trf	unknown unknown unknown 15jan64	in document jan64; canx 28feb75 as life-time expired in documents may57/jun59; in MGA document as Il-14M in document jul59
7 34 32 02	CCCP-91539 CCCP-L1523 CCCP-91523 CU-F925 CU-T925	Il-14M Il-14M Il-14M Il-14M Il-14FKM	AFL/Arkhangelsk -ARRH AFL/N.Kavkaz-ROV AFL/Kazakhstan Cubana Aerocaribbean	trf mfd rgd rgd HAV	15mar75 03aug57 unknown 26mar82 sep84	canx 22sep78 as life-time expired in documents 09jan57/oct59; in MGA document as Il-14M canx 01jun73 to Cuba converted to Il-14FKM l/n SCU 25jul99 operational; preserved since oct99; fate ?
7 34 32 03	CCCP-L2009 CCCP-52009	Il-14M Il-14M	AFL/Yakutiya AFL/Yakutiya	mfd rgd	12aug57 unknown	in MGA document as Il-14M canx 29jul77 as life-time expired
7 34 32 05	CCCP-L2013 CCCP-52013 CCCP-52013 CCCP-52013	Il-14M Il-14M Il-14M Il-14M	AFL/Armenia AFL/Armenia AFL/Far East AFL/N.Kavkaz-KRR	rgd rgd trf trf	unknown unknown 31mar62 unknown	in MGA document as Il-14M in document 09oct57 cargo version; in documents 1957/may59
7 34 32 06	CCCP-L1469 CCCP-61739 CCCP-61739	Il-14 Il-14 Il-14	AFL/N.Kavkaz-ROV AFL/North Kavkaz AFL/Ukraine	toc rgd trf	09oct57 unknown 28mar75	in document may64; directorate not mentioned in MGA document; canx 30apr77 cargo version; in documents 1957/may59
7 34 32 07	CCCP-L2015 CCCP-52015	Il-14M Il-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd rgd	unknown unknown	canx 25mar87 as life-time expired in document jan59; in MGA document as Il-14M in document 22apr60; canx 20may71, trf to AFL/GosNII
7 34 32 08	CCCP-L2018 CCCP-52018	Il-14M Il-14M	AFL/Ukraine-SIP AFL/Ukraine-SIP	mfd w/o	22aug57 23jun69	in MGA document as Il-14M 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 c/n 402503 of the Soviet Air Force and crashed near the villages of Vypolzovo and Poroslitsy in the Yuhnov district of the Kaluga region, all 24 occupants killed; canx 22dec69
7 34 32 09	CCCP-L2020 CCCP-52020	Il-14M Il-14M	AFL/Ukraine AFL/Ukraine-HRK	toc rgd	01oct57 unknown	in MGA document as Il-14M in document 18nov64; converted to Il-14LIK-1; canx 28jun83 as life-time expired
7 34 32 10	CCCP-L2029 CCCP-52029 CCCP-52029	Il-14M Il-14M Il-14FKM	AFL/Ukraine-ODS AFL/Northern-LED AFL/Northern-RVH	rgd trf trf	unknown unknown 05jan82	in MGA document as Il-14M; directorate not mentioned in MGA document photo; opb 1 LOAO; converted to Il-14FKM prototype by ARZ-407 in 1971 opb 2 LOAO; converted to geophysical survey aircraft with "Groza-40" weather radar and operated for the State Geophysical Observatory (GGO) named after A.I. Vovaykov (replaced Il-14 CCCP-52056 which had crashed); mentioned in an incident report at LED 16dec87; canx 25dec87 as amortisation period expired
7 34 33 01	CCCP-L1475 CCCP-61785(1)	Il-14 Il-14	AFL/West Siberia AFL/West Siberia	toc rgd	15oct57 unknown	in MGA document as Il-14M cargo version; canx 31jan75 as life-time expired; see c/n 8343805
7 34 33 02	CCCP-L2034 CCCP-52034 CCCP-52034	Il-14M Il-14M Il-14M	AFL/Magadan AFL/Magadan AFL/Polar	toc rgd trf	28sep57 unknown 17jul67	in MGA document as Il-14M
7 34 33 03	CCCP-52034 CCCP-L2037 CCCP-52037 CCCP-52037 CCCP-52037	Il-14LR Il-14M Il-14M Il-14M Il-14M	AFL/Yakutiya-CYX AFL/Lithuania AFL/Lithuania AFL/N.Kavkaz-ROV AFL/Kazakhstan	trf rgd rgd trf trf	01oct70 unknown unknown unknown 14dec74	ice-reconnaissance aircraft; canx 19jan81 as life-time expired in MGA document as Il-14M in documents 15feb61/jan63; directorate not mentioned in MGA document canx 20jul76 as life-time expired
7 34 33 04	CCCP-L2039 CCCP-52039 CCCP-52039 CCCP-52039 CCCP-52039	Il-14M Il-14M Il-14M Il-14M Il-14M	AFL/Armenia AFL/Armenia AFL/N.Kavkaz-ROV AFL/Uzbekistan AFL/East Siberia	rgd rgd trf trf trf	unknown unknown 28mar64 06jan73 31jan77	in documents 15feb61/jan63; directorate not mentioned in MGA document f/n MRV 27jun60; in MGA document as Il-14M directorate not mentioned in MGA document
7 34 33 05	CCCP-L2040 CCCP-52040 CCCP-52040	Il-14M Il-14M Il-14M	AFL/Latvia AFL/Latvia AFL/Moscow SPIMVL	rgd rgd trf	unknown unknown 17oct65	canx 20oct80 as life-time expired in MGA document as Il-14M canx 29mar68 as worn out
7 34 33 06	CCCP-L1476 CCCP-91495 CCCP-91495	Il-14 Il-14 Il-14	AFL/Kazakhstan AFL/Kazakhstan AFL/Kyrgyzstan-FRU	mfd rgd trf	10oct57 unknown 31oct58	canx 20oct57 cargo version; toc 16oct57 cargo version f/n TAS 1965; opb 250 LO; w/o 28jun69 on a flight from Talas to Frunze when the crew intentionally left the prescribed flight path shortly after take-off, entered clouds and deviated from the flight path by 8.7 km to the left, the aircraft crashed at a height of 3,150 metres into the smooth slope of a mountain near Engels village (N42.626269 E72.746464) 39 km north-east of Talas, 14 minutes after take-off, all 5 crew and 35 passengers killed; t/t 16,598 hours and 14,162 cycles; canx 14aug72; the wreck was still there 1983
7 34 33 08	CCCP-L2044 CCCP-52044	Il-14M Il-14M	AFL/Armenia AFL/Armenia	toc rgd	31dec57 unknown	in MGA document as Il-14M canx oct61 to Cuba
7 34 33 09	"03" red	Il-14	Soviet Air Force	SXF	1969	in white/natural metal c/s with 'lightning-bolt' cheatline; later dumped at Fal, l/n 06jun93, c/n reported as 3309
7 34 34 04	CCCP-L1479 CCCP-61735	Il-14 Il-14	AFL/Magadan AFL/Magadan	toc rgd	18nov57 unknown	canx 20oct80 as life-time expired in MGA document as Il-14M cargo version; canx 19jul85 as life-time expired
7 34 34 06	CCCP-06150	Il-14M	MAP Kuibyshev	rgd	06may82	nav aids calibration aircraft; equipped with a non-standard high performance de-icing system so was probably based in the Far North before; in standard blue Aeroflot c/s; f/n Gostomel 20aug88; canx 13dec88; preserved at the Kuibyshev Aviation Institute (later Samara State Aerospace University, N53.239926 E50.361987), seen apr93/may13
7 34 34 07	CCCP-N444 CCCP-04192 CCCP-04192 CCCP-04192	Il-14M Il-14M Il-14M Il-14M	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya	rgd rgd trf trf	unknown unknown 10feb60 01oct70	in fleet list 18mar58 in document 22nov61 AFL/Yakutiya-Nizhnekolymsk

	CCCP-04192	Il-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 burnt out completely; canx 03jul73
7 34 34 08	"21" red	Il-14T	Soviet Air Force	mfd	1957	in dark green/light blue c/s; wfu 30mar91, t/t in Air Force service 9,148 hours 15 min, 8,272 cycles; f/n Myachkovo 26sep91; l/n Myachkovo 13apr92
	01146	Il-14T	Rossiya	Mya	03jun92	on the register as FLA-01146; marked '41085' in cockpit, probably the call-sign; l/n at Myachkovo 28aug95; ferried to Zhukovskii in early 1996; seen stored at Zhukovskii may96/aug01; repaired for ferry flight to Switzerland, test-flown 07apr05
	EX-1146K	Il-14T	Rossiya	rgd	may05	was granted a temporary CoFA for the ferry flight from Zhukovskii to ZRH 25/26jun05; last flight 26jun05 to ZRH; t/t 9,160 hours and 8,279 cycles; canx about 01jul05
	01146	Il-14T	Rossiya			reverted to its old registration for display; became a restaurant "Runway 34" at ZRH (N47.440128 E8.5578639); l/n sep13
7 34 34 09	CCCP-61760	Il-14M	AFL/Far East-KHV	mfd	28oct57	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	Il-14G	AFL/Kazakhstan	mfd	01nov57	cargo version; toc 06nov57
	CCCP-91496	Il-14G	AFL/Latvia	trf	23oct58	cargo version
	CCCP-91496	Il-14G	AFL/Magadan	trf	01feb63	cargo version
	CCCP-91496	Il-14G	AFL/East Siberia	trf	24dec75	cargo version; photo exists in 'polar' c/s, operated by the Magadan CAD; damaged Kirensk 24mar81 when force-landed after engine failure collapsing the nose gear; repaired !; canx 17apr84
7 34 35 04	CCCP-L1484	Il-14G	AFL/Kazakhstan	toc	15nov57	cargo version
	CCCP-91497	Il-14G	AFL/Kazakhstan	rgd	unknown	cargo version; canx 27aug85 as life-time expired; f/n BXJ 23apr93, derelict, still present oct94
7 34 35 06	CCCP-N445	Il-14M	Polyarnaya Aviats.	mfd	15nov57	in fleet list 18mar58
	CCCP-04193	Il-14M	Polyarnaya Aviats.	rgd	unknown	24 pax configuration
	CCCP-04193	Il-14M	AFL/Polar	trf	10feb60	
	CCCP-04193	Il-14M	AFL/Central Region	trf	21oct70	photo may72, converted to Il-14FKM; opb 229 LO Antarkticheskogo AO; in natural metal c/s with red cheatline and trim, 'Aeroflot Polyarnaya Aviatsiya' titles; carried '22 SAE' (22nd Soviet Antarctic Expedition) titles and a penguin on the fin while being based in Antarctica, l/n as such 02jan79; w/o 02jan79 (while working for the 24th SAE in Antarctica) on a flight from Ice Station Molodyozhnaya to Ice Station Mawson when stalled on take-off due to wind shear at a height of 70-80 metres, crashed on a glacier 1,000 metres behind the runway threshold and broke up, 4 of the 5 crew killed and all 9 passengers (including 24th SAE chief S.Ye. Korotkevich) seriously injured; the first fatal accident in Soviet Antarctic aviation; t/t 19,494 hours 8 minutes and 12,705 cycles; canx 27sep79
7 34 35 08	CCCP-L1490	Il-14G	AFL/Uzbekistan	toc	06dec57	cargo version
	CCCP-61730	Il-14G	AFL/uzbekistan	rgd	unknown	cargo version; registration already in document mar59
	CCCP-61730	Il-14G	AFL/Tajikistan-DYU	trf	29apr59	cargo version; f/n Spereberg 07feb76
	CCCP-61730	Il-14G	AFL/East Siberia	trf	29apr79	cargo version; canx 19nov87 as life-time expired
7 34 35 34	not known	Il-14	Soviet Navy		1963	converted to flying laboratory; last four only of c/n confirmed
7 34 36 03	CCCP-L1491	Il-14G	AFL/Far East	toc	11jan58	cargo version
	CCCP-61750	Il-14G	AFL/Far East-KHV	rgd	unknown	cargo version; in document jan59; l/n KHV 11apr73, photo exists; canx 30nov77 as life-time expired
7 34 36 04	CCCP-61738	Il-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 25dec87
7 34 36 06	CCCP-27210	Il-14	MAP Gorki APO	rgd	29nov65	canx 1979
7 34 36 08	CCCP-L1492	Il-14	AFL/Privolzhsk	toc	10jan58	cargo version
	CCCP-91489	Il-14	AFL/Privolzhsk-KZN	rgd	unknown	cargo version; canx 18jan82
	CCCP-91489	Il-14	AFL/Arkhangel'sk	trf	27feb78	cargo version; canx 18jan82
7 34 36 09	CCCP-L2058	Il-14M	AFL/Syktvyvkar	mfd	30nov57	opb Syktyvkar'skaya otdelnaya aviagruppa; toc 12dec57; in MGA document as Il-14M
	CCCP-52058	Il-14M	AFL/Syktvyvkar	rgd	unknown	opb Syktyvkar'skaya otdelnaya aviagruppa; opb 75 LO; in document 01apr59; w/o 16feb66 on a flight from Vorkuta to Syktvyvkar 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 Vyatkinska 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	Il-14M	AFL/Armenia	toc	07jan58	in MGA document as Il-14M
	CCCP-52059	Il-14M	AFL/Armenia	rgd	unknown	canx oct61 to Cuba
7 34 37 01	CCCP-L1493	Il-14T	AFL/Ukraine	toc	11jan58	cargo version
	CCCP-91477	Il-14T	AFL/Ukraine	rgd	1959	cargo version; in document mar59
	CCCP-91477	Il-14T	AFL/Yakutiya-YKS	trf	06feb73	converted to fire patrol version by the ATB at Yakutsk jun73
	CCCP-91477	Il-14T	AFL/Yakutiya-ADH	trf	01mar74	probably trf to AFL/East Siberia-IKT, date unknown; in 'polar' c/s; f/n UKX nov77; canx 11sep80 as life-time expired
7 34 37 02	CCCP-L1494	Il-14	Aeroflot/ShVLP	toc	25jan58	cargo version; Advanced Flying Training College
	CCCP-61726	Il-14	Aeroflot/ShVLP	rgd	unknown	cargo version; Advanced Flying Training College
	CCCP-61726	Il-14	AFL/Far East-UUS	trf	09jun59	cargo version; canx 19mar80 as life-time expired; f/n UUS 1984
8 34 37 03	CCCP-61761	Il-14	AFL/Far East	toc	01jul76	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	Il-14P	AFL/Yakutiya-Koi	toc	19apr76	still in service 20sep86; photo 1989 in 'polar' c/s; canx 14mar89 as amortisation period expired; was preserved at a square at Mys Shmidta from 1989, but destroyed by arson during the same year
8 34 37 08	CCCP-61768	Il-14	AFL/Far East	toc	02jul80	canx 15dec81 as no spares available for overhaul
8 34 38 05	not known	Il-14	Soviet Air Force	no	reports	
	CCCP-61785(2)	Il-14	AFL/Magadan	toc	10oct80	still in service 20sep86; canx 21jul87 as life-time expired; see c/n 7343301
8 34 38 07	"07" yellow	Il-14T	Soviet Air Force	OSF	09jul00	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	Il-14	MAP Kirzhach	rgd	27may58	served with various MAP factories
	CCCP-06103	Il-14	MAP Moscow OAO	trf	15nov77	canx 30jan89
8 34 39 01	not known	Il-14T	Soviet Air Force	mfd	05apr58	
	CCCP-61788(2)	Il-14T	AFL/Yakutiya-Koi	toc	16oct80	opb Kolymno-Indigirskii OAO; photo in 'polar' c/s; was the last Il-14 overhauled by ARZ-407 at Minsk; dbr 06jul89 on an ice-reconnaissance mission from Mys Shmidta over the Sea of Chukotka when both engines failed successively 4 minutes after take-off while the aircraft was flying at a height of some 100 metres, the aircraft made a forced landing in Akatan Lagoon and came to rest 200 metres from the shore in 0.5 metres of water, all 5 crew and 4 passengers escaped basically unhurt; t/t 17,992 hours and 6,989 cycles; canx 29dec89; after this accident the investigation board recommended withdrawing all Il-14s from use; see c/n 147001434
8 34 39 03	not known	Il-14M	Soviet Air Force	mfd	31oct58	
	CCCP-41834(2)	Il-14M	AFL/Arkhangel.-ARH	trf	17may80	see c/n 6341804
	CCCP-41834(2)	Il-14M	AFL/Central Region	trf	20aug86	converted to Il-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 Il-14T CCCP-04180 (see comment there); l/n on board M/V "Kapitan Myshevski" in Antwerp harbour 14may88; canx 27dec90 as amortisation period expired
8 34 39 06	"06"	Il-14T	Soviet Air Force	ph.	1974	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	Il-14T	Soviet Air Force	mfd	1957	
	CCCP-48106	Il-14T	MOMS Nizhni Tagil	rgd	20nov69	belonged to a test centre and was an avionics test-bed with radar nose; converted to Il-14SLL; wfu 1985, t/t 3,500 hours; stored at Nizhni Tagil
	RA-02299	Il-14T	Yuzhny Ekspres			restoration started 1993; f/f may94; f/n KRR 15jul94
	FLARF02299	Il-14T	Yuzhny Ekspres	VKO	14mar96	still present 16apr97 and flying at Zhukovskii aug97 with various sponsor titles; l/n Pushkin 24may99/05aug01 parked at 20 ARZ rework; repair completed jun02
	FLARF02299	Il-14T	white c/s, n/t	Mya	11aug02	in excellent condition with VIP interior, leather seats and TV/Video; SVO based; l/n Myachkovo (N55.563477 E37.975100) may12
8 34 40 02	CCCP-.....	Il-14	MAP Irkutsk MSZ	mfd	25may58	i/s 29may58; was possibly a flying laboratory
	CCCP-29120	Il-14	MAP MSZ Sukhoi	rgd	19nov65	canx 10dec82
	CCCP-29120	Il-14	MAP MSZ Sukhoi	trf	unknown	reportedly based at Khodynka until around 1985/86 and then at Chkalovskaya; last overhaul completed 31oct86; canx 30jan89; t/t 28,318 hours and 4,500 ? cycles; broken up
8 34 40 03	CCCP-64456	Il-14	MAP Tbilisi APO	mfd	1958	rgd 25nov65; w/o 11aug71 on the leg from Krasnodar to Moscow of a cargo flight from Tbilisi to Myachkovo, the centre of gravity was too far aft and the cargo (1.8 t) was lashed insufficiently, the details of the accident are unknown but the aircraft entered a steep dive, the stabiliser and the outer wings broke off during recovery from the dive and the aircraft crashed in a field 3 km south-west of Nashchekino (Anna district of the Voronezh region), all 5 crew and the sole passenger killed (all crew members apart from the captain were slightly intoxicated); t/t 13,169 hours 16 minutes
8 34 40 04	CCCP-27212	Il-14G	MAP Tashkent APO	rgd	15dec65	canx 20sep88; preserved at Tashkent Factory # 34 museum since 05may90 (N41.299010 E69.322099), l/n aug13; last Il-14 built ?

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.

14 803 001	DDR-AVF	Il-14P	FW Dresden, n/t	rgd	10oct55	first Il-14 from German production; 18 pax configuration; f/f 11oct55
	not known	Il-14P	FW Dresden, n/t		photo	displayed at Leipzig Trade Fair 1957 (or 1958) without any markings apart from German flag and 'DDR' on fin
	DM-ZZB (1)	Il-14P	FW Dresden, n/t	rgd	26jun56	used to test the stabilizer of the Baede 152 jetliner; carried '3. Parteikonferenz' titles 11oct56
	DM-SAZ	Il-14P	Interflug	rgd	06jul61	converted to calibration aircraft in late 1962; photo exists in full Deutsche Lufthansa c/s with red nose; wfu 28feb67; canx 28feb67; was preserved as restaurant 'Walderperle' at Langenbernsdorf since 1969
	DDR-SAZ	Il-14P	Interflug	f/n	1996	still preserved at Langenbernsdorf with this fake registration, l/n may98
	DM-ZZB (1)	Il-14P	Deutsche Lufthansa		ju199	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; l/n sep13

14 803 002	DM-ZZC 411	Il-14P Il-14P	FW Dresden, n/t East German AF	f/f toc	24aug56 29apr57	rgd 23aug56, test-flight reg; 18 pax configuration d/d 02may57 to Preschen; rgd 21nov58 with call-sign DM-VAF, converted to aerial photography Il-14PF in 1962; canx 24mar77; soc 01jan83; broken up DRS 07jan83
14 803 003	DM-ZZD DM-UAA	Il-14P Il-14P	FW Dresden, n/t East German AF	rgd toc	28sep56 20dec56	test-flight reg; f/f 29sep56; 18 pax configuration rgd 22dec56; delivered initially to Preschen and later to Dessau; carried '3. Parteikonferenz' titles; canx 11mar57
14 803 004	437 not known DM-ZZG DM-UAB 400	Il-14P Il-14P Il-14P(T) Il-14P(T) Il-14P(T)	East German AF Egyptian Air Force FW Dresden, n/t East German AF East German AF	rgd slid 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; Il-14P(T) cargo interior without large cargo door toc 07feb57; d/d 11mar57 to Dessau; canx 11mar57 with call-sign DM-VAH; in natural metal c/s; damaged 22apr58 when gear was retracted after landing at Dessau, but repaired; w/o 22jul60 when crashed into a chimney of Vockerode power station, all 7 crew killed; canx 09nov60
14 803 005	DM-SFK DM-SAA DM-SAA 491 not known no reg 421	Il-14P Il-14P Il-14P Il-14P Il-14P(T) Il-14P(T) Il-14P(T)	Deutsche Lufthansa Deutsche Lufthansa Interflug East German AF Egyptian Air Force FW Dresden, n/t East German AF	rgd rgd trf rgd slid f/f toc	07mar57 04jul57 dec58 21jan61 1965 16may57 07jun57	rgd for Leipzig Trade Fair canx 21jan61 converted to Il-14P(T) in 1963 shot down on delivery to Egypt by friendly fire d/d 07jun57 to Dessau; 18 pax configuration; Il-14P(T) cargo interior without large cargo door rgd 21nov58 with call-sign DM-VAI; converted to cargo Il-14P(T) 1963; photo SXF 1970, in bare metal/silver c/s; canx 24mar77; soc 04apr80; broken up at DRS
14 803 007	no reg 445	Il-14P Il-14P	FW Dresden, n/t East German AF	f/f i/s	16jul57 08jun57	d/d 09aug57 to Dessau; 18 pax configuration rgd 21nov58 with call-sign DM-VAJ; converted in 1959 to a training aircraft for navigators and radio operators; canx 24mar77
14 803 008	1151	Il-14P	Egyptian Air Force	slid	1966	c/n not confirmed, but likely; photo in camouflage c/s with astrodome and two antennas on top of rear fuselage before the tail
14 803 008	DM-SAB DM-SAB	Il-14P Il-14P	Deutsche Lufthansa Interflug	rgd trf	26aug57 '59/63	26 pax configuration converted to 32 pax configuration; nose gear damaged 05oct70 at Barth; wfu with t/t around 17,000 hours; transported by road from Barth to Cämmerswalde within 17 days, arrived 18may73; preserved as a restaurant at Cämmerswalde (N50.703297 E13.497333), l/n sep13
14 803 009	DM-SAC DM-SAC	Il-14P Il-14P	Deutsche Lufthansa Interflug	rgd trf	17sep57 '59/63	26 pax configuration converted to 32 pax configuration 1964; wfu 1965; canx 19jan66; sold to Syrian AF, serial unknown
14 803 010	SP-LNG SP-LNG SP-FNM SP-FNM	Il-14P Il-14P Il-14P Il-14P	LOT Z.R.Li L.K. Inst. Lotnictwa Avia Mark, n/t	d/d trf r/r rgd	04oct57 1970 ? 15aug90 03sep91	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 € 35,700
14 803 011	DM-SAD DM-SAD not known SP-LNH	Il-14P Il-14P Il-14P Il-14P	Deutsche Lufthansa Interflug Egyptian Air Force LOT	rgd trf slid d/d	03oct57 1959/63 31dec64 02nov57	26 pax configuration; converted to 32 pax configuration in 1964 photo; canx 31dec64 fate unknown
14 803 012	CCCP-52082 CCCP-52082 SP-LNI	Il-14P Il-14P Il-14P	AFL/Arkhangel.-ARH AFL/Central Region LOT	toc trf d/d	01jan73 29may.. 09nov57	year not clear in MGA document possibly 1988; canx 31may90 26 pax configuration; rgd 14nov57; converted to 32 pax configuration in 1964; canx 20apr73
14 803 013	CCCP-52063 CCCP-52063 SP-LNK	Il-14P Il-14P Il-14P	AFL/West Siberia AFL/Krasnoyarsk LOT	toc trf d/d	14jan73 29dec78 21nov57	see canx date above still in service 20sep86; canx 28sep89 as life-time expired; remains seen Igarka 11jun94
14 803 014	CCCP-13321 DM-SAE Il-14P	Il-14P Il-14P	MAP Tblisi APO Deutsche Lufthansa	rgd d/d	21mar73 21nov57	26 pax configuration; rgd 26nov57; f/n DRS 06mar61; l/n AMS 05oct63; converted to 32 pax configuration in 1964; canx 21jul72
14 803 015	DM-SAE DM-SAE	Il-14P Il-14P	Deutsche Lufthansa Interflug	rgd trf	10dec57 '59/63	canx 26feb85 rgd 23nov57 converted to 32 pax configuration in 1964; canx 19jan66; transferred to Syrian Air Force, serial unknown
14 803 016	DM-SAF DM-SAF	Il-14P Il-14P	Deutsche Lufthansa Interflug	rgd trf	10dec57 '59/63	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 Pulpforde (near Zerbst) in summer 1991 where it was seen may95 still in good condition; arrived at Technikmuseum 'Hugo Junkers' at Dessau-Alten 10sep99
14 803 017	DM-SAF	Il-14P	Deutsche Lufthansa	rgd	24apr00	rebuilt by and preserved at Technikmuseum "Hugo Junkers" at Dessau-Alten (N51.836078 E12.208696), f/n on display 24apr00, l/n sep12
14 803 017	SP-LNL CCCP-52084 CCCP-52084	Il-14P Il-14P Il-14P	LOT AFL/Arkhangel.-ARH AFL/Ukraine	d/d toc trf	17dec57 10jan73 04may75	26 pax configuration; rgd 19dec57; converted to 32 pax configuration in 1964; canx 21jul72 converted to Il-14LIK-1; in an incident report at Belgorod 05may87; l/n DNK 07jan88; canx 29mar88 as life-time expired
14 803 018	SP-LNM CCCP-52079	Il-14P Il-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	DM-SAG DM-SAG	Il-14P Il-14P	Deutsche Lufthansa Interflug	d/d trf	30dec57 jun60	26 pax configuration; rgd 31dec57 canx 19jan66; transferred to Syrian Air Force, serial unknown
14 803 020	DM-SAH DM-SAH	Il-14P Il-14P	Deutsche Lufthansa Interflug	rgd trf	31dec57 '59/63	26 pax configuration; d/d 20jan58 canx 05oct69 or '70 and preserved in Dessau Zoo, scrapped 1988
14 803 021	no reg 401	Il-14P	FW Dresden, n/t East German AF	d/d i/s	06feb58 06feb58	to Dessau; according to CoFA issued by FWD the wings were built by Avia !; 24/28 pax configuration, Il-14P(T) cargo interior without large cargo door 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	Il-14P Il-14P(T) Il-14P(T)	Egyptian Air Force East German AF East German AF	slid mfd rgd	1965 28dec57 21nov58	fate unknown d/d 18mar58 to Dessau; 24/28 pax configuration, Il-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	Il-14P(T)	Hungarian AF	d/d	01dec80	was a gift to the Hungarian Air Force museum, preserved at Szolnok (N47.130408 E20.219348) in these fake colours, l/n aug13
14 803 023	DM-SAI DM-SAI	Il-14P Il-14P	Deutsche Lufthansa Interflug	rgd trf	11feb58 '59/63	26 pax configuration; d/d 12feb58 converted to 34 pax configuration in 1964; dbr and burned out during emergency training SXF oct68; canx 24oct68; used by SXF fire brigade and destroyed in a promotion for the fire-brigade in 1972
14 803 024	DM-SAK DM-SAK	Il-14P Il-14P	Deutsche Lufthansa Interflug	d/d trf	18mar58 1959	rgd 10oct58 in DLH c/s, small 'Interflug' titles on nose only; converted to 34 pax configuration in 1964; canx 27dec65; transferred to Syrian Air Force, serial unknown
14 803 025	475	Il-14P	East German AF	i/s	14mar58	pax/salon; rgd 28aug58 call-sign DM-VAC; in natural metal c/s; opb STS-29 at Marxwalde; trf 31mar65, opb TFS-27 at Dresden; canx 19oct81; broken up at DRS oct81
14 803 026	DM-SAL DM-SAL	Il-14P Il-14P	Deutsche Lufthansa Interflug	rgd LEJ	04mar58 1963	26 pax configuration; d/d 26mar58 i/s 1963; in basic DLH c/s with small 'Interflug' titles on nose only; converted to 34 pax configuration in 1964
14 803 027	DM-SAL 485 DM-SAT 485 HA-MAD	Il-14P Il-14P Il-14P Il-14P Il-14P	Interflug Deutsche Lufthansa East German AF EGAF/IFL c/s, n/t East German AF MALÉV	rgd DRS rgd rgd ret d/d	29apr81 17sep90 may00 28aug58 20aug65 13may77 08apr58	converted to nav aids calibration aircraft; last service 06mar84; last flight 15mar84 (to Dresden), as last active Il-14P in Germany; preserved at Flugzeugwerft Dresden preserved at Elbe-Flugzeugwerke Dresden in these fake markings, l/n as such may97; subsequently restored to original colours preserved at Elbe-Flugzeugwerke Dresden (N51.130162 E13.773077) in original colours, l/n jun10 with call-sign DM-VAE; d/d 24oct58, Salon; i/s 27oct58; red cheatline converted to 34 pax configuration in 1965 photo SXF aug78, in dark/light brown camouflage; canx 01dec80; broken up at DRS 27feb81
14 803 028	CCCP-41863(2) CCCP-41863(2) CCCP-41863(2) CCCP-41863(2)	Il-14P Il-14P Il-14P Il-14P	AFL/Uzbekistan AFL/Kazakhstan AFL/West Sib.-TOF AFL/Yakutiya-Koi	toc trf trf trf	01jan71 20jan72 14may85	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, the same day as the registration was cancelled see c/n 146000701
14 803 029	HA-MAE	Il-14P	MALÉV	mfd	01apr58	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, fuselage only
14 803 030	CCCP-61663(2) CCCP-61663(2) CCCP-61663(2)	Il-14P(T) Il-14LR Il-14LR	AFL/Yakutiya-Koi AFL/Yakutiya-YKS AFL/Yakutiya-MJZ	toc trf trf	11sep70 unknown unknown	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 see c/n 6342001
14 803 030	HA-MAF	Il-14P	MALÉV	d/d	21apr58	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 see c/n 6342001
14 803 030	CCCP-61650(2) CCCP-61650(2) CCCP-61650(2)	Il-14P Il-14P Il-14P	AFL/Uzbekistan AFL/Kazakhstan AFL/Krasnoyarsk	toc trf trf	29oct70 25jan72 09feb83	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 see c/n 6342001

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 CCCP-61613 CCCP-61613	Av-14(P) Av-14(P) Av-14(P) Av-14(P)	Aeroflot/ShVLP Aeroflot/ShVLP Aeroflot/KShVLP Aeroflot/USHVL	d/d rgd trf trf	early57 unknown 06jan62 29dec65	18 pax configuration; Advanced Flying Training College; in document 20dec57 as cargo aircraft Advanced Flying Training College Kirovograd Advanced Flying Training College Ulyanovsk Advanced Flying Training College; canx 09apr74 as life-time expired
011	602104	CCCP-L1614 CCCP-61614 CCCP-61614 CCCP-61614	Av-14(P) Av-14(P) Av-14(P) Av-14(P)	Aeroflot/ShVLP Aeroflot/ShVLP AFL/Belarus AFL/Yakutiya-Mirny	d/d rgd trf trf	early57 unknown 07dec59 12oct60	18 pax configuration; Advanced Flying Training College; in document 20dec57 as cargo aircraft Advanced Flying Training College f/n MRV 05jun62; in Mirny oao documents 05feb72; canx 23mar79 as life-time expired
012	602105	CCCP-L1615 CCCP-61615 CCCP-61615 CCCP-61615	Av-14(P) Av-14(P) Av-14(P) Av-14(P)	Aeroflot/USHVL Aeroflot/KShVLP AFL/Centr.Reg.-Mya AFL/Georgia-TBS	d/d rgd trf trf	early57 unknown 10oct61 21jan71	18 pax configuration; in document 20dec57 as cargo aircraft; repaired jun58/jul58 at ARZ-400; Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College Kirovograd Advanced Flying Training College f/n VKO 03jun71; still in service 20sep86; canx 23may88 as life-time expired; l/n Myachkovo 26sep91 partly broken up, gone by aug92
013	602106	CCCP-L1616 CCCP-61616 CCCP-61616 CCCP-L1617	Av-14(P) Av-14(M) Av-14(M) Av-14(M)	AFL/Azerbaijan AFL/Azerbaijan AFL/Yakutiya AFL/Georgia-TBS	d/d rgd trf mfd	early57 unknown 24dec61 23feb57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document canx 01jul75 as life-time expired
014	602107	CCCP-L1617	Av-14(M)	AFL/Georgia-TBS	rgd	1959	18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in document jan59; converted to Avia-14(M) date unknown according to MGA document opb 112 LO; w/o 24aug63 on the leg from Kutaisi to Sukhumi of a flight from Tbilisi to Krasnodar when flew visually through 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 CCCP-61618 CCCP-61618	Av-14(P) Av-14(P) Av-14(P) Av-14(P)	Aeroflot/ShVLP Aeroflot/ShVLP AFL/Belarus AFL/Magadan-GDX	d/d rgd trf trf	early57 unknown 19may59 12oct60	18 pax configuration; Advanced Flying Training College; in document 20dec57 as cargo aircraft Advanced Flying Training College 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 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 CCCP-52000 CCCP-52000	Av-14(P) Av-14(P) Av-14(P) Av-14(P)	Aeroflot/ShVLP AFL/VAU AFL/VAU Aeroflot/USHVL	d/d trf rgd trf	early57 29mar58 unknown 23jan74	18 pax configuration; Advanced Flying Training College; in document 20dec57 as cargo aircraft Higher Aviation College 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; l/n apr59; converted to Avia-14(M) date unknown in documents may59/jan60 canx 30apr77 as life-time expired
018	602111	CCCP-52001 CCCP-52001 CCCP-L2002 CCCP-L2002	Av-14(M) Av-14(M) Av-14(P) Av-14(P)	AFL/Belarus-MHP AFL/East Siberia AFL/Georgia AFL/Belarus-MHP	rgd trf mfd trf	unknown 05mar75 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 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 passengers killed; t/t 12,949 hours; canx 11mar65
020	602113	CCCP-L2004 CCCP-52004 CCCP-52004 CCCP-52004 CCCP-52004 CCCP-L2005	Av-14(P) Av-14(P) Av-14(P) Av-14(P) Av-14(P) Av-14(P)	Aeroflot/ShVLP Aeroflot/ShVLP AFL/Belarus AFL/Yakutiya-YKS AFL/Yakutiya-ADH AFL/Moldova	mfd rgd trf trf trf d/d	27feb57 unknown 19may59 18dec61 07feb74 early57	18 pax configuration; Advanced Flying Training College; in document 20dec57 as cargo aircraft Advanced Flying Training College l/n YKS 24apr76; canx 24apr78 as life-time expired
021	702114	CCCP-52005 CCCP-52005 CCCP-L2007	Av-14(M) Av-14(M) Av-14(P)	AFL/Moldova-KIV AFL/Yakutiya AFL/Moldova	rgd trf d/d	unknown 23jan73 early57	18 pax configuration; in document 20dec57 as cargo aircraft; c/n in Czechoslovakian documents as 602114; converted to Avia-14(M) date unknown according to MGA document f/n MRV 05oct60 and 01mar61 canx 13feb74 as life-time expired
022	702115	CCCP-52007 CCCP-L2010 CCCP-52010	Av-14(P) Av-14(P) Av-14(P)	AFL/Moldova-KIV AFL/Georgia-TBS AFL/Georgia-TBS	rgd mfd rgd	unknown 05may57 1959	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 opb 112 LO; w/o 10dec69 on a flight from Makhachkala to Astrakhan when collided with a flock of large migratory birds some 4 minutes into the flight while flying at a height of some 350-400 metres over the Caspian Sea, probably killing or disabling the crew, the aircraft crashed into the sea 3.5 km off the coast, all 5 crew and 13 passengers killed; wreck found 11dec69 at a depth of 10 metres; t/t 20,481 hours and 18,670 cycles; canx 12jan70
023	703101	CCCP-L2011 CCCP-L2011 CCCP-52011 CCCP-52011	Av-14(P) Av-14(P) Av-14(M) Av-14(M)	AFL/Georgia AFL/Sykytyvkar AFL/Sykytyvkar AFL/Komi-SCW	d/d trf rgd trf	early57 26feb58 unknown 1967	18 pax configuration; in document 20dec57 as cargo aircraft converted to Avia-14(M) date unknown according to MGA document in document 01apr59 in document jun75; canx 08sep75 as life-time expired
024	703102	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
025	703103	CCCP-52016 CCCP-52016 CCCP-L2017	Av-14(M) Av-14(M) Av-14(P)	AFL/Estonia AFL/Arkhangel.-ARH AFL/Estonia	trf trf d/d	unknown 05apr75 early57	18 pax configuration; in document mar59 canx 13aug80 as life-time expired
026	703104	CCCP-52017 CCCP-52017 CCCP-52017 CCCP-L2019	Av-14(M) Av-14(M) Av-14(M) Av-14(P)	AFL/Estonia AFL/Magadan AFL/Kazakhstan AFL/Georgia-TBS	rgd trf trf d/d	unknown 20jan63 26jan73 early57	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 canx 23feb82 as life-time expired; fuselage seen dec90 used as shelter for earthquake victims in Armenia in document oct59; photo KRR 1960 canx 28apr79 as life-time expired
027	703105	CCCP-52019 CCCP-52019 CCCP-L2021	Av-14(M) Av-14(M) Av-14(P)	AFL/Georgia-TBS AFL/Yakutiya AFL/Georgia-TBS	trf trf d/d	unknown 12mar74 early57	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 in documents apr60/30jun66; canx 24aug72 as worn out
028	703106	CCCP-52021 CCCP-L2022 CCCP-L2022	Av-14(M) Av-14(P) Av-14(P)	AFL/Georgia-TBS AFL/Moldova AFL/Ukraine	trf d/d trf	unknown jun57 unknown	18 pax configuration; in document 20dec57 as cargo aircraft in documents jan58/dec58 as AFL/Ukraine see trf date from MGA document next line; converted to Avia-14(M) date unknown according to MGA document
029	703107	CCCP-52021 CCCP-L2022 CCCP-L2022	Av-14(M) Av-14(P) Av-14(P)	AFL/Georgia-TBS AFL/Moldova AFL/Ukraine	trf d/d trf	unknown jun57 unknown	18 pax configuration; in document 20dec57 as cargo aircraft in documents jan58/dec58 as AFL/Ukraine see trf date from MGA document next line; converted to Avia-14(M) date unknown according to MGA document
030	703108	CCCP-52022 CCCP-52022 OK-LCZ SP-LNN CCCP-52066	Av-14(M) Av-14(M) Av-14(P) Av-14(P) Av-14(P)	AFL/Ukraine-IEV AFL/Moldova-KIV Omnipol LOT AFL/Centr.Reg.-Mya	trf trf rgd d/d trf	01oct60 21jan61 01jun57 31jul57 05jun73	f/n 16jul72; canx 27oct72 as life-time expired 24 pax configuration; canx 12aug57 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 mar77; sold to Soviet Union 13jun77; canx 22jul77
032	703110	CCCP-61793 OK-LCB	Av-14T Av-14-24	AFL/Central Region CSA	toc d/d	26jul77 07jun57	photo in 'polar' c/s; canx 25mar87 as amortisation period expired 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) 3111	Av-14T Av-14-24 Av-14(P)	AFL/East Siberia CSA Czechoslovak AF	toc rgd trf	20jul77 11jun57 1966	canx 02mar87 as amortisation period expired d/d 12jun57; i/s 20jun57; converted to 32 pax configuration; wfu 66; canx 25may66; see c/n 913145 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 Košice-Bmo-Prague); wfu 31mar77; sold to Soviet Union 09jun77; canx 22jul77 photo exists in 'polar' c/s at ARZ-407; canx 28may87 as amortisation period expired
035	703113	CCCP-61792 OK-LCE	Av-14T Av-14-24	AFL/Arkhangel.-ARH CSA	toc d/d	06sep77 31jul57	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/Arkhangel.-ARH	trf toc	aug60 05aug77	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

069	805112	CCCP-91608 CCCP-91609 CCCP-91609	Av-14(M) Av-14(M) Av-14(M)	AFL/Arkhangel.-ARH AFL/Latvia AFL/Kazakhstan	trf toc trf	08sep73 01jun58 09jun60	canx 29apr74 as life-time expired 24 pax configuration in document 1960; f/n MRV 26apr61; canx 16jul84 as life-time expired
070	805113	not known	Av-14(M)	Soviet Union	d/d	early58	24 pax configuration
071	805114	OK-MZK	Av-14(M)	Omnipol	rgd	26apr58	24 pax configuration; canx 03may58 to Indonesia
072	805115	not known	Av-14(M)	Soviet Union	d/d	early58	24 pax configuration
073	805116	not known	Av-14(M)	Soviet Union	d/d	early58	24 pax configuration
074	805117	"01" red	Av-14(M)	Soviet Air Force	d/d	early58	24 pax configuration; in grey c/s with Red Stars; preserved at Brinkovskaya (N46.035668 E38.586671); l/n jan12
075	805118	OK-MCH	Av-14-32A	CSA	d/d	30mar58	rgd 31mar58; i/s 01apr58; named 'Pisek'; 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 (N50.125295 E14.539694); l/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 rgd	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 failed in flight, 13 of the 43 occupants killed; canx 17dec68
078	806101	6101 OK-MCA	Av-14(M) Av-14(M)	Czechoslovak AF CSA	d/d trf	jul58 07sep60	28 pax configuration; rgd 18jul58 on the civil register rgd 07sep60; canx 18apr61, see next line
079	806102	6101 6102 OK-MCB 6102 6102	Av-14(M) Av-14(M) Av-14-32A Av-14(M) Av-14FG	Czechoslovak AF Czechoslovak AF CSA Czechoslovak AF Czech Air Force	ret d/d trf ret trf	31dec60 03jun58 10sep60 31dec60 01jan93	converted to Avia-14FG; wfu 1987; cockpit only remains in Dopravne Museum Preúov, seen aug93 28 pax configuration; rgd 18jul58 on the civil register rgd 14apr61; canx 17oct61; see next line converted to Avia-14FG; seen stored at Hradec Kralove jul91; photo BTS 04sep92 last flight 09apr94 (Pardubice-Kbely); t/t 6,935 hours and 10,073 cycles; preserved at Kbely (N50.124462 E14.540049) since 09apr94, l/n 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 (N49.808379 E13.415813) apr93, l/n sep11
081	806104	OK-MCK	Av-14-32A	CSA	d/d	30mar58	rgd 24jun58; i/s 19jul58, named 'Strakonice'; seen AMS 15may62; converted to 40 pax configuration; 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 01jun75
084	806107	CCCP-52048 CCCP-52048 OK-MCN	Av-14(M) Av-14(M) Av-14-32A	AFL/Far East-KHV AFL/Far East-UUS CSA	toc UUS d/d	02dec75 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 3X-GAG OK-MCO CCCP-41827 OK-MCP	Av-14(M) Av-14-32A Av-14(M) Av-14-32A Av-14(M) Av-14-32A	AFL/East Siberia CSA Air Guinée CSA AFL/East Siberia CSA	toc d/d d/d toc mfd	30jan76 27jun58 06jan75 10jan78 28jun58	canx 31dec86 as life-time expired rgd 28jun58; i/s 01jul58; canx 28jul62 to Guinea reported in Guinean register converted to 40 pax configuration; wfu mar77; sold to Soviet Union 16may77 still in service 20sep86; canx 06may88 as life-time expired rgd same date; d/d 30jun58; i/s 03jul58; f/n AMS 17oct59; l/n LBG 02jun69; wfu dec74; sold to Soviet Union 29jan75; canx 01jun75
086	806109	CCCP-52096	Av-14(M)	AFL/East Sib.-IKT	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 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; canx 01jun75
087	806110	OK-MCR	Av-14-32A	CSA	d/d	30jun58	photo; canx 20apr82 as worn out; see c/n 704120
088	806111	CCCP-52043(2) OK-MCS	Av-14-32A Av-14-32A	AFL/Arkhangel.-ARH CSA	trf d/d	01apr75 18jul58	rgd same date; i/s 19jul58; at AMS 31jul62; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 24jan75; canx 01jun75
089	806112	CCCP-61612 OK-MCT	Av-14(M) Av-14-32A	AFL/East Siberia CSA	toc d/d	01sep75 18jul58	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 rgd 19jul58; i/s 22jul58; w/o 10sep62 when crashed near Slavkov on approach to Brno, 13 of the 42 occupants killed; canx 17oct62
090	806113	PK-MZL	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
091	806114	PK-MZM	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
092	806115	PK-MZN	Av-14	Indonesian AF	d/d	jun58	details from Czech CAA, presumably delivery reg only, however also reported somewhere in Indonesia in 1987 !; opb Skuadron 2 or Skuadron 17 at Halim-Perdanakusama (Jakarta); see T-414, T-416/T-418 and T-421 with unknown c/ns
093	806116	PK-MZO	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
094	806117	PK-MZR	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
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 01jun75
100	807105	CCCP-61664(2) OK-BYO OK-MCC	Av-14(M) Av-14-32 Av-14-32A	AFL/Yakutiya-Koi CS-Gvt (LSFMV) CS-MCC	toc rgd rgd	21oct75 30jul58 24sep73	opb Kolyo-Indigirski OAO; in 'polar' c/s; canx 29dec89 as life-time expired; t/t 33,831 hours; seen CYX 05jul92, wfu partly broken up; l/n sep03; see c/n 146001030 salon; canx 05feb73 in natural metal c/s, converted to 40 pax configuration; wfu 27mar77; transferred to Soviet Union 11may77; canx 22jul77
101	807106	CCCP-41828 OK-MCV	Av-14(M) Av-14-32A	AFL/East Siberia CSA	toc d/d	16sep77 29jul58	photo exists and mentioned in an incident report as AFL/Arhangelsk, same aircraft ?; canx 01jul88 as life-time expired 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, l/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 end 80s 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 dec74; sold to Soviet Union 10mar75; canx 01jun75
104	807109	CCCP-52089 OK-MCY	Av-14(M) Av-14-32A	AFL/Komi-SCW CSA	toc d/d	03oct75 19sep58	canx 18mar83 as life-time expired, year not given in MGA document 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	OK-MCZ	Av-14-32A	CSA	d/d	29sep58	converted to Il-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
106	807111	CCCP-61741 CCCP-61741 CCCP-61741	Av-14(M) Av-14(M) Av-14(M)	AFL/Krasnoyarsk AFL/Magadan AFL/Far East	toc trf trf	26feb59 13apr61 20may61	rgd 30sep58; i/s 07oct58; hit power cables on take-off Hostivice 02jan61; canx 14jan61 32 pax configuration; f/n ABA 02jul60
107	807112	OK-MZS 9232	Av-14(M) Av-14(M)	Avia Chinese Navy	trf d/d	oct58 01aug02	dbf, details unknown, canx 24oct61 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 Qindao (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 the Commander of the Navy, Xiao Jinqiang from 1960 and retired from service in 1991; l/n sep12
108	807113	OK-MZT B-4211	Av-14(M) Av-14(M)	Avia Wuhan Air Lines	d/d rgd	oct58 apr86	40 pax configuration; transferred to China nov58, registration unknown f/n Wuhan-Hankou 11oct88; l/n Wuhan-Hankou 27nov91; w/o 08oct92 when crashed on a pleasure flight from Lanzhou
109	807114	OK-MZU B-4209	Av-14(M) Av-14(M)	Avia Wuhan Air Lines	d/d rgd	oct58 apr86	40 pax configuration; transferred to China nov58, registration unknown f/n Wuhan-Hankou 11oct88; wfu dec91; l/n Wuhan-Hankou 02oct99
110	813101	3101	Av-14T	Czechoslovak AF	d/d	feb59	
111	813102	OK-MZV 605	Av-14T Av-14T	to China Civ Avn Adm China	d/d rgd	nov58 feb59	
112	813103	OK-MZW 607	Av-14T Av-14T	Avia Civ Avn Adm China	d/d d/d	nov58 nov58	f/n CKG 06nov86; l/n CTU oct87; c/n 813105 reported in Chinese list, see this c/n !; fate unknown prototype freighter version
113	813104	OK-MZX 609	Av-14T Av-14T	Avia Civ Avn Adm China	d/d rgd	nov58 nov58	f/n ZGC 29oct86; wfu 1989; seen ZGC 1990, derelict; l/n may99 f/n CKG 05nov86; l/n CKG oct87; fate unknown

179	013156	3156	Av-14T	Czechoslovak AF	d/d	1960	with auxiliary fuel tanks; photo Kbely 09sep90, seen Prešov 20sep93, stored; moved to Podlipniky (N49.035317 E21.461417) and seen there oct94/apr96, in use as a bar marked as 'OK-3156', l/n 24may05; photo aug06 again as just 3156 and being mounted on a small concrete plinth; l/n aug11 with salon interior and auxiliary fuel tank; opb 1. dvlp at Mořnov; f/n Pardubice aug68; seen preserved at UHE (N49.035462 E17.458352) 1988/sep13
180	013157	3157	Av-14T	Czechoslovak AF	d/d	1960	with auxiliary fuel tank
181	013158	3158	Av-14T	Czechoslovak AF	d/d	1960	f/n preserved Zabreh 02sep89; l/n feb98 and scrapped there; parts of fuselage to Zruc Airpark may02, nose cone displayed attached to cockpit section from an Il-12; l/n mar07
182	013159	3159	Av-14T	Czechoslovak AF	d/d	1960	converted to Avia-14SRS; seen Hradec Kralove sep90/sep93, derelict
183	013160	3160	Av-14T	Czechoslovak AF	d/d	1960	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
184	013161	not known 31-61	Av-14(M) Av-14(M)	to China Albanian Air Force	d/d d/d	mar60 1971	f/n Wuhan-Hankou 11oct88; wfu nov92; broken up at Wuhan-Hankou early93
185	013162	B-4212	Av-14T	Wuhan Air Lines	rgd	apr86	transferred to China apr60, registration unknown
186	013163	not known	Av-14T	to China	d/d	mar60	
187	013164	OK-OZA	Av-14T	Avia	d/d	apr60	wfu dec92; fate unknown; delivered to China apr60
188	013165	not known	Av-14T	to China	rgd	may86	rgd 19apr60; used for postal services; Avia-14-32T; dbr 11feb77 when crashed on approach to BTS; canx 16may77
189	013166	B-4206	Av-14T	Zhongyaun Airlines	d/d	14apr60	
190	013167	OK-OCA	Av-14T	CSA	d/d	14apr60	
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 3X-BKE 3X-GAF 3173	Av-14T Av-14T Av-14T Av-14T	Avia Air Guinée Air Guinée Czechoslovak AF	d/d r/r ret	28aug60	seen DKR 26sep60
197	014101	LZ-ILF	S.Av-14	TABSO/Balkan	d/d	jun60	seen preserved Nove Mesto Nad Metuje jun95; scrapped 1999 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	delivered via Soviet Union
199	014103	not known	S.Av-14	Yemen	d/d	jun60	photo with emblem behind nose, no titles; w/o 04aug63 when crashed into the side of Mount Otgon Tenger in Zavkhan Province, killing all on board
200	014104	MONGOL-105	S.Av-14	MIAT Mongolia	d/d	jul60	with auxiliary fuel tank photo
201	014105	OK-OZC OK-OZC 3X-PDG 3X-GAE 4105	S.Av-14 S.Av-14 S.Av-14 S.Av-14 S.Av-14	Avia Air Guinée Air Guinée Air Guinée Czechoslovak AF	d/d r/r	aug60	a photo of 3X-POG seems to exist but possibly this might be 3X-PDG
202	014106	OK-OZD 3X-CKY 3X-GAD 4106	S.Av-14 S.Av-14 S.Av-14 S.Av-14	Avia Air Guinée Air Guinée Czechoslovak AF	d/d r/r ret	aug60	seen DKR 20jul60 ! and 09apr63
203	015101	OK-OZB 3X-PRG 3X-GPA 5101	Av-14S(M) Av-14S(M) Av-14S(M) Av-14S(M)	Avia Air Guinée Air Guinée Czechoslovak AF	d/d	aug60	c/n reported 014146/serial 4146 and ex OK-OZC ? any photo proof ? with auxiliary fuel tank seen DKR sep60
							c/n not confirmed; reported as being an ex-Indian Air Force VIP aircraft ?; seen preserved at Trencin seen aug91; l/n jul11; moved to Slavnicva airfield at Dubnica nad Vahom f/n sep11; l/n jul13

Il-14s with unknown c/ns include

---	CCCP-L476	Il-14	AFL/NII GVF ?	no	reports		used for trials on skis; same aircraft used for RATO trials at DME in early 1963, reg unknown
---	CCCP-L1848	Il-14P	AFL/West Siberia	no	reports		in document 20dec57 as Il-14P, 18 pax configuration and again in document 11apr59
---	CCCP-L1850	Il-14P	Aeroflot	ph.	photo		with small Aeroflot titles behind nose
---	CCCP-N813	Il-14P	Polyarnaya Aviats.	ph.	sep57		f/n MOW sep59
---	CCCP-N819	Il-14	Polyarnaya Aviats.	rgd	06jun56		
---	CCCP-01512	Il-14P	Aeroflot	ph.	photo		
---	CCCP-10585	Il-14	Aeroflot	ph.	nov58		
---	CCCP-29101	Il-14	Aeroflot	ALA	26mar86		
---	CCCP-29108	Il-14	MRP Soltsevo	rgd	06may58		on Soviet register without c/n !; avionics test-bed, trf to LNPO Lenintets possibly 03jan67
---	CCCP-31808	Il-14	Aeroflot				in Günter G. Endres book 1978
---	CCCP-33682	Il-14	Soviet AF/AFL c/s	CCU	19mar63		overall white c/s with red cheatline
---	CCCP-37321	Il-14	Soviet AF/AFL c/s	MRV	19nov61		
---	CCCP-41692	Il-14	Aeroflot				mentioned in incident report at Tashkent 06jun74
---	CCCP-41887(1)	Il-14P	Soviet AF/AFL c/s	Spr	03jul71		see c/n 146000726
---	CCCP-48068	Il-14P	MOMS Neptun	STW	sep86		in Aeroflot c/s; seen many times at STW during 1984/86
---	CCCP-48073	Il-14	Aeroflot	VKO	06apr72		
---	CCCP-48108	Il-14	Aeroflot	SVO	26jun70		
---	CCCP-52008(1)	Il-14	Aeroflot				reported Luluabourg, Congo 06sep60 in Royal Air Force journal dated jan62, only last three of CCCP- serial given; see c/n 146001121
---	CCCP-52065(1)	Il-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	Il-14	Aeroflot		photo	nov72	
---	CCCP-61781	Il-14	Aeroflot		photo	dec60	1973-standard polar c/s
---	CCCP-61796	Il-14	Aeroflot	ph.	photo		over the Plain of Jars
---	CCCP-61797	Il-14	Aeroflot				reported Luluabourg, Congo 06sep60 in Royal Air Force journal dated jan62, only last three of CCCP- serial given
---	CCCP-61798	Il-14	Aeroflot				reported Luluabourg, Congo 06sep60 in Royal Air Force journal dated jan62, only last three of CCCP- serial given
---	CCCP-61799	Il-14	Aeroflot				reported Luluabourg, Congo 06sep60 in Royal Air Force journal dated jan62, only last three of CCCP- serial given
---	CCCP-61800	Il-14	Aeroflot				reported Luluabourg, Congo 06sep60 in Royal Air Force journal dated jan62, only last three of CCCP- serial given
---	CCCP-67242	Il-14P	Soviet AF/AFL c/s	PRG	20aug68		landed at PRG in the evening of 20aug68 as an advance party to secure the Soviet occupation of the airfield
---	CCCP-68157	Il-14	Aeroflot	RIX	05sep81		wfu; later scrapped
---	CCCP-68724	Il-14	Aeroflot	LED	27may70		
---	CCCP-71415	Il-14	Aeroflot				featured in the Soviet movie "Styuardessa" (The Stewardess) shot in 1967; fake registration ?
---	CCCP-85471	Il-14	Aeroflot		photo	may70	
---	CCCP-91152	Il-14	Soviet Air Force	no	reports		opb 37 osae at OVB in 1970s; '91152' on instrument panel, but this may have been just a call-sign; possibly this aircraft carried the code "02"
---	CCCP-91406	Il-14	Aeroflot		photo		
---	CCCP-91436	Il-14	Aeroflot	Spr	05jul82		
---	CCCP-91644	Il-14	Aeroflot	MRV	19jan70		
---	CCCP-.1186	Il-14	AFL/Yakutiya				first letter or digit of registration unknown
---	not known	Il-14	not known	ph.	photo	may02	preserved at Yenakiyev town centre (N48.224669 E38.207731) in natural metal c/s with light blue/yellow fin, l/n may02 on Google Earth; scrapped
---	not known	Il-14	AFL/Magadan-Anadyr	w/o	photo	01sep69	on approach to Zaliv Kresta (Chukotka) when entered the wrong creek valley (which ended in a cul-de-sac) and crashed into mount Dumka near Zaliv Kresta airport, all crew and passengers killed; a wing is preserved at Mys Shmidta
---	"002"	Il-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"	Il-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"	Il-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"	Il-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"	Il-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	Il-14P	Soviet Air Force		photo		in Germany, two-tone red star; VIP version (salon), as per standard Il-14P externally
---	"01" red	Il-14T	Soviet Air Force		photo	06jan08	preserved at the Balashov Higher Aviation School (N51.538877 E43.190984)
---	"01" yellow	Il-14	Soviet Air Force		photo		preserved at the Balashov Higher Aviation School (N51.530420 E43.200607)
---	"01" blue	Av-14T	Soviet Air Force	ph.	photo	08sep13	preserved at Cape Schmidt, (N68.879530 W179.374260) in colours similar to Aeroflot with Red Stars, port wing damaged; visible on GE from 2003 onwards; still visible on image dated 07jul09
---	"02" blue	Av-14T	KGB/Border Guards	ph.	photo	1990	in basic 'blue' Aeroflot c/s with red stripe on fin, no titles; hulk sat at Provideniya, l/n 1990; scrapped
---	"02" red	Il-14T	Soviet Air Force	ph.	photo	07apr05	equipped with a long aerial on the upper right-hand side of the fuselage, so was probably converted to a staff aircraft; in civil c/s; preserved in the museum of National Glory at Begoml, Vitebsk region of Belarus (N54.729466 E28.065493), seen apr05/jul12
---	"02" red	Il-14	Soviet Air Force		photo	04may97	preserved in town, Krupets (Ukraine)
---	"02"	Il-14P	Soviet Air Force		photo	2005	preserved in AvtoVAZ technical museum at Togliatti (N53.551589 E49.251051) in all-grey c/s, no markings, code just visible under paint; l/n aug12
---	"03" blue	Av-14T	Soviet Air Force	ph.	photo	16aug07	in all-grey c/s, hulk sat at Provideniya
---	"04"	Il-14T	Soviet Air Force	Mtp	19jun83		black and white photo with 'lightning-bolt' cheatline
---	"04" yellow	Il-14T	Soviet Air Force	no	reports		
---	"05" red	Il-14P	KGB/Border Guards		photo		equipped with radome for weather radar; in basic Aeroflot c/s
---	"06" red	Il-14M	KGB/Border Guards		photo		equipped with radome for weather radar; in basic Aeroflot c/s

---	"06"	Il-14P	Soviet Air Force	ph.	aug86	VIP version (salon); at Vladimir-Semyazino; black and white photo, in white c/s with lightning-bolt cheatline and grey undersides
---	"10" white	Il-14T	Soviet Air Force		13aug01	in camo c/s; preserved at a children's youth club near the main airport at Rostov-na-Donu, f/n aug01, l/n sep09 in a very bad condition; photos may10 being dismantled; moved to 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 by sep12
---	"10"	Il-14T	Soviet Air Force	ph.	1962	at Bataysk, in all-grey c/s
---	"11" red	Il-14T	Soviet Air Force	pn.	1962	at Primorsko-Atharsk, in all-grey c/s
---	"20" red	Il-14P	Soviet Air Force	Vkm	13apr10	preserved in fair condition; (N67.483893 E64.002238); l/n 14sep13
---	"51" blue	Il-14	Soviet Air Force	Kac	07jul96	seemed to be still operational
---	"70" red	Il-14P	Soviet Navy	Yev	08may98	preserved in very good condition (N45.215618 E33.390158), white top, grey undersides with red lightning-bolt cheatline; l/n 27aug10
---	"94" blue	Il-14T	Soviet Air Force	f/f	22jun56	photo; Il-14T prototype; in all-grey c/s except rudder, with dorsal turret
---	not known	Il-14	Soviet Air Force	ph.	1983	in white/light grey c/s with red cheatline; was preserved in front of the "Nadezhda" factory close to the former Norilsk-Nadezhda airport (closed down in 1965) from nov82; removed in 1992 and probably scrapped
---	not known	Il-14M	Soviet Air Force	ph.	1980s	in white c/s, grey undersides and lightning-bolt cheatline; was preserved at the Dom ofitserov (Officers House) at Vinnitsa until 1990; scrapped
---	not known	Il-14	Aeroflot	ph.	24jul76	was preserved in a park at Nefytekamsk from jul76, used as children's cinema "Sokol" (falcon); scrapped
---	not known	Il-14	Strat.Rocket Force	ph.	1984	opb ? ove 57 rd at Zhangiz-Tobe/Solnechny (Kazakhstan); in civilian c/s with 'lightning-bolt' cheatline; was preserved in front of the Soviet Army Community Centre (DKSA) at Zhangiz-Tobe/Solnechny, used as a cinema, seen 1984; scrapped
---	not known	Il-14	Soviet Navy		jan75	c/n 8347107 mentioned in documents !; converted to flying laboratory with missile control system installed to simulate trials of missiles, a search radar was mounted at the bottom of nose of the fuselage and a small missile control radar mounted at the base of the tail
---	not known	Il-14	no titles		photo	reportedly initially Soviet Air Force and later Aeroflot, used for fisheries reconnaissance; in natural metal c/s with broad light blue cheatline; last flight to Sudilkiv; was preserved near the cinema at Shepetivka (Khmelnitsky region of Ukraine), already in poor condition by late 1980s; probably scrapped
---	602	Il-14P	Civ Avn Adm China	rgd	1954	f/n SIA oct85; was a former Zhoe Enlai aircraft, see c/n 147001513; seen Chengdu Guanghan College sep99/apr00, not present 27mar03; moved to CAFCU Mianyang College (N31.434842 E104.74374) Nanjiao f/n sep05; l/n jun10
---	612	Il-14P	Civ Avn Adm China	rgd	1955	f/n CAN 10dec82; was Shanghai based in 1980s and transferred to the College training flight in may84; l/n SIA 04apr85; fate unknown; c/n given as 146000612, but see this c/n;
---	616	Il-14	Civ Avn Adm China			no records available; crashed into a mountain near KWE 14nov70, 6 killed and 1 injured
---	618	Il-14	Civ Avn Adm China	photo		no records available; crashed Namchang 1969
---	632	Il-14	Civ Avn Adm China	rgd	1956	f/n Hanoi-Gia Lam 17nov56, in conjunction with Zhou Enlai's visit to Vietnam; w/o 05apr58 whilst on a passenger flight Chengdu-Xian-Taiyuan-Beijing, crashed 70 km from Xian, 5 crew and 9 passengers killed
---	640	Il-14	Civ Avn Adm China	rgd	1956	f/n RGN 15mar64; no records available; crashed PEK 05dec68
---	642	Il-14	Civ Avn Adm China	rgd	1956	damaged 11apr58; no records available, repaired; l/n BPX jul81
---	644	Il-14	Civ Avn Adm China	rgd	1956	no records available; was based at Chengdu; crashed near Guiyang 14jan73 after hitting a mountain, killing 22 passengers and 7 crew
---	646	Il-14	Civ Avn Adm China	rgd	1956	fuselage damaged 11oct59 during a flight from Lanzhou to Urumqi, repaired; f/n CTU 06dec82
---	B-4219	Il-14P	Shanxi Air Lines	rgd	mar88	wfu oct91; f/n TYN 10nov93; l/n TYN 20sep94; scrapped; not c/n 147001211 as previously reported
---	3226	Il-14P	Chinese Air Force	photo	oct87	VIP version (salon); in natural metal c/s
---	3266	Il-14T	Chinese Air Force	TYN	oct87	
---	3286	Il-14T	Chinese Air Force	SIA	08apr86	
---	4102	Il-14	Chinese Air Force	w/o	15dec60	opb 13th Division/39th Regiment; mentioned in documents this date, performing an emergency delivery of aid supplies, crashed on return from Changsha to Zhengzhou, 8 killed
---	4208	Il-14	Chinese Air Force	mfd	1956	a gift from the Soviet Union; mentioned in a document detailing aircraft used by Zhou Enlai, 4208 was a backup aircraft for 4202
---	5051	Il-14T	Chinese Air Force	NKG	15oct88	l/n NKG nov91
---	5061	Il-14T	Chinese Air Force	NKG	15oct88	l/n NKG nov91
---	5415	Il-14M	Chinese Air Force	TYN	sep87	photo in natural metal c/s
---	5425	Il-14M	Chinese Air Force	TYN	oct87	photo in natural metal c/s
---	5513	Il-14T	Chinese Air Force	TYN	06mar87	
---	9212	Il-14T	Chinese Navy	photo		with 'China Navy Surveillance' titles on nose
---	50736 ?	Il-14	Chinese Air Force	TV	dec00	serial ended 736 and the aircraft was destroyed
---	50753	Il-14	Chinese Air Force	Shh	20apr86	
---	50755	Il-14	Chinese Air Force	Shh	20apr86	
---	50756	Il-14	Chinese Air Force	Shh	20apr86	
---	50757	Il-14	Chinese Air Force	Shh	20apr86	
---	B-4201	Av-14	Zhongyuan Airlines	rgd	may86	wfu dec92; fate unknown
---	B-4213	Il-14	Civ Avn Adm China			broken up CTU 1989
---	B-4214	Il-14	Civ Avn Adm China			broken up CTU 1989
---	B-4215	Il-14	Civ Avn Adm China			broken up CTU 1989
---	CU-T321	Il-14	Cubana	SCU	08mar80	
---	CU-T814	Il-14	Cubana	KIN	09mar79	
---	CU-T815	Il-14	Cubana	KIN	09mar79	
---	CU-T817	Il-14	Cubana			
---	CU-T818	Il-14M	Cubana	SXF	11jul67	crashed shortly after take-off, en route Santiago-Havana 27mar62, all 18 passengers and 4 crew killed
---	CU-T819	Il-14	Cubana			preserved in the Lenin Park at Havana, l/n jan96 and gone by nov97
---	CU-T820	Il-14	Cubana		02oct81	photo
---	CU-T821	Il-14M	Cubana			in full Cubana de Aviacion c/s
---	CU-T822	Il-14	Cubana			see c/n 147001642
---	CU-T823	Il-14	Cubana	KIN	21jan71	
---	CU-T824	Il-14P	Cubana			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
---	CU-T825	Il-14P	Cubana		21nov97	VIP version (salon); reported to be the personal aircraft used by Fidel Castro; preserved in the DAFAR museum (N23.068248 W82.458503) on the outskirts of Havana, l/n aug08
---	CU-F888	Il-14T	Cubana			black and white photo exists, with small lightning-bolt cheatline
---	12-33	Il-14T	Cuban Air Force	SCU	photo 1977	
---	12-49	Il-14	Cuban Air Force		photo	exists with passengers disembarking
---	12-51	Il-14T	Cuban Air Force	HAV	04oct81	probably wfu this date
---	12-52	Il-14T	Cuban Air Force	HAV	04oct81	probably wfu this date
---	12-53	Il-14T	Cuban Air Force	SCU	15nov81	seen derelict this date
---	12-54	Il-14T	Cuban Air Force			existence reported
---	12-55	Il-14T	Cuban Air Force	HAV	04oct81	probably wfu this date
---	12-56	Il-14T	Cuban Air Force			existence reported
---	12-57	Il-14T	Cuban Air Force			existence reported
---	81	Il-14P	Bulgarian AF		photo	in natural metal c/s
---	082	Il-14T	Bulgarian AF	VAR	20jun71	seen still active SXF 1975
---	82	Il-14T	Bulgarian AF	SXF	aug78	black and white photos exist in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in natural metal c/s with black code; wfu in 1979; was preserved in the town of Bozhurishte; l/n 1995 and gone by 1999
---	085	Il-14T	Bulgarian AF	SOF	17mar75	
---	85	Il-14T	Bulgarian AF		photo	black and white photo, probably in dark green c/s
---	91	Il-14T	Bulgarian AF	PRG	02jul68	seen in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; l/n Dobroslavtsi sep96 as such
---	93	Il-14T	Bulgarian AF	BUD	07aug64	in natural metal c/s; seen SXF 07sep67; l/n SOF jul80 with red code; photo Dobroslavtsialso in dark green c/s with red code, in poor condition and wfu
---	95	Il-14T	Bulgarian AF	SXF	01aug67	in natural metal c/s; seen SXF aug74 in natural metal c/s with black code; seen SXF aug78 in natural metal c/s with red code; preserved at Dobroslavtsi (N42.816606 E23.301551), seen sep96/mar12 as such
---	96	Il-14	Bulgarian AF	SOF	jul78	
---	97	Il-14T	Bulgarian AF	SXF	19sep69	photo in natural metal c/s with black code exists; photo also in dark green c/s with red code; preserved in the Bulgarian Air Force Museum at Plovdiv-Krumovo, (N42.067491 E24.843316), seen apr92/mar12
---	not known	Il-14	Bulgarian AF			based at SOF; w/o 26apr57 on approach to Varna in poor visibility (clouds down to 160 metres) when deviated from the approach pattern and crashed into a hill (300-350 metres), all 6 crew killed
---	not known	Il-14	Bulgarian AF			based at SOF; w/o 19dec60 on approach to SOF when dropped below the glide path, collided with a high-voltage power-line near Vakarel (Sofia region), crashed, caught fire and burnt out, all 5 crew killed
---	MONGOL-101	Il-14P	MIAT Mongolia		photo	at Minsk-2
---	MONGOL-102	Il-14M	MIAT Mongolia		photo	taken in 1961 probably at ULN, just wearing '102'
---	MONGOL-103	Il-14	MIAT Mongolia	ULN	20jun79	seen stored this date
---	MONGOL-104	Il-14M	MIAT Mongolia	ULN	photo	seen preserved Ulan Bator (N47.853783 E106.75780) jun79/sep10
---	MONGOL-106	Il-14	MIAT Mongolia			existence surmised
---	MONGOL-107	Il-14	MIAT Mongolia			returned to Soviet Union
---	MONGOL-108	Il-14	MIAT Mongolia			returned to Soviet Union
---	MONGOL-109	Il-14	MIAT Mongolia			returned to Soviet Union
---	MONGOL-110	Il-14	MIAT Mongolia			returned to Soviet Union
---	MONGOL-112	Il-14	MIAT Mongolia			returned to Soviet Union
---	OK-51	Av-14M(S)	VZLU		photo	in Putnam book; prototype of Avia-14M with auxiliary fuel tanks
---	D-20	Av-14	Czechoslovak AF		photo	before 1957 in magazine
---	Y-12	Av-14P	Czechoslovak AF		photo	in Czech magazine
---	Y-18	Av-14P	Czechoslovak AF		photo	in Czech magazine

---	509 ?	Il-14	Chosonminhang		photo	late 1950s; operator not confirmed !
---	701	Il-14	Chosonminhang			
---	704	Il-14	Chosonminhang			
---	706	Il-14	Chosonminhang			
---	707	Il-14	Chosonminhang			
---	709	Il-14	Chosonminhang			
---	BL541	Il-14	Indian Air Force	DEL	21jan68	
---	BL559	Il-14	Indian Air Force	ph.	22dec66	
---	BL860	Il-14S	Indian Air Force	DEL	06nov66	same aircraft as IL860 ?
---	IL859	Il-14	Indian Air Force	DEL	24dec55	donated 24dec55, named 'Meghaduta I'
---	IL860	Il-14P	Indian Air Force	DEL	dec55	VIP version (salon); donated dec55; named 'Meghaduta II'; 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	Il-14P	Indonesian AF		photo	VIP version (salon); opb Skuadron 17 at Halim-Perdanakusama (Jakarta), presidential aircraft and named 'Dolak Martimbang'
---	T-402	Il-14	Indonesian AF	no	reports	existence surmised
---	T-403	Il-14	Indonesian AF	no	reports	existence surmised
---	T-404	Il-14T	Indonesian AF		photo	named 'Binaja'
---	T-405	Il-14	Indonesian AF	no	reports	opb Skuadron 17 at Halim-Perdanakusama (Jakarta), used by state officials and named 'Merbabu'
---	T-406	Il-14	Indonesian AF	no	reports	existence surmised
---	T-407	Il-14	Indonesian AF	no	reports	existence surmised
---	T-408	Il-14	Indonesian AF	no	reports	existence surmised
---	T-409	Il-14T	Indonesian AF		photo	
---	T-410	Il-14	Indonesian AF	no	reports	existence surmised
---	T-411	Il-14T	Indonesian AF		photo	opb Skuadron 2 or Skuadron 17 at Halim-Perdanakusama (Jakarta)
---	T-412	Il-14	Indonesian AF	no	reports	existence surmised
---	T-413	Il-14	Indonesian AF	no	reports	existence surmised
---	T-414	Av-14(P)	Indonesian AF	ph.	jan09	preserved at Abdulrachman Saleh AFB, Malang, Java since at least jul00; l/n 2007; opb Skuadron 22; 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	Il-14	Indonesian AF	no	reports	existence surmised
---	T-416	Av-14	Indonesian AF	d/d	1958	opb Skuadron 2 or Skuadron 17 at Halim-Perdanakusama (Jakarta); photo exists; see c/ns 806113-806118, 807101-807103
---	T-417	Av-14	Indonesian AF	d/d	1958	opb Skuadron 2 or Skuadron 17 at Halim-Perdanakusama (Jakarta); photo exists; see c/ns 806113-806118, 807101-807103
---	T-418	Av-14(M)	Indonesian AF	ph.	oct65	see c/ns 806113-806118, 807101-807103
---	T-419	Il-14	Indonesian AF	no	reports	existence surmised
---	T-420	Il-14	Indonesian AF	no	reports	existence surmised
---	T-421	Av-14	Indonesian AF	d/d	1958	opb Skuadron 2 or Skuadron 17 at Halim-Perdanakusama (Jakarta); photo exists; see c/ns 806113-806118, 807101-807103
---	not known	Il-14	Iraqi Air Force			in silver c/s; stored at Habbaniya (N33.371524 E43.560442) in derelict condition, no code/reg visible, f/n may03
---	SP-FRL	Il-14	not reported	LCJ	23may93	reported preserved, sighting correct as on register as a PZL-110 ? (but this could the 2nd use of the reg); see c/n 14803010
---	01	Il-14	Polish Air Force	ph.	in 1959	later re-registered
---	09	Il-14	Polish Air Force	WAW	18apr90	later re-registered only reported once, in 1990 !
---	43	Il-14	Polish Air Force	KRK	10aug73	later re-registered
---	030	Il-14	Polish Air Force	WAW	26jan73	later re-registered
---	SU-AIP	Il-14P	Egyptian Govern.		photo	VIP version (salon); in natural metal c/s, being inspected by President Nasser
---	SU-ANE	Il-14P	United Arab Al.	PZU	jun62	at the old airport
---	SU-AOE	Il-14	Egyptian Air Force			
---	SU-AOF	Il-14	Egyptian Air Force			
---	SU-AOH	Il-14	Egyptian Air Force			
---	SU-BAE/1125	Il-14G	Egyptian Air Force	CPH	26jun63	
---	SU-BBF	Il-14	Egyptian Air Force	PRG	dec71	
---	SU-BBF	Il-14	Egyptian Air Force	CAI	20jul73	
---	SU-BBM/1124	Il-14	Egyptian Air Force	Cal	20jul73	
---	SU-BBN	Il-14	Egyptian Air Force	WAW	02oct70	
---	SU-BBO	Il-14P	Egyptian Air Force	WAW	02oct70	l/n PRG sep72, in camo c/s with light blue undersides; probably a VEB-built aircraft
---	SU-BBT	Il-14	Egyptian Air Force	Cal	mar72	
---	SU-BBU	Il-14	Egyptian Air Force	Cal	mar72	
---	SU-BEM/1133	Il-14	Egyptian Air Force	Cal	mar72	
---	1092	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1096	Il-14	Egyptian Air Force	PRG	aug66	photo
---	1097	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1101	Il-14P	Egyptian Air Force		photo	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	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1106	Il-14	Egyptian Air Force	Cal	30oct84	l/n CAI sep87
---	1107	Il-14	Egyptian Air Force	Cal	06nov83	
---	1108	Il-14	Egyptian Air Force	Cal	aug75	
---	1121	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1122	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1125/SU-BAE	Il-14T	Egyptian Air Force	CPH	24jun63	
---	1128	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1131	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1133	Il-14	Egyptian Air Force	CPH	24jun63	
---	1134	Il-14	Egyptian Air Force	Cal	02aug88	
---	1135	Il-14	Egyptian Air Force	Cal	02nov84	
---	1136	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1146	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1161	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1200	Il-14	Egyptian Air Force	Cal	06nov83	
---	not known	Il-14	Egyptian Air Force		jun12	preserved at Cairo-Almaza
---	203	Il-14	Congolese Gvt	d/d	jul60	possibly TN-203, presidential aircraft
---	TN-104	Il-14	Congo Air Force			
---	TN-225	Il-14	Congo Air Force			
---	TN-109	Il-14	Congo Air Force			
---	TN-226	Il-14	Congo Air Force			
---	TN-112	Il-14	Congo Air Force			
---	TN-227	Il-14	Congo Air Force			
---	TN-117	Il-14	Congo Air Force			
---	TN-228	Il-14	Congo Air Force			
---	TN-120	Il-14	Congo Air Force			
---	TN-229	Il-14	Congo Air Force			
---	TN-215	Il-14T	Congo Air Force	BZV	oct81	photo in white c/s with red cheatlines and grey undersides; seen Brazzaville 15oct91 wfu; still present 31mar96
---	TN-240	Il-14T	Congo Air Force	BUD	mid70s	
---	58482	Il-14P	North Vietnam AF	ph.	aug57	no markings other than serial; carried Ho Chi Minh the North Vietnamese leader; also reported to have ferried a Government delegation 31oct57; became, see next line
---	VN-C482	Il-14P	Hàng Không Việt Nam	SGN	jan91	was opb 918 regiment; seen wfu Hanoi-Gia Lam apr96/nov02; preserved at the Air Vietnam office at 200 Nguyen Son Street in the Long Bien District of Hanoi, near the perimeter of Gia-Lam (N21.045052 E105.88077) f/n jan04, underwent restoration work aug10 for a period of 5 months, prior to the celebrations of the 100th anniversary of Ho Chi Minh; l/n feb13; see VN-C516 with unknown c/n
---	502	Il-14	North Vietnam AF			opb 919th Transport Regiment; w/o 07feb68 when crashed into a mountain near Tam Giang, all 5 crew killed
---	506	Il-14	North Vietnam AF	w/o	07feb68	reported to have crashed this date, during a re-supply flight to Hue, one of four Il-14s that went missing during the Mau campaign in feb68
---	514	Il-14	North Vietnam AF			opb 919th Transport Regiment; dbr 07feb68 on landing at Tho Xuan, no casualties
---	522	Il-14	North Vietnam AF		photo	first digit not 100% confirmed
---	not known	Il-14	North Vietnam AF			opb 919th Transport Regiment; w/o 12feb68 when a group of 3 Il-14s did not return from a mission against enemy objects in the province of Quang Tri at night, all 17 crew aboard the 3 aircraft presumed killed
---	22-B	Il-14P	North Vietnam AF		photo	
---	62624	Il-14	North Vietnam AF		photo	opb 919 regiment
---	VN-C514	Il-14T	Hàng Không Việt Nam			
---	VN-C516	Il-14T	Hàng Không Việt Nam	mfd	1958	f/n HAN apr80; seen wfu HAN (N21.039718 E105.88974) jan91/nov09; fuselage visible on Google Earth; l/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 apr12; seen jan13 painted just as 'C-482'; see VN-C482 with unknown c/n
---	XY-VIP	Il-14P	Burmese Government	d/d	13jan56	VIP version (salon)

---	YE-AAE	Il-14P	Yemen Government	d/d	16sep58	
---	YE-AAG	Il-14P	Yemen Airlines	rgd	sep58	photo with titles as such
---	YE-AAR	Il-14P	Yemen Government			
---	1138	Il-14T	Yemen Air Force			photo
---	1141	Il-14T	Yemen Air Force			probably transferred from Egyptian Air Force
---	1148	Il-14T	North Yemen AF	ADE	25oct67	probably transferred from Egyptian Air Force; a black and white photo exists, with an Egyptian flag on the tail ? ex Egyptian Air Force with SU-NGI ? visible on top of the wing; landed by mistake at Loda (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 graffiti, among it '48 (F) SQDN'
---	200	Il-14T	Afghan Air Force			
---	201	Il-14T	Afghan Air Force			
---	202	Il-14T	Afghan Air Force			
---	203	Il-14T	Afghan Air Force			
---	205	Il-14T	Afghan Air Force			
---	206	Il-14T	Afghan Air Force			
---	207	Il-14T	Afghan Air Force	photo		at ARZ-407 before delivery; /n feb06 at the Pol-e-Charki scrapyard (N34.551675 E69.315417) Kabul preserved Kabul Museum, (N34.463724 E69.109615); /n may04
---	208	Il-14T	Afghan Air Force			
---	209	Il-14T	Afghan Air Force			
---	210	Il-14T	Afghan Air Force			
---	1114	Il-14P	Syrian Air Force		14apr66	at Flugzeugwerft Dresden
---	not known	Il-14	Guinea-Bissau AF	no	reports	two delivered by sea via Conakry in early 1971

Ilyushin Il-18 & variants

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

The type was manufactured exclusively at Moscow Machinery Plant No. 30 "Banner of Labour" (MMZ No. 30 "Znamya Truda"), Moscow-Khodyinka where a total of 564 production aircraft plus two prototypes are known to have been completed between 1957 and 1969. After completion of the Il-18 production, production continued into the mid-seventies of the Il-20, Il-22 and Il-38 for all sorts of covert work. By 2004 probably no more than a few dozen original Il-18s remained airworthy. Of the Il-38 we can tell the following. The first prototype first flew on 28 September 1961 and the second prototype on 28 September 1962. At least 59 Il-38s were built for the Soviet Union, and five of them were later sold to India, with a further two replacements some 30 years later. The first aircraft was c/n 10106 and was handed over to the Soviet Navy on 23 December 1967. The first Il-38 test-bed, a converted Il-18, flew on 28 September 1961. The last aircraft was delivered on 22 February 1972. Their c/ns fit perfectly between the regular Il-18 production at Khodyinka. By 2000 the Russian Navy still operated 36 Il-38s. At least 120 Il-18s were exported to seventeen countries.

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

The life limit for the Il-18 was 35,000 hours and for civil airliners this was usually never extended but it has been for military and industrial operated aircraft in some cases. This system was applied very strictly in the old Soviet Union. The maximum hours were soon achieved by many Il-18s within a few years compared to many other types in the former Soviet Union as the Il-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 Il-18V to Il-18D conversions. The Il-18D has an auxiliary fuel tank in the centre of the fuselage, The NI-50 navigation system is improved to NAC with doppler radar and this antenna 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 Il-18V converted to 100 or 105 seat configuration also had this additional window !

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

The c/n of the Il-18 and family, is often painted on the tail and also to be noted on the forward underside of the wing, close to the fuselage

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

For the Il-38 construction number, it would seem that the system changed during production, with the first digit initially commencing 8, this being the in-house product code (stated as 08) followed by 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 as before.

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

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

18700 00 01	CCCP-L5811	Il-18	Ilyushin OKB	f/f	04jul57	from Moscow-Khodyinka; 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' under a proposal of Yekaterina Furtseva, the Secretary of the Moscow CPSU Committee; started taxi trials 01jul57; presented to the public at VKO 10jul57; took part in the air parade above Moscow-Tushino 20jul58; underwent trials on unpaved runways 04/14mar63
18700 00 02	CCCP-75420	Il-18A	MAP Ramenskoye	rgd	30apr66	canx 13dec66
	CCCP-L5812	Il-18	Ilyushin OKB	f/f	jul57	c/n in documents as '2'; second prototype, with NK-4 engines
	CCCP-75888	Il-18	Ilyushin OKB	no	reports	converted to, see next line
	CCCP-75888	Il-18I	Ilyushin OKB	f/f	1961	the sole Il-18I; had a TG-16 APU under the fuselage, cabin extended aft by 1.64 metres at the expense of the rear luggage compartment (the fuselage was not stretched as its overall length remained the same, what really happened was that the rear pressure bulkhead was moved aft by 1.64 metres); factory trials started 21dec60; state trials completed 14dec61
18700 01 01	"001" red	Il-18A	Soviet Air Force	f/f	26oct57	first production aircraft, initially with NK-4 engines; opb 2 akdon (Aviatsionnaya Krasnoznamyonnaya diviziya osobogo naznacheniya, Red Banner Special Task Aviation Division); seen at Khodyinka in 1957; used call-sign CCCP-33569 which was actually painted as such (photo WAW jul59 ?) on one occasion with a Soviet flag
18700 01 01	CCCP-L5818	Il-18A	AFL/GosNII GVF	toc	jan58	in Aeroflot c/s; rgd 03apr58
	CCCP-L5818	Il-18A	Ilyushin OKB	trf	18jun58	in Aeroflot c/s
	CCCP-L5818	Il-18A	AFL/osNII GVF	trf	11oct58	in Aeroflot c/s; received AI-20 engines jul59
	CCCP-75634	Il-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	Il-18A	AFL/Moscow (MUTA)	mfd	02oct57	with AI-20 engines; toc 18jan58; named 'Moskva' and carried respective titles
	CCCP-L5819	Il-18A	AFL/GosNII GVF	trf	22aug58	trf as a ground instructional airframe to the Kharkov Aviation Institute (KHAi) 06nov59 (not 03mar60); t/t 317 hours and 370 cycles
18700 01 03	CCCP-L5820	Il-18A	AFL/Moscow (MUTA)	toc	23jan58	with AI-20 engines
	CCCP-L5820	Il-18A	Ilyushin OKB	trf	28jul58	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 Rih still shows the old registration
	CCCP-75636	Il-18A	Ilyushin OKB	rgd	14nov58	registration as such in several documents, but never painted on the aircraft; respective line in the post-1961 Soviet register left blank
18700 01 04	"002" red	Il-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	Il-18A	Soviet Air Force	mfd	26oct57	
	CCCP-75748	Il-18A	AFL/Moscow (MUTA)	trf	01aug59	rgd 06aug59; a photo shows a Soviet Air Force style red cheatline and black 'Aeroflot' titles
	CCCP-75748	Il-18A	AFL/Azerbaijan	trf	13nov62	
	CCCP-75748	Il-18A	AFL/Moscow (MUTA)	trf	15feb63	f/n VKO 30jun70
	CCCP-75748	Il-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 Yekaterinburg) from sep77, removed before 1993
18800 02 01	CCCP-L5821	Il-18A	AFL/Moscow (MUTA)	toc	18apr58	initially with NK-4 engines
	CCCP-75637	Il-18A	AFL/Moscow (MUTA)	rgd	08may58	

	CCCP-75637	Il-18A	p/ya 12 LII GKAT	trf	27may58	received AI-20 engines sep59
	CCCP-75637	Il-18LL	MAP LII Zhukovski	trf	31jan66	test-bed, used as a 'tanker' for de-icing systems tests and later for tests of the equipment for the Il-20RT(SIP) missile tracking aircraft
18800 02 02	CCCP-75638	Il-18A	AFL/Moscow (MUTA)	toc	01aug58	initially with NK-4 engines; rgd 07aug58; f/n TAS 31aug60
	CCCP-75638	Il-18A	AFL/Tajikistan-DYU	trf	25sep59	(not 14jul62); l/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; l/n jan12
18800 02 03	CCCP-75639	Il-18A	AFL/Moscow (MUTA)	rgd	11aug58	initially with NK-4 engines; toc 15aug58; f/n SVX nov58; received AI-20 engines 11nov59
	CCCP-75639	Il-18A	AFL/Northern	trf	unknown	remark with pencil in register
	CCCP-75639	Il-18A	AFL/Tajikistan-DYU	trf	01dec59	l/n DYU Jun73; canx 24sep73
18800 02 04	CCCP-75640	Il-18A	AFL/Moscow (MUTA)	toc	30aug58	with NK-4 engines (did not receive AI-20 engines later); rgd 11nov58; trf to Kiev Aviation Institute (KAI) 03feb59, probably as a ground instructional airframe; canx only 25mar61
18800 02 05	CCCP-75641	Il-18A	AFL/Moscow (MUTA)	toc	22aug58	initially with NK-4 engines; rgd 08dec58; received AI-20 engines 02feb60
	CCCP-75641	Il-18A	AFL/Turkmenis.-ASB	trf	02feb60	(not 04apr60); canx 24sep73; reportedly seen SVO 20jun77 and wfu SVO 29apr84, but that was probably misread for CCCP-75671
18800 03 01	CCCP-75642	Il-18A	AFL/Moscow (MUTA)	toc	28aug58	initially with NK-4 engines; rgd 11nov58
	CCCP-75642	Il-18A	AFL/Tajikistan-DYU	trf	19may60	f/n DYU 01mar61; l/n AER 30jun70
	CCCP-75642	Il-18A	NII VVS	trf	unknown	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; scrapped by apr99
18800 03 02	CCCP-75643	Il-18A	AFL/Moscow (MUTA)	toc	05sep58	initially with NK-4 engines; rgd 11nov58
	CCCP-75643	Il-18A	NII VVS	trf	27aug59	in Aeroflot c/s
	CCCP-75643	Il-18SL	MRP NPO Leninet	VKO	26jun65	test-bed for the Il-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 29may90/jun91, wfu; was preserved near the '32nd Kilometre' railway station at Pushkin, seen 07sep92; scrapped in summer 1998
18800 03 03	CCCP-75644	Il-18A	AFL/Moscow (MUTA)	toc	05sep58	initially with NK-4 engines; f/n PRG oct58; rgd 11nov58; was displayed at the VDNKh exhibition in Moscow from 27aug59 until 1961; reported at SXF 10aug68, but that was probably a misread
	CCCP-75644	Il-18A	NII VVS	trf	unknown	trf to the Yegoryevsk Aviation College 17aug64, probably for use as a ground instructional airframe
18800 03 04	CCCP-75645	Il-18A	AFL/Moscow (MUTA)	toc	08sep58	initially with NK-4 engines; rgd 19nov58; f/n VKO dec58
	CCCP-75645	Il-18A	AFL/GosNII GVF	trf	30may60	in Aeroflot c/s; received AI-20 engines 03sep60
	CCCP-75645	Il-18A	AFL/Moscow (MUTA)	trf	17jun63	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 and already in poor condition, l/n sep94 (derelict by then); scrapped reportedly in late 1994
18800 03 05	CCCP-75646	Il-18A	AFL/Moscow (MUTA)	toc	01sep58	initially with NK-4 engines; rgd 11nov58
	CCCP-75646	Il-18A	AFL/Kazakhstan-ALA	trf	28sep59	f/n ALA 01mar61, canx 24sep73; reportedly l/n Sperenberg 18nov73, but that seems hardly possibly; fuselage seen in the Moscow Technical University of Civil Aviation (MGUTU GA) at SVO mar90/sep95
18800 04 01	CCCP-75647	Il-18A	Aeroflot/ShVLP	toc	06oct58	Advanced Flying Training College; initially with NK-4 engines; rgd 19nov58
	CCCP-06180	Il-18A	MAP LII Zhukovski	rgd	12dec64	avionics test-bed
	CCCP-27220	Il-18RTL	MAP LII Zhukovski	rgd	31jan66	in Aeroflot c/s; converted to Il-20RT(SIP) prototype with large fairing on top of the fuselage and underwings
18800 04 02	CCCP-75648	Il-18A	Aeroflot/ShVLP	toc	06oct58	Advanced Flying Training College; initially with NK-4 engines; rgd 02dec58; f/n VKO dec58; received AI-20 engines 10sep59
	CCCP-75648	Il-18A	AFL/Uralis-SVX	trf	10sep59	opb 120 ATO; w/o 27apr60 on a training flight from Sverdlovsk-Koltsovo at night when the stabiliser was subject to icing while descending through clouds, extending the flaps fully to 40 degrees with an ice-covered stabiliser resulted in the aircraft losing longitudinal stability and pitching over at a height of some 30 metres, the nose-gear hit the runway and the aircraft bounced twice, destroying its landing gear, while sliding over the runway the aircraft caught fire, veered off the runway and eventually burnt out, 1 of the 5 crew killed and the other 4 slightly injured; t/t 390 hours; canx 11jun60
18800 04 03	CCCP-75649	Il-18A	AFL/Moscow (MUTA)	toc	08oct58	initially with NK-4 engines
	CCCP-75649	Il-18A	Aeroflot/UShVLP	trf	18oct58	Ulyanovsk Advanced Flying Training College; rgd 02dec58; f/n BAK dec58; received AI-20 engines 12nov59
18800 04 04	CCCP-75649	Il-18A	Aeroflot/ShVLP	trf	12nov59	canx 24sep73
	CCCP-75650	Il-18A	AFL/Moscow (MUTA)	trf	13oct58	initially with NK-4 engines; rgd 19nov58
	CCCP-75650	Il-18A	Aeroflot/UShVLP	trf	23oct58	Ulyanovsk Advanced Flying Training College; received AI-20 engines 05sep59; canx 1973
18800 04 05	CCCP-75651	Il-18A	AFL/Moscow (MUTA)	mfd	18sep58	the first Il-18 with 95 passenger seats; initially with NK-4 engines; toc 09oct58; rgd only 08feb59; received AI-20 engines dec60
	CCCP-75651	Il-18A	Aeroflot/UShVLP	trf	19dec60	Ulyanovsk Advanced Flying Training College; w/o 26dec60 on a training flight from Kuibyshev to Ulyanovsk-Baratayevka when the stabiliser was subject to icing while descending through clouds (due to inefficient de-icing system), extending the flaps fully to 40 degrees with an ice-covered stabiliser resulted in the aircraft losing longitudinal stability and pitching over at a height of some 120-150 metres, it crashed in a field 1,240 metres before the inner marker and caught fire, all 13 crew (5 instructors and 8 trainees) and 4 passengers killed; t/t 144 hours and 178 cycles; canx 14feb61
18800 05 01	CCCP-75652	Il-18B	Aeroflot			registration possibly allocated but not taken up; c/n not confirmed and line left blank on Soviet register with only a canx remark, but without date
	CCCP-75473	Il-18B	Aeroflot	f/f	30sep58	first Il-18 powered by AI-20 turboprops
	CCCP-75473	Il-18B	Soviet AF/AFL c/s	rgd	20dec73	c/n confirmed; d/d reported as 02feb68; f/n KBP 27nov70; canx but date unknown
18800 05 02	CCCP-75653	Il-18B	AFL/Moscow (MUTA)	rgd	10feb59	dbf 13aug61 on a positioning flight from Moscow-Vnuukovo to Riga-Spilve 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	Il-18B	AFL/Moscow (MUTA)	mfd	30oct58	rgd 24nov59; opb 65 AO; w/o 17dec61 on a flight from Moscow to Sochi when probably the flight engineer accidentally extended the flaps to the full 40 degrees while cruising at an altitude of 8,000 metres (the lever was not protected against accidental actuation), the aircraft entered an uncontrollable dive and crashed with a pitch of 107 degrees on a snow-covered field 10 km east of Chebotovka village (Tarasovka district of the Rostov region), all 9 crew and 50 passengers killed; t/t 2,722 hours; in Soviet register as canx 06jun60, in error for 06jun62 !
18800 05 04	CCCP-75655	Il-18B	AFL/Ulyanovsk HFS	rgd	02dec58	
	CCCP-75655	Il-18B	AFL/Moscow	trf	20feb74	f/n DME 15sep74; l/n DME 13nov77; canx 1978
18800 05 05	CCCP-75656	Il-18B	AFL/Ulyanovsk HFS	rgd	09mar59	
	CCCP-75656	Il-18B	AFL/Azerbaijan	trf	13jan66	f/n BAK jan66; l/n BAK 05jul71; canx 1976
18800 06 01	CCCP-75657	Il-18B	SIBNIA			canx 1959; no data found and line on Soviet register left blank apart from an unreadable remark dated 01dec69
18800 06 02	CCCP-75658	Il-18B	AFL/Moscow	rgd	10feb59	
	CCCP-75658	Il-18B	AFL/Ukraine	trf	21sep77	canx 1978; f/n preserved in a park at Zaporozhye may98; l/n apr99
18800 06 03	CCCP-75659	Il-18B	AFL/Moscow	rgd	17feb59	f/n ALA 20mar61
	CCCP-75659	Il-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 estate in Lutsk feb10/sep12
18800 06 04	CCCP-75660	Il-18B	AFL/Northern-LED	toc	11dec58	initially with NK-4 engines; the first Il-18 based at LED; rgd 20dec58
	CCCP-06187	Il-18B	GKAT LII Zhukovski	rgd	12dec64	
	CCCP-48093	Il-18B	MAP LII Zhukovski	rgd	13mar66	avionics test-bed with a large fairing under the rear fuselage; in pre-1973 Aeroflot c/s
	CCCP-48093	Il-18B	MRP NPO Leninet	trf	unknown	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
18800 06 05	CCCP-75661	Il-18B	AFL/Moscow	rgd	20dec58	f/n BAK apr62; dbr Krasnodar 02jul64; canx 19aug65; rear section of fuselage preserved in the Kiev 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	CCCP-75662	Il-18B	AFL/Moscow	rgd	16dec58	f/n VKO 08jul59; l/n VNO 04oct72; canx 1977
18800 07 02	CCCP-75663	Il-18B	AFL/Northern-LED	rgd	20dec58	the second Il-18 based at LED; f/f to LED dec58; f/n LED 26mar60
	CCCP-75663	Il-18B	AFL/Northern-ARH	trf	unknown	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	Il-18B	AFL/Azerbaijan-BAK	mfd	22sep58	initially with NK-4 engines; rgd 22oct58; opb 107 LO; ferried from Lkhovitsy 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 VKO jan60; l/n BAK 26jun72; canx 1976
18800 07 04	CCCP-75665	Il-18B	AFL/Moscow	rgd	10feb59	
	CCCP-75665	Il-18B	AFL/Kazakhstan	trf	jun61	f/n ALA 01aug61; veered off runway on take-off Alma Ata 22nov66, fell into a ravine and broke up; canx 08dec66
18800 07 05	CCCP-75666	Il-18B	MAP Zhukovski	rgd	26jan66	in Aeroflot c/s; joint trials by GK NII VVS and AFL/GosNII GVF started 12jan59; f/n LBG 04jun70; late rgd given in register !
18800 07 06	CCCP-75666	Il-18D	Soviet Navy/AFL cs	HEL	07oct72	Soviet Navy Commander's aircraft, had a modernized fuselage; rgd 13feb73 to the Soviet Air Force; photo HEL 08nov73; arrived BASCO 03jul81 for last overhaul with t/t 6,742 hours; l/n Sperenberg 10feb82; canx 1989
18800 08 01	CCCP-04330	Il-18B	Polyarnaya Aviats.	rgd	23feb59	toc 13mar59; opb Moskovskii AO; in basic pre-1973 Il-18 c/s with bold titles above the windows instead of 'Aeroflot' titles and a small 'GUSMP' (GlasVevMorPut) pennant on fin in lieu of Soviet flag
	CCCP-04330	Il-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	Il-18B	AFL/Moscow	trf	06feb68	f/n VKO 06apr72
	CCCP-75479	Il-18B	AFL/Ukraine	trf	28feb73	not 02aug78 as given on register; canx 30nov78
18800 08 02	CCCP-75668(1)	Il-18B	AFL/Moscow	rgd	10feb59	canx 25mar61; see c/n 183005704
18800 08 03	CCCP-75669	Il-18B	AFL/Moscow	rgd	10feb59	first flight 22apr59 with passengers VKO-ALA; f/n VKO sep59; was declared a write off after flying through heavy turbulence 11dec69; canx 1977
18900 08 04	CCCP-75670	Il-18B	AFL/Ulyanovsk HFS	rgd	14apr59	canx 1974
18900 08 05	CCCP-75671	Il-18B	AFL/GosNII GVF	mfd	26jan59	according to Ilyushin OKB this was the first operator, but no mention of this in register
	CCCP-75671	Il-18B	ShVLP, AFL c/s	rgd	14apr59	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 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	Il-18B	AFL/GosNII GVF	rgd	27apr60	in Aeroflot c/s; f/f 26feb59 !; joint trials of the autopilot and other systems started 24mar59; f/n LBG 11jun59; late rgd confirmed
	CCCP-75673	Il-18B	AFL/Latvia	trf	30jun69	
	CCCP-75673	Il-18B	AFL/Ukraine	trf	dec76	canx 1979
18900 09 03	CCCP-75674	Il-18B	AFL/GosNII GVF	rgd	14sep59	in Aeroflot c/s; first passenger service 20apr59 (MOW-AER); f/n SVO 24may68; canx 1979
18900 09 04	CCCP-75675	Il-18B	AFL/Moscow	rgd	26mar59	f/n VKO 01aug59
	CCCP-75675	Il-18B	AFL/Azerbaijan	trf	jun60	f/f from BAK to VKO 02jun60; canx 14jan77
18900 09 05	CCCP-75676(1)	Il-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	Il-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	Il-18B	AFL/Moscow	trf	1960	f/n CIA 19jul60; seen BUD 1961 with a Soviet Air Force style cheatline
	CCCP-75749	Il-18B	AFL/Azerbaijan	trf	1976	canx 1977
18900 10 02	CCCP-75677	Il-18B	AFL/Northern SibNIA	rgd	13jul59	f/n LED 07mar60
	CCCP-75677	Il-18B	AFL/Moscow	trf	26jan65	canx 14jan77
18900 10 03	CCCP-75678	Il-18B	AFL/Moscow	rgd	20may59	f/n VKO 01aug59
	CCCP-75678	Il-18B	AFL/Azerbaijan	trf	16jun69	canx 14jan77
18900 10 04	CCCP-75679	Il-18B	AFL/Northern	rgd	13jul59	f/n LED apr61; l/n LED 24jan75; canx 1977
18900 10 05	CCCP-75680	Il-18B	AFL/Kyrgyzstan-FRU	rgd	02jun59	f/f to FRU 02jun59; first Il-18 in FRU; f/n LED 28sep72; canx 1978; rear part of fuselage only seen FRU may95/sep04
18900 11 01	CCCP-75681	Il-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	CCCP-75682	Il-18B	AFL/Kazakhstan	rgd	17jun59	f/n ALA 17oct59; l/n AER 03jun71; canx 1977
18900 11 03	CCCP-75683	Il-18B	AFL/Moscow	rgd	07jul59	f/n VKO 06jan60 on first flight with passengers Moscow-Krasnoyarsk; seen VKO 23jun70; photo PEE sep77; canx 1977
18900 11 04	CCCP-75684	Il-18B	AFL/Moscow	rgd	09jun59	f/n VKO 23apr60, in old c/s
	CCCP-75684	Il-18B	AFL/East Siberia	trf	21aug72	canx 1977
18900 11 05	CCCP-75685	Il-18B	AFL/Moscow	mfd	30may59	rgd 08aug59; f/n VKO 05sep64
	CCCP-75685	Il-18B	AFL/Kazakhstan-ALA	trf	unknown	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	Il-18B	AFL/Moscow	rgd	04jul59	f/n LBG jun59
	CCCP-75686(1)	Il-18B	Aeroflot	LHR	14oct59	operated first Il-18 service to London via Copenhagen this date; c/n confirmed; see c/n 181003502
	CCCP-75686	Il-18B	AFL/Moscow	r/r		dbr Kulbyshv 10nov63; canx 29dec63
18900 12 02	CCCP-75687	Il-18B	AFL/Azerbaijan-BAK	rgd	21feb59	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); t/t 21,663 hours and 11,787 cycles; canx 15aug73
	CCCP-75688	Il-18B	AFL/Moscow	rgd	06oct59	dbr Magadan 23dec65 when suffered structural damage after a dive from 8,000 metres; canx 1971
18900 12 04	CCCP-75689	Il-18B	AFL/Kazakhstan-ALA	rgd	11sep59	f/n ALA 10dec62; canx 1977; was preserved as "Ilyusha" cinema in the Gagarin Park at Simferopol since 13apr78, seen 29apr99, broken up by 2000
18900 12 05	CCCP-75690	Il-18B	AFL/Kyrgyzstan	rgd	14jul59	f/n FRU 01mar61; canx 1978; l/n FRU 09may95, rear part of fuselage only
18900 13 01	CCCP-75691	Il-18B	AFL/Kazakhstan	rgd	11feb59	f/n VKO jan60; l/n DME 07oct76; canx 1977
18900 13 02	CCCP-75710	Il-18V	AFL/Uzbekistan	f/f	10dec59	Il-18V prototype with AI-20K engines and re-configured cabin; rgd 22apr60; f/n DME summer 1967 at airshow; canx 24oct78
18900 13 03	CCCP-75693	Il-18B	AFL/Kyrgyzstan	rgd	12aug59	f/n FRU 26feb73; l/n AER 16jun76; canx 1978
18900 13 04	CCCP-75694	Il-18B	AFL/Moscow	rgd	05sep59	f/n VKO 17aug59
	CCCP-75694	Il-18B	AFL/Latvia	trf	20dec65	l/n RIX 13sep68; canx 1977
18900 13 05	CCCP-75695	Il-18B	AFL/Northern	rgd	08aug59	f/n LED 06jul70; l/n DYU may73; canx 1973
18900 14 01	202 B-202	Il-18B	Civ Avn Adm China	d/d	21nov59	first export Il-18, exported to China by Aviaexport
		Il-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	Il-18B	AFL/Moscow	mfd	31aug59	first Il-18 with AI-20 series 2 turboprops; rgd 26sep59
	CCCP-75699	Il-18B	AFL/Urals-SVX	trf	27aug61	f/n LED 12sep70; dbr 11dec69, location unknown but possibly LED regarding the f/n location; canx 1971
18900 14 03	CCCP-75696	Il-18B	Soviet Gvt/AFL c/s	rgd	16sep59	in USAF documents 17nov59, routed YHZ-MEX
	CCCP-75696	Il-18B	AFL/Urals-SVX	trf	may63	f/n VKO 04oct72; canx 1978
18900 14 04	CCCP-75697	Il-18B	AFL/Turkmenistan	rgd	25oct59	f/n VKO 30sep59; l/n VKO 04oct72; canx 1979
18900 14 05	CCCP-75698	Il-18B	AFL/Kazakhstan	rgd	17sep59	f/n ALA 05dec62; l/n DME 04oct72; canx 1977
18900 15 01	CCCP-75700	Il-18B	AFL/Urals-SVX	rgd	09dec59	the first Il-18 based at SVX, f/f there 09sep59; l/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 put it up there taken 03jul78); scrapped in 1985
18900 15 02	CCCP-75701	Il-18B	AFL/Moscow	rgd	24nov59	f/n AER 06jul70; canx 1978
	CCCP-75701	Il-18B	AFL/Turkmenis.-ASB	trf	23may61	f/n LHR 08nov59; l/n DME summer 1967 at airshow
18900 15 03	CCCP-75702	Il-18B	AFL/Magadan	rgd	03nov59	canx 1979
	CCCP-75702	Il-18B	AFL/Magadan	trf	01aug78	
18900 15 04	B-200	Il-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)	Il-18B	Civ Avn Adm China	no	reports	c/n not confirmed, but mentioned in a document that the second Il-18 delivered in 1959 was used by Zhou Enlai as 208; see c/n 184007601 and 185008701
	240	Il-18B	Civ Avn Adm China	CZX	mar75	c/n not confirmed, photo as such; mentioned in documents having visited CGK 12apr63 along with Il-18 230, also visited Vietnam, Myanmar and Cambodia with Liu Shaoqi on board
	B-240	Il-18B	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
	240	Il-18B	Civ Avn Adm China			c/n not confirmed; preserved Pengzhou, Chengdu and visible on a google earth image dated 2002; moved by road 21jun03 to become an exhibit at the Huaminglou memorial to Liu Shaoqi, Hunan province (N28.039626 E112.640541) from 02sep03; 240 was Liu Shaoqi's personal aircraft and documents confirm this is the actual aircraft that he used and was originally delivered in 1959; photos show it is an Il-18B; in the same document it is confirmed that Zhou Enlai had also used this aircraft previously, see 208 above; l/n oct09
18900 15 05	CCCP-75703	Il-18B	AFL/Latvia	mfd	30oct59	rgd 28apr60; f/n RIX may65
	CCCP-75703	Il-18B	MPR NPO "Vzlyot"	trf	03jan67	Il-38 radar test-bed; f/n SVO 08apr91; 'Aeroflot' titles; arrived BASCO 20may85 for last overhaul with t/t only 7,232 hours
	RA-75703	Il-18B	Bykovo ARZ-402	BKA	06may94	l/n BKA aug02/jun03, RA- prefix faded looking like CCCP-; Aeroflot colours, no titles; canx but date unknown; gone by jul04, broken up ?
18900 16 01	not known 206	Il-18B	Civ Avn Adm China	photo		c/n confirmed as exported to China by Aviaexport
		Il-18B	Civ Avn Adm China			c/n given by CAAC as 0601 !; see this c/n !; Vice Premier Chen Yi visited Afghanistan 17aug60 using this aircraft
18900 16 02	B-206	Il-18B	Civ Avn Adm China	rgd	1974	photo exists with Deng Xiao Ping disembarking; photo KWL 1984; wfu TSN apr84 !; l/n CTU 02nov86
	204	Il-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
	B-204	Il-18B	Civ Avn Adm China	rgd	1974	w/o after accident Shenyang feb77
18900 16 03	CCCP-75704	Il-18B	AFL/Turkmenistan	rgd	17dec59	f/n ASB oct60; canx 1979
18900 16 04	OK-NAA	Il-18B	CSA	d/d	08jan60	rgd 28jan60; named 'PieUt'any'; f/n AMS 29jul61; converted to Il-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) l/n may13
18900 16 05	OK-NAB	Il-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 Il-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	CCCP-75601	Il-18B	Aeroflot	DAR	26feb66	c/n not confirmed but confirmed as an Il-18B; probably a military aircraft, not on Soviet register
18900 17 02	CCCP-75705	Il-18B	Soviet Gvt/AFL c/s	mfd	29dec59	rgd 20jan60; opb 235 AOOA 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 Tarasovichi (41 km north of Kiev-Zhulyny airport) and exploded, all 7 crew and 27 passengers (among them Ugandan National Congress leader John Muhima Kalekezi) killed; t/t 407 hours and 117 cycles (t/t of the engines was only 217 hours); canx 03dec60
						f/n LHR 07aug60; canx 1975
18900 17 03	CCCP-75706	Il-18B	AFL/Moscow	rgd	20jan60	f/n DKR jun60; l/n DME summer77; canx 1979
18900 17 04	CCCP-75707	Il-18B	AFL/Moscow	rgd	03feb60	toc 23jan60; rgd 03feb60; opb 235 OAO at VKO; l/n CAI 23jul61, with Yuri Gagarin aboard
18900 17 05	CCCP-75708	Il-18B	Soviet Gvt/AFL c/s	mfd	26dec59	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
	CCCP-75708	Il-18B	AFL/Moscow-VKO	trf	12oct61	

18900 18 01	CCCP-75709	II-18B	AFL/Tajikistan	rgd	14apr60	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 02	CCCP-75711(1)	II-18V	AFL/Moscow	rgd	01apr60	f/n DYU 26sep72; canx 1980
18000 18 03	CCCP-75711(1)	II-18V	AFL/Urals	trf	05mar60	f/n AER 06jul70; canx 1977; l/n SVO 01sep81 wfu; see c/n 185008503
	CCCP-75712	II-18V	AFL/Tajikistan-DYU	mfd	12feb60	rgd 14apr60; opb 186 LO; f/n DYU 24aug60; w/o 24feb73 on the leg from Dushanbe to Leninabad at dawn of a flight from Dushanbe to Moscow when suddenly banked steeply to the left and entered a left spin from which recovery was impossible, exceeded the maximum allowed airspeed, broke up in mid-air at a height of some 2,200 metres and crashed in a field 8.4 km south-east of Buston (38 km north-west of Leninabad airport, E40.453333, E69.380556), all 8 crew and 71 passengers killed, the cause of the accident could not be established; t/t 20,404 hours and 9,590 cycles; canx 18jul73
18000 18 04	CCCP-75713(1)	II-18V	MAP Ramenskoye	f/f	28jan60	see c/n 186009403
	CCCP-75713(1)	II-18V	AFL/GosNII GVF	rgd	03sep60	canx 17apr74
18900 18 05	CCCP-75714	II-18V	AFL/Moscow	rgd	13apr60	f/n VKO 09jun60; l/n VKO 14nov77; canx 1979
18000 19 01	CCCP-75715	II-18V	AFL/Moscow	rgd	13apr60	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	II-18V	AFL/Polar	trf	05apr63	converted to a meteorological research aircraft by Factory # 30 in 1963; carried large 'Aeroflot' and small 'Polymarnaya Aviatsiya' titles; in document 25aug64
	CCCP-75716	II-18V	AFL/GosNII GA	trf	24sep70	the belly-pod was removed mar74 and transferred to CCCP-75598
	CCCP-75716	II-18V	AFL/Ulyanovsk HFS	trf	24oct77	last flight 14mar79 (to BASCO); canx 1980; scrapped
18000 19 03	HA-MOA	II-18V	MALÉV	mfd	22feb60	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, l/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 the Far Eastern military district, but see next line !
	CCCP-75717	II-18V	AFL/Latvia-RIX	no	reports	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; canx 1976
18000 19 05	DM-STA	II-18V	Deutsche Lufthansa	rgd	28apr60	renamed; l/n SXF 30apr80
	DM-STA	II-18V	Interflug	rgd	01sep63	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
	DDR-STA	II-18V	Interflug	rgd	22jul81	repainted into original colours with old prefix (originally the lower fuselage was not grey, it was only natural metal, but now it is protected with special enamel/lacquer); l/n LEJ (N51.422252 E12.223342) may13
	DM-STA	II-18V	Deutsche Lufthansa	LEJ	13sep09	
18000 20 01	DM-STB	II-18V	Deutsche Lufthansa	rgd	02apr60	renamed; seen BUD 05oct65; l/n LGW 15jun80
	DM-STB	II-18V	Interflug	rgd	01sep63	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, (N51.328927 E12.326689) seen may00/aug12
	DDR-STB	II-18V	Interflug	rgd	08sep81	HA-MOD, and not HA-MOB, because of the English word 'mob' !; l/n LGW 04jul60; horizontal stabilizer stalled on approach Le Bourget 23nov62 and crashed upside down after making a forward half loop; pre-flight calculations of the centre of gravity were not available
18000 20 02	HA-MOD	II-18V	MALÉV	d/d	02apr60	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
18000 20 03	CCCP-75431	II-18V	MRP Zhukovski	rgd	16may66	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
	CCCP-75431	II-18V	MPR NPO "Vzlyot"	rgd	20mar91	returned this day after lease
	RA-75431	II-18Gr	Rep Guinea-Bissau	MLA	16dec92	l/n MST 18nov99, Aeroflot c/s, no titles; seen Zhukovski 18aug00 freshly painted and with 'CAA' (= Compagnie Africaine d'Aviation) titles c/s; canx 14sep00 as to Congo
	RA-75431	II-18Gr	MPR NPO "Vzlyot"	SHJ	05mar93	acquired by CAA 09sep00; in light grey c/s with red cheatline and fin, 'II-18B' painted on nose; f/n FIH 15mar01; l/n intact FIH 23sep07; seen FIH 04mar08, minus rear fuselage, being broken up
	RA-75431	II-18Gr	Elf Air	trf	23aug94	
	9Q-CHB	II-18Gr	Comp. Afriq. d'Avn	rgd	19oct00	
18000 20 04	CCCP-75719	II-18V	AFL/Moscow	rgd	25may60	returned same year; see c/n 181003704
	3X-NZE (1)	II-18V	Air Guinée	lsd	1960	f/n ASB 17jun62; l/n DME 13nov77; canx 1980
	CCCP-75719	II-18V	AFL/Turkmenis.-ASB	trf	17jun62	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
	CCCP-75718	II-18V	AFL/Moscow	rgd	25may60	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
18000 21 01	OK-OAC	II-18V	CSA	d/d	31may60	rgd 18jun60; crashed near Nürnberg 28mar61 after fuselage broke up in severe turbulence; canx 18apr81
18000 21 02	OK-OAD	II-18V	CSA	d/d	31may60	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
18000 21 03	CCCP-04356	II-18V	Polyarnaya Aviats.	rgd	10jun60	in document may62
	CCCP-04356	II-18V	AFL/Polar	trf	1960	canx 1978
	CCCP-75422	II-18V	AFL/Moscow	rgd	18may66	f/n HEL 07aug68; l/n TAS apr73; canx 1976
18000 21 04	CCCP-75720	II-18V	AFL/Northern	rgd	11aug60	f/n VKO 09jun60; l/n DME 27aug75; canx 1977
18000 21 05	CCCP-75721	II-18V	AFL/Moscow	rgd	19apr60	f/n LHR 18aug60; seen KRT oct60
18000 22 01	CCCP-75722	II-18V	AFL/Moscow	rgd	19apr60	l/n RIX 27may69; canx feb76
	CCCP-75722	II-18V	AFL/Latvia	trf	17jun67	converted to II-18D jun68
18000 22 02	DM-STC	II-18V	Deutsche Lufthansa	rgd	16jul60	renamed; at AMS 24jun78
	DM-STC	II-18V	Interflug	rgd	01sep63	photo AMS 08feb86
	DDR-STC	II-18V	Interflug	rgd	06oct81	converted to II-18LL; still active 1994, flying with a five-bladed propeller mounted on number two engine
	OK-018	II-18V	VZLU	rgd	30nov87	'Golden Rake'; subsequently stored Kbely and broken up jan96
18000 22 03	CCCP-75723	II-18V	AFL/Moscow	rgd	06aug60	f/n ARN 1960
	CCCP-75723	II-18V	AFL/Azerbaijan	trf	28sep67	canx 14jan77
18000 22 04	CCCP-75724	II-18V	Soviet Gvt/AFL c/s	rgd	11aug60	f/n YHZ 05oct61
	CCCP-75724	II-18V	AFL/Urals-SVX	trf	12aug67	f/n DME 27aug75; l/n PEE 30jun76; canx 1977; was reportedly preserved in a park at Perm, broken up before 1997
	CCCP-75724	II-18V	AFL/Urals-PEE	trf	jan71	last flight 27jan77; last II-18 at RIX; canx 1978
18000 22 05	CCCP-75725	II-18V	AFL/Latvia-RIX	rgd	12aug60	
18900 23 01	CCCP-75726	II-18V	AFL/Moscow	rgd	03oct60	canx 1978
	CCCP-75726	II-18V	AFL/Kazakhstan-ALA	trf	19sep64	rgd 28oct62 with call-sign DM-VAX
18000 23 02	493	II-18V	East German AF	i/s	28oct60	
	DM-STD	II-18V	EGAF/DLH c/s	trf	1964	
	DM-STD	II-18V	Interflug	rgd	03sep64	l/n SXF 30apr80
	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, l/n aug08; offered for sale around 2006; arrived Teuge, Holland, (N52.241219 E6.0526306) 24apr09 to become a hotel; l/n 26jun09; repainted in brown/white colours and 'hotelsuites.nl' on forward fuselage; f/n 30jul09, as such
18000 23 03	CCCP-75727	II-18V	AFL/GosNII GVF	rgd	23mar61	f/n in Aeroflot c/s LHR 17apr67; dbr Rostov-na-Donu 21jan71; canx 1971
18000 23 04	CCCP-75728	II-18V	AFL/Moscow	rgd	07oct60	f/n AER 1960; l/n DME 03oct72; canx 1977
18000 23 05	CCCP-75729	II-18V	AFL/Urals-SVX	rgd	29oct60	f/n SVX 23feb63
	CCCP-75729	II-18V	AFL/Urals-CEK	trf	07jul65	f/n DME 1977; canx 1978
18000 24 01	CCCP-75730	II-18V	AFL/Moscow	rgd	21nov60	l/n VKO 24dec60; l/n DME 27aug75; canx 1977; was reported Monino Museum sep77, probably in error for CCCP-75737?; fate unknown
18000 24 02	9G-AAI	II-18V	Ghana Airways	d/d	03dec60	returned Soviet Union jun63
	CCCP-75534	II-18V	AFL/Polar	rgd	29feb64	in fleet list 25aug64
	CCCP-75534	II-18V	AFL/Ukraine	trf	03jun77	canx 1979
18000 24 03	SP-LSA	II-18V	LOT	rgd	21apr61	according to other sources 23mar61; named 'Warszawa'; f/n AMS 11apr62; converted 13mar/14apr76 to, see next line
	SP-LSA	II-18Gr	LOT	rgd	09mar87	with 'CARGO' titles; arrived at BASCO for last overhaul 15jan84 with t/t 25,709 hours
	SP-LSA	II-18Gr	Excel Ai Ghana	OST	oct88	Excelsior Airlines Ghana
	SP-LSA	II-18Gr	LOT	WAW		last flight 20oct88; canx 16jun89; photos WAW 16apr90/11jul90 in basic LOT c/s without titles and engines missing, Excelsior Airlines Ghana titles still visible under paint; broken up at Warsaw feb90
18000 24 04	SP-LSB	II-18V	LOT	rgd	21apr61	according to other sources 23mar61; named 'Westplatte'; f/n AMS 18apr62; arrived at BASCO for last overhaul 13mar86 with t/t 31,543 hours; last flight 02nov88; canx 24aug89; broken up at Warsaw feb90 but photo WAW 11jul90, engineless !
18000 24 05	9G-AAJ	II-18V	Ghana Airways	d/d	03dec60	f/n RAF Idris (now Tripoli IAP) Libya jun61; l/n SXF 1963 on a state visit; returned to the Soviet Union jun63
	CCCP-75535	II-18V	AFL/Northern	rgd	28mar64	reported LED 06jul70
	CCCP-75535	II-18V	AFL/Arkhangelsk	trf	01jan71	
	CCCP-75535	II-18V	Hàng Không Vietnam	lsd	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 !

18000 25 01	9G-AAK CCCP-75532	Il-18V Il-18V	Ghana Airways AFU/Uzbekistan	d/d rgd	14feb61 14jan64	returned Soviet Union jun63 f/n TAS 12dec66; canx 1978
18000 25 02	9G-AAL CCCP-75533	Il-18V Il-18V	Ghana Airways AFU/Uzbekistan-SKD	d/d rgd	14feb61 14jan64	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 1970
18000 25 03	not known	Il-18V	AFU/GosNII GVF	d/d	02mar61	static test frame
18000 25 04	101 (1) SP-LSE	Il-18V Il-18V	Polish Air Force LOT	d/d rgd	02mar61 11sep65	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 Warsaw where it was destroyed by vandalism 26sep95
18000 25 05	CCCP-75731 CCCP-75731	Il-18V Il-18V	Soviet Gvt/AFU c/s AFU/Moscow-VKO	rgd trf	06feb61 25may63	canx 1980
18100 26 01	CCCP-75732	Il-18V	AFU/Polar	rgd	06feb61	opb 247 LO; w/o 26feb63 on the leg from Anadyr to Magadan of a cargo flight from Mys Shmidta to Magadan when engines # 1 and 2 failed, the crew opted for a forced landing on the ice of zaliv Shelikhova bay near mys Yemlinskogo (2,700 metres from the coast), but the aircraft broke up while moving over the rough surface of the ice and sank, all 8 crew and 2 passengers killed (4 of them survived the accident, but froze to their deaths on the ice); wreck found only 04mar63; t/t 2,105 hours; canx 06apr63
18100 26 02	CCCP-75733	Il-18V	AFU/Krasnoyarsk KJA	rgd	16mar61	first Il-18 delivery to KJA, arrived 09feb61 !; canx 1978
18100 26 03	CCCP-75734	Il-18V	AFU/Azerbaijan	rgd	18feb61	f/n oct73; canx 1977
18100 26 04	CCCP-75735	Il-18V	AFU/Kyrgyzstan	rgd	02mar61	f/n jul68; canx 1978
18100 26 05	CCCP-75736	Il-18V	AFU/Moscow	rgd	18feb61	
18100 27 01	102 (1) SP-LSH SP-LSH	Il-18V Il-18V Il-18Gr	AFU/Urals Polish Air Force LOT LOT	trf d/d rgd	1978 09mar61 16jul66	arrived BASCO 15may80 for last overhaul; canx 1982 see c/n 186008905 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 c/s, without registration
18100 27 02	CCCP-75737	Il-18V	AFU/Northern-LED	rgd	15feb61	f/n HEL 16sep72; canx 1977; last flight 12jul77 (to Monino), preserved in the Russian Air Force museum at Monino (N55.831843 E38.179698) since 12jul77, l/n sep09/aug13 in poor condition
18100 27 03	CCCP-75738	Il-18V	AFU/Urals	rgd	28mar61	f/n SVO 17jul70; canx 1977; seen preserved sep77 in a Sverdlovsk city park but later destroyed by fire and scrapped
18100 27 04	CCCP-75739 CCCP-75739	Il-18V Il-18V	AFU/Moscow AFU/Kyrgyzstan	rgd trf	05may61 02oct74	canx 1978
18100 27 05	CCCP-75740 CCCP-75740	Il-18V Il-18V	Soviet Gvt/AFU c/s AFU/Turkmenistan	rgd trf	24mar61 12jun64	f/n PIK 15sep62 canx 1978
18100 28 01	CCCP-75741	Il-18V	AFU/Krasnoyarsk	rgd	28mar61	f/n feb69; canx 1977; was preserved in Park kultury i otdykh "Komsomolski" at Abakan from 1977 and used as a children's cinema; scrapped in mid-1990s
18100 28 02	CCCP-75742	Il-18V	Soviet Gvt/AFU c/s	rgd	24mar61	opb 235 oao; f/n DKR 04apr61; carried cosmonaut German Titov to Moscow 08aug61; canx 1977
18100 28 03	9G-AAK CCCP-75426 CCCP-75426	Il-18V Il-18V Il-18V	Ghana Airways AFU/Moscow AFU/West Siberia	d/d rgd trf	08sep61 20jun66 21sep72	seen DKR jun61 !, wfu 31dec63, returned to Soviet Union f/n AER 30jun70 canx 1979
18100 28 04	9G-AAK CCCP-75421	Il-18V Il-18V	Ghana Airways AFU/Krasnoyarsk	d/d rgd	08sep61 19jul66	seen DKR jun61 !, wfu 14jun63, returned to Soviet Union canx 1979
18100 28 05	SP-LSC	Il-18V	LOT	rgd	21apr61	according to other sources 23mar61; named 'Narwik'; f/n AMS 22dec61; converted 09feb76/27feb76 for use as cargo aircraft similar to Il-18Gr
18100 29 01	SP-LSC LZ-BEI CCCP-75743	Il-18V Il-18V Il-18V-26A	LOT Baikun AFU/Polar	d/d rgd	18apr88 17mar61	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 20nov63/11jan64; equipped with an "Igla" (Needle) sideways-looking radar in 1965/66 and undertook trials on behalf of LNPO "Leninets"; l/n SYD dec66
18100 29 02	CCCP-75743 CCCP-75743 OK-PAE	Il-18V Il-18V Il-18V	AFU/Moscow-VKO AFU/Moscow-DME CSA	trf trf f/f	31mar70 31aug76 22feb61	converted to a standard Il-18V; f/n VKO 02oct72 canx 1979; dumped at Zhukovskiy, l/n 16aug92, c/n checked that date named 'Karlov Vary'; commenced scheduled services 22apr61; rgd 25apr61; hijacked to Munich 28oct76; last flight 18may80; t/t 26,651 hours and 20,818 cycles; canx 15oct81; served as a restaurant on a camping site (not visible from the outside) near Sec airport (20 km south-east of Chudim) since 17mar82; l/n aug02, in good condition, no titles or registration; moved to Zruc Airport (N49.808934 E13.414686) 09dec03, repaired into old CSA c/s including titles and registration, l/n aug11 CoFA issued 12apr61; seen AMS 28jul61; crashed into sea 28aug71 (near Saltholm Island) on approach to Copenhagen runway 27, possibly due to wind shear, but no flight data recorder was installed, killing 32 of 34 on board
18100 29 03	HA-MOC	Il-18V	MALÉV	d/d	mar61	rgd 25apr61; f/n AMS 01jul61; crashed after hitting power cables on approach to Casablanca 11jul61; canx 12jul61
18100 29 04	OK-PAF	Il-18V	CSA	d/d	22apr61	in fleet list may62; used in Antarctica in 1963
18100 29 05	CCCP-75744 CCCP-75744 CCCP-75744	Il-18V Il-18V Il-18V	AFU/Polar AFU/Moscow-VKO AFU/Krasnoyarsk-KJA	rgd trf trf	14apr61 1969 18aug77	f/n VKO 06apr72; modernised to Il-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 01	CCCP-75745	Il-18V	AFU/Krasnoyarsk	mfd	18apr61	first Il-18 with TG-16 APU; rgd 13may61; f/n LED 09jul70; canx 1977
18100 30 02	CCCP-75746	Il-18V	AFU/Krasnoyarsk	rgd	13may61	canx 1977
18100 30 03	CCCP-75747	Il-18V	AFU/Kazakhstan	rgd	20may61	f/n oct73; trf to AFU/?? 12dec75; canx 1977
18100 30 04	CCCP-75750	Il-18V	AFU/Latvia	rgd	13may61	canx 1978
18100 30 05	CCCP-75751	Il-18V	AFU/Turkmenis.-ASB	rgd	15jun61	f/n VKO 04oct72; canx 1978; was preserved in a park at Adler, seen aug84/27aug97; destroyed by fire jul99 and scrapped
18100 31 01	CCCP-75752 CCCP-75752	Il-18V Il-18T	AFU/Kyrgyzstan AFU/Magadan	f/f trf	18apr61 26jul79	rgd 14jun61; arrived at BASCO for overhaul 29may79 with t/t 35,000 hours; converted to, see next line canx 1983
18100 31 02	CCCP-75753	Il-18V	AFU/Krasnoyarsk	rgd	30jun61	canx 1977
18100 31 03	CCCP-75754	Il-18V	AFU/Armenia	rgd	07jul61	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 up and by feb09 only the empty hull remained
18100 31 04	CCCP-75755 CCCP-75755	Il-18V Il-18V	AFU/Tajikistan AFU/East Siberia	rgd trf	07jul61 21mar80	arrived BASCO 16nov79 for last overhaul with t/t 34,997 hours canx 1983
18100 31 05	OK-BYP OK-PAI	Il-18V Il-18V	CS-Gvt (LSFMV) CSA	d/d trf	11jun61 21jan77	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 (N49.238392 E8.896228) since feb90, l/n oct13
18100 32 01	CCCP-75756	Il-18V	AFU/Tajikistan	rgd	07jul61	f/n LED 11oct75; canx 1979
18100 32 02	CCCP-75757	Il-18V	AFU/Armenia	rgd	27jun61	crashed MRV 31dec61; canx 06feb62
18100 32 03	CCCP-75758	Il-18V	Soviet Gvt/AFU c/s	rgd	14jun61	f/n LED 06jul70; canx 1976
18100 32 04	CCCP-75759	Il-18V	AFU/Urals	rgd	12jul61	canx 1977
18100 32 05	CCCP-75760	Il-18V	AFU/Latvia	rgd	27jul61	canx 1977
18100 33 01	CCCP-75761	Il-18V	AFU/Uzbekistan	rgd	18aug61	f/n DME 19aug75; l/n AER 1977; canx 1978
18100 33 02	CCCP-75762	Il-18V	AFU/Kazakhstan	rgd	14jul61	f/n AER 30jun70; canx 1977
18100 33 03	TZ-ABD	Il-18V	Air Mali	LBG	jun63	and LBG 28mar64; according CAA rgd 08jan65 !, renewal of CoFA this date ?; returned to Soviet Union 1967/1968
18100 33 04	CCCP-75477 TZ-ABE	Il-18V Il-18V	AFU/Moscow Air Mali	rgd LBG	15aug68 may62	f/n SVO 29jul69; canx 1979 according 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 05	9G-AAM CCCP-75424 CCCP-75424	Il-18V Il-18V Il-18V	Ghana Airways AFU/Northern AFU/Magadan	d/d rgd trf	21apr61 09sep66 01aug78	wfu jul64 f/n LED 27may70 arrived at BASCO 14apr80; canx 1980; was preserved in "Leninski Komsomol" park at Tashkent from 02jul83; l/n 1986
18100 34 01	CCCP-75763	Il-18V	Soviet Gvt/AFU c/s	rgd	04oct61	f/n PIK 01nov62; canx 1976
18100 34 02	CCCP-75764 7T-VRA	Il-18V Il-18V	Soviet Gvt/AFU c/s Algerian Gvt	rgd rgd d/d	16oct61 06jan64	f/n BEG 20aug63 with Nikita Khrushchev on board; l/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; canx 1989; so did not crash at Tamanrasset-Aguenna 12jun71 !
18100 34 03	9G-AAN CCCP-75425	Il-18V Il-18V	Ghana Airways AFU/Urals-CEK	mfd rgd	27jul61 30jul66	d/d 28sep62; wfu 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 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	Il-18V	AFU/Turkmenistan	rgd	02aug61	crashed on landing in a dust storm Ashkhabad 05mar63; canx 04apr63
18100 34 05	CCCP-75766	Il-18V	Aeroflot	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 CCCP-75767	Il-18V Il-18V	AFU/Moscow (MUTA) AFU/Armenia-EVN	toc trf	02aug61 26nov62	100 pax configuration; rgd only 15sep61 f/n KBP 20aug75; arrived at BASCO for last overhaul nov77, partially modified to Il-18D standard; canx 26jun79 as life-time expired; last flight may81 to the grass strip at Stavropol-Grushoviy preserved as café "Liner" in (Victory) Park Pobedy (N45.024221 E41.923474) at Stavropol since may81, l/n mar12, in good condition, without titles

18100 35 02	CCCP-75768(2)	Il-18V	AFL/GosNII GVF	rgd	12jun61	see c/n 189001201
	CCCP-75768(2)	Il-18V	AFL/Uzbekistan	trf	04sep64	canx 1979
18100 35 03	CCCP-75769	Il-18V	AFL/Urals	rgd	15sep61	f/n DME 03oct72; canx 1977
18100 35 04	CCCP-75770	Il-18V	AFL/Kazakhstan	rgd	07sep61	f/n LED 11aug75; canx 1977
18100 35 05	CCCP-75771	Il-18V	AFL/Moscow	rgd	18sep61	f/n CPH 04nov61
	CCCP-75771	Il-18V	AFL/Kyrgyzstan	trf	26feb62	
	CCCP-75771	Il-18V	AFL/Krasnoyarsk	trf	16oct63	l/n DME 04oct72; canx 1977
18100 36 01	CCCP-75772	Il-18V	AFL/GosNII GVF	rgd	18oct61	
	CCCP-75772	Il-18V	AFL/Kyrgyzstan	trf	26jan65	f/n LED 11aug75 in Aeroflot c/s; canx 1978
18100 36 02	YR-IMA	Il-18V	TAROM	rgd	15sep61	d/d 14sep61
	B-230 (2)	Il-18V	Civ Avn Adm China	rgd	28mar85	leased from TAROM; see c/n 184007605; f/n SIA 04apr85
	YR-IMA	Il-18V	TAROM	ret	30mar87	w/o 07aug91; canx 01feb96; l/n OTP 23sep98 used for fire training
18100 36 03	CCCP-75773	Il-18V	AFL/Armenia-EVN	mfd	24aug61	rgd 12sep61; opb 279 LO; w/o 31dec70 on a flight from Leningrad-Shosseinoe (now Pulkovo) to Yerevan when took off with retracted flaps (the crew rushed home for the New Year and had not gone through the check-list and forgotten to extend the flaps) and crashed in a snowy field 5.3 km after lift-off, all 5 cockpit crew and 1 of the 78 passengers (a police officer who was probably in the cockpit) killed while all 3 cabin crew and 23 passengers were injured; t/t 13,760 hours and 6,733 cycles; canx 1971
18100 36 04	CCCP-75774	Il-18V	AFL/Moscow	rgd	18sep61	f/n SXF early 1963
	CCCP-75774	Il-18V	AFL/Armenia	trf	unknown	canx 1979; used as a café on a square at Yerevan (Armenia) since 1980, destroyed by explosives 01apr90, broken up
18100 36 05	CCCP-75775	Il-18V	AFL/Northern	rgd	15sep61	f/n HEL 30jun67
	CCCP-75775	Il-18V	AFL/Uzbekistan	trf	31mar78	canx 1978
18100 37 01	CCCP-75776	Il-18V	AFL/Moscow	rgd	29sep61	in Soviet register as such, but possibly opb Soviet Gvt; f/n Sprenberg 14jun73; canx 1978
18100 37 02	YR-IMB	Il-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 1977 but never repaired and went to Ivanovo as a ground instructional airframe
18100 37 03	3X-KKN	Il-18V	Air Guinée	d/d	1961	l/n DKR 16mar63
	3X-GAB	Il-18V	Air Guinée	r/r		crashed Casablanca 09jul67 after hitting building, wreck still present Casablanca 1992
18100 37 04	3X-NZE (2)	Il-18V	Air Guinée	d/d	1961	see c/n 180002004; f/n DKR 16feb63
	3X-GAC	Il-18V	Air Guinée	r/r		
	CCCP-75428	Il-18V	AFL/Uzbekistan	rgd	10oct66	canx 1980; f/n PPK 11jul93, preserved
18100 37 05	3X-LBE	Il-18V	Air Guinée	mfd	30sep61	d/d 1961; seen DKR 22dec62
	3X-GAA	Il-18V	Air Guinée	r/r	18jun67	seen GVA 27nov67; l/n SVO 08oct77, wfu
	CCCP-74299	Il-18V	AFL/Krasnoyarsk	rgd	06apr78	f/n SVO apr79; arrived BASCO 03aug81 for last overhaul
	CCCP-74299	Il-18V	AFL/West Siberia	trf	14apr83	
	CCCP-74299	Il-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	CCCP-75777	Il-18V	AFL/Krasnoyarsk	rgd	18oct61	f/n DME 03oct72; canx 1977
18100 38 02	CCCP-75778	Il-18V	AFL/Uzbekistan	rgd	17nov61	f/n SVO 04oct72; canx 27dec77
18100 38 03	CCCP-75779	Il-18V	AFL/Tajikistan	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, see this c/n !
18100 38 04	CCCP-75780(1)	Il-18V	Aeroflot			rgd 17nov61; arrived at BASCO 13mar80 to be scrapped according to BASCO files; canx nov81; 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) l/n 07jun09, dismantled; seen in good condition and complete 23jun09
18100 38 05	CCCP-75781	Il-18V	AFL/Turkmenis.-ASB	mfd	sep61	preserved with this fake registration; l/n sep13
18100 39 01	CCCP-190979	Il-18V	Aeroflot	Msb	25jan10	f/n in East Germany 09sep75; canx 1977
18100 39 02	CCCP-75782	Il-18V	AFL/Azerbaijan	rgd	10nov61	canx 1977
18100 39 03	CCCP-75783	Il-18V	AFL/Krasnoyarsk	rgd	17nov61	
	CCCP-75784	Il-18V	AFL/Northern	rgd	11dec61	
	CCCP-75784	Il-18V	AFL/Arkangels.-ARH	trf	04jan71	until 26dec77; f/n TAS 12jun71
	CCCP-75784	Il-18V	AFL/Kazakhstan	trf	01mar78	canx 1979
18100 39 04	CCCP-75785	Il-18V	AFL/Kazakhstan	rgd	17nov61	f/n DME 03oct72; in service date as Il-18GM (cargo door) 04mar78
	CCCP-75785	Il-18V	AFL/Moscow	trf	19oct78	last flight 23dec81 to BASCO and scrapped; canx 1982
18100 39 05	CCCP-75786	Il-18V	AFL/Moscow	trf	12jan62	
	CCCP-75786	Il-18V	MRP NPO "Leninets"	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	Il-18V	MRP NPO / AFL c/s	Siv	26oct94	was used for radar tests; reported for NPP-MIR; l/n Pushkin 25aug99
18100 40 01	CCCP-75787	Il-18V	MRP NPO / AFL c/s	Pus	05aug01	engineless/wfu; still present as such may06
	CCCP-75787	Il-18V	AFL/Urals-SVX	rgd	26sep63	late rgd reported in register
	CCCP-75787	Il-18V	AFL/Urals-CEK	trf	01sep65	f/n DME 30oct77
	CCCP-75787	Il-18V	AFL/Kazakhstan	trf	17may83	arrived BASCO 07mar84 for last overhaul
	CCCP-75787	Il-18V	AFL/Turkmenistan	trf	16nov84	canx 1986
18100 40 02	CCCP-75788	Il-18V	Soviet Gvt/AFL c/s	rgd	22dec61	f/n PIK 12aug62
	CCCP-75788	Il-18V	AFL/Krasnoyarsk	trf	20nov63	arrived at BASCO for last overhaul 16may79 with t/t 34,997 hours; converted to, see next line
	CCCP-75788	Il-18T	AFL/Krasnoyarsk			canx 1983
	CCCP-75789	Il-18V	Soviet Gvt/AFL c/s	rgd	13jan62	f/n PIK 12jun62
	CCCP-75789	Il-18V	AFL/Northern	trf	10mar67	f/n LED 01aug70; l/n HEL 10aug74; canx 1977
18100 40 04	CCCP-75790	Il-18V	AFL/Azerbaijan	trf	22dec61	f/n Grossenhain 05may75; canx 1977
18100 40 05	CCCP-75791	Il-18V	AFL/Krasnoyarsk	rgd	05jan62	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 41 01	CCCP-75792	Il-18V	AFL/Kazakhstan	rgd	22dec61	f/n DME 10apr72; canx 1977
18100 41 02	CCCP-75793	Il-18V	AFL/Krasnoyarsk	rgd	05jan62	canx 1977
18100 41 03	CCCP-78732	Il-18V	LII Zhukovski	rgd	26dec64	avionics test-bed; late rgd reported in register !; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul
	RA-78732	Il-18V	LII Zhukovski	Zuk	03sep93	l/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired
18100 41 04	CCCP-75797	Il-18V	AFL/Northern	rgd	13jan62	f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and supposedly AFL/Krasnoyarsk but not as such in Soviet register; canx 1982
18100 41 05	CCCP-75796	Il-18V	Aeroflot	d/d	27nov61	line left blank on Soviet register
	DM-STF (1)	Il-18V	Interflug	rgd	13sep62	damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405
	CCCP-75475(1)	Il-18V	AFL/Krasnoyarsk	rgd	29feb68	retired 1979; see c/n 184007401; canx 1979
18100 42 01	OK-PAG	Il-18V	CSA	d/d	04jan62	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 SluŮovice from 25may82, l/n sep96; moved to the zoo at Lesna (near SluŮovice) to become a restaurant there, but never opened; scrapped at Lesna in 2001
18100 42 02	OK-PAH	Il-18V	CSA	d/d	04jan62	named "Marianské Lazne"; rgd 10jan62; f/n LHR 23apr63; wfu 31oct79; t/t 24,543 hours and 20,699 cycles; canx 15oct81; was used for TV series "Ambulance"; scrapped aug81 at Prague
18100 42 03	CCCP-75602	Il-18V	Soviet AF/AFL c/s	SVO	1970	with additional HF communications equipment, later opb 8 adon at Chkalovskii; 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-Tutov 28jun93
18200 42 04	RA-75602	Il-18V	Russian AF/AFL c/s	CKL	28aug95	wfu 1998; canx 12mar01 reportedly as destroyed
	CCCP-75799	Il-18V	AFL/Moscow	rgd	06feb62	f/n DKR 11oct62
	CCCP-75799	Il-18V	AFL/West Siberia	trf	jun67	arrived BASCO 25jun79 for last overhaul with t/t 34,992 hours
	CCCP-75799	Il-18V	AFL/Far East	trf	17dec79	canx 1982
18200 42 05	CCCP-75800	Il-18V	AFL/Moscow	rgd	06feb62	
	75800	Il-18V	Air Guinée	DKR	30mar63	and Abidjan 1964, leased for a short time
	CCCP-75800	Il-18V	AFL/Moscow	DME	27aug75	canx 1978
18200 43 01	CCCP-75801	Il-18V	AFL/Moscow	rgd	06feb62	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; canx 1976
18200 43 02	CCCP-75802	Il-18V	AFL/Latvia	rgd	01mar62	f/n AER 06jul70; canx 1978
18200 43 03	CCCP-75798	Il-18V	AFL/Uzbekistan-TAS	mfd	29jan62	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-check the distance, but started to descend through clouds while still flying over mountainous terrain, the aircraft crashed at a height of some 1.500 metres into the snow-covered slope of a mountain 32 km north-east of Samarkand airport and broke into 5 parts, 7 of the 8 crew and 85 of the 98 passengers killed and all surviving occupants injured; t/t 12,885 hours and 4,968 cycles; canx 10mar70
18200 43 04	CCCP-75803	Il-18V	AFL/Moscow	rgd	01mar62	
	75803	Il-18V	Air Guinée	DKR	30mar63	leased, returned to Aeroflot
	CCCP-75803	Il-18V	AFL/Moscow	ret	unknown	
	CCCP-75803	Il-18V	AFL/Krasnoyarsk	trf	31jul68	arrived BASCO 14may79 for last overhaul with t/t 34,994 hours; canx 1983
18200 43 05	CCCP-75804	Il-18V	GKPE NII "Leninets"	rgd	19jun62	
	CCCP-75804	Il-18V	MRP NPO "Leninets"	trf	10sep68	arrived BASCO 22dec86 for last overhaul with t/t only 3.259 hours; was used for radar tests designated SI-181; f/n Pushkin 28may90 in Aeroflot c/s; experimental equipment removed in 1993
	75804	Il-18V	Daallo Airlines	SHJ	07jul93	large external antenna pods and long nose; l/n JIB sep93
	RA-75804	Il-18V	MRP NPO / AFL c/s	Siv	26oct94	
	RA-75804	Il-18V	NPP-MIR	trf	24apr95	f/n Pushkin 05aug01; canx 08dec03
	75804	Il-18V	NPP-MIR	RAT	19nov04	with 'RA-' totally faded; seen in service BKA aug05, prefix not visible; l/n Pushkin (N59.698604 E30.337496) 07jul06/01jun08 in poor condition without engines; photo Pushkin 21may11, fuselage cut off forward of the wings
18200 44 01	CCCP-75805	Il-18V	AFL/Ulyanovsk HFS	rgd	07apr62	f/n jun75; canx 1978
18200 44 02	DM-STG	Il-18V	Interflug	rgd	24mar62	had possibly CCCP-75806 allocated; in DLH c/s until at least may64; l/n SXF 30apr80

	DDR-STG	Il-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 dec13 in very faded c/s
18200 44 03	CCCP-75807	Il-18V	AFL/Azerbaijan	rgd	29mar62	canx 1977
18200 44 04	CCCP-75806	Il-18V	AFL/Kazakhstan	rgd	29mar62	with additional HF communications equipment and later opb 223 osap at Chkalovski; f/n Spenberg 09may74; arrived at BASCO for last overhaul jan87 with t/t 11,820 hours; l/n Pushkin 06jul94
18200 44 05	CCCP-75606	Il-18V	Soviet AF/AFL c/s	rgd	20dec73	seen CKL 15aug96, c/n checked; wfu 1998; l/n CKL 05aug00, titles not reported; canx 12mar01 reportedly as destroyed
	RA-75606	Il-18V	Russian AF/AFL c/s	Pus	24oct94	
18200 45 01	CCCP-75808	Il-18V	AFL/Northern	rgd	19jun62	f/n HEL 31may67; canx 1978
18200 45 02	CCCP-75809	Il-18V	AFL/Moscow	rgd	12jun62	f/n AER 30jun70
	CCCP-75809	Il-18V	AFL/Urals-SVX	trf	14dec71	canx 1977
18200 45 03	CCCP-75810	Il-18V	AFL/Moscow	rgd	19jul62	f/n VKO 1965; l/n DME 13nov77; canx 1982
18200 45 04	CCCP-75811	Il-18V	AFL/Moscow	rgd	17jul62	
	CCCP-75811	Il-18V	MRP Zhukovski	trf	03jan67	operated as an Il-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	Il-18V	MRP Zhukovski	SHJ	05mar93	Aeroflot c/s, no titles
	RA-75811	Il-18V	Ilavia	Zuk	11may96	l/n SHJ feb97, photo available
	RA-75811	Il-18V	EIF Air	MST	04feb98	l/n SHJ 29dec01
	RA-75811	Il-18V	no titles	VKO	28jun02	l/n DME 25aug02
	RA-75811	Il-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 Kyrgyzstan
	EX-028	Il-18V	blue/white, n/t	FRU	09sep04	l/n RKT 15apr05; c/n checked
	UR-CEV	Il-18V	Sevastopol Avia	rgd	17may05	owned by Gulf Aero Freight FZE; f/n SIP 30may05; CofA issued 09jun05 to Sevastopol Avia; l/n active DME 19feb06; seen stored without engines at SIP 06jun07/16jul08; l/n 18jul08 in the process of being broken up
18200 45 05	TZ-ABY	Il-18V	Air Mali	mfd	29mar62	photo at BKO 1962; seen LBG 19jun65; l/n ABJ 12sep69; returned to the Soviet Union in 1971
	CCCP-74298	Il-18V	AFL/Kazakhstan-ALA	rgd	17nov71	opb 218 LO; w/o 31aug72 on a flight from Karaganda to Moscow when some readily flammable material (which should not have been transported by air) in the second luggage compartment ignited, causing a fire which produced a lot of toxic smoke, the crew decided to make an emergency landing at Magnitogorsk, but the toxic smoke disabled them so that they lost control on approach and the aircraft crashed in a field in the Abzelliov district of Bashkortostan 23 km north of Magnitogorsk airport, between Smelovski (Verkhneursk district of the Chelyabinsk region) and Pokrovka (Abzelliov 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	Il-18V	TABSO	d/d	30mar62	seen LGW 02jun63
	LZ-BEL	Il-18V	Bulair	rgd	jun68	f/n LGW 27sep69; l/n SXF 1971
	LZ-BEL	Il-18V	Balkan	rgd	03oct72	f/n LBG aug74; photo ZRH jun76; was destroyed by a fire in the Tashkent overhaul plant dec76
18200 46 02	CCCP-75812	Il-18V	AFL/Latvia	rgd	12jun62	
	CCCP-75812	Il-18V	AFL/Far East	trf	17dec76	arrived at BASCO for last overhaul 05mar79; converted to, see next line
	CCCP-75812	Il-18T	AFL/Far East	BKA	05mar79	canx 1983; seen KHV jul94/may95, fuselage only, derelict
18200 46 03	LZ-BEK	Il-18V	TABSO	d/d	25apr62	seen LGW 16jun63; l/n MAN 10jun68, with Bulgarian Air Transport titles
	LZ-BEK	Il-18V	Bulair	trf	1968	at LGW jun69; photo GLA 1970
	LZ-BEK	Il-18V	Balkan	trf	1972	at MAN may72 and MXP nov72; broken up Varna around 1985, parts still seen during 1992
18200 46 04	CCCP-75813	Il-18V	AFL/Kazakhstan	rgd	12jun62	f/n DME 1966; l/n KBP 06apr72; canx 1980; preserved in the backyard of the military commissariat at Merke, Zhambyl region of Kazakhstan (N42.872711 E73.189472), registration and Soviet flag painted out, seen 2004/mar11
18200 46 05	CCCP-75814	Il-18V	AFL/Urals	rgd	16jun62	f/n KBP 06apr72; canx 1979
18200 47 01	CCCP-75815	Il-18V	AFL/Krasnoyarsk	rgd	12jun62	arrived BASCO 12apr79 for last overhaul with t/t 34,998 hours; canx 1982
18200 47 02	CCCP-75816	Il-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	Il-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	CCCP-75818	Il-18V	AFL/Moscow	rgd	12jun62	canx 1978; seen AKX 14jul93, derelict
18200 47 05	CCCP-75819	Il-18V	AFL/Moscow	rgd	19jun62	
	CCCP-75819	Il-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	Il-18V	Soviet AF/AFL c/s	mfd	31may62	was only rgd by 20dec73 opb 223 LO at Chkalovski; f/n Spenberg 27feb76; l/n Spenberg 11feb83
	CCCP-75894	Il-18V	MRP NPO "Vzlyot"	rgd	05jul85	equipped with a pod under its fuselage as a test aircraft; arrived BASCO 27jul87 for last overhaul; still CCCP- 06jul93
	RA-75894	Il-18V	MRP NPO "Vzlyot"	Zuk	03sep93	no titles; l/n Zhukovski 09aug02
	RA-75894	Il-18V	Grizodubova AvCo	rgd	28may02	l/n Zhukovski 24aug03, no titles; Grizodubova was a highly decorated female pilot during the Great Patriotic War and a Hero of the Soviet Union; l/n Zhukovski 17aug05
	EX-059	Il-18V	Aquiline, n/t	PVG	24nov05	in light blue colours, no titles; canx 19mar09 at owners request as 'to be scrapped'; l/n FJR 17oct09
	3X-GGU	Il-18V	Sky Guinée	rgd	09may11	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; l/n Jurmala 24jan14 as such
18200 48 02	YR-IMC	Il-18V	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; l/n jun00 in poor condition
18200 48 03	CCCP-75821	Il-18V	AFL/Northern	rgd	26jun62	f/n LED 11jul70 and HEL 02aug75; canx 1978
18200 48 04	YR-IMD	Il-18V	TAROM	mfd	11may62	rgd 11jun62; seen LGW 07sep63; arrived BASCO 24sep85 for last overhaul with t/t 31,578 hours; wfu 26jun91; canx 04may98
	3D-ALQ	Il-18V	Air Cess, n/t	SHJ	may98	basic TAROM c/s
	EL-ADY (3)	Il-18V	Santa Cruz, n/t	SHJ	01dec98	l/n SHJ 29may99; according to Liberian register rgd 24may99 ; c/n checked; see c/n 184007405
	EX-7504	Il-18V	Star Airlines	SHJ	19sep99	l/n SHJ 07dec99; c/n not checked but ex EL-ADY under wings; ex-Santa Cruz c/s
	ER-ICM	Il-18V	Star Airlines	rgd	30dec99	f/n DXB 30jan00; ex-Santa Cruz c/s; titles removed 07feb00;
	ER-ICM	Il-18V	Star Airlines, n/t	SHJ	07feb00	l/n SHJ 15sep01; operated by Aerovista/Star Airlines; photo exists in white c/s with dark blue and orange cheatline, white tail with Star Airlines titles; old registration EL-ADY still visible under wings; in Renan fleet list 31dec00; repainted with dark blue tail and later orange cheatline replaced by light blue cheatline; reported opb Sud Aerocargo DXB 20aug01; l/n SHJ 28dec01; seen SHJ 02nov02 in all-white c/s no titles; l/n SHJ 04feb03; canx 06feb03 as to Kyrgyzstan
	EX-011	Il-18V	Aerovista, n/t	SHJ	09feb03	all-white c/s; offered for sale on the internet dec03 with t/t 18,711 hours; l/n SHJ 26jan04; no further reports until seen FJR 16nov07
18200 48 05	CCCP-75820	Il-18V	AFL/Moscow	rgd	01aug62	f/n PIK 28nov62
	CCCP-75820	Il-18V	AFL/Tajikistan	trf	29apr72	f/n DMB 03oct72; canx 1979
18200 49 01	CCCP-75822	Il-18V	Soviet Gvt/AFL c/s	rgd	30jun62	f/n PPK may68
	CCCP-75822	Il-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	Il-18T	AFL/Krasnoyarsk	rgd	30jun62	canx 1983
	CCCP-75823	Il-18V	Soviet Gvt/AFL c/s	toc	30jun62	rgd 30jun62; opb 235 OAO at VKO; carried cosmonauts Andriyan Nikolayev and Pavel Popovich to Moscow 17aug62; f/n PIK 17oct63; l/n LHR 19apr64
	CCCP-75823	Il-18V	AFL/Far East-KHV	trf	03aug64	(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 off the runway and the wings broke, no casualties (there was no fire due to the heavy rain)
18200 49 03	CCCP-75824	Il-18V	AFL/Moscow	rgd	14jul62	landed short of runway Magadan, 03aug64, landing gear collapsed; canx 01nov64
18200 49 04	CCCP-75825	Il-18V	AFL/Moscow	mfd	28jun62	rgd 14jul62; f/n PIK 18jul62
	CCCP-75825	Il-18V	AFL/Tajikistan	trf	20mar78	arrived BASCO 11aug80 for last overhaul with t/t only 4,200 hours
	CCCP-75825	Il-18V	MAP Kuibyshev MPO	rgd	10jun82	photo exists, date unknown in full Aeroflot colours with blue tail, no titles
	RA-75825	Il-18V	SP Air	IST	jun94	c/n checked
	RA-75825	Il-18V	ex AFL c/s, n/t	BKA	21may96	l/n BKA 24aug97, c/n checked; canx 16oct97 as to United Arab Emirates
	EL-ALW	Il-18V	Santa Cruz Imp.	SHJ	10oct97	l/n SHJ 05apr99; according to Liberian register rgd 01apr99 ; c/n checked; named 'Swallow'
	EL-ALW	Il-18V	Phoenix	SHJ	19sep99	l/n SHJ 25oct99; c/n not checked; white c/s, red cheatline
	EX-75825	Il-18V	Phoenix	SHJ	29oct99	l/n SHJ 03nov01; registration was painted on 29oct99
	EX-904	Il-18V	Phoenix c/s, n/t	SHJ	28dec01	l/n SHJ 05aug02; rumoured it was dbr when overshot at Neghazi, Angola, 15sep02 and not in fleet list according JP-03; sole report as EX-75825 Phoenix SHJ 03mar03 therefore doubtful !
18200 49 05	CCCP-75826	Il-18V	AFL/Moscow	rgd	14jul62	canx 24jun64 so report VIE 14apr73 cannot be correct !
	CU-7830	Il-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	Il-18V	AFL/Armenia	rgd	03aug62	arrived at BASCO for last overhaul 05may79 with t/t 34,993 hours; converted to, see next line
	CCCP-75827	Il-18T	AFL/Magadan	trf	06jul79	canx oct82
18200 50 02	CCCP-75828	Il-18V	AFL/Moscow	rgd	01aug62	f/n PIK 28nov62; l/n PIK 02dec62
	CCCP-75828	Il-18V	AFL/Latvia	trf	05oct66	
	CCCP-75828	Il-18V	AFL/Krasnoyarsk	trf	jan77	arrived at BASCO 24jul79 for last overhaul with t/t 34,998 hours; converted to, see next line
	CCCP-75828	Il-18T	AFL/Krasnoyarsk	trf		canx 1983
18200 50 03	CCCP-75829	Il-18V	AFL/Turkmenistan	rgd	16nov62	f/n LED 09jul70; canx 1978
18200 50 04	CCCP-75830	Il-18V	AFL/Polar	rgd	11aug62	
	CCCP-75830	Il-18V	AFL/Ukraine	trf	unknown	but not before 1967; f/n VKO 02oct72; arrived at BASCO for last overhaul 02mar79
	CCCP-75830	Il-18V	AFL/Moscow-VKO	trf	24apr79	canx 1982
	CCCP-75831	Il-18V	AFL/Tajikistan	rgd	23aug62	f/n SVO 30mar72; canx 1979
18200 51 01	DM-STE	Il-18V	EGAF/DLH c/s	rgd	27sep62	also rgd 10oct62 with call-sign DM-VAY; some reports say EGAF serial '499' was allocated
	DM-STE	Il-18V	EGAF/Interflug c/s	rgd	01sep63	renamed
	DM-STE	Il-18V	Interflug	trf	03jun64	l/n SXF 30apr80

	DDR-STE	Il-18V	Interflug	rgd	01oct81	arrived at BASCO for last overhaul feb88 with t/t 30,947 hours; canx 24nov89; flown to Borkheide (N52.231265 E12.850210) and preserved there, l/n aug12 f/n HEL 25nov72; l/n HEL 03apr76; canx 1977
18200 51 02	CCCP-75832	Il-18V	AFL/Northern	rgd	30aug62	
18200 51 03	CCCP-75833	Il-18V	AFL/Urals	rgd	05sep62	
	CCCP-75833	Il-18V	AFL/Far East	trf	10sep71	canx 1982
18200 51 04	CCCP-75834	Il-18E	MAP Zhukovski	mfd	01aug62	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 in Aeroflot c/s; l/n Zhukovski 03sep93 in Aeroflot c/s; l/n Zhukovski 07jul95 l/n Zhukovski 08jul98 l/n SHJ 21nov99; l/n DME 24oct01, operational l/n SHJ 24sep02 rgd 28oct03 to Tital Aeri 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 last flight aug82 (to BASCO); broken up by BASCO; canx 1983
	CCCP-75834	Il-18V	Ilyushin OKB	trf	15mar85	
	RA-75834	Il-18V	Ilyushin OKB	Zuk	06may94	
	RA-75834	Il-18V	Ilavia	Zuk	jan96	
	RA-75834	Il-18V	Titan Aero	rgd	20oct99	
	RA-75834	Il-18V	ASK	DME	28aug02	
	RA-75834	Il-18V	Tretyakov Al	SHJ	04dec02	
	RA-75834	Il-18V	AstAir	RKT	14mar04	
18200 51 05	CCCP-75835	Il-18V	AFL/Moscow	rgd	05sep62	
	CCCP-75835	Il-18V	AFL/Ukraine-KBP	trf	11jul74	
18200 52 01	CCCP-75842	Il-18V	AFL/GosNII GVF	rgd	24dec62	
	CCCP-75842	Il-18V	AFL/Uzbekistan	trf	31mar78	arrived BASCO 26may81 for last overhaul with t/t 30,750 hours
	CCCP-75842	Il-18V	AFL/Leningrad	trf	04mar80	last flight 26may81; canx 1982
18200 52 02	CCCP-75836	Il-18V	AFL/Moscow	rgd	20sep62	named 12sep63 to Cuba
	CU-I831	Il-18V	Cubana	d/d	1964	sold 'Capitán Fernando Alvarez', photo as such BGI 16oct76; seen HAV sep84, wfu f/n LED 26mar72; canx 1977
18200 52 03	CCCP-75837	Il-18V	AFL/Latvia	rgd	14sep62	
18200 52 04	CCCP-75838	Il-18V	AFL/Moscow	rgd	10oct62	
	CCCP-75838	Il-18V	AFL/Tajikistan	trf	19jan78	
	CCCP-75838	Il-18V	AFL/Moscow	rgd	30nov62	arrived BASCO 19jan79 for last overhaul; canx 1980
18200 52 05	CCCP-75839	Il-18V	AFL/Uzbekistan	rgd	30nov62	f/n LED 11aug75; canx 1978
18200 53 01	CCCP-75840	Il-18V	AFL/Moscow	mfd	25sep62	rgd 24dec62; f/n VKO sep64; converted by OKB Ilyushin in 1964 to, see next line
	CCCP-75840	Il-18RT	Aeroflot c/s	trf	10feb65	missile tracking aircraft (SIP) with special aerals and fairings; operator not clear (given as Soviet Navy, 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 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 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 E38.116666), 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
	CCCP-75840	Il-18RT	Sov. Navy/AFL c/s			
	RA-75840	Il-18V	IRS-Aero	slid	02oct98	
						leased, returned to Aeroflot
18200 53 02	CCCP-75841	Il-18V	AFL/Moscow	rgd	18nov62	
	75841	Il-18V	Air Guinée	DKR	20mar65	
	CCCP-75841	Il-18V	AFL/Moscow	ret	unknown	
	CCCP-75841	Il-18V	AFL/Moscow-DME	trf	19jan71	
18200 53 03	CCCP-75841	Il-18V	AFL/Kazakhstan-KGF	trf	20dec72	arrived BASCO 12jan79 for last overhaul; canx 1980
	CCCP-75843	Il-18V	AFL/Moscow	rgd	16oct62	crashed 29nov62 and canx same date
18200 53 04	CCCP-75844	Il-18V-26A	AFL/Moscow	rgd	30nov62	was the first Il-18V-26A long-range polar version; later converted to a standard Il-18V
	CCCP-75844	Il-18V	AFL/Moscow-DME	DME	1977	canx 1978; seen preserved as café 'Karissou' in the centre of Nikolayev Ukraine (N46.953687 E32.034201) jul96/jul11 delivered as Il-18V-26A long-range polar version; took part in Antarctic expeditions 20nov63/11jan64 and 24dec65/1966; later later converted to a standard Il-18V arrived at BASCO for last overhaul 23apr80; canx 1983 delivered as Il-18V-26A long-range polar version; later converted to a standard Il-18V
18200 53 05	CCCP-75845	Il-18V-26A	AFL/Moscow	rgd	23nov62	
	CCCP-75845	Il-18V	AFL/Moscow	rgd	29nov62	
18200 54 01	CCCP-75846	Il-18V-26A	AFL/Moscow	NIC	1964	
	CCCP-75846	Il-18V	AFL/Moscow	trf	31mar78	arrived at BASCO for last overhaul 28jul81; canx 1984
18200 54 02	CCCP-75847	Il-18V-26A	AFL/Moscow	rgd	23nov62	delivered as Il-18V-26A long-range polar version; later converted to a standard Il-18V
	CCCP-75847	Il-18V	AFL/Moscow	trf	05oct74	f/n oct73
	CCCP-75847	Il-18V	AFL/Magadan	rgd	05oct74	canx 1983; fuselage only seen GDX 08jul94/12may95 with c/n painted on; hulk removed by aug96
18200 54 03	CCCP-75848	Il-18V-26A	AFL/Moscow	rgd	23nov62	delivered as Il-18V-26A long-range polar version; later converted to a standard Il-18V
	CCCP-75848	Il-18V	AFL/Moscow	DME	19aug75	
	CCCP-75848	Il-18V	AFL/Uzbekistan	trf	13sep72	
	CCCP-75848	Il-18V	AFL/Far East	trf	30nov81	arrived at BASCO for last overhaul 15jul86; canx 1982
18200 54 04	CCCP-75849	Il-18V	AFL/Krasnoyarsk	rgd	24dec62	f/n LED 12aug68; canx 1977
18200 54 05	CCCP-75850(1)	Il-18V	AFL/Uzbekistan	rgd	25jan63	f/n TAS 12jun71; canx 1977; see c/n 185008503
18200 55 01	CCCP-75851	Il-18V	AFL/Northern	mfd	28nov62	rgd 07jan63
	CCCP-75851	Il-18V	MRP Zhukovski	trf	19sep64	
	CU-I832	Il-18V	Cubana	d/d	1964	returned to Soviet Union feb85; see rgd next line !
	CCCP-75851	Il-18V	MRP Ramenskoye	rgd	29mar67	arrived at BASCO for last overhaul 21feb85; operated by NPO "Vzlyot", converted to missile guidance systems test-bed reconverted to standard by this date; in Aeroflot c/s returned to Russia this date after lease; converted to Il-18Gr in Aeroflot c/s, no titles; leased to IRS Aero 18jun99/29nov01; seen RKT 03mar02 with 'RA-' faded; l/n DME 27aug02
	CCCP-75851	Il-18V	LII Zhukovski	Zuk	16aug92	
	RA-75851	Il-18V	Rep Guinea-Bissau	MLA	16dec92	
	RA-75851	Il-18Gr	Elf Air	SHJ	23feb93	
	RA-75851	Il-18Gr	Grizodubova AvCo	rgd	25apr02	Grizodubova was a highly decorated female pilot during the Great Patriotic War and a Hero of the Soviet Union; f/n SHJ 03nov03, no titles; seen SHJ 11feb04 with titles; canx 17mar04 as sold to Kyrgyzstan; l/n RKT 19apr04
	EX-026	Il-18Gr	Aeroflot c/s, n/t	DXB	15sep04	c/n checked; l/n RKT 24jun05
	UR-CEY	Il-18Gr	Sevastopol Avia	RKT	02oct05	c/n confirmed; offered for sale with t/t 14,493 hours; l/n RKT 24nov05
	UR-CFR	Il-18Gr	Expo Aviation	d/d	may07	f/n MLE may07; arrived at FJR 27nov07 and parked; l/n as such FJR 25jul08; seen FJR sep08/apr09, wfu and without registration; scrapped and gone by 01jul09; canx 03feb10
18200 55 02	CCCP-75852	Il-18V	AFL/Northern	rgd	07jan63	f/n LED 27may70; l/n LGW 30jun71
	CCCP-75852	Il-18V	AFL/West Siberia	trf	05nov75	canx 1982
18200 55 03	CCCP-75853	Il-18V	AFL/Kazakhstan	rgd	24dec62	canx 1978; seen AKX apr93/jan03, derelict
18200 55 04	CCCP-75854	Il-18V	AFL/Armenia	rgd	07jan63	f/n may68
	CCCP-75854	Il-18V	AFL/Uzbekistan	trf	11apr79	
	CCCP-75854	Il-18V	AFL/Far East	trf	30dec81	canx 1982
18200 55 05	HA-MOE	Il-18V	MALÉV	mfd	14nov62	d/d 28dec62; seen AMS 10mar63; operated freight flight to LGW 24oct77; converted to Il-18Gr 1979; wfu and last flight 22apr87 to Szolnok Air Force museum (N47.131498 E20.219773), l/n aug13 rgd 07jan63; was a test aircraft ! environmental monitoring and research aircraft during the 1980s; arrived BASCO 31jul85 with only 6,912 hours for last overhaul f/n Zhukovski 16aug92; c/n checked; Aeroflot c/s l/n Pushkin 24may99 and 07aug99; Aeroflot c/s, no titles l/n DME 15aug00; l/n DME 18aug02; reconverted to standard configuration, no c/n worn; last reported BKA 15sep02 in incident report (overran 60 m), t/t 10,058 hours and 3,176 cycles as of this date, was operated in combi configuration, although the airworthiness certificate listed it as a purely cargo aircraft, this and other violations (forged paperwork and spare parts of doubtful origin) eventually led the Russian CAA to withdraw IRS Aero's operating licence in early 2003; current on Russian register mar04 and seen sZhukovski aug03/aug07, stored without markings 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 photo; l/n DUS 1971 l/n LGW 30jul72; w/o 03mar73 on a flight from Sofia to Moscow when suddenly descended below the glide-path on its second approach to Sheremetyevo and struck the ground, probably due to tail plane icing, all 8 crew and 17 passengers killed f/n LED 09jul70; l/n HEL 19apr75; canx 1978 canx 1978; seen derelict SVX apr93/jul06, but not present aug07 canx 1978 canx 1977 canx 1977
18200 56 01	CCCP-06160	Il-18V	G.K. Electronic	mfd	14nov62	
	CCCP-75423	Il-18V	MRP Zhukovski	rgd	16may66	
	CCCP-75423	Il-18V	Zhukovski LII	rgd	23jul92	
	RA-75423	Il-18V	Zhukovski LII	Zuk	03sep93	
	RA-75423	Il-18V	IRS Aero	rgd	15jun00	
18200 56 02	EX-603	Il-18V	Trast Aero	rgd	29dec07	
	LZ-BEM	Il-18V	TABSO	d/d	06mar63	
	LZ-BEM	Il-18V	Bulair	trf	1968	
	LZ-BEM	Il-18V	Balkan	trf	1972	
18200 56 03	CCCP-75856	Il-18V	AFL/Northern	rgd	28mar63	
18200 56 04	CCCP-75857	Il-18V	AFL/Urals	rgd	11apr63	
18200 56 05	CCCP-75877	Il-18V	AFL/Kazakhstan	rgd	28mar63	
18200 57 01	CCCP-75878	Il-18V	AFL/Krasnoyarsk	rgd	28mar63	
18200 57 02	CCCP-75858	Il-18V	AFL/Azerbaijan	rgd	18feb63	
18200 57 03	CCCP-75859	Il-18V	AFL/Latvia	rgd	18feb63	
	CCCP-75859	Il-18V	AFL/Northern-LED	trf	01dec67	f/n LED 11jul70; l/n SXF 10apr76; canx 1978; was preserved at Rzhevka, remains seen 1991/2002
18300 57 04	CCCP-75668(2)	Il-18V	Soviet AF/AFL c/s	w/o	19oct64	when crashed into Mt. Avala near Belgrade, on board was the Chief of General Staff, Beryuzov; see c/n 0802
18300 57 05	CCCP-75860	Il-18V	AFL/Uzbekistan	rgd	05mar63	
	CCCP-75860	Il-18V	AFL/West Siberia	trf	22jun79	arrived BASCO 06aug79 for last overhaul; canx 1982
18300 58 01	CCCP-75861	Il-18V	AFL/Krasnoyarsk	rgd	22feb62	canx 1978
18300 58 02	CCCP-75862	Il-18V	AFL/Azerbaijan	rgd	18feb63	canx 1977
18300 58 03	CCCP-75863	Il-18V	AFL/Northern	rgd	22feb63	f/n HEL 12jul67; canx 1978
18300 58 04	CCCP-75864	Il-18V	AFL/Kyrgyzstan	rgd	09mar63	f/n jun70; canx 1978
18300 58 05	CCCP-75865	Il-18V	AFL/Urals	rgd	05mar63	f/n late77; arrived BASCO 31jan80 for last overhaul; canx 1982
18300 59 01	CCCP-75866	Il-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 154 hours and 68 cycles; canx 28Apr64
18300 59 02	CCCP-75867	Il-18V	AFL/Uzbekistan	rgd	10apr63		canx 1977
18300 59 03	CCCP-75868	Il-18V	AFL/Armenia	rgd	25mar63		f/n TAS 01apr68
	CCCP-75868	Il-18V	AFL/Magadan	trf	01aug78		
	CCCP-75868	Il-18V	AFL/Urals	trf	22dec79		
18300 59 04	CCCP-75869	Il-18V	AFL/Tajikistan	rgd	25mar63		arrived BASCO mar83 for last overhaul with t/t 38,923 hours; canx 1984 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 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; l/n aug13 canx 09may64 as to Yemen
18300 59 05	CCCP-75870	Il-18V	Soviet Gvt/AFL c/s	rgd	15apr63		
	YE-AYE	Il-18V	Yemen Government	d/d	24nov63		
	4W-ABO	Il-18V	Yemen Airways	rgd	1971		f/n ORY 26feb72; l/n LHR 11apr77
	4W-ABO	Il-18V	Yemen Government	SXF	03sep81		carried 'Yemen Arab Republic Aviation' titles
	LZ-BEU	Il-18V	Balkan	d/d	24sep84		arrived BASCO may87 for last overhaul with t/t only 8,838 hours; l/n VAR jun99/jul99, engineless
	LZ-BFU	Il-18V	Bulg.Flying Cargo	ATH	10apr00		
	LZ-BFU	Il-18V	Inter Tropic Al	SHJ	22sep00		
	LZ-BFU	Il-18V	no titles	SHJ	22sep00		l/n SHJ 11oct00, being painted in Daallo colours
	EX-75427	Il-18V	Daallo Airlines	SHJ	19oct00		l/n SHJ 20feb02; c/n checked; leased from Phoenix
	EX-75427	Il-18V	Intal Air, n/t	DIR	23mar02		l/n SHJ 15may05
	EX-75427	Il-18V	Daallo Airlines	NBO	30sep05		l/n JIB 22aug06; offered for sale by Intal Air sep06, t/t 21,556 hours; l/n JIB 29sep08/FJR 08oct08, no titles
18300 60 01	3X-GEZ	Il-18V	G-R Avia	FJR	01nov08		c/n confirmed, in blue/green c/s, no titles; l/n FJR 17feb09/12dec09, being broken up
	CCCP-75871	Il-18V	AFL/Azerbaijan	rgd	15apr63		xanx 1976; f/n aug77
18300 60 02	CCCP-75872	Il-18V	AFL/Uzbekistan	rgd	15apr63		canx 1978
18300 60 03	CCCP-75873	Il-18V	Soviet Gvt/AFL c/s	rgd	15apr63		opb 235 oao; f/n LHR jul64; carried cosmonauts Vladimir Komarov, Konstantin Feoktistov and Boris Yegorov to Moscow 19oct64
	CCCP-75873	Il-18V	AFL/Krasnoyarsk	trf	25aug70		last flight jun83 to BASCO and scrapped, but according to Soviet register already canx 1982 !
18300 60 04	CCCP-75874	Il-18V	Soviet Gvt/AFL c/s	rgd	15apr63		f/n LHR 01may64
	CCCP-75874	Il-18V	AFL/Far East	trf	29may68		
	CCCP-75874	Il-18V	AFL/Turkmenistan	trf	15mar79		arrived BASCO jun82 for last overhaul; canx 1984; seen ASB may96/oct09, dumped, in good condition and complete photo CEK 1974; canx 1978
18300 60 05	CCCP-75875	Il-18V	AFL/Krasnoyarsk	rgd	07jun63		f/n EVN 12nov70; canx 1979
18300 61 01	CCCP-75876	Il-18V	AFL/Armenia	rgd	18may63		f/n DAR 1963
18300 61 02	CCCP-75879	Il-18V	Soviet Gvt/AFL c/s	rgd	02may63		
	CCCP-75879	Il-18V	AFL/Far East	trf	29may68		
	CCCP-75879	Il-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	Il-18V	Soviet Gvt/AFL c/s	rgd	08may63		f/n PIK 15sep63
	CCCP-75880	Il-18V	AFL/Uzbekistan	trf	31mar78		arrived BASCO 27nov79 for last overhaul with t/t 34,998 hours
	CCCP-75880	Il-18V	AFL/Kyrgyzstan	trf	24mar80		canx 1983
18300 61 04	CCCP-75881	Il-18V	AFL/Latvia	mfd	24apr63		first Il-18 with a modified cabin for 110 (24+72+14) passengers; rgd 05jun63; f/n LBG 16jun65
	CCCP-75881	Il-18V	AFL/AFL/Moscow-VKO	trf	12feb76		canx 1978
18300 61 05	CCCP-75882	Il-18V	Soviet Gvt/AFL c/s	rgd	12jun63		f/n DME 19aug75
	CCCP-75882	Il-18V	AFL/Moscow-DME	trf	16feb71		canx 1983
18300 62 01	CCCP-75883	Il-18V	Soviet Gvt/AFL c/s	rgd	05jun63		
	CCCP-75883	Il-18V	AFL/Moscow	trf	16feb71		f/n TLV 17may72; see again DME 03oct72
	CCCP-75883	Il-18V	AFL/Far East	trf	23dec80		canx 1983
18300 62 02	CCCP-75884	Il-18V	AFL/Moscow	rgd	19aug63		f/n VKO 30jun70; canx 1981; seen Zhukovski 03sep93/21aug99, dumped
18300 62 03	CCCP-75885	Il-18V	AFL/Latvia	rgd	05jun63		f/n VKO 02oct72; canx 1978
18300 62 04	CCCP-75886	Il-18V	AFL/Moscow	rgd	19jun63		f/n BOJ sep69; arrived BASCO 14jul81 for last overhaul with t/t 34,970 hours; canx 1983
18300 62 05	YR-1ME	Il-18V	TAROM	mfd	15may63		rgd 07jun63; f/n LGW 15jun63
	B-232 (2)	Il-18V	Civ Avn Adm China	lsd	sep85		was leased only for a short time; see also 232 with unknown c/n
	YR-1ME	Il-18V	TAROM	GLA	27mar86		arrived BASCO may87 for last overhaul with t/t 35,134 hours; CofA expired 15jun91; wfu 26jun91; canx 14apr98 believed not taken up; was in official register
	3D-AHO	Il-18V	Southern Cross		1998		basic TAROM c/s; not on the Liberian register 13jul01; the aircraft was destined for the Muzeul Aviatiiei at Otopeni, however never made it and is presumed to have been broken up; see also An-26 c/n 8610
	EL-AHO	Il-18V	Air Cess, n/t	SHJ	06may98		CofA issued 04dec63; f/n AMS 19jan64; dbr when hit by truck during taxiing on cleared taxiway after landing at Otopeni 23nov77
18300 63 01	HA-MOF	Il-18V	MALÉV	d/d	12jun63		f/n VKO 06apr72; arrived BASCO 17apr80 for last overhaul; canx 1983
18300 63 02	CCCP-75887	Il-18V	AFL/Moscow	rgd	04jul63		f/n VKO 30jun70; arrived BASCO 02sep80 for last overhaul
18300 63 03	CCCP-75500	Il-18V	AFL/Moscow	rgd	04jul63		VIP aircraft ?; l/n STW jun83; canx 1983 but also 1995 in an incident report !
18300 63 04	CCCP-75501	Il-18V	Soviet Navy/AFLc/s	VKO	31aug81		f/n AER 06jul70
	CCCP-75501	Il-18V	AFL/Latvia	rgd	02jul63		canx jan78
	CCCP-75501	Il-18V	AFL/West Siberia	trf	24aug76		f/n VKO 30jun70
18300 63 05	CCCP-75502	Il-18V	AFL/Moscow	rgd	31jul63		
	CCCP-75502	Il-18V	AFL/Far East	trf	25mar75		
	CCCP-75502	Il-18V	AFL/Urals	trf	10oct80		arrived BASCO sep83 for last overhaul; canx 1984
18300 64 01	CCCP-75503	Il-18V	AFL/Moscow	rgd	31jul63		f/n VKO 04oct72
	CCCP-75503	Il-18V	AFL/West Siberia	trf	05nov75		arrived BASCO 15aug79 for last overhaul; canx 1982
18300 64 02	CCCP-75504	Il-18V	AFL/Latvia	rgd	09aug63		f/n VKO 02oct72; canx 1978
18300 64 03	CCCP-75505	Il-18V	AFL/Latvia	rgd	09aug63		f/n SVO 08jul70; canx 1977
18300 64 04	CCCP-75506	Il-18V	AFL/Moscow	mfd	31jul63		first Il-18 with AI-20K (AI-20 series 5) engines; rgd 19aug63; converted by ARZ-402 to 100-seater, trials completed 16dec66
	CCCP-75506	Il-18V	AFL/Urals	trf	unknown		
	CCCP-75506	Il-18V	AFL/Armenia	trf	unknown		
18300 64 05	CCCP-75507	Il-18V	AFL/Moscow-VKO	mfd	03aug63		f/n EVN 01jul72; last flight 08may79 (to BASCO) with t/t 34,998 hours; canx 1979; broken up rgd 14oct63; opb 216 LO; f/n VKO 30jun70; w/o 01oct72 on a flight from Sochi-Adler to Moscow at night when ditched into the Black Sea shortly after take-off some 7-10 km off the coast, all 8 crew and 101 passengers killed; the wreck could not be recovered due to the depth (500 to 1,000 metres) and the difficult relief of the sea floor and the cause of the accident could not be established; t/t 15,718 hours and 7,899 cycles; canx 19feb73
18300 65 01	CCCP-75508	Il-18V	Soviet Gvt/AFL c/s	rgd	14dec63		
	CCCP-75508	Il-18V	AFL/Northern	trf	01dec67		f/n TAS 12jun71; arrived BASCO 03jun80 for last overhaul
	CCCP-75508	Il-18V	AFL/Leningrad	trf	01aug80		l/n LED 04sep81; last flight 11apr83; canx 1983
18300 65 02	CCCP-75509	Il-18V	AFL/Latvia	rgd	10sep63		f/n VKO 06apr72
	CCCP-75509	Il-18V	AFL/West Siberia	trf	24aug76		canx 1978
18300 65 03	CCCP-75510	Il-18V	AFL/Latvia	rgd	10sep63		f/n jun69; canx 1978
18300 65 04	CCCP-75511	Il-18V	AFL/Moscow	rgd	24sep63		
	CCCP-75511	Il-18V	AFL/West Siberia	trf	24may69		arrived 23jul79 at BASCO for last overhaul
	CCCP-75511	Il-18V	AFL/Magadan	trf	05oct79		canx 17jan83
18300 65 05	CCCP-75512	Il-18V	AFL/Northern	rgd	23sep63		f/n LHR 10apr66; canx 1978
18300 66 01	CCCP-75518	Il-18V	Soviet Gvt/AFL c/s	rgd	22feb64		
	CCCP-75518	Il-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 Mozhaiki ?) museum at Vologda-Zarechye (N59.283864 E39.933997) since 1984, l/n sep09/oct13 f/n VKO 31aug81; last flight date unknown, to BASCO and scrapped; canx 1982
18300 66 02	CCCP-75514	Il-18V	AFL/Krasnoyarsk	rgd	17oct63		
18300 66 03	CCCP-75515	Il-18V	AFL/Kazakhstan	rgd	22oct63		
	CCCP-75515	Il-18V	AFL/Moscow	trf	06apr79		photo in experimental Aeroflot c/s with additional small 'Soviet Airlines' titles in English; canx 1982
18300 66 04	CCCP-75516	Il-18V	Soviet AF/AFL c/s	mfd	25sep63		f/n Spereberg 29may71; opb 223 LO at Chkalovski; arrived at BASCO for last overhaul 20feb85; l/n Demmin-Tutov 06jul93
	RA-75516	Il-18V	Russian AF/AFL c/s	CKL	08aug99		l/n CKL 22aug05; photo feb06 in flight; featured in tender issued 04apr07
	RA-75516	Il-18V	Russian Air Force	CKL	06may08		in basic Rossiya c/s with a '223 LO' badge, no titles; l/n CKL aug13, active
18300 66 05	CCCP-75517	Il-18V	AFL/Kyrgyzstan	rgd	22oct63		arrived BASCO 22mar79 for last overhaul with t/t 35,002 hours
	CCCP-75517	Il-18V	AFL/Magadan	trf	04jun79		canx 1983
18300 67 01	not known	Il-18V	SIBNIA				static test frame
18300 67 02	CCCP-75519	Il-18V	AFL/Northern	rgd	13nov63		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	Il-18V	AFL/Kazakhstan	rgd	20nov63		arrived BASCO 16jun79 for last overhaul
	CCCP-75521	Il-18V	AFL/Magadan	trf	28aug79		canx 1983
18300 67 05	CCCP-75522	Il-18V	AFL/Urals	rgd	28nov63		f/n oct73
	CCCP-75522	Il-18V	AFL/Far East	trf	08aug74		arrived BASCO mar84 for last overhaul with t/t 38,828 hours; canx 1985
18300 68 01	CCCP-75523	Il-18V	AFL/GosNII GVF	mfd	30dec63		rgd 15feb64
	CCCP-75523	Il-18V	OLAGA	trf	05jan73		f/n LED 04sep81
	CCCP-75523	Il-18V	AFL/Moscow	trf	26jul85		arrived BASCO feb88 for last overhaul; l/n DME aug92/sep93, derelict; was an Il-18USH navigator trainer converted back to standard Il-18V and reported 23feb87 in incident report with 22,102 hours and 15,036 cycles; canx 13nov91
18300 68 02	CCCP-75524	Il-18V	AFL/Kazakhstan	rgd	11dec63		f/n DME 03oct72

18300 68 03	CCCP-75524 CCCP-75525	Il-18V Il-18V	AFL/Ural's 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, complete but dirty; scrapped around 2008/2009
18300 68 04 18300 68 05	CCCP-75526 CCCP-75527	Il-18V Il-18V	AFL/Moscow AFL/Moscow	rgd rgd	14jan64 14jan64	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 arson and removed around 2004
18300 69 01	CCCP-75528 CCCP-75528 RA-75528	Il-18V Il-18RT Il-18V	AFL/Moscow Sov. Navy/AFL c/s Russ. Navy/AFL c/s	mfd trf Sev	23dec63 28oct65 08aug06	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 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; l/n Severomorsk-1 04nov09; stored at Severomorsk-1 from 2012
18300 69 02 18300 69 03	CCCP-75529 CCCP-75530 CCCP-75530 CCCP-75530 LZ-AZC LZ-AZC 3D-SBC 3C-KKJ 3C-KKJ	Il-18V Il-18V Il-18V Il-18V Il-18V Il-18V Il-18V Il-18V Il-18V	AFL/Moscow AFL/Northern Soviet AF/AFL c/s MAP Zhukovski Air Zory Air Cess Air Cess Air Cess Air Cess, n/t	rgd mfd trf trf LUJ SHJ SHJ SHJ SHJ	14jan64 12dec63 01mar65 15mar85 03dec93 jul97 16mar98 22nov98 13mar01	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 f/n LHR 16jan66; arrived BASCO may83 for last overhaul date of trf not confirmed; l/n Zhukovski 03sep93; canx 24dec94 as to Bulgaria l/n IST 22sep97; basic ex-Aeroflot c/s l/n SHJ 06feb98 again 11mar98, registration removed l/n SHJ 04apr98; c/n checked l/n SHJ 20feb01; c/n checked photo CMB 01may02 with additional large red 'airlanka.org' titles on forward fuselage; l/n SHJ 05aug02, no titles
18300 69 04	UN-75003 UP-11803 CCCP-75531	Il-18V Il-18V Il-18V	IRBIS Mega Airlines AFL/Krasnoyar.-KJA	SHJ JIB mfd	19aug02 29jul08 24dec63	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 c/n confirmed; in basic Air Cess c/s, no titles; l/n JIB feb12 rgd 21jan64; opb 128 LO 1-go Krasnoyarskogo OAO; w/o 02sep64 on the leg from Khabarovsk to Yuzhno- Sakhalinsk of a flight from Moscow to Yuzhno-Sakhalinsk when deviated from the approach pattern on a VFR approach at night, descended too early 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 Khotmutovo 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 24dec64
18300 69 05 18400 70 01	CCCP-75536 CCCP-75537 CCCP-75537 CCCP-75538 CCCP-75538 CCCP-75538	Il-18V Il-18V Il-18V Il-18V Il-18V Il-18V	AFL/Ural's AFL/Tajikistan AFL/Turkmenistan AFL/International AFL/Uzbekistan-TAS AFL/Ural's-SVX	rgd rgd trf rgd trf trf	21jan64 22feb64 11mar81 07apr64 09jul66 unknown	f/n LED 11aug75; arrived BASCO oct79 for last overhaul with t/t 33,757 hours; canx 1981 f/n DME sep65; arrived BASCO for last overhaul 15dec80 canx 1983
18400 70 02 18400 70 03	CCCP-75539 CCCP-75539	Il-18V Il-18V	AFL/Northern AFL/Leningrad	rgd trf	22feb64 18feb78	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 f/n HEL 09dec72
18400 70 04	CCCP-75540	Il-18V	AFL/Ural's-CEK	rgd	18apr64	arrived at BASCO for its last overhaul 18mar80; canx 1982; was used for trials at the NPP "Polyot" test-site at Veltuga (Nizhni Novgorod region), seen nov06/oct08 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
18400 70 05 18400 71 01	CCCP-75541 CCCP-75541 LZ-BEN	Il-18V Il-18V Il-18V	AFL/Azerbaijan AFL/Kazakhstan-KGF TABSO	rgd trf d/d	29feb64 03aug78 30mar64	arrived BASCO 29jul80 for last overhaul; canx 21jun81 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 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 Koscielce (N50.906012 E19.207541), close to Czestochowa in 1999; seen aug07 on a site close to road # 1; l/n jan14
18400 71 02	SP-LSD	Il-18V	LOT	rgd	05apr64	d/d 28mar64; CofA issued 01apr64; f/n AMS 07jun64; converted to Il-18Gr in 1979; arrived at BASCO for last overhaul 13dec83 with t/t 32,399 hours; wfu 06dec88, handed over to MALEV educational centre and preserved at Ferihegy airport, l/n aug06; towed to the terminal area 09nov06; moved to the museum (N47.428661 E19.261674) 01dec06 and preserved there since, l/n aug13
18400 71 03	HA-MOG	Il-18V	MALÉV	mfd	jan64	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 04	HA-MOH	Il-18V	MALÉV	mfd	jan64	f/n LGW 06jun64 f/n SIA 04apr85 converted to Il-18GrM; still operational for cargo sep95 l/n IST may98 l/n ALA 29mar98; CofA expired 15apr98; canx 01jun98 f/n IST 20jun98; l/n DME 01jun01 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 71 05	YR-IMF B-234 YR-IMF YR-IMF YR-IMF UN-75111 UN-75111 UN-75111	Il-18V Il-18V Il-18V Il-18Gr Il-18Gr Il-18Gr Il-18Gr Il-18Gr	TAROM Civ Avn Adm China TAROM Alfa Line, n/t Air GVG Company Air GVG Company Treyakovo Al Aeroflot c/s, n/t	rgd lsd ret ALA WAW rgd DME DME	30apr64 28mar85 21mar86 13nov97 27feb98 04jun98 29jun01 30jun04	f/n LED 11aug75 arrived BASCO 16feb81 for last overhaul; canx 1983 demonstrated in India 25may65; f/n VKO 30jun70; arrived at BASCO for last overhaul 03mar80; canx 1984 d/d quoted as being 12jun64; photo DUS 23jul64 canx 1980
18400 72 01 18400 72 02	CCCP-75543 CCCP-75543 CCCP-75544	Il-18V Il-18V Il-18V	AFL/Far East AFL/Krasnoyarsk AFL/Moscow	rgd trf rgd	11aug64 unknown 17jun64	arrived BASCO 25nov80 with t/t 34,996 and scrapped; canx 1983 f/n AER 30jun70
18400 72 03	LZ-BER CCCP-74297	Il-18V Il-18V	TABSO AFL/Ural's	BQH rgd	09may64 24jun71	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 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 photo THR 1967 seen HEL 06jun69; l/n HEL 18jan75; canx 1979
18400 72 04	CCCP-75545 CCCP-75545 CCCP-75546	Il-18V Il-18V Il-18V	AFL/International AFL/Krasnoyarsk AFL/International	rgd trf rgd	04jul64 06sep72 06may64	arrived BASCO 25nov80 with t/t 34,996 and scrapped; canx 1983 arrived BASCO 29aug79 for last overhaul; canx 1983
18400 72 05	CCCP-75546 CCCP-75546	Il-18V Il-18V	AFL/Kazakhstan AFL/Moscow-DME	trf trf	08aug73 11mar79	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 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 photo THR 1967 seen HEL 06jun69; l/n HEL 18jan75; canx 1979
18400 73 01	YR-IMG YR-IMG YR-IMG ER-ICG	Il-18V Il-18V Il-18V Il-18V	TAROM Cubana TAROM Renan	mfd SNN SNN rgd	03apr64 02feb90 07aug90 30jul98	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 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 photo THR 1967 seen HEL 06jun69; l/n HEL 18jan75; canx 1979
18400 73 02	CCCP-75547 CCCP-75547	Il-18V Il-18V	AFL/International AFL/Northern	rgd trf	21may64 10mar67	first based Il-18; f/n dec69; arrived BASCO 04may84 for last overhaul with t/t 30,189 hours canx 1986 Vladimir Kokkinakir made his last flight as a test pilot with this aircraft 01oct64 f/n PPK may68 arrived at BASCO for last overhaul apr82 canx 27jan86
18400 73 03	CCCP-75548 CCCP-75548 CCCP-75548 CCCP-75548	Il-18V Il-18V Il-18V Il-18V	AFL/International AFL/W.Siberia-OVB AFL/Turkmenistan AFL/International	rgd trf trf trf	17jun64 17jun64 01apr67 15mar85	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 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 photo THR 1967 seen HEL 06jun69; l/n HEL 18jan75; canx 1979
18400 73 04	CCCP-75549 CCCP-75549 CCCP-75549 CCCP-75549	Il-18V Il-18V Il-18V Il-18V	AFL/International AFL/Far East AFL/Magadan AFL/Turkmenistan	rgd trf trf trf	20jul64 04aug65 08feb79 15mar85	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 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 photo THR 1967 seen HEL 06jun69; l/n HEL 18jan75; canx 1979
18400 73 05	DM-STH DM-STH DDR-STH	Il-18V Il-18V Il-18V	EGAF/Interflug c/s Interflug Interflug	rgd trf rgd	12sep64 feb70 19aug81	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 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 photo THR 1967 seen HEL 06jun69; l/n HEL 18jan75; canx 1979
18400 74 01	497 DM-STP DM-STP DDR-STP D-AOAQ D-AOAQ UR-75475(2) UR-75475(2) UR-75475(2) D2-FAM	Il-18V Il-18V Il-18V Il-18V Il-18V Il-18V Il-18V Il-18V Il-18V Il-18V	East German AF EGAF/Interflug c/s Interflug Interflug Interflug BerLine BerLine Aviailini. Ukrayiny Kryla Alada	mfd PRG trf rgd rgd SXF SXF LED DXB HLA	04jun64 02feb70 01apr70 08sep81 03oct90 mar92 27jan93 16jun93 29jul99 13jan03	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 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 photo THR 1967 seen HEL 06jun69; l/n HEL 18jan75; canx 1979
18400 74 02	CCCP-75550 CCCP-75550 CCCP-75550 CCCP-75550	Il-18V Il-18V Il-18V Il-18V	AFL/International AFL/Ukraine-KBP AFL/Ukraine-LWO AFL/Far East	rgd trf trf trf	01jul64 1972 jul77 14jan81	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 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 photo THR 1967 seen HEL 06jun69; l/n HEL 18jan75; canx 1979
18400 74 03	CCCP-75551	Il-18V	AFL/Kyrgyzstan	rgd	01jul64	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 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 photo THR 1967 seen HEL 06jun69; l/n HEL 18jan75; canx 1979
18400 74 04	CCCP-75552	Il-18V	AFL/Latvia-RIX	rgd	20jul64	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 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 photo THR 1967 seen HEL 06jun69; l/n HEL 18jan75; canx 1979
18400 74 05	CCCP-75553 DM-STF (2) DDR-STF D-AOAQ D-AOAQ	Il-18V Il-18V Il-18V Il-18V Il-18V	Soviet Gvt/AFL c/s Interflug Interflug Interflug Tigerflug	mfd rgd rgd rgd FFD	16jun64 07mar67 21aug81 03oct90 20jul91	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 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 photo THR 1967 seen HEL 06jun69; l/n HEL 18jan75; canx 1979

	D-AOAO D-AOAO RA-75553	Il-18V Il-18V Il-18V	BerLine German Europ AI German Europ AI	SXF SXF rgd	nov91 26may94 20dec95	l/n SXF 05feb94 opb German European Airlines; l/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 T9-ABB T9-ABB EX-405 EX-405	Il-18V Il-18V Il-18V Il-18V Il-18V Il-18V Il-18V	European AI tit European AI tit European AI tit Phoenix Phoenix, n/t Phoenix, n/t Anikay Air	SHJ SHJ SHJ DXB SHJ SHJ PMI	04oct96 07may97 07may98 feb99 30oct00 28dec01 11mar05	l/n SHJ 03apr97; small 'chartered by Air Zory' titles l/n SHJ 16mar98 but registration removed; see c/n 182004804 l/n SHJ 22jan99; opd Bio Air Company l/n SHJ 13feb00; carried additional 'Sudan Airways' titles from late 1999 l/n SHJ 03nov01 not seen anywhere between jan02 and mar03 ! l/n SHJ 27nov04 basic Phoenix c/s; l/n ESB 21mar06; reported aug06 leased to BlueSky Aviation; reported sep06 for GaleX Guinea Air !
18400 75 01	CCCP-75554(1) CCCP-75554(1)	Il-18V Il-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 Il-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; l/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	Il-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	Il-18V Il-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 (not jan77 as given in register); arrived at BASCO for last overhaul 08jun81; canx 1983
18400 75 05	CCCP-75557 CCCP-75558 CCCP-75558	Il-18V Il-18V Il-18V	AFL/Krasnoyarsk AFL/Moscow AFL/Kyrgyzstan-FRU	trf mfd trf	27sep75 26aug64 unknown	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; 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; 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, l/n SIA nov91; to Langzhou city 1998, also see B-212 c/n 184007702 c/n confirmed as exported to China by Aviaexport; B- prefix added 1974 wfu 1988; seen TSN 09oct88; seen in Tianjin technical School (N39.111508 E117.34999) may94/jun13 f/n TAS 12jun71 arrived BASCO 10jul80 for last overhaul canx 1983; seen KHV 07jul94/12may95, derelict 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 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; repainted with fake serial, still preserved in the China Aviation Museum at Shahezhen AFB, Changping (N40.183353 E116.36004); l/n sep12; see c/n 183006205 and also 232 with unknown c/n f/n HEL 20apr67
18400 76 01	208 (2) 218 B-218	Il-18V Il-18V Il-18V	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China	d/d r/r SIA	1964 1966 06apr85	arrived at BASCO jan88 for last overhaul; wfu 29jun90, l/n SIA nov91; to Langzhou city 1998, also see B-212 c/n 184007702 c/n confirmed as exported to China by Aviaexport; B- prefix added 1974 wfu 1988; seen TSN 09oct88; seen in Tianjin technical School (N39.111508 E117.34999) may94/jun13 f/n TAS 12jun71 arrived BASCO 10jul80 for last overhaul canx 1983; seen KHV 07jul94/12may95, derelict 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 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; repainted with fake serial, still preserved in the China Aviation Museum at Shahezhen AFB, Changping (N40.183353 E116.36004); l/n sep12; see c/n 183006205 and also 232 with unknown c/n f/n HEL 20apr67
18400 76 02	210 B-210	Il-18V Il-18V	Civ Avn Adm China Civ Avn Adm China	d/d CTU	1964 02nov86	c/n confirmed as exported to China by Aviaexport; B- prefix added 1974 wfu 1988; seen TSN 09oct88; seen in Tianjin technical School (N39.111508 E117.34999) may94/jun13
18400 76 03	CCCP-75564 CCCP-75564 CCCP-75564 CCCP-75574 50850	Il-18V Il-18V Il-18V Il-18V Il-18V	AFL/Uzbekistan AFL/Tajikistan AFL/Far East AFL/Ulyanovsk HFS Chinese Air Force	rgd trf trf rgd NAY	18may65 20mar78 08oct80 31may65 04apr85	f/n TAS 12jun71 arrived BASCO 10jul80 for last overhaul canx 1983; seen KHV 07jul94/12may95, derelict 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 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; repainted with fake serial, still preserved in the China Aviation Museum at Shahezhen AFB, Changping (N40.183353 E116.36004); l/n sep12; see c/n 183006205 and also 232 with unknown c/n f/n HEL 20apr67
18400 76 04	B-230 (3)	Il-18V	China United AI	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; repainted with fake serial, still preserved in the China Aviation Museum at Shahezhen AFB, Changping (N40.183353 E116.36004); l/n sep12; see c/n 183006205 and also 232 with unknown c/n f/n HEL 20apr67
18400 76 05	232 (3)	Il-18V	China United AI		dec03	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; repainted with fake serial, still preserved in the China Aviation Museum at Shahezhen AFB, Changping (N40.183353 E116.36004); l/n sep12; see c/n 183006205 and also 232 with unknown c/n f/n HEL 20apr67
18400 77 01	CCCP-75569 CCCP-75569 CCCP-75569	Il-18V Il-18V Il-18V	AFL/International AFL/Far East AFL/Urals-CEK	rgd trf trf	29jan65 30aug72 14apr80	arrived at BASCO for last overhaul apr82 (reported as AFL/Krasnoyarsk, but no record as such in Soviet register); converted to, see next line canx 1984 c/n not confirmed, but c/n confirmed as exported to China by Aviaexport; l/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 the first Il-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 Zapozhye 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; canx 15jul74 f/n PIK sep65; 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 77 02	CCCP-75569 212 B-212	Il-18T Il-18V Il-18V	AFL/Krasnoyarsk Civ Avn Adm China Civ Avn Adm China	BBU SIA	17jul65 04apr85	arrived at BASCO for last overhaul apr82 (reported as AFL/Krasnoyarsk, but no record as such in Soviet register); converted to, see next line canx 1984 c/n not confirmed, but c/n confirmed as exported to China by Aviaexport; l/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 the first Il-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 Zapozhye 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; canx 15jul74 f/n PIK sep65; 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 77 03	CCCP-75559 CCCP-75559	Il-18V Il-18V	AFL/GosNII GA AFL/Northern-LED	mfd trf	15oct64 20feb68	arrived at BASCO for last overhaul apr82 (reported as AFL/Krasnoyarsk, but no record as such in Soviet register); converted to, see next line canx 1984 c/n not confirmed, but c/n confirmed as exported to China by Aviaexport; l/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 the first Il-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 Zapozhye 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; canx 15jul74 f/n PIK sep65; 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 77 04	CCCP-75560 CCCP-75561 CCCP-75562 CCCP-75562 CCCP-75562 CU-T1269 CU-T1269	Il-18V Il-18V Il-18V Il-18V Il-18V Il-18V Il-18V	Soviet Gvt/AFL c/s AFL/Far East Soviet Gvt/AFL c/s AFL/Far East AFL/Kazakhstan-KGF AFL/Turkmenistan Cubana Aerocaribbean	rgd rgd rgd trf trf d/d trf	23nov64 23nov64 30dec64 16may77 14feb82 11sep84 12jun87 1992	f/n TAS 28apr84 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; l/n SCU 17aug89 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 hours and 929 cycles; canx 19sep67 first production Il-18D, with AI-20M engines; f/n LBG 11jun65, still with old antenna on top of fuselage; completed check trials 30jun66; rgd only 18apr67 arrived at BASCO for last overhaul 18may81 canx 1984 f/n jul68; arrived BASCO 03oct80 for last overhaul canx 1983 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 78 01	CCCP-75563	Il-18V	Soviet Gvt/AFL c/s	mfd	30apr64	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 78 02	CCCP-75563	Il-18V	Soviet Gvt/AFL c/s	mfd	30apr64	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	Il-18V Il-18V Il-18V Il-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 Soviet register; canx 1984 arrived for last overhaul at BASCO 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 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 (N51.68560 E35.76782), l/n oct13 l/n TAS 01apr68; arrived BASCO 19feb80 for last overhaul canx 1983 f/n DME 27aug75; arrived BASCO 27aug81 (reportedly as AFL/Krasnoyarsk but not as such in Soviet register) for last overhaul; canx 1984 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
18400 79 02	CCCP-75567	Il-18V	AFL/Kazakhstan-ALA	rgd	20jan65	arrived at BASCO for last overhaul 18may81 canx 1984 f/n jul68; arrived BASCO 03oct80 for last overhaul canx 1983 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
18500 79 03	CCCP-75568 CCCP-75568	Il-18V Il-18Gr	AFL/Uzbekistan AFL/Leningrad-LED	rgd trf	04mar65 03dec79	arrived at BASCO for last overhaul 18may81 canx 1984 f/n jul68; arrived BASCO 03oct80 for last overhaul canx 1983 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
18500 79 04	CCCP-75570 CCCP-75570 CCCP-75571	Il-18V Il-18V Il-18V	AFL/Uzbekistan AFL/Far East AFL/Far East	rgd trf rgd	04mar65 30nov81 23feb65	arrived at BASCO for last overhaul 18may81 canx 1984 f/n jul68; arrived BASCO 03oct80 for last overhaul canx 1983 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
18500 79 05	CCCP-75571	Il-18V	AFL/Far East	rgd	23feb65	arrived at BASCO for last overhaul 18may81 canx 1984 f/n jul68; arrived BASCO 03oct80 for last overhaul canx 1983 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
18500 80 01	CCCP-75572	Il-18D	AFL/Far East	rgd	15may67	arrived at BASCO for last overhaul 18may81 canx 1984 f/n jul68; arrived BASCO 03oct80 for last overhaul canx 1983 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
18500 80 02	CCCP-75572 CCCP-75572	Il-18D Il-18D	AFL/Kazakhstan AFL/Turkmenistan	trf trf	14jun82 19sep84	arrived at BASCO for last overhaul 18may81 canx 1984 f/n jul68; arrived BASCO 03oct80 for last overhaul canx 1983 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
18500 80 03	CCCP-75573 CCCP-75573	Il-18V Il-18V	AFL/Far East AFL/Turkmenistan	rgd trf	15mar65 09apr84	arrived at BASCO for last overhaul 18may81 canx 1984 f/n jul68; arrived BASCO 03oct80 for last overhaul canx 1983 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
18500 80 04	CCCP-75591 RA-75591	Il-18V Il-18V	Soviet Gvt/AFL c/s Russian AF/AFL c/s	DEL BAX	28feb67 24jul00	arrived at BASCO for last overhaul 18may81 canx 1984 f/n jul68; arrived BASCO 03oct80 for last overhaul canx 1983 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
18500 80 04	RF-91821 CCCP-75575	Il-18V Il-18V	Russian Air Force AFL/Uzbekistan-TAS	Pus mfd	12dec11 20feb65	arrived at BASCO for last overhaul 18may81 canx 1984 f/n jul68; arrived BASCO 03oct80 for last overhaul canx 1983 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
18500 80 05	CCCP-75576	Il-18V	AFL/Far East	rgd	01apr65	arrived at BASCO for last overhaul 18may81 canx 1984 f/n jul68; arrived BASCO 03oct80 for last overhaul canx 1983 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
18500 81 01	CCCP-75577	Il-18V	AFL/Urals-SVX	rgd	19may65	arrived at BASCO for last overhaul 18may81 canx 1984 f/n jul68; arrived BASCO 03oct80 for last overhaul canx 1983 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

18500 81 02	CCCP-75578	Il-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	Il-18V	AFL/Uzbekistan	mfd	19mar65	rgd 18may65; f/n DME 19aug75; converted to Il-18Gr, date unknown; arrived at BASCO 01oct79 for last overhaul
	CCCP-75579	Il-18V	AFL/Leningrad	trf	11feb80	canx 17jan83; was preserved at Istra; later moved to the old Moscow-Kashira road and used as a café, seen sep94
18500 81 04	LZ-BES LZ-BES LZ-BES	Il-18V Il-18V Il-18V	TABSO Bulair Bulair	d/d trf trf	12feb65 1968 1968	seen BQH 15may65; l/n BRU 25jun67 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 seen LHR 06mar67; l/n LHR 16mar68 seen FRA 13mar71
18500 81 05	LZ-BEP LZ-BEP LZ-BEP	Il-18V Il-18V Il-18V	TABSO Bulair Balkan	d/d trf trf	27mar65 1968 1972	photo SXF aug72 in Balkan red c/s; arrived BASCO 13oct81 for last overhaul with t/t 33,103 hours; dbr 16jun84, when overran the runway on landing at Sanaa at VIE 12jun67
18500 82 01	LZ-BEV LZ-BEV	Il-18V Il-18V	TABSO Balkan	d/d trf	11jun65 01apr68	renamed; at LGW 01jun70; arrived BASCO 23nov84 for last overhaul with t/t 37,824 hours; wfu SOF 17nov87; preserved in playground Sofia, damaged by fire spring 1992; l/n aug92
18500 82 02	CCCP-75580	Il-18V	AFL/Far East	rgd	02jun65	f/n LED 12aug68; arrived BASCO oct82 for last overhaul with t/t 34,859 hours; canx 1984
18500 82 03	CCCP-75582	Il-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 P-836	Il-18V Il-18V Il-18V	Chosonminhang Chosonminhang Air Koryo	d/d SVO SXF	16may65 10jun83 jan93	f/n Hanoi-Gia Lam 10oct73; l/n SXF 28apr82 arrived BASCO oct87 for last overhaul with t/t only 7,669 hours; l/n SXF 26may90 l/n PEK 17apr99; converted to Il-18GrM by mar01; l/n PEK 15may09 operational; seen FNJ 14sep10; reportedly stored by aug12; l/n jun13 as such; seen sep13 without engines f/n TAS 01apr68; arrived BASCO 31oct80 for last overhaul; canx 1983 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 f/n DME 03oct72; arrived BASCO 24jul79 for last overhaul; canx 1983
18500 82 05	CCCP-75583	Il-18V	AFL/Uzbekistan	rgd	26jun65	arrived BASCO 29oct80 for last overhaul with t/t 32,463 hours; canx 1982
18500 83 01	YR-IMH	Il-18V	TAROM	d/d	07aug65	leased until c/n 185008503 was delivered
18500 83 02	YR-IMI	Il-18V	TAROM	d/d	22apr69	f/n PER dec66
18500 83 03	CCCP-75584	Il-18V	AFL/Krasnoyarsk	rgd	26jul65	arrived BASCO 12jan81 for last overhaul with t/t 34,993 hours; canx 1984
18500 83 04	CCCP-75585	Il-18V	AFL/International	rgd	02sep65	
	CCCP-75585	Il-18V	AFL/Far East	trf	11oct72	
18500 83 05	101 (2) ?	Il-18V	Polish Air Force	d/d	27aug65	
	CCCP-75593	Il-18V	AFL/Polar	rgd	05may66	
	CCCP-75593	Il-18V	AFL/Moscow	trf	22apr69	
	CCCP-75593	Il-18V	AFL/Magadan	trf	12jan79	
18500 84 01	CCCP-75586	Il-18V	Soviet Gvt/AFL c/s	rgd	13sep65	
	CCCP-75586	Il-18V	AFL/Arkhangelsk	trf	jan71	f/n LED 11aug75
	CCCP-75586	Il-18V	AFL/Far East	trf	14jul77	arrived BASCO may82 for last overhaul
	CCCP-75586	Il-18V	AFL/Krasnoyarsk	trf	05may82	
	CCCP-75586	Il-18V	AFL/Ukraine-LWO	trf	27oct83	canx 1985
18500 84 02	CCCP-75587	Il-18V	Soviet Gvt/AFL c/s	rgd	21sep65	235th Independent Flight Detachment
	CCCP-75587	Il-18V	AFL/West Siberia	trf	28aug67	arrived BASCO 07jan80 for last overhaul; canx 1981
18500 84 03	CCCP-75588	Il-18V	AFL/International	rgd	29oct65	
	CCCP-75588	Il-18V	AFL/Ukraine-LWO	trf	01aug74	arrived BASCO 25dec80 for last overhaul; canx 1983
18500 84 04	DM-STI	Il-18V	EGAF/Interflug c/s	mfd	03sep65	rgd 26nov65
	DM-STI	Il-18V	Interflug	trf	24jan74	l/n SXF 30apr80 !
	DDR-STI	Il-18V	Interflug	rgd	15nov81	
	D-AOAP	Il-18V	Interflug	rgd	03oct90	f/n SXF 02oct90 !; l/n SXF 24aug91
	D-AOAP	Il-18V	BerLine	SXF	oct91	l/n FRA 18mar94
	D-AOAP	Il-18V	German Europ Al	SXF	26may94	still only wearing 'Cargo' titles 14oct95; converted to Il-18GrM (side cargo door) between dec94 and 27mar95; canx oct95
	RA-75554(2)	Il-18GrM	German Europ Al	rgd	20dec95	d/d ex SXF 23dec95 to Viola Avia Trans, see c/n 184007501, l/n SHJ 03apr97; rgd 16may97 to Ramaer
	RA-75554(2)	Il-18GrM	Ramaer	JNB	16dec97	dbr when it aborted take-off Johannesburg 17dec97, failed to become airborne due to overload; t/t 18,766 hours, and 7,040 cycles; l/n JNB apr00 in process of being scrapped; cargo door to c/n 187010403; finally canx 23nov01 !
18500 84 05	CCCP-75589	Il-18V	AFL/International	rgd	05nov65	arrived BASCO 03apr81 for last overhaul with t/t 34,553 hours; canx 1984
	CCCP-75589	Il-18V	AFL/Urals-CEK	trf	17dec74	
18500 85 01	CCCP-75590	Il-18V	AFL/International	rgd	05nov65	f/n HEL 10jul67
	CCCP-75590	Il-18V	AFL/West Siberia	trf	26jan68	arrived BASCO 12aug81 for last overhaul; canx 1984
18500 85 02	CCCP-75592	Il-18E	AFL/International	f/f	30sep65	Il-18E with AI-20M engines, for 122 pax; rgd 29nov65; completed check trials 15dec65
	CCCP-75592	Il-18E	AFL/Far East	trf	14apr77	arrived at BASCO for last overhaul apr86 with t/t 37,960 hours
	CCCP-75592	Il-18E	AFL/Moscow-DME	trf	23apr86	canx 1987
18500 85 03	101 (3)	Il-18E	Polish Air Force	d/d	12jan66	f/n SXF 1978; photo SVO 1985; arrived at BASCO for last overhaul aug86 with t/t only 7,267 hours; see c/n 180002504 and c/n 185008305
	SP-LSK	Il-18E	LOT	rgd	06jan88	canx 21sep90; l/n WAW 23apr91
	75711(2)	Il-18E	ex LOT c/s, n/t	WAW	aug91	see c/n 189001802, photo proof 11sep91 ex SP-LSK; l/n WAW 01oct91
	CCCP-75850(2)	Il-18E	Avialini. Ukrayiny	rgd	02dec91	f/n WAW 1991 in Aeroflot c/s with Aeroflot titles and additional small 'Elektron' titles, all white tail; l/n MLA 05dec92; see c/n 182005405
	UR-75850(2)	Il-18E	Aeroflot c/s, n/t	DXB	25feb93	c/n checked
	RA-75850(2)	Il-18E	ALAK	rgd	21sep94	f/n SHJ mar95; rgd to Kryla 20jul95; canx 09feb96 as to Ukraine
	UR-75850(2)	Il-18E	Kryla	SHJ	mar97	l/n SHJ 17mar01
	D2-FDY	Il-18E	Alada	HLA	03mar03	in fleet list dec01; l/n LAD 17mar07; seen LAD 08mar08, sitting on its tail; seen in the scrap compound (S8.8565944 E13.227294) 28mar09, no engines; no longer visible on GE by jan13
18500 85 04	CCCP-75594	Il-18E	AFL/International	rgd	28oct65	f/n SXF 16jan71
	CCCP-75594	Il-18E	AFL/Ukraine-KBP	trf	26jul67	
	CCCP-75594	Il-18E	AFL/Ukraine-LWO	trf	02aug74	arrived BASCO 11may81 for last overhaul; canx 1983
18500 85 05	214	Il-18E	Civ Avn Adm China	no	reports	c/n confirmed as exported to China by Aviaexport
	B-214	Il-18E	Civ Avn Adm China	KMG	1979	photo with old antenna on top of fuselage; seen CTU 03nov86; l/n PEK 31oct87
18500 86 01	SP-LSF	Il-18E	LOT	rgd	25nov65	named 'Falaise'; f/n AMS 17mar67; arrived at BASCO for last overhaul jul87 with t/t 30,710 hours; sold to Balkan 12jul91; canx 24jul91
	LZ-BEW	Il-18E	Bulgarian Airlines	VAR	aug91	l/n BUD 10nov97; seen stored at SOF without engines 29jan98
	3D-ALD	Il-18E	Southern Cross		1998	was in official register but probably not taken up
	EL-ALD	Il-18E	ex LOT c/s, n/t	SOF	01jun98	f/n SHJ 02jul98; l/n SHJ 26nov98
	EL-ALD	Il-18E	Santa Cruz, n/t	SHJ	26nov98	l/n SHJ 05apr99; according to Liberian register rgd 01apr99 !; ex SP-LSF and LZ-BEW checked in papers
	EL-ALD	Il-18E	Phoenix	SHJ	23jan01	in green/white basic Santa Cruz c/s
	EX-601	Il-18E	Phoenix	SHJ	20mar02	still in basic Santa Cruz c/s; l/n SHJ 25mar04
	EX-601	Il-18E	Phoenix, n/t	SHJ	apr04	still in basic Santa Cruz c/s; l/n SHJ 27nov04
	EX-601	Il-18E	Anikay Air	SHJ	20dec04	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; l/n FJR 01dec08/17dec09; seen FRU sep12 in the same c/s but no titles
18500 86 02	YR-IMZ (1)	Il-18E	Rom Gvt/TAROM c/s	rgd	26mar66	canx 16jun67; see c/n 187009802
	CCCP-75445	Il-18D	AFL/International	rgd	16jun67	version in Soviet register as Il-18D
	CCCP-75445	Il-18D	AFL/Urals	trf	14dec71	arrived BASCO may82 for last overhaul; canx 1984
18500 86 03	SP-LSG	Il-18E	LOT	mfd	08oct65	also reported as 15may65; rgd 01dec65; named 'Monte Casino'; f/n AMS 07oct67; converted 06nov76/05dec76 for use as cargo aircraft similar to Il-18Gr with additional 'Cargo' titles; l/n WAW 11jul90; sold to Balkan 19jul91; canx 24jul91
	SP-LSG	Il-18E	LOT	LHR	29sep77	in basic LOT c/s with 'CARGO' titles
	LZ-BEZ	Il-18E	Balkan	VAR	jun92	titles in red on forward fuselage, still in basic ex-LOT c/s with 'CARGO' titles
	LZ-BEZ	Il-18E	COMCO	OST	30sep93	still in basic ex-LOT c/s with 'CARGO' titles; l/n SOF 17apr95
	LZ-BEZ	Il-18E	Balkan	SHJ	10dec94	c/n confirmed; with 'CARGO' titles, still in basic ex-LOT c/s; l/n SHJ apr98; see rgd next line
	EL-ADY (2)	Il-18E	ex-LOT c/s	SHJ	mar98	c/n checked; f/n SHJ 06may98; l/n SHJ 16feb99
	EL-ARK	Il-18E	Santa Cruz, n/t	rgd	26feb98	
	3C-KKR	Il-18E	Santa Cruz, n/t	SHJ	27mar99	c/n checked
	3C-KKR	Il-18E	Air Cess	SHJ	05apr99	l/n as such SHJ 26may01; carried additional 'Damal Airlines' titles for a long time; l/n SHJ 15sep01, titles not reported
	3C-KKR	Il-18E	Damal Airlines	SHJ	03nov01	l/n SHJ 30jan02
	3C-KKR	Il-18E	no titles	SHJ	may02	l/n SHJ 14aug02
	UN-75002	Il-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-11802	Il-18E	Mega Airlines	JED	dec08	no titles; opb Daallo Airlines in passenger configuration; l/n HGA 07jan10; current on register by late 2011; apparently stored Berbera, Somalia, 2013 photo exists parked off apron
18500 86 04	50852	Il-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 184007701 from Chinese register but this c/n was not exported to China
18500 86 05	CCCP-75676(2)	Il-18E	Soviet AF/AFL c/s	mfd	11dec65	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)	Il-18E	Russian AF/AFL c/s	rgd	28apr94	opb 223 LO at Chkalovski; f/n CKL 08aug99; l/n CKL sep09, still in full Aeroflot c/s with titles
	RA-75676(2)	Il-18E	Russian Air Force	CKL	20aug10	in basic Rossiya c/s with a '223 LO' badge, no titles; l/n CKL dec13; c/n checked
18500 87 01	208 (3)	Il-18E	Civ Avn Adm China	PEK	29jul72	c/n confirmed as exported to China by Aviaexport; see c/n 189001504/184007601 & 187009703
	B-208 (3)	Il-18E	Civ Avn Adm China	PEK	1985	photo, with old antenna on top of fuselage; f/n TYN 01nov86; l/n SIA 09oct88; broken up
18500 87 02	50855	Il-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	Il-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	Il-18E	Chosonminhang	SXF	03apr68	photo exists pre apr65 at VKO ? with old antenna on top of fuselage; reported bercome '525', but not confirmed
	525	Il-18E	Chosonminhang	SXF	jun70	with red lightning-bolt cheatline and flag on tail, no titles, operated by the North Korean Government; l/n SXF 05aug72

18500 87 04	216 B-216	II-18E II-18E	Civ Avn Adm China Civ Avn Adm China	no CTU	reports 02dec82	c/n confirmed as exported to China by Aviaexport photo with old antenna on top of fuselage; l/n CTU 03nov86; f/n preserved in Tun Fu park, Chengdu, nov91, in full China Southwest colours; moved to Ou Cheng garden, Chengdu by 2007 (N30.571917 E103.92873); photo aug08, still in basic China Southwest c/s with additional 'European Garden' titles on side of fuselage; l/n 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 radar on the port side and other radio-electronic equipment for research of the earth's surface
	RA-75598	II-18DTs	GosNII GA	SVO	19mar93	in Aeroflot c/s; converted back to a 'normal' II-18D apr95; involved in incident in 1996 (report gives the mfd as 18jul67, but this seems doubtful); l/n SVO 23apr97
	RA-75598 CU-T1546	II-18D II-18D	IRS Aero Aerocaribbean	isd BKA	09apr97 08aug04	f/n Zhukovski 19aug97; l/n Pushkin 05aug01 without props; canx 13jul04 as sold to Cuba in all-white c/s with titles; at SVO 22aug04; l/n HAV 01aug08, full c/s; subsequently was preserved west of Terminal 3 at Havana f/n 08apr09; l/n jan10; reportedly broken up before mar12 and no longer visible on Google Earth
18600 88 03	CCCP-75597	II-18E	AFL/Krasnoyarsk	rgd	16feb66	f/n AER 30jun70; arrived BASCO 27aug80 for last overhaul; canx 1984
18600 88 04	VN-B... ?	II-18D	Hãng Không Vietnam	mfd	29nov66	crashed 04jan67 Nanking ?; not confirmed !
18600 88 05	CCCP-75599	II-18E	AFL/Urals-CEK	rgd	23feb66	arrived BASCO 18nov81 for last overhaul; canx 1985; seen CEK 22aug95 in use as ground rescue trainer, 80 % complete and seen again 13aug99 in pieces
18600 89 01	CCCP-75400 CCCP-75400	II-18E II-18E	Soviet Gvt/AFL c/s AFL/West Siberia	rgd trf	11mar66 26jan68	f/n PIK 09jul66 arrived BASCO 09apr81 for last overhaul; canx 1983
18600 89 02	CCCP-75401 CCCP-75401	II-18D II-18D	AFL/International AFL/Urals	rgd trf	27mar66 26dec78	according to Soviet register an II-18D; f/n ARN 30aug66 arrived BASCO jul82 for last overhaul
18600 89 03	CCCP-75401 CCCP-75402 CCCP-75402 CCCP-75402	II-18D II-18E II-18E II-18E	AFL/Ukraine Soviet Gvt/AFL c/s AFL/Latvia AFL/Magadan	trf rgd trf trf	27oct83 26mar66 29nov67 01aug78	canx 1985 f/n LHR mar66 arrived BASCO 20sep80 for last overhaul; canx 1982
18600 89 04	CCCP-75402 LZ-BET LZ-BET LZ-BET	II-18E II-18E II-18E II-18E	TABSO Bulair Balkan	d/d 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 engines may92/apr96; scrapped 1998
18600 89 05	102 (2) SP-LSI	II-18E II-18E	Polish Air Force LOT	d/d rgd	08apr66 28mar75	f/n LHR 21feb67; l/n FJR 22feb66; see c/n 181002701 f/n CGN 24aug75; arrived at BASCO for last overhaul 24jun86 with t/t 15,737 hours; converted 06nov/05dec89 to, see next line
	SP-LSI LZ-BEH	II-18Gr II-18Gr	LOT Balkan	SHJ	nov91	canx 12jul91; sold to Balkan 19jul91 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 c/n from JP-01, not checked; in basic LOT c/s; l/n SHJ 13feb00
	LZ-ZAH LZ-ZAH LZ-ZAH EX-75905(2) EX-75905(2)	II-18Gr II-18Gr II-18Gr II-18Gr II-18Gr	Bulgarian Airlines no titles Phoenix Phoenix Phoenix c/s, n/t	SOF SHJ SHJ SHJ SHJ	dec99 05mar00 10mar00 04oct00 15mar05	l/n SHJ 30sep00, reg seen being removed this date confirmed in Daallo Airlines fleet list jan04 as Isf Phoenix; l/n SHJ 20feb05 opb Intal Air from 2005; l/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 arrived BASCO dec82 for last overhaul canx 1986 l/n LGW 14may67 seen LGW 27jul69
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 LZ-BED	II-18E II-18E II-18E	TABSO Bulair Balkan	d/d trf w/o	24apr66 1968 18jan71	l/n LGW 14may67 seen LGW 27jul69 on a flight from Paris to Zürich when approached Kloten airport in marginal weather conditions (RVR 1000 m), at the middle marker the aircraft was to the right of and below the glide-path, the crew tried to correct the problem, but the left wing struck the ground with the left wingtip and gear and the aircraft crashed in flames 700 m north of the airport, 7 of the 8 crew and 38 out of 39 passengers killed
18600 90 03	CCCP-75404	II-18E	Soviet Gvt/AFL c/s	rgd	13jun66	f/n PIK 29jul66
18600 90 04	CCCP-75404 OK-BYZ OK-VAF	II-18E II-18D II-18D	AFL/Krasnoyarsk CS-Gvt (LSFMV) CSA	trf d/d d/d	16may77 09may66 06dec77	arrived BASCO 13nov80 for last overhaul; canx 1983 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 titles; destroyed during fire-fighting practice
18600 90 05	CCCP-75405	II-18E	AFL/Uzbekistan-TAS	mfd	21may66	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 canx 1986 seen LGW 10jun67 and AMS 28oct73; crashed into Red Sea en route Jeddah-Cairo 09dec74; finally canx 28jul77
18600 91 01	LZ-BEG	II-18E	TABSO	d/d	19may66	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 canx 1986 seen LGW 10jun67 and AMS 28oct73; crashed into Red Sea en route Jeddah-Cairo 09dec74; finally canx 28jul77
18600 91 02	YR-IMJ ER-ICJ ER-ICJ EL-ALY ER-ICJ	II-18D II-18D II-18D II-18D II-18D	TAROM Renan Renan/Tavria Mac Renan/West Afr AS Renan	mfd rgd AYT	22jun66 06oct97 jul99	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 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 l/n BUD 03may00; still in fleet list 31dec00 illegal EL- registration !; operating illegal flights jul/aug00
18600 91 03	CCCP-75406 CCCP-75406	II-18E II-18E	AFL/Far East AFL/Moscow	rgd trf	03apr03 22jun66 16dec85	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 canx 1986
18600 91 04	YR-IMK	II-18D	TAROM	rgd	09jul66	seen LGW 10jun67 and AMS 28oct73; crashed into Red Sea en route Jeddah-Cairo 09dec74; finally canx 28jul77
18600 91 05	CCCP-75407	II-18E	AFL/Azerbaijan	rgd	20jul66	f/n sep75; canx 1978; was the last II-18 of the Azerbaijan directorate; was preserved near the passenger terminal at Baku-Bina from 30aug79 (according to other sources 14jun79); scrapped in the late 1980s
18600 92 01	CCCP-75408	II-18E	AFL/Armenia-EVN	mfd	29jun66	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 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 D-AOAR SP-FNB SP-FNB SP-FNW SP-FNW SP-FNW SP-FNW SP-FNW 3D-SBW 3C-KKK 3C-KKK UN-75004	II-18D II-18D II-18D II-18D II-18Gr II-18Gr II-18Gr II-18Gr II-18Gr II-18Gr II-18Gr II-18Gr II-18Gr II-18Gr II-18Gr	Interflug Interflug Interflug Polnippon ex Polnippon Polonia Airways Daallo Airlines green c/l, n/t Polonia Airways Air Cess Air Cess Air Cess Air Kazakhstan Air Cess, n/t IRBIS, n/t	mfd rgd rgd rgd WAW rgd r/r WAW WAW SHJ SHJ SHJ SHJ SHJ SHJ SHJ	29jun66 12aug81 03oct90 18dec90 mar96 01mar96 01mar96 23sep96 jul97 12oct97 20nov97 29nov98 jun00 oct00 14sep02	rgd 12jul66; l/n SXF 30apr80 arrived BASCO 02feb84 for last overhaul with t/t 24,532 hours canx 21dec90 converted to II-18Gr; seen Warsaw 28dec90; named 'Agata'; l/n WAW feb96 titles removed, canx date unknown photo as such WAW mar96 f/n WAW 27mar96; l/n WAW aug96; leased from Polonia Airways ex Daallo Airlines l/n SHJ 17nov97; canx 18nov97 l/n SHJ 01apr98; c/n checked seen SHJ feb99 with additional 'Air Djibouti' titles behind nose; seen SHJ 02oct99 with just Air Cess titles; c/n checked l/n SHJ 06oct00, titles removed this date l/n SHJ 19aug02; c/n checked 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; l/n ALA 20jun08 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 1970 arrived BASCO 20mar81 for last overhaul; canx 1983 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 full in Aeroflot c/s; l/n VKO 22aug95 f/n VKO 13may96; l/n Pushkin 24may99 l/n RKT 23oct01; current on Russian register as NPP-MIR feb04; offered for sale on the internet with t/t 12,665 hours and 4,081 cycles, for \$ 450,000; seen Pushkin (N59.698819 E30.336336) 01jun08 in poor condition, without engines; no longer visible on GE by 2013 f/n LHR 06feb67 and LGW 12feb67
18600 92 03	UP-11804 CCCP-75409	II-18Gr II-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
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
18600 92 05	CCCP-75411	II-18E	MRP NPO "Leninets"	rgd	12oct66	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
	RA-75411 RA-75411 RA-75411	II-18E II-18E II-18E	MRP-MIR NPP-MIR Aeroflot c/s, n/t	Siv trf RKT	26oct94 24dec95 19apr01	still in full in Aeroflot c/s; l/n VKO 22aug95 f/n VKO 13may96; l/n Pushkin 24may99 l/n RKT 23oct01; current on Russian register as NPP-MIR feb04; offered for sale on the internet with t/t 12,665 hours and 4,081 cycles, for \$ 450,000; seen Pushkin (N59.698819 E30.336336) 01jun08 in poor condition, without engines; no longer visible on GE by 2013 f/n LHR 06feb67 and LGW 12feb67
18600 93 01	CCCP-75412 CCCP-75412 CCCP-75412	II-18D II-18D II-18D	Soviet Gvt/AFL c/s MAP AFL/Moscow	rgd trf trf	25nov66 31jan69 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 CCCP-75413	II-18D II-18D	AFL/International AFL/Urals	rgd trf	07dec66 09oct69	f/n RGN 16mar67 arrived BASCO may82 for last overhaul; canx 1985
18600 93 03	CCCP-75414 CCCP-75414	II-18D II-18D	Soviet Gvt/AFL c/s AFL/Urals-CEK	mfd trf	19sep66 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 cycles; canx 1979
18600 93 04	CCCP-75415 CCCP-75415	II-18D II-18D	Soviet Gvt/AFL c/s AFL/Ukraine	rgd trf	25nov66 02aug74	235th Independent Flight Detachment arrived BASCO 27sep80 for last overhaul; canx 1982
18600 93 05	CCCP-75416 CCCP-75416	II-18D II-18D	AFL/International AFL/Krasnoyarsk	rgd trf	07dec66 11sep71	f/n SVO 24may68 arrived BASCO 17jul81 for last overhaul; canx 1984
18600 94 01	CCCP-75417 CCCP-75417	II-18D II-18D	AFL/Krasnoyarsk AFL/Kazakhstan-KGF	rgd trf	06apr67 30mar81	arrived BASCO 15jan81 for last overhaul with t/t 34,996 hours canx 1983
18600 94 02	DM-STL	II-18D	Interflug	rgd	09sep66	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; II-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)	II-18D	NPP-MIR	LED	17sep93	
	RA-75713(2)	II-18D	Daallo Airlines	JIB	sep93	l/n SHJ 08may94, reported returned to Russia oct94
	RA-75713(2)	II-18D	Russian AF, n/t	Siv	26oct94	
	RA-75713(2)	II-18D	NPP-MIR	trf	16jun95	seen LED late95 with large 'Olimpiada 2004' titles and blisters removed
	75713(2)	II-18D	NPP-MIR	Pus	07aug99	reported as RA-VKO 17apr02, canx 24feb04 as not airworthy with only 9,764 hours; presumably restored, seen again with no prefix again by oct04 and KHV 20nov05 but RA- on wings, now with MAD tail probe and normal nose cone; l/n NNM 12dec13, still operational with MAD boom, with titles and without prefix
18600 94 04	CCCP-75418 CCCP-75418	II-18D II-18D	AFL/International AFL/Kazakhstan-KGF	rgd trf	07dec66 1973	arrived at BASCO for last overhaul 14sep81
	CCCP-75418	II-18D	AFL/Ukraine-LWO	trf	29apr84	canx 1984; report SVO 05feb90 is impossible
18600 94 05	CCCP-75419 CCCP-75419	II-18D II-18D	AFL/International AFL/Tajikistan	rgd trf	30nov66 24aug71	f/n DME 19aug75 arrived BASCO 27apr81 (AFL/Krasnoyarsk but no such record in old Soviet register); canx 1983
18600 95 01	CCCP-75432 CCCP-75432	II-18D II-18D	AFL/International AFL/Moscow	rgd trf	04apr67 1974	f/n CPH 28apr67 arrived BASCO 04jun81 for last overhaul; canx 1983
18600 95 02	CCCP-75433 CCCP-75433	II-18D II-18D	AFL/International AFL/Turkmenistan	rgd trf	10apr67 1974	f/n CPH 16jun68 arrived BASCO apr82 for last overhaul; canx 1985
18600 95 03	CCCP-75434	II-18D	AFL/Ulyanovsk HFS	rgd	11may67	f/n CPH 16jun68; canx 1977
18600 95 04	CCCP-75435 CCCP-75435	II-18D II-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
	CCCP-75435	II-18D	AFL/Moscow-DME	trf	16apr84	canx 1984
18600 95 05	CCCP-75436 CCCP-75436	II-18D II-18D	Soviet Gvt/AFL c/s AFL/West Siberia	rgd trf	06feb67 02jun67	
18600 96 01	CCCP-75437 3X-GOD	II-18D II-18D	AFL/International Air Guinée	rgd rgd	07apr67 1968	f/n PIK 05jul67; crashed 20oct68 on emergency landing in poor weather near Krasnoyarsk; canx 21may69
	CCCP-75437	II-18D	AFL/Ukraine-KBP	trf	04jan70	returned 1969/1970
18600 96 02	CCCP-75438 CCCP-75438	II-18D II-18D	AFL/International AFL/Kazakhstan	rgd trf	05may67 22dec71	(not 14jun77 as given in register); f/n SXF 23jan70; arrived at BASCO 17sep81 for last overhaul with t/t 33,755 hours; canx 1984
	LZ-BEO	II-18D	Balkan	d/d	27may77	f/n GVA 03oct67 canx as trf to Bulgaria 03jan77, replacement for LZ-BEL c/n 182004601
18600 96 03	CCCP-75439 CCCP-75439	II-18D II-18D	AFL/International AFL/Kyrgyzstan	rgd trf	28apr67 22feb73	f/n FRA 17jul77; arrived BASCO 06feb85 for last overhaul with t/t 37.833 hours; wfu SOF 16mar87; now a café 75 km from Sofia, on the road from Burgas to Zlatitsa but not found on that site aug02 !
	CCCP-75439	II-18D	AFL/Magadan	trf	23apr80	f/n SVO 27mar68
18700 96 04	CCCP-75440 CCCP-75440	II-18D II-18D	AFL/International AFL/Turkmenistan	rgd trf	07apr67 1975	arrived BASCO dec82 for last overhaul; canx 1983
18700 96 05	220 B-220	II-18D II-18D	Civ Avn Adm China Civ Avn Adm China	d/d PEK	05may67 01nov86	f/n AMS 13apr69 arrived BASCO may83 for last overhaul with t/t 35,000 hours; canx 1985
18700 97 01	CCCP-75441	II-18D	AFL/Moscow	rgd	18apr67	c/n confirmed as exported to China by Aviaexport; was earlier reported by CAAC as c/n 184007605 !
18700 97 02	CCCP-75442 CCCP-75442	II-18D II-18D	AFL/Moscow AFL/GosNII GA	rgd trf	18apr67 dec85	l/n SIA 27sep88; arrived BASCO 02jan80 for last overhaul; canx 1984
	RA-75442	II-18DTs	GosNII GA	rgd	25dec92	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 the nuclear disaster at Chernobyl; f/n SNN 04dec86; l/n SVO 14aug92
	RA-75442	II-18D	Ramaer	lsd	20jul97	still as II-18DTs "Tsiklon" weather control aircraft; l/n SVO 24apr97, engineless; leased/sold to Nadym-Aero 01jul97
	RA-75442	II-18D	Ram Air	DME	07jul98	in basic Aeroflot c/s; f/n DME 16aug97
	EX-75442	II-18D	Ram Air	SHJ	apr99	in full c/s; l/n JED 08jan99; lease ended 31dec98; canx from the Russian Register 23nov01
	EX-75442	II-18D	Phoenix	SHJ	26oct99	in full c/s; carried additional small 'Sudan Airways' titles apr00; l/n FIH 23mar01
	EX-75442	II-18D	Phoenix	LOS	28jul01	with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 !
	EX-75442	II-18D	no titles	SHJ	27jan03	reported SHJ 09feb03 as being paint-stripped
	EX-75442	II-18D	Phoenix	SHJ	04mar03	l/n SHJ 20nov03, but sighting must be in error, see below !
18700 97 03	9Q-CAA 50854 B-224	II-18D II-18D II-18D	Comp. Afriq. d'Avn Chinese Air Force Civ Avn Adm China	rgd rgd SIA	18apr03 oct86 09oct88	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
	208 (4)	II-18D	Civ Avn Adm China		02apr00	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
18700 97 04	50853	II-18D	China United AI	PEK	05jun88	c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94; seen oct99/may02, fuselage only
18700 97 05	OK-WAI CCCP-75444	II-18D II-18D	CSA Soviet Gvt/AFL c/s	d/d rgd	19may67 14apr67	rgd same date; l/n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67
18700 98 01	CCCP-75444	II-18D	AFL/West Siberia	trf	28jun71	f/n PIK 16jun67
18700 98 02	YR-IMZ (2) YR-IMZ (2)	II-18D II-18D	Rom Gvt/TAROM c/s Rom Gvt/LAR c/s	rgd BRU	16jun67 25may90	arrived BASCO 27feb81 for last overhaul; canx 1983
	YR-IMZ (2)	II-18D	Rom Gvt/Romavia	rgd	02apr90	seen c/n 185008602; arrived BASCO sep83 for last overhaul with t/t only 8,010 hours
	YR-IMZ (2)	II-18D	Kish Air	lsd	feb93	f/n ORY 04oct90
	YR-IMZ (2)	II-18D	Rom Gvt/Romavia	VIE	17apr94	converted dec94/mar95 to II-18GrM (side cargo door); l/n RTM 10nov98
	YR-IMZ (2)	II-18GrM	all-white c/s, n/t	OST	24mar99	l/n DXB 09mar00; canx 25sep00
	4R-EXD	II-18GrM	Expo Aviation, n/t	rgd	28sep00	f/n DXB 09oct00; l/n DMK 21dec01
	4R-EXD	II-18GrM	Expo Aviation	DXB	29dec01	l/n DXB 05aug02; seen DXB 28jan02 with additional 'Bismillah Airlines' titles; l/n as such DXB mar02
	4R-EXD	II-18GrM	Daallo Airlines	DXB	01mar03	l/n as such DXB 08mar03; seen CMB 15oct03, titles not noted
	4R-EXD	II-18GrM	Expo Aviation	SHJ	10dec03	l/n SHJ 09oct04
	4R-EXD	II-18GrM	ExpoAir	DXB	14jan05	still in Romavia fleet list mar07 as leased to Expo Aviation; l/n BOM 05apr13, active
	4R-EXD	II-18GrM	FitsAir	CMB	13aug13	in same c/s with titles and additional www.fitsair.com titles on rear fuselage; ExpoAir became FitsAir from 23mar13; l/n CMB dec13
18700 98 03	YU-AIB 7502 YU-AIB 3X-GAX	II-18D II-18D II-18D II-18D	JAT Yugoslav Air Force Yugoslav Gvt Air Guinée	d/d trf LGW d/d	1967 1968 28apr70 mar78	f/n AMS 06jun67; l/n MAN 06oct68
18700 98 04	CCCP-75498	II-18D	Soviet AF/AFL c/s	mfd	19jul67	until early 1970
	RA-75498	II-18D	Russian AF/AFL c/s	Spr	21jul93	f/n CGN 26jun74; wfu 1977
	RA-75498	II-18D	Russ. Navy/AFL c/s	trf	unknown	f/n SXF 29jul78; l/n SXF 22aug78; w/o 03sep78 when crashed on approach to Conakry (Guinea)
	RA-75498	II-18D	Russian Navy	Pus	24jul11	mfd given in technical passport as 01nov73; was reportedly the personal aircraft of the Soviet Minister of Defence, Marshal Dmitri Ustinov; f/n SVO 14jun70; arrived at BASCO for overhaul 19nov85 with t/t 6,418 hours; l/n Sperenberg 18jun93
	RF-75336	II-18D	Russian Navy	VVO	oct13	opb 223 LO at Chkalovski in 1993/2001; l/n KRR 20sep94; canx 12mar01; not seen for 13 years
18700 98 05	YU-AIA 7501 73201 CCCP-75780(2)	II-18D II-18D II-18D II-18D	JAT Yugoslav Air Force Yugoslav Air Force AFL/Krasnoyarsk	d/d trf YMJ rgd	1967 1968 23may70 14jul77	opb 71 ovtae at VVO; f/n CKL 22nov07; l/n VVO 21may09 opb 7062 AvB at Nikolayevka; in basic Aeroflot c/s, no titles; last overhaul completed in 2011; l/n CKL 10jun13 in basic Aeroflot c/s, no titles; opb 7062 AvB at Nikolayevka
	RF-75336	II-18D	Russian Navy	VVO	oct13	f/n DEL 24jan68; l/n LHR 09mar70
	YU-AIA	II-18D	JAT	d/d	1967	l/n SXF 04jun76; wfu 1977
	7501	II-18D	Yugoslav Air Force	trf	1968	arrived at BASCO jul82 for last overhaul with t/t 17,293 hours; trf to MAP 07apr83 and converted to II-22M-II CCCP-75919, c/n 2964009805
	73201	II-18D	Yugoslav Air Force	YMJ	23may70	c/n confirmed as exported to China by Aviaexport
18700 99 01	222 B-222	II-18D II-18D	Civ Avn Adm China Civ Avn Adm China	SXF PEK	02jul67 29oct86	opb China Southwest Airlines by 1988; w/o 18jan88 on a flight from Beijing to Chongqing when the # 4 engine starter generator became so hot on approach to Chongqing that the feathering oil tube was burnt, the oil tube burst upon feathering of the prop and the engine caught fire, the pylon burnt and the engine separated, severe vibrations caused the # 1 prop to feather, the aircraft lost control and crashed on a hill ridge with paddy fields near White City station (5.7 km from Longfeng market in Xinmin village), the wreckage was scattered over an area of about 300 by 150 metres, all 10 crew and 98 passengers killed
18700 99 02	50856 B-226 226	II-18D II-18D II-18D	Chinese Air Force China United AI Chinese Air Force		early85 nov92 07sep10	c/n confirmed as exported to China by Aviaexport; c/n for this serial from Chinese register; photo circa late 1985/early 1986 at NAY preserved in the China Aviation Museum at Shahezhen AFB, l/n dec09; c/n confirmed prefix removed, preserved in the China Aviation Museum at Shahezhen AFB, Changping (N40.185134 E116.36231)
18700 99 03	YR-IML	II-18D	TAROM	mfd	04may67	rgd 22may67; f/n LGW 10jun67

	YR-IML	Il-18D	Alfa Line	PRG	22jul97	canx 02jul98
	ER-ICL	Il-18D	Renan	rgd	02jul98	f/n BUD 11dec98; canx 15jun00
	UR-TMD	Il-18D	Tavria Mak	SHJ	13feb01	l/n SHJ 24apr01
	UR-TMD	Il-18D	Sevastopol Avia	SHJ	mar02	l/n SIP 24jul04
	UR-CEO	Il-18D	Sevastopol Avia	SIP	30may05	l/n as such DME 03jun06; seen KIV 14jun07 in white c/s with blue/yellow/red cheatline, no titles
	no reg	Il-18D	no titles	KIV	17jun07	on overhaul; in white c/s with blue/yellow/red cheatline, l/n KIV nov08, as such
	ER-ICS	Il-18D	Grixona, n/t	KIV	27dec08	in white c/s with blue/yellow/red cheatline, seen still as such KIV 30mar10; l/n MLE 05nov12; current on register 12dec13
18700 99 04	YR-IMM	Il-18D	Rom Gvt/TAROM c/s	mfd	20may67	rgd 29may67; f/n LGW 31may67; completed a 'round-the-world in 80 hours' flight 07jan70; arrived at BASCO may87 for last overhaul with t/t only 7,373 hours
	YR-IMM	Il-18D	Rom Gvt/Romavia	SXF	16dec90	l/n PMI 25aug01
	UN-75001	Il-18D	Yuzhnaya	ALA	03sep02	c/n from JP-03; l/n FRU aug05
	EX-115	Il-18D	Trast Aero	rgd	11jan08 ?	f/n FJR 30aug09; c/n confirmed and given in Romavia fleet list mar07 as such; l/n FJR 17oct09
	EX-18001	Il-18D	Trast Aero, n/t	MCT	28jan10	c/n confirmed; in light blue c/s, subsequently became EX-18005
	EX-18005	Il-18D	Trast Aero, n/t	TSN	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	Il-18D	Sky KG Airlines	rgd	27jan12	in light blue c/s, no titles; photo exists taken in Somalia; for sale on web apr13, with t/t 19,169 hours and 12,510 cycles;
	EX-18006	Il-18D	Central Air	MGQ	11aug13	in light blue c/s, with titles and tail logo; l/n MGQ 02sep13; current on register 20dec13, operator given as Sky KG Airlines
18700 99 05	CCCP-75446	Il-18D	AFL/Northern	rgd	30jun67	f/n HEL 19jun67; l/n HEL 21feb76; arrived BASCO 14jul81 (AFL/Krasnoyarsk but no such record in Soviet register) for last overhaul; canx 1984
1870 100 01	CCCP-75447	Il-18D	AFL/Ukraine-KBP	rgd	16jun67	f/n PRG 07sep70; arrived BASCO 03sep81 for last overhaul; canx 1983
1870 100 02	HA-MOI	Il-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 Il-62 OK-DBF; although landed safely this was investigated as a crash; converted to Il-18GR 1978; wfu and last commercial flight 25jan89, last flight was to Pápa on 29aug89; towed to Abda (N47.682805 E17.569737), near Győr to serve as a restaurant, l/n jun12; earmarked to be moved to Kosice, Slovakia
1870 100 03	CCCP-75448	Il-18D	Soviet Gvt/AFL c/s	rgd	14jun67	f/n PIK 18sep67
	CCCP-75448	Il-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 Il-22 CCCP-75928 with the same c/n, for further details see Il-22 section
1870 100 04	CCCP-75449	Il-18D	Soviet Gvt/AFL c/s	mfd	30jun67	rgd 27jul67; f/n PIK 12aug67
	CCCP-75449	Il-18D	AFL/Magadan	trf	23apr80	t/t 35,143 hours by mar83; converted to, see next line
	CCCP-75449	Il-24N	AFL/GosNII GA	trf	28dec84	ice-reconnaissance aircraft, equipped with 'Nit'-D' side-looking radar; in Aeroflot c/s; l/n SVO 18aug92
	RA-75449	Il-18D	GosNII GA	SVO	19mar93	in Aeroflot c/s; leased/sold to Nadym-Aero 01may97; l/n SHJ 07may97, without titles
	RA-75449	Il-18D	Ramaer	lsd	01jan97	f/n SHJ 12oct97; seen SHJ may98 with 'Daallo' sticker
	RA-75449	Il-18D	no titles	SHJ	30jun98	in blue c/s, no titles
	ST-APZ	Il-18D	no titles	SHJ	13aug98	in blue c/s, no titles; l/n SHJ 17oct99
	ST-APZ	Il-18D	Phoenix	SHJ	12dec99	l/n as such SHJ 01apr00; seen SHJ 10may/19aug00 with additional 'Jubba Airlines' titles
	RA-75449	Il-18D	Jubba Airlines	SHJ	18sep00	in basic Phoenix c/s; l/n SHJ 01oct00; canx 23nov01
	EX-75449	Il-18D	Jubba Airlines	SHJ	04oct00	l/n SHJ 26may01
	EX-75449	Il-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; l/n FJR 16nov07; mentioned in FJR ground log 01nov08, having arrived 08jul06, but not present or seen since nov07; l/n FJR 12dec09, first report for many years
1870 100 05	CCCP-75450	Il-18D	AFL/International	rgd	15aug67	f/n SVO 27mar68
	CCCP-75450	Il-18D	AFL/Krasnoyarsk	trf	16oct71	named BASCO 17jun81 for last overhaul; canx 1983
1870 101 01	OK-WAJ	Il-18D	CSA	d/d	21jun67	named 'Podebrady'; rgd 16aug67; f/n AMS 10feb68; last flight 24oct84; wfu 25nov84; t/t 23,578 hours and 20,829 cycles; canx 07feb85; preserved near Bakov nad Jizerou at the highway Prague-Liberec (N50.465230 E14.942293) since 17sep86, initially used as a restaurant, carrying 'Moto-Auto' titles (no longer visible aug05), repainted jul11 into new orange/white c/s with 'Kofola' titles; l/n apr12
1870 101 02	CCCP-75452	Il-18D	Soviet Gvt/AFL c/s	rgd	29aug67	f/n LHR 23nov67
	CCCP-75452	Il-18D	AFL/Tajikistan	trf	20mar74	arrived BASCO apr83 (AFL/Krasnoyarsk but no such record in Soviet register) for last overhaul; canx may86
1870 101 03	CCCP-75453	Il-18D	Soviet Gvt/AFL c/s	mfd	26jul67	rgd 29aug67; f/n PIK 18dec67
	3X-GOF	Il-18D	Air Guinée	rgd	mar68	c/n confirmed; returned aug68
	CCCP-75453	Il-18D	Soviet Gvt/AFL c/s	SXF	27jun73	converted to a relay aircraft for government communications in 1969; l/n VKO 25jan94
	RA-75453	Il-18D	Rossiya	trf	22jul94	f/n already VKO 23may94; l/n VKO 01sep07; broken up at VKO around 03mar08
1870 101 04	CCCP-75454	Il-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	Il-18D	Russian Gvt, n/t	VKO	11jul94	f/n VKO 19sep94; l/n CKL 13aug12, c/n checked; reported trf Russian Air Force in 2012; l/n Pushkin 13jul13
	RA-75454	Il-18D	Rossiya	trf	22jul94	f/n MUC 02apr68; l/n LHR 26jun73; returned to Soviet Union feb79
1870 101 05	T-001	Il-18D	Afghan Air Force	mfd	03jun67	arrived BASCO jan83 for last overhaul with t/t 11,213 hours
	CCCP-75451	Il-18D	AFL/Krasnoyarsk	rgd	22feb79	converted to Il-22M-II CCCP-75917; for further details see the Il-22 section
	CCCP-75451	Il-18D	Minaviaprom	trf	22mar83	Il-38 line # 1; f/f already oct67; conducted trials of the "Berkut" ASW complex at Kirovskoye until jan68; photo Lugansk 17sep77 with code on rear fuselage rather than tail
8700 101 06	"10" red	Il-38	Soviet Navy	mfd	23dec67	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
	no serial	Il-38	Ukraine Navy		27apr99	Il-38 line # 2
	101 07	not known	Soviet Navy			Il-38 line # 3
8700 101 08	not known	Il-38	Soviet Navy	mfd	25may68	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; see c/n 087010109
	"02" red	Il-38	Russian Navy	no reports		Il-38 line # 4
0870 101 09	not known	Il-38	Soviet Navy	mfd	25may68	Il-38 line # 4
	"02" red	Il-38	Russian Navy	Nev	11apr12	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, seen apr12/jul12; see c/n 870010108
8700 101 10	not known	Il-38	Soviet Navy	mfd	1968	Il-38 line # 5; c/n given as such in Russian customs data base, but as 880010110 in a Russian court order in 2010
	not known	Il-38	Russian Navy			opb 403 osap at Severomorsk-1; officially trf to India 22dec05; ferried to 20 ARZ at Pushkin for conversion to Il-38SD jan06
	IN306	Il-38SD	Indian Navy	Zuk	19aug07	attrition replacement for IN302; in all-grey c/s; reportedly started trials in late 2006; modernisation completed nov09; ferried to Goa via Cairo 01/03dec09; l/n GOI 07feb12
1870 102 01	CCCP-75455	Il-18D	AFL/Far East	mfd	22aug67	rgd 08jan68; arrived at BASCO for last overhaul 07mar85 with t/t 34,980 hours; converted to, see next line
	CCCP-75455	Il-18T	AFL/Krasnoyarsk	trf	11mar86	version not confirmed; last reported KJA in incident report, t/t 38,886 hours and 16,649 cycles as of this date; canx 01feb89
1870 102 02	CCCP-75456	Il-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	Il-18D	AFL/Far East	rgd	22sep67	f/n oct73
	CCCP-75457	Il-18D	AFL/Moscow-DME	trf	22apr76	arrived BASCO jan83 for last overhaul with t/t 30,615 hours canx; 1985
1870 102 04	CCCP-75497	Il-18D	MOM Vnuukovo	mfd	19aug67	in Aeroflot c/s; rgd 09sep67
	CCCP-75497	Il-18D	MOM 'Zlatoust'	trf	22apr71	f/n DME 24mar86; arrived BASCO jul86 for last overhaul with t/t 15,249 hours; l/n PHX ! 01may92
	RA-75497	Il-18D	Ural Avialii Comp	trf	19apr94	was already f/n DME 20may93
	RA-75497	Il-18D	SP Air	BRE	21aug94	l/n SXF 04nov04
	RA-75497	Il-18D	ex SP Air c/s	SHJ	07nov95	no titles; canx 24oct95 as to Angola
	EL-AKQ	Il-18D	ex SP Air c/s	SHJ	12dec95	rgd 14dec95 to Air Cess; l/n SHJ 13mar96; no titles
	EL-AKQ	Il-18D	Air Cess	SHJ	04oct96	l/n SHJ 18nov97; named 'Zlatoust'; has additional 'Aviatrack' titles
	3D-SBQ	Il-18D	Air Cess	SHJ	23jan98	l/n DEL 27sep98; named 'Zlatoust'; has additional 'Aviatrack' titles
	3C-KKL	Il-18D	Air Cess	SHJ	25feb99	l/n SHJ 17oct99; named 'Zlatoust'; 'Aviatrack' titles removed 25feb99
	3C-KKL	Il-18D	Air Cess	SHJ	17feb00	l/n SHJ 03nov00; named 'Zlatoust'; carried additional 'Sudan Airways' titles; l/n SHJ 15sep01, titles not reported
	3C-KKL	Il-18D	Air Cess c/s, n/t	SHJ	03nov01	l/n SHJ 19aug02; named 'Zlatoust'
	UN-75005	Il-18D	Air Cess c/s, n/t	HLA	19sep03	c/n on wing read off as 1.204; named 'Zlatoust'; l/n SHJ 03nov03
	UN-75005	Il-18D	Lign.Aerien. Tchad	SHJ	04nov03	logo on forward fuselage and 'LAT' on tail, applied this date; named 'Zlatoust'; reported as Air Bas SHJ 11jan04, with titles ?
	UN-75005	Il-18D	IRBIS, n/t	SHJ	08feb04	in basic Air Cess c/s; named 'Zlatoust'; reported for Mega Airlines jul06; l/n MCT 06jul08
	UP-11801	Il-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 jul13
1870 102 05	CCCP-75458	Il-18D	AFL/Ukraine	rgd	13mar68	f/n SXF 01mar69; arrived BASCO 23dec81 for last overhaul; canx 1983
	not known	Il-38	Soviet Navy			Il-38 line # 6
8800 102 07	not known	Il-38	Soviet Navy	mfd	1968	Il-38 line # 7
	not known	Il-38	Russian Navy	no reports		opb 403 osap at Severomorsk-1; officially trf to India 22dec05; ferried to 20 ARZ at Pushkin for conversion to Il-38SD jan06
	IN307	Il-38SD	Indian Navy	Zuk	19dec09	attrition replacement for IN304; in all-grey c/s; modernisation completed nov09; ferried to Goa 11/16feb10; l/n GOI 06apr11
8800 102 08	not known	Il-38	Soviet Navy	mfd	31jul68	Il-38 line # 8
	"06" red	Il-38	Russian Navy	Sev	31jul07	opb 240 osap at Ostrov in the mid-1990s; later opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; last overhaul completed 27dec02; in grey c/s with a 'Polar Bear' badge on the nose; f/n as such Severomorsk-1 31jul07; l/n Severomorsk-1 09sep10; see c/n 089010506
8800 102 09	not known	Il-38	Soviet Navy	mfd	31aug68	Il-38 line # 9
	"07" red	Il-38	Russian Navy	no reports		opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; see c/n 089010507
	not known	Il-38	Soviet Navy			Il-38 line # 10
	"08" red	Il-38	Russian Navy	no reports		c/n not confirmed; opb 403 oplap at Severomorsk-1; carried a 'seagull attacking a shark' badge; w/o 03feb94 on a training flight from Severomorsk at night in difficult weather conditions when the crew practised blind instrument flying with the shutters on the windscreen shut, drifting 70 metres to the right

1870 103 01	CCCP-75459 TZ-ADF CCCP-75459 CU-T1270 CU-T1270 CU-T1270 CCCP-75460 CCCP-75460	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D	AFL/International Air Mali AFL/Moscow Cubana East West Chile Aerocaribbean AFL/International AFL/Tajikistan	rgd lsd trf d/d lsd HAV rgd trf	25oct67 02apr74 26jul85 26may87 20feb92 nov92 25oct67 20mar74	of the runway centre-line on approach, on finals the crew opened the shutters and started to pilot visually, mistaking the lighting of a storage complex some 350-500 metres away from the runway for the runway lighting and 'correcting' the heading, losing height in the process, the commander initiated a go-around 3 seconds before the impact but it was too late, the aircraft impacted the ground 700 metres from the runway threshold at a speed of 295 km/h and burnt out, all 7 crew killed f/n PIK 13dec71 f/n JED 26jan75; 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 f/n HAV may92, returned to Cuba jun92 crashed into mountains in the Dominican Republic 15nov92 f/n SVO 17apr68 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 (N37.967037 E58.366155) f/n LHR 17apr69 arrived BASCO jun83 for last overhaul; canx 1985 f/n PIK 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 30sep89, in Aeroflot red c/s l/n DME 23sep94; was converted back to a standard II-18D f/n DME 15jan95; canx 01mar96; seen wfu at DME aug96; broken up at DME jan/apr98 toc 16nov67; rgd 08dec67; rgd 235 OAO at VKO; f/n PIK 04oct69
1870 103 02	CCCP-75461 CCCP-75461 CCCP-75462 CCCP-75462 CCCP-75462	II-18D II-18D II-18D II-18D II-18D	AFL/International AFL/Moscow Soviet Gvt/AFL c/s AFL/Turkmenistan AFL/Moscow-DME	rgd trf trf trf trf	25oct67 jul74 08dec67 12feb75 21jan86	
1870 103 03	RA-75462 RA-75462 CCCP-75463 CCCP-75463 CCCP-75463	II-18D II-18D II-18D II-18D II-18D	Aeroflot Domodedovo Airl. Soviet Gvt/AFL c/s AFL/Krasnoyarsk AFL/Turkmenistan	SHJ trf mfd trf trf	25feb93 25jul94 31oct67 25dec74 06mar83	(not 25apr83 as given on register); trf to MAP 16apr84; arrived at BASCO for overhaul 17apr84 with t/t 30,476 hours; converted to II-22M-11 CCCP-75923, retaining its c/n 187010305; for further details see the II-22 section
8800 103 06	not known "09" red	II-38 II-38	Soviet Navy Russian Navy	mfd Pus	31nov68 07jul94	II-38 line # 11 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; in grey c/s with a 'polar bear' badge on the nose; f/n as such Severomorsk-1 09aug06; l/n 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; l/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; l/n Severomorsk 22sep11
8800 103 09	not known "12" red	II-38 II-38	Soviet Navy Russian Navy	mfd Sev	24dec68 25mar09	II-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 nose; f/n as such Severomorsk-1 21sep10; l/n Severomorsk-1 29apr11
8900 103 10	not known "14" red	II-38 II-38	Soviet Navy Russian Navy	mfd Sev	28feb69 sep06	II-38 line # 15 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; l/n Severomorsk-1 29apr10 relay aircraft for government communications; rgd 08dec67; f/n CPH 05jun68; l/n BKA 24sep94 f/n VKO 15may95; last overhaul completed in early 2003; l/n CKL 13aug12; reported trf Russian Air Force in 2012; l/n Pushkin 13jul13 f/n HEL 02aug75 canx as trf to North Vietnam but date unknown seen DMK 02aug80 and mar81 still in basic Aeroflot c/s wfu by 1990 and stored Hanoi, canx from register 03dec91 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 in Aeroflot red c/s leased from GosNII GA, still in basic Aeroflot red c/s; l/n SVO 02jul95 in basic ex-Aeroflot red c/s, no titles; sold 10jun97 l/n SHJ 20jan98; dark blue tail and cheatline; l/n SHJ 14oct98 canx 02feb99; l/n SHJ 27mar99 l/n SHJ 15may04; received cargo door of c/n 185008404 when converted to II-18GrM (side cargo door) mar/apr01; was reported as 4R-EXE of Expo Aviation in JP-03 but never seen as such l/n DXB 19nov04 l/n ADJ 26dec05; reported delivered to Botir Avia jan06; still with 'Anikay Air' titles BUD 12may06, but operated Botir Avia flight in golden/blue c/s, red emblem on tail; l/n JUB 05aug13; opb S Group Aviation 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
1870 104 01	CCCP-75464 RA-75464	II-18D II-18D	Soviet Gvt/AFL c/s Rossiya	mfd trf	30oct67 22jul94	
1870 104 02	CCCP-75465 CCCP-75465 VN-B196 VN-B196	II-18D II-18D II-18D II-18D	Soviet Gvt/AFL c/s AFL/Moscow Hàng Không Vietnam Vietnam Airlines	rgd trf h/o fr	08dec67 19oct78 17apr79 1990	
1870 104 03	CCCP-75466 CCCP-75466 RA-75466 RA-75466 RA-75466 EX-75466 EX-75466 EX-75466 EX-75466	II-18D II-24N II-18D II-18D II-18D II-18D II-18GrM II-18GrM	AFL/GosNII GA AFL/GosNII GA GosNII GA Air Transp Office GosNII GA Ramaer ex Ramaer, n/t Phoenix no titles Anikay Air	rgd trf trf IST rgd SHJ SHJ FRU SHJ	11mar68 08dec67 19oct78 04apr96 15jul97 22nov98 17apr99 16oct04 19feb05	
1870 104 04	EX-75466 CCCP-75467 CCCP-75468	II-18GrM II-18D II-18D	National Paints AFL/Moscow-VKO AFL/Northern	DXB rgd rgd	15nov07 01mar68 20feb68	
1870 104 05	not known "18" red not known "15" yellow "15" yellow	II-38 II-38 II-38 II-38 II-38N	Soviet Navy Russian Navy Soviet Navy Russian Navy Russian Navy	mfd Sev mfd no Zuk	28feb69 28jun07 25apr69 reports 17aug09	II-38 line # 16 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; l/n Severomorsk-1 29jul11 II-38 line # 17 tender for rework and modernisation to an II-38N published 09jul08 the first II-38N from 'series modernisation'; opb 7050 AvB at Severomorsk-1; in grey c/s with large code on forward fuselage, still with Red Stars; h/o mar12; stored at Severomorsk-3 nov11/nov13, f/f after storage 13nov13
0890 104 08	not known "16" red	II-38 II-38	Soviet Navy Russian Navy	mfd photo	28may69	II-38 line # 18 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; in grey c/s, probably carried a 'seagull attacking a shark' badge in the 1990s; later carried a 'polar bear' badge on the nose; seen as such Severomorsk-1 09aug06/16feb10; tender for rework published 19nov07; seen without badge Severomorsk-1 17aug10
104 09 104 10	not known no code	II-38 II-38 II-38	Soviet Navy Soviet Navy Ukraine Navy	no reports Mkk	reports 08may98	II-38 line # 19 II-38 line # 20 stored, Soviet markings painted out; l/n Mykolayiv-Kulbakino 30apr99 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 01	CCCP-75469	II-18D	AFL/Ukraine	mfd	21nov67	f/n VKO 02oct72; arrived BASCO 21jan82 for last overhaul; canx 1984 f/n PRG 16jun68; arrived BASCO 18jan82 for last overhaul; canx 1984 f/n CAI feb71; canx 1983; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.291057 E48.233285) since jun86, l/n aug13 rgd 08feb68; f/n DME 02oct72
1870 105 02	CCCP-75470	II-18D	AFL/Moscow	rgd	03jan68	
1870 105 03	CCCP-75471	II-18D	AFL/Ukraine	rgd	13mar68	
1870 105 04	CCCP-74250	II-18D	AFL/Moscow-DME	rgd	23feb68	
1870 105 05	CCCP-74251 CCCP-74251 CCCP-74251	II-18D II-18D II-18D	AFL/Far East AFL/Kazakhstan MAP "Znamya Truda"	mfd trf trf	27dec67 28nov83 21dec83	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
0890 105 06	not known "06" red	II-38 II-38	Soviet Navy Russian Navy	mfd Nev	15aug69 11apr12	II-38 line # 21 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; in grey c/s, carried a badge with a tiger eating a submarine (superimposed on a Russian Navy shield) on the nose; l/n Nikolayevka 16jul12, active; see c/n 880010208 also carried code "06" red; c/n not confirmed; in all grey c/s with 'MA VMF Rossi' titles 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; l/n as such PKC 30mar07; later with Russian stars and Russian Navy flag behind the cockpit, no titles; f/n as such PKC 15aug10; rudder repaired by 20 ARZ at Pushkin apr12/aug12; l/n PKC 17apr13; see c/n 880010209 in grey c/s with Navy flag and 'an eagle carrying a fish' badge behind the cockpit with 'MA VMF Rossi' titles, still carried code "07" red
0890 105 07	RF-75332 not known "07" red	II-38 II-38 II-38	Russian Navy Soviet Navy Russian Navy	VVO mfd PKC	oct13 01sep69 30mar07	II-38 line # 23 opb 859 TsBP i PLS MA at Yeysk; in grey c/s with code on fin; l/n Yeysk aug12, code very faded II-38 line # 24 c/n not painted on; opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; in grey c/s, carried a badge with a tiger eating a submarine (superimposed on a Russian Navy shield) on the nose; l/n VVO 09apr12, active II-38 line # 25 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 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 opb 8 adon at Chkalovski; established a world record (speed over a closed circuit without payload) 06may68, registration in documents as such; l/n Spenberg 18dec92 opb 8 adon at Chkalovski; l/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 Mtrala (1,336 metres) 14 km north-east of Batumi airport, all 11 crew and 73 passengers killed; t/t 15,256 hours and 7,694 cycles; canx 25oct00
0890 105 08	not known "08" red	II-38 II-38	Soviet Navy Russian Navy	mfd EIK	25sep69 jul11	
0890 105 09	not known "05" red	II-38 II-38	Soviet Navy Russian Navy	mfd Nev	25oct69 01jul10	
0890 105 10	not known "04" red	II-38 II-38	Soviet Navy Russian Navy	mfd Nev	14nov69 11apr12	
1870 106 01	CCCP-74252	II-18D	AFL/Far East-KHV	mfd	29dec67	
1870 106 02	CCCP-75472 CCCP-74295 RA-74295	II-18D II-18D II-18D	Soviet AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s	mfd SVO Spr	21dec67 26mar73 03may94	

1880 106 03	CCCP-74296	Il-18D	MAP "Znamya Truda"	mfd	16jan68	rgd	30aug68; is Khodynka Factory # 30; troopship/military transport version prototype Il-18TD; roll-out date given as 06mar68 in documents of ER-ICB; reconvered to passenger/cargo configuration; arrived 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" to Russia may97; l/n DME 16aug99
	RA-74296	Il-18D	Aeroflot c/s, n/t	VKO	28aug93		
	RA-74296	Il-18D	Tretyakovo Al	rgd	23apr99		f/n IST 20jan00; l/n DME 28jun03 stored; named 'Moskva'; an incident report stated the mfd as 06mar68 !; seen DME 10aug03 without titles or registration !; canx 21jul03 as sold to Moldova
	ER-ICB	Il-18D	Pectox Air	rgd	06aug03		f/n DME 13aug03; l/n BNE 03apr04
	ER-ICB	Il-18D	Grixona	rgd	18feb05		f/n SHJ may05 in basic Aeroflot c/s with 'Grixona' titles; l/n KIV 22jun08 as such; seen KIV apr09/mar10, stored/wfu, titles overpainted, opb Tandem Aero; active again IEV 18sep10; l/n PES 12feb12
1880 106 04	74296	Il-18D	NPP "Mir"	PES	06mar12	d/d	in basic Aeroflot c/s, no titles; l/n NNM 27dec13
	834	Il-18D	Chosonminhang	d/d	13feb68		no titles
	3X-GAT	Il-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	CCCP-74253	Il-18D	AFL/Moscow	rgd	22jul68		f/n DME 03oct72; arrived BASCO 14oct81 for last overhaul; canx 1983
106 06	not known	Il-38	Soviet Navy				Il-38 line # 26
0800 106 07	not known	Il-38	Soviet Navy	mfd	28jan70		Il-38 line # 27
	"03" red	Il-38	Russian Navy	no	reports		opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka
0800 106 08	not known	Il-38	Soviet Navy	mfd	24feb70		Il-38 line # 28
	"78" red	Il-38	Russian Navy	Pus	aug12		opb 317 osap (renamed 7060 AvB in 2010) at PKC
0800 106 09	not known	Il-38	Soviet Navy				Il-38 line # 29
	IN305	Il-38	Indian Navy	d/d	1983		ex Soviet Navy; opb INAS 315; f/n GOI oct84; modernised to Il-38SD 30mar02/jan06
	IN305	Il-38SD	Indian Navy	f/f	03jul03		from Khodynka (in primer, marked with only a small black '305' on the nose); first Il-38SD; with Leninet "Sea Dragon" complex; test-fired a Kh-35E anti-shiping missile 14nov05; h/o dec05 and returned to Dabolim 15jan06; l/n GOI 24jun11; seen in bare metal/primer Zhukovski 12aug12 without serial; seen Zhukovski dec12 in full colours; l/n GOI 08may13
0800 106 10	not known	Il-38	Soviet Navy	no	reports		Il-38 line # 30
	IN304	Il-38	Indian Navy	d/d	1983		opb INAS 315; f/n GOI oct84; overhauled in Russia in 1999, seen Pushkin aug99; l/n GOI jan00; collided in mid-air with Il-38 IN302 over Goa 01oct02, all 7 crew killed
1880 107 01	CCCP-74254	Il-18D	AFL/West Siberia	mfd	22feb68		rgd 29jul68; f/n DME 30sep72; arrived BASCO 23jul79 for last overhaul with t/t 34,993 hours; canx 1983; seen dumped Novosibirsk jul92/jul93
1880 107 02	CCCP-74255	Il-18D	AFL/Magadan	mfd	27feb68		rgd 14may68; opb 185 LQ; f/n CAI 12may73; damaged in autumn 1977 or 1978 on take-off from Anadyr in poor visibility when the main right gear collided with a snow plough at V2, the aircraft took off, returned to Anadyr and landed on the other 2 gears and the remaining strut, damaging propellers Nos. 3 and 4, but the wing kept clear of the runway by 20 cm, all 5 crew and (some 30) passengers escaped unhurt; repaired; arrived 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 reported in BASCO files as ex Vietnam; crashed 26mar81 at Hoabinh ?; not confirmed !
1880 107 03	VN-B190 ?	Il-18D	Hàng Không Vietnam	mfd	07feb68		f/n SVO 17apr68; rgd 06may68 !
1880 107 04	CCCP-74256	Il-18D	AFL/International	mfd	15mar68		canx 23sep85 as sold to Cuba; arrived at BASCO mar86 for last overhaul with t/t 34,806 hours
	CCCP-74256	Il-18D	AFL/Krasnoyarsk	trf	11may75		f/n SNN 01apr86 on delivery
	CU-T1268	Il-18D	Bubana	d/d	01apr86		seen HAV 09mar00 with additional 'Taino Airlines' titles; seen HAV 24apr00 in all-white c/s with just 'Aerocaribbean' titles
	CU-T1268	Il-18D	Aerocaribbean	HAV	may92		l/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	Il-18D	AFL/International	mfd	30mar68		rgd 27may68; f/n FRA 13jun69; l/n MXP may72
	CCCP-74257	Il-18D	AFL/Moscow-VKO	trf	30may74		arrived BASCO nov82 for last overhaul with t/t 32,284 hours; canx 1985
0800 107 06	not known	Il-38	Soviet Navy	mfd	10may70		Il-38 line # 31; modernised by 20 ARZ at Pushkin to, see next line
	"19" red	Il-38N	Russian Navy	f/f	04apr01		prototype of the second-generation Il-38, with Leninet "Novella" complex; f/f still with mock-up radar; underwent state trials from nov02 until at least 2005; on charge of 859 TSBP 1 PLS MA at Yeisk, but seconded to OAO Ilyushin; seen Pushkin 20sep02/12apr04 and Zhukovski 19aug09/19aug11
107 07	not known	Il-38	Soviet Navy				Il-38 line # 32
0800 107 08	not known	Il-38	Soviet Navy	mfd	20jul70		Il-38 line # 33
	"01" red	Il-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; l/n PKC jun12
	RF-75319	Il-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; l/n PKC 06dec13
107 09	not known	Il-38	Soviet Navy				Il-38 line # 34
0800 107 10	not known	Il-38	Soviet Navy	mfd	25sep70		Il-38 line # 35
	"10" red	Il-38	Russian Navy	no	reports		opb 317 osap (renamed 7060 AvB in 2010) at PKC; see c/n 880010307
1880 108 01	CCCP-74258	Il-18D	AFL/International	rgd	27may68		f/n FRA 14aug69
	CCCP-74258	Il-18D	AFL/Krasnoyarsk	trf	1974		arrived BASCO dec82 for last overhaul with t/t 34,997 hours; canx 1985 !
1880 108 02	LZ-BEA	Il-18D	Balkan	d/d	17nov68		seen LBG may72; was used for long range VIP flights 1968-1978; converted to Il-18Gr in early 1990s; seen wfu VAR 23sep97 and broken up
1880 108 03	CCCP-74259	Il-18D	AFL/Ukraine-KBP	rgd	30may68		photo SXF 1972 and at FRA 08jul73
	CCCP-74259	Il-18D	AFL/Ukraine-LWO	trf	jun77		arrived BASCO 27oct81 for last overhaul with t/t 31,713 hours
1880 108 04	CCCP-74260	Il-18D	AFL/International	rgd	04jun68		f/n PIK 13sep68; in incident report 09jun74 (near-miss with Il-62 CCCP-86701 en route from Rabat to SVO on flight SU334, the Il-18 was en route from SVO to Sofia on flight SU171); l/n LBG 29jul74
	CCCP-74260	Il-18D	AFL/Magadan	trf	01aug78		arrived BASCO 28dec83 for last overhaul with t/t 34,968 hours; canx 1984; hull reported in use as workman's hut DME 03sep97 but reported only once !
1880 108 05	DM-STM	Il-18D	EGAF/Interflug c/s	mfd	05may68		rgd 22jun68
	DM-STM	Il-18D	Interflug	trf	mar74		l/n LGW 10sep80
	DDR-STM	Il-18D	Interflug	rgd	01jan81		l/n SXF 04oct90 ! see next line
	D-AOAS	Il-18D	Interflug	rgd	03oct90		f/n SXF 04oct90
	D-AOAS	Il-18D	BerLine	SXF	jan92		was converted Il-18GrM at the Ilyushin outlet in Zhukovski between sep92 and jan93; canx jan94
	LZ-AZZ	Il-18GrM	Air Zory	SXF	24jan94		with 'Cargo' titles; small additional 'Operated by Lufthansa Cargo' titles, FRA jul94; l/n MLA 30mar95
	CU-T132	Il-18GrM	BerLine c/s, n/t	rgd	12dec95		f/n SNN 24dec95 on delivery to Aerocaribbean
	CU-C132	Il-18GrM	BerLine c/s, n/t	SNN	30dec95		
	CU-C132	Il-18GrM	Aerocaribbean	HAV	17nov96		l/n HAV 09mar00 undergoing maintenance
	CU-C1515	Il-18GrM	Aerocaribbean	HAV	06jan01		without reg; f/n HAV 01sep01 with reg; seen CCS 09jan09 with 'Cargo' titles; in official Cuban documents jul03 as Il-18D; l/n HAV 30sep13 in good condition, operational
0800 108 06	not known	Il-38	Soviet Navy	mfd	30oct70		Il-38 line # 36
	"27" red	Il-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	Il-38	Soviet Navy	mfd	30nov70		Il-38 line # 37
	"20" red	Il-38	Russian Navy	no	reports		opb 240 osap at Ostrov in the mid-1990s; later opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1
0800 108 08	not known	Il-38	Soviet Navy	mfd	26dec70		Il-38 line # 38
	"21" red	Il-38	Russian Navy	Pus	24may99		c/n read off as '0808'; opb 317 osap (renamed 7060 AvB in 2010) at PKC; see c/n 0811010910
0810 108 09	not known	Il-38	Soviet Navy	mfd	12feb71		Il-38 line # 39
	"22" red	Il-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	Il-38	Soviet Navy	mfd	27mar71		Il-38 line # 40
	"23" red	Il-38	Russian Navy	VVO	18aug07		opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; l/n in 20 ARZ at Pushkin mar13
1880 109 01	CCCP-74261	Il-18D	AFL/International	rgd	04jun68		f/n MLA 08aug68
	CCCP-74261	Il-18D	AFL/West Siberia	trf	05nov75		arrived BASCO may83 for last overhaul with t/t 34,954 hours; l/n SNN 31may85; canx 1986 and reported scrapped OVB 2001
1880 109 02	CCCP-74262	Il-18D	AFL/International	rgd	29jul68		f/n SVO 08jul70; l/n SXF may76
	CCCP-74262	Il-18D	AFL/Moscow	trf	30nov78		l/n VKO 31aug81; arrived BASCO nov82 for last overhaul; canx 1984
1880 109 03	DM-STN	Il-18D	Interflug	mfd	15may68		rgd 15apr68; seen LHR 04mar74 and AMS 12nov78
	DDR-STN	Il-18D	Interflug	rgd	25aug81		arrived BASCO 18dec84 for last overhaul with t/t 11,042 hours; seen NCL 28jun90
	D-AOAT	Il-18D	Interflug	rgd	03oct90		f/n SXF 04oct90, departed SXF 07dec90, see line below; converted to Il-18Gr; canx 21dec90
	SP-FNC	Il-18Gr	Polinippon	rgd	dec90		f/n WAW 28dec90; named 'Hubert'; seen JIB aug92, operating for Daallo Airlines
	SP-FNC	Il-18Gr	Air Transp Office	KIN	30nov94		l/n mar95; still named 'Hubert'
	SP-FNC	Il-18Gr	Polinippon	WAW	07jul95		f/n WAW feb96, canx date unknown
	SP-FNZ	Il-18Gr	Polonia Airways	r/r	01mar96		l/n WAW 05may96 still as SP-FNC, no titles !; photo WAW 04aug86 as SP-FNZ still without titles
	SP-FNZ	Il-18Gr	Polonia Airways	WAW	16aug97		
	SP-FNZ	Il-18Gr	Air Cess	SHJ	08oct97		
	3D-SBZ	Il-18Gr	Air Cess	SHJ	25nov97		l/n SHJ 17nov97; canx 18nov97
1880 109 04	DM-STO	Il-18D	Interflug	mfd	30may68		rgd 15apr68; seen LHR 29jan74; l/n SXF 30apr80
	DDR-STO	Il-18D	Interflug	rgd	02nov81		arrived BASCO oct87 for last overhaul with t/t only 6,915 hours
	D-AOAU	Il-18D	Interflug	rgd	03oct90		l/n SXF 24aug91
	D-AOAU	Il-18D	BerLine	SXF	dec91		l/n MLA 19dec93; canx jan94
	LZ-AZR	Il-18D	Air Zory	SXF	06jan94		
	CU-T131	Il-18D	BerLine c/s, n/t	rgd	12dec95		f/n SNN 18dec95 on delivery to Aerocaribbean
	CU-T131	Il-18D	Aerocaribbean	HAV	17nov96		l/n SNN 27sep00; named 'Capitan Fernando Alvarez'
	CU-T1532	Il-18D	Aerocaribbean	rgd<	31oct00		f/n HAV 11jan01; l/n CCS 05mar04; dbr 06mar04 after a fire in engine # 4 during take-off from Holguin-Frank Pais, the aircraft stopped and was evacuated safely; seen dumped by the side of the runway at Holguin-Frank Pais, stripped of all parts 10mar08; no longer visible on Google Earth by nov11, so probably scrapped
1880 109 05	CCCP-74263	Il-18D	AFL/International	rgd	15jul68		f/n SVO 10jul70
	CCCP-74263	Il-18D	AFL/Kazakhstan	trf	16jun78		canx 22dec83; arrived at BASCO for last overhaul 25jan84, after cancellation, converted to Il-22M-11 ?

0810 109 06	not known "24" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd PKC	23mar71 17jun06	Il-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 Il-38N by EMZ at Zhukovski
0810 109 07	not known "25" red	Il-38	Soviet Navy	mfd	27apr71	Il-38 line # 42
0810 109 08	not known "26" red	Il-38	Soviet Navy	Pus	05aug01	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; l/n Nikolayevka 11apr12, operational
0810 109 09	not known	Il-38	Russian Navy	mfd	27may71	Il-38 line # 43
0810 109 10	not known "21" red	Il-38 Il-38	Soviet Navy Russian Navy	Nev mfd no mfd ph.	11apr12 1971 reports 17aug71 nov96	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, seen apr12/jul12 Il-38 line # 44 under modernisation to an Il-38N by EMZ at Zhukovski by late 2013 Il-38 line # 45 c/n painted on the fin; opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; in grey c/s with 'an eagle carrying a fish' badge on the fin; see c/n 080010808
1880 110 01	CCCP-74264 CCCP-74264	Il-18D Il-18D	AFL/International AFL/Moscow	rgd trf	15jul68 dec76	f/n PIK 13sep68 l/n ACC oct77; arrived BASCO oct82 for last overhaul with t/t 34,913 hours; canx 1984
1880 110 02	CCCP-74265	Il-18D	AFL/Krasnoyarsk	rgd	19aug68	f/n oct73; arrived BASCO 29sep81 for last overhaul; canx 1984
1880 110 03	SU-AOV SU-AOV	Il-18D Il-18D	United Arab Al Egypt Air	i/s CAI	09aug68 04apr72	but already registered 31aug68, i/s date was f/f ? crashed on approach Nicosia 29jan73 (so not SU-AOV !)
1880 110 04	CCCP-75499 RA-75499 RA-75499	Il-18D Il-18D	Soviet AF/AFL c/s Russian Air Force	mfd SXF CKL	30aug68 20sep94 sep05	opb 223 LO at Chkalovski; f/n AAE oct68; arrived at BASCO 26dec86 for last overhaul with t/t only 5,958 hours; l/n FAB 11dec92 opb 223 LO at Chkalovski; l/n CKL 15aug02 opb 223 LO at Chkalovski; in basic Rossiya c/s without titles; carried a '223 LO' badge since mid-2005; l/n SVX 31oct13, active
1880 110 05	SU-AOX SU-AOX CCCP-75430 CCCP-75430 CCCP-75430 CCCP-75430	Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D	United Arab Al Egypt Air AFL/Uzbekistan AFL/Kazakhstan AFL/Ukraine AFL/Turkmenistan	d/d MUC rgd trf trf trf	18oct68 01feb72 27feb75 05nov79 29apr84 15mar85	f/n PRG 11dec68; at LHR 1969 l/n LHR sep73; returned to Soviet Union but date unknown arrived BASCO 18jul84 for last overhaul canx 1986
0810 110 06	not known "22" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd FFD	03aug71 16jul96	Il-38 line # 46 operated initially by 403 oplap at Severomorsk-1; trf to 240 osap at Ostrov around 1999; in grey c/s with a 'seagull attacking a shark' badge on the fin; trf to 859 TsBP l PLS MA at Yeisk feb10; seen stored at Yeisk jul11/aug12; see c/n 081010809
0810 110 07	not known IN301	Il-38 Il-38	Soviet Navy Indian Navy	mfd d/d	1971 02sep77	Il-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 Il-38SD starting 26jul04
0810 110 08	IN301 not known "28" red	Il-38SD Il-38 Il-38	Indian Navy Soviet Navy Russian Navy	SVO mfd Nev	24jun05 05nov71 11apr12	now with Leniets "Sea Dragon" complex; ferried to India 02nov07; opb INAS 315 at Goa; l/n GOI 07feb12 Il-38 line # 48 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, seen apr12/jul12; see "28" red with unknown c/n
0810 110 09	not known 302 IN302	Il-38 Il-38 Il-38	Soviet Navy primer Indian Navy	photo d/d	photo 02sep77	Il-38 line # 49 flying 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 Il-38 IN304, all 5 crew and 3 persons on the ground killed
110 10	not known	Il-38	Soviet Navy			Il-38 line # 50
1880 111 01	SU-AOY SU-AOY CCCP-75429 CCCP-75429 CCCP-75429 CU-1899	Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D	United Arab Al Egypt Air AFL/Krasnoyarsk AFL/Urals AFL/Moscow Cubana	d/d CAI rgd trf trf d/d	19dec68 07mar73 07mar75 14apr83 25jan84 08nov68	at FRA 13mar71 did not crash 29jan71, see c/n 188011003; returned to Soviet Union but date unknown f/n DME 19aug75 arrived BASCO 05nov83 for last overhaul canx 1984; l/n DME 03sep97 in use as workman's hut 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 f/n DME 1978; arrived BASCO 06aug80 for last overhaul; canx 1984
1880 111 03	CCCP-74266	Il-18D	AFL/Magadan	rgd	25nov68	
1880 111 04	CU-T900 CU-C900 CU-C900	Il-18D Il-18D Il-18Gr	Cubana Cubana Aerocaribbean	d/d rgd HAV	03dec68 jul91 20dec91	f/n YYZ 29apr91, before registration date !; converted to Il-18Gr l/n HAV apr98/nov99, wfu; to become a restaurant
1880 111 05	CCCP-74267 CCCP-74267 CCCP-74267	Il-18D Il-18D Il-18D	Soviet Gvt/AFL c/s AFL/Moscow AFL/GosNII GA	rgd trf trf	14jan69 10aug79 19nov80	f/n DEL 06aug69; shows c/n 187011105 on tail, wrong year !; converted to Il-18GAL geophysical survey aircraft with APM-60 'Orsha' MAD (from Il-38) in tail; operated in Antarctica; converted to passenger configuration
	CCCP-74267 RA-74267 RA-74267 RA-74267 RA-74267 RA-74267 RA-74267 EX-105 EX-005	Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D	AFL/Moscow Aeroflot Domodedovo Airl. Nadym Tyumen Al African Airlines Phoenix Phoenix c/s, n/t Phoenix c/s, n/t Phoenix c/s, n/t	trf DME trf DME SHJ SHJ SHJ SHJ SHJ	24jul84 20mar93 25jul94 06aug99 18jan00 02feb00 15sep00 19feb02 04dec02	arrived BASCO 28sep85 for last overhaul with t/t only 5,137 hours; seen in Aeroflot red c/s 12apr91 still in red c/s f/n SKG 16nov94; l/n DME 03nov98 l/n SHJ 20nov99 l/n SHJ 19aug00; l/n SHJ 25jan02; canx 14feb02 as sold to Kyrgyzstan l/n SHJ 19mar02 l/n SHJ 12jan04; converted to Il-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; l/n dumped CMB may04, no longer present by nov05
0820 111 06	not known "79" red	Il-38 Il-38	Soviet Navy Russian Navy	Pus	07jul94	Il-38 line # 51 l/n Pushkin 23may01 wfu, engines and parts missing; broken up by 20 ARZ at Pushkin by 2006
0820 111 07	not known "77" red	Il-38	Soviet Navy	mfd	26feb72	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	Il-38	Russian Navy	Nev	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	Il-38	Soviet Navy	Nev	11apr12	Il-38 line # 54 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12
0820 111 10	not known "76" red	Il-38	Soviet Navy Russian Navy	mfd VVO	31may72 09apr12	Il-38 line # 55 opb 289 oplap at Nikolayevka; grounded due to corrosion and used as a ground instructional airframe by TOVMI (Tikhookeanski voyenno-morskoi institut - Pacific Naval Institute) at VVO from at least 2007, l/n apr12
1880 112 01	CCCP-74268 CCCP-74268 RA-74268 RA-74268 RA-74268 RA-74268 EX-201	Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D	Soviet Gvt/AFL c/s AFL/Moscow Aeroflot Domodedovo Airl. Nadym Tyumen Al Phoenix c/s, n/t Phoenix c/s, n/t	mfd trf DME trf UFA DME HGA	09dec68 24jul79 20mar93 25jul94 18aug99 03sep00 26mar02	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 Il-18DORR long-range ocean fishery reconnaissance aircraft; converted back to Il-18D standard; seen in Aeroflot red colours 12apr91 in red colours l/n DME 23sep94; in ex-Aeroflot red colours; l/n DME 18nov98 l/n TEQ 06oct99 l/n SHJ 17apr01; 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 below !; reported opb Intal Air from 2005; l/n JIB 22aug06; offered for sale by Intal Air sep06 t/t 33,670 hours; leased to Daallo Airlines 2006/early 2007 in full Phoenix colours, no titles
	EX-786	Il-18D	Phoenix c/s, n/t	FJR	15mar07	official rgd 08feb02 to Nais Travel; canx 02feb04, see lines above and below !; l/n FRU 21may07, reported opb Galaxy Air; impounded at ISB sep07 after turning back to ISB on a flight to FRU, due to sick passengers (as a result of problems thought to be with the air conditioning); seen DEL 27feb08, opb Osh Avia
1880 112 02	EX-505	Il-18D	Phoenix c/s, n/t	CTU	may08	official rgd 03dec04, to Central Asian Aviation Services, see lines above !; l/n FJR 28may09; canx 05mar10
1880 112 03	CCCP-74269 CCCP-74270 CCCP-74270	Il-18D Il-18D Il-18D	AFL/Magadan AFL/Far East Minaviaprom	rgd rgd trf	11feb69 07feb69 28dec84	arrived BASCO 18mar81 for last overhaul with t/t 31,530 hours; canx 1985 arrived BASCO 12oct84 for last overhaul with t/t 34,881 hours last date mentioned on Soviet register 11mar85; converted to Il-22 CCCP-75926 using the same c/n, for further details see the Il-22 section
1880 112 04	VN-195	Il-18D	V.N.O.O.H.	SXF	07jan73	was previously reported as c/n 181003305, see that c/n; donated by the Soviet government to Vietnamese 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 for 'Bác Hồ' (Uncle Ho) as Ho Chi Minh was popularly known, and '195' stood for 19 May (Ho Chi Minh's birthday), since it was his 'personal' aircraft
	VN-195	Il-18D	no titles	rgd	23jan73	seen SXF 05jan78 still with pre-1973 Aeroflot cheatline; l/n HAN 15dec89, wfu; canx 31dec89 f/n SXF jul73; l/n 22dec80 arrived BASCO 02sep85 for last overhaul with only t/t 7,623 hours; l/n PEK 20jun96 l/n FNI 21oct13
1880 112 05	VN-B195 835 P-835 P-835	Il-18D Il-18D Il-18D Il-18D	Hãng Không Vietnam Chosonminhang Chosonminhang Air Koryo	d/d SXF PEK mfd	aug76 20mar69 09oct81 02oct98 30jun72	Il-38 line # 56 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; l/n Nikolayevka apr12, stored
0820 112 06	not known "72" red	Il-38	Soviet Navy	Nev	11apr12	Il-38 line # 57 opb OAO NIIS; seen at Sherman Grayson Airport, TX feb95 where it was hidden in a hangar for unknown work; c/n checked Pushkin 05aug01; seen Pushkin 02jun07 with 'Aviatsiya VMF Rossi' and 'Russian Navy' titles, a very large Russian flag and a Russian coat-of-arms on the fin; l/n as such Pushkin jun12/aug12, stored
0820 112 07	not known "71" red	Il-38	Soviet Navy Russian Navy	mfd Pus	1972 07jul94	Il-38 line # 58 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; l/n Nikolayevka aug10 Il-38 line # 59 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, seen apr12/jul12
0820 112 08	not known "70" red	Il-38	Soviet Navy	mfd	07sep72	Il-38 line # 59 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, seen apr12/jul12
0820 112 09	not known "73" red	Il-38	Russian Navy	PKC	29sep04	Il-38 line # 59 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, seen apr12/jul12
1880 113 01	SU-APC	Il-18D	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	Il-18D	Soviet AF/AFL c/s	mfd	28feb69	rgd 11oct77; was a test-bed for Il-22 type 36 before trf to 223 LO at Chkalovski; f/n Spenberg 07sep79; l/n Demmin-Tutow 02jul93
	RA-75478	Il-18D	Russian AF/AFL c/s	Spr	16jul93	still with the Il-22 style TA-6A APU; opb 223 LO at Chkalovski; l/n OSW 27jul11
	RF-75478	Il-18D	Russian Air Force	Pus	18jul12	opb 223 LO at Chkalovski; in basic Rossiya c/s with a '223 LO' badge, no titles; l/n CKL 28mar12; seen CKL mar13 with additional 'VVS Rossi' titles on tail; l/n STW 19oct13, active
1890 113 03	CCCP-75496	Il-18D	Soviet AF/AFL c/s	mfd	26mar69	on Soviet register without c/n or rgd; was a test-bed for Il-22 type 36 by oct71, before trf to 223 LO at Chkalovski; f/n Spenberg 30sep77 rgd only by 21feb80 !, paperwork ?; arrived at BASCO for last overhaul sep86 with t/t only 4,569 hours; l/n FEL 27jul92
1890 113 04	RA-75496	Il-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
	5T-CJL	Il-18D	Air Mauritanie	mfd	28mar69	the last Il-18 built; d/d 17apr69; delivered to Vietnam in 1971; canx only 21jan74
	VN-B198	Il-18D	no titles	SXF	14jun71	carried only '198'; in old style Aeroflot c/s with Vietnamese flag; l/n SXF 10oct75
	VN-B198	Il-18D	Hàng Không Việt Nam	SVO	20jun77	arrived at BASCO for last overhaul mar85 with t/t only 6,712 hours; l/n HAN dec89
	VN-B198	Il-18D	Vietnam Airlines	fr.	1990	seen PEK 27may93, active; l/n HAN (N21.211605 E105.81369) apr96/nov09, wfu

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

---	CCCP-04350	Il-18	AFL/Polar	d/d	1959	handed over to Aeroflot 1964
---	CCCP-04770	Il-18	AFL/Polar	d/d	1959	handed over to Aeroflot 1964
---	RA-42246	Il-18	Russian Air Force		may06	at an unknown location in Russia
---	74626	Il-18D	ex-Sov. Air Force	PNP	nov92	military call-sign 74626 painted on the aircraft, with red cheatline
---	CCCP-75474	Il-18	Soviet AF/AFL c/s	Fin	16nov75	and VKO 1978
---	CCCP-75855	Il-18V	Aeroflot	VKO	02oct72	not c/n 182005601; line for this reg left blank on Soviet register !
---	not known	Il-18	Aeroflot			was preserved at Kramatorsk (Ukraine); scrapped in 1985
---	not known	Il-18	Aeroflot			was preserved as a café at Solnechny (Uzhur district of the Krasnoyarsk region); scrapped
---	not known	Il-18	Aeroflot			was preserved as a cinema at the gate of a military unit at Golitsyno-2 (now Krasnoznamenonsk) from 1984/85; scrapped in the mid-1990s
---	"08" red	Il-38	Russian Navy	Pus	07jul94	with code on side of fuselage; seen Pushkin sep02/aug12, stored, at 20 ARZ
---	"11" red	Il-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	Il-38	Russian Navy		photo	
---	"17" red	Il-38	Russian Navy			opb 24 oplapdd at Severomorsk-1 in mid-1990s; l/n 07apr11 as such
---	"23" red	Il-38	Russian Navy	Pus	05aug01	at 20 ARZ; later with large Russian flag and coat of arms on fin
---	"28" red	Il-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	Il-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 Kirovskoye 26aug00 with just '09' on nose-wheel door
---	"10" red	Il-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 nose; see also c/n 870010106
---	"74" red	Il-38	Ukraine Navy	no	reports	was probably based at Mykolayiv-Kulbakino
---	not known	Il-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)	Il-18	Chinese Air Force	CGK	12apr63	mentioned in documents having visited along with Il-18 240 this date; operator not confirmed; flew Hankou-Shanghai-Hongqiao jul67 with Chairman Mao on board; see c/n 184007605
---	232 (1)	Il-18	Chinese Air Force		photo	was used by Chairman Mao Tse Tung; operator not confirmed; flew Hankou-Shanghai 21jul67; see c/n 183006205 and 184007605
---	824	Il-18V	Chosonminhang	SXF	12sep68	version not confirmed, maybe an early Il-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	Il-38	Egyptian Air Force	no	reports	colour drawing in Russian magazine; in fact operated by 90 odrae on of the Soviet Navy's Northern Fleet from Mersah Matruih in 1970/72
---	4299	Il-38	Egyptian Air Force		photo	in fact operated by 90 odrae on of the Soviet Navy's Northern Fleet from Mersah Matruih in 1970/72
---	4399	Il-38	Egyptian Air Force		photo	in fact operated by 90 odrae on of the Soviet Navy's Northern Fleet from Mersah Matruih in 1970/72
---	TN-105	Il-18	Congo AF			
---	IN303	Il-38	Indian Navy	d/d	02sep77	ex Soviet Navy; opb INAS 315; f/n GOI jun78; l/n modernised to Il-38SD 23dec03/mar06
---	IN303	Il-38SD	Indian Navy	DME	31mar06	now with Leninet's "Sea Dragon" complex; completed trials feb07; l/n KBP 07oct13
---	3X-GOC	Il-18D	Air Guinée			leased from Aeroflot ? dates unknown, reports from Guinea
---	3X-GOE	Il-18D	Air Guinée			leased from Aeroflot ? dates unknown, reports from Guinea

According to the old Soviet register registrations -74271, -74272, -74273, -74274, -74275, -74276, -74277, -74278, -74279, -74280, -74281, -74282, -74283, -74284, -74285, -74286, -74287, -74288, -74289, -74290, -74291, -74292, -74293, -74294, -75472, -75474, -75476, -75484, -75485, -75486, -75487, -75488, -75489, -75490, -75491, -75492, -75493, -75494, -75495, in the Il-18 series were issued to the Soviet Air Force and probably used as call-sign for military coded aircraft. Of those registrations we have the following reports which probably have to be marked as incorrect sightings; CCCP-74287 JIB 24oct92 (was CCCP-74267 ?), CCCP-74288 jun70 CCCP-74291 DME 05feb90, CCCP-75476 KBP 06apr72, CCCP-75489 VKO 11aug80 and CCCP-75495 PRG 16sep72.

The following registrations in the Il-18 series have never been seen and are not mentioned in any documents; -75443, -75542, -75600, -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 Il-20 built by MMZ # 30 "Znamya Truda" ('Banner of Labour') at Moscow-Khodynka from 1972 to 1976

Like the Il-38, the Il-20 c/ns seem to run in the same sequence as the Il-18, continuing where the Il-18 c/ns finished. Regarding these c/ns, 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 Il-20s and 4 Il-20RTs (the last four were based at Baikounur-Kraini). The prototype Il-20 is now known to be 186009403. The Il-20s belong to the system of the GRU, the Main Reconnaissance Directorate of the General Staff.

113 05	not known	Il-20				reported in ORD's 02jan69 and 17jan69; at Akhtubinsk Test Centre 04/10dec70; probably 2nd prototype
172 0114 01	not known	Il-20	Soviet Air Force	mfd	21may74	as series production commenced in 1972
	UR-BXD	Il-18D	Lviv Airlines	LWO	21jun98	converted by Lviv Airlines to, see below
	3X-GGQ	Il-18D	Air Sirin, n/t	rgd	29apr11	Lvivski avialiniyi; c/n checked on both sides of the fin and on the wings SHJ mar01; initially in all-grey c/s with just 'Il-18D' on the forward fuselage; l/n as such LWO 21jun98; repainted in all-white c/s with logo on fin, 'Ukraine West' titles on right-hand side and 'Lviv Airlines' titles on left-hand side; f/n as such ODS jul98; last overhaul completed 12feb99; last flight 06feb06; canx 01oct08; offered for sale 29dec10 with t/t 5,897 hours and 2,939 cycles; stored at LWO, seen 25mar11 without titles (reported for Air Sirin), l/n there 04apr11
	TT-WAK	Il-18D	Air Sirin	MLE	03dec13	to GR Avia; f/n LWO 01jun11, still in basic Lviv Airlines c/s; departed LWO 01jun11 after long-term storage; seen KWG 16jun11 being stripped of paint; seen KWG 06aug11 in basic Air Sirin c/s 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	CCCP-75903(2)	Il-20	Soviet AF/AFL c/s	rgd	02feb88	with small 'UNHCR' sticker on forward fuselage
	CCCP-75903(2)	Il-18	Soviet AF/AFL c/s	Spr	02sep90	full c/n confirmed; arrived at BASCO 03jul81 for last overhaul with t/t only 625 ! hours; f/n SVO 31aug88; l/n OSF may93; see Il-22 c/n 0393610235
	RA-75903(2)	Il-18D	Russian AF/AFL c/s	Pus	07jul94	without any pods, so probably converted back to an Il-18; 'Il-18' painted on nose
173 0114 03	RF-93954	Il-18D	Russian Air Force	Pus	09jul11	has got an Il-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 Il-22s; 'Il-18D' painted on nose; in 223rd flight unit fleet list mar95; canx 09dec99, but obviously restored; seen Engels jul06, active; featured as an Il-18 (not Il-20) in tender issued 04apr07; l/n IKT 19aug09, still with Aeroflot titles
173 0114 04	"88" white	Il-20	Russian Air Force	Vob	12aug01	in basic Aeroflot c/s, no titles, '903' still showing on cheatline; l/n Pushkin aug13
173 0114 05	CCCP-75480	Il-20RT	Strat.Rocket Forc.	mfd	27jul73	reported crashed 07dec95; call-sign RA-54460 mentioned in incident report during 1995 and may relate to this aircraft ?
	CCCP-75480	Il-20RT	Sov. Navy/AFL c/s	trf	1989	and Voronezh-Baltmor 30apr03; photo 2007, location not given
173 0115 01	"90" red	Il-20M	Russian Air Force	photo		Il-20RT(SIP) missile tracking aircraft, converted by MMZ "Strela"; in Aeroflot c/s; opb mil. unit 43009 at Baikounur-Kraini; photo in summer 1976
	RA-75923(2)	Il-20M	Russian Air Force	CKL	14aug99	opb 403 oplap (later renamed 403 osap) at Severomorsk-1; last overhaul completed 15feb93; wfu due to corrosion; offered for sale by the Russian privatisation agency mar04/sep06 with t/t 2,207 hours and 1,515 cycles, but could not be sold; reported wfu at Severomorsk-1 mar08, prefix not mentioned
	no code	Il-20M	Russian Air Force	Pus	29jul09	taken at Shaikvka in summer 1995
173 0115 02	"20" red	Il-20M	Soviet Air Force	Orb	jul78	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; l/n CKL 13aug12, c/n checked
173 0115 03	no code	Il-20M	Russian Air Force	Kub	07apr10	opb 39 orao at Spenberg since around 1978; l/n Spenberg 25may94, returned to Russia jun94; "20" in grey c/s without code; l/n Kubinka 19apr13
	CCCP-75481	Il-20RT	Strat.Rocket Forc.	mfd	30sep73	Il-20RT(SIP) missile tracking aircraft, converted by MMZ "Strela"; in Aeroflot c/s; opb mil. unit 43009 at Baikounur-Kraini from 1975; l/n Lensk jul88
	CCCP-75481	Il-20RT	Sov. Navy/AFL c/s	trf	1989	re-converted to a normal transport aircraft in 1996; opb 240 iisap at Ostrov, serving as a crew trainer and camera platform

	RA-75481	Il-20	Russian Navy	Osv	21aug05	opb 240 iisap at Ostrov and later by 859 UTs MA at Yeisk, used as a trainer for Il-38 crews; in basic Aeroflot c/s without titles, with a 'polar bear' badge below the cockpit from aug11; version painted on as 'Il-20'; l/n Pushkin 16aug12
	RF-75344	Il-20	Russian Navy	Pus	nov12	opb 7050 AvB at Severomorsk-1 from 2010; in basic Aeroflot c/s without titles, with a 'polar bear' badge below the cockpit; version now painted on as 'Il-18'; l/n feb14
173 0115 04	"21" red "21" red	Il-20M Il-20M	Soviet Air Force Russian Air Force	Spr Kub	1990 17may99	opb 39 orao at Spenberg from around 1978; l/n Spenberg 09nov93; returned to Russia may94 based at Kubinka; in all-grey c/s; reportedly converted to an Il-20ME after the millennium; "21" red was 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
173 0115 05	RF-93610 CCCP-75482	Il-20M Il-20RT	Russian Air Force Strat.Rocket Forc.	Pus mfd	20aug11 08jan74	possibly an Il-20ME; in all-grey c/s, with 'VVS Rossi' titles and Russian stars; l/n KGD 16oct12 Il-20RT(SIP) missile tracking aircraft, converted by MMZ "Strela"; on Soviet register without c/n, rgd or remarks; in Aeroflot c/s; underwent trials with military unit 11284 at Zhukovski in 1975; opb military unit 43009 at Baikonur-Kraini in 1975/88; photo at PKC 16feb82
	CCCP-75482 RA-75482	Il-20RT Il-20RT	Sov. Navy/AFL c/s Russ. Navy/AFL c/s	trf Pus	1989 24oct94	opb 403 oplap (later renamed 403 osap) at Severomorsk-1
	RF-75315	Il-20RT	Russian Navy	Pus	oct13	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; f/n with a 'polar bear' badge below the cockpit Severomorsk-1 08aug06; l/n Pushkin may13
173 0116 01	CCCP-75483	Il-20RT	Strat.Rocket Forc.	mfd	31jan74	still with the large fairing on top of the fuselage; opb 7050 AvB at Severomorsk-1; in basic Aeroflot c/s with 'VMF Rossi' titles and Russian stars; version now painted on as 'Il-18'
	CCCP-75483 RA-75483	Il-20RT Il-20RT	Sov. Navy/AFL c/s Russ. Navy/AFL c/s	trf Pus	1989 aug97	Il-20RT(SIP) missile tracking aircraft, converted by MMZ "Strela"; on Soviet register without c/n, rgd or remarks; in Aeroflot c/s; toc nov76; opb mil. unit 43009 at Baikonur-Kraini
174 0116 02	no code	Il-20M	Russian Air Force	Pus	18aug03	opb 403 osap (later renamed 403 osap) at Severomorsk-1
174 0116 03	no code	Il-20M	Russian Air Force	Pus	23may01	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; l/n Severomorsk-1 28mar08, stored based at Khabarovsk-Tsentralny; in all-grey c/s; l/n Khabarovsk-Tsentralny 05oct10
174 0116 04	no code	Il-20M	Russian Air Force	Pus	24may99	underwent rework with 20 ARZ at Pushkin in 2010; still without code by 2010
175 0116 05	no code	Il-20M	Russian Air Force	ph.	05apr11	in primer; painted in dark grey c/s after overhaul; l/n active Rostov-na-Donu-Tsentralny 11dec13
						c/n read off blanking covers on the nose gear as '11605'; in grey c/s with an unknown badge (probably of the military reconnaissance unit of one of the four strategic commands) behind the cockpit; l/n Pushkin 16aug12; photo Levashovo dec12
175 0117 01	no code	Il-20M	Russian Air Force	Kub	03sep93	faded '75214' (or possibly '75215') on steering column, so this is probably its registration which has never been carried on the outside of the aircraft, however; based at Rostov-na-Donu Tsentralny; in light grey c/s; last overhaul completed in 2008; seen Novgorod-Krechevitsy jun09, c/n checked; l/n Rostov-na-Donu Tsentralny aug12
17. 0117 02	not known	Il-20	history unknown			
17. 0117 03	not known	Il-20	history unknown			
17. 0117 04	not known	Il-20	history unknown			
17. 0117 05	not known	Il-20	history unknown			
175 0117 06	no code	Il-20M	Russian Air Force	CKL	apr10	and CKL 15may11; c/n confirmed (incl. 3rd digit confirmed as '5'); modernised under the "Monitor" project, received a tall radome on top of the forward fuselage, a very low radome on top of the central fuselage and two broad blunt radomes on top of the rear fuselage; in all-grey c/s, no markings apart from Red Stars; l/n CKL 25jan12
176 0117 07	"07"	Il-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; l/n Pushkin oct10, freshly painted and still without code
	RF-75931	Il-20M	Russian Air Force	Pus	11nov10	c/n not confirmed; in greenish grey c/s with Russian stars, small 'VVS Rossi' titles and small registration on fin; l/n Chelyabinsk-Shagol jun13
176 0117 08	no code	Il-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; l/n Pushkin nov12, c/n from Russianplanes.net
	RF-91819	Il-20M	Russian Air Force	Pus	dec12	recently resprayed, only front of fuselage visible on photo; photo dec13 location withheld, with 'VVS Rossi' titles, reported to be SVX based
---	"08"	Il-20	Soviet Air Force	SVO	01sep81	

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

Many Il-22s with registrations between CCCP-75895 to CCCP-75929 have been reported seen since the early 1990s. They all are equipped for command and communications roles, and most with checked c/ns do not fit into the Il-18 production list. It was thought that all were reworked Il-18s, converted for their military task in the early 1980s, however, most Il-22s are new-built aircraft, which is why they have a separate construction number system. 039 and 296 are codes for the Moscow Aircraft Production Association named after Pyotr V. Dementyev (MAPO imeni P.V. Dementyeva); not just a single factory, since MAPO includes two factories at Moscow-Khodynka and at Lukhovitsy (Moscow region).

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

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

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

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

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

Although confirmed as being Il-22s, they all carry 'Il-18' as type on the nose. As most aircraft did not accumulate too many hours in their military career, more might be candidates to become civil in future. The known operating main bases include Chkalovski and Pushkin which 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 Il-22 at his disposition. Regarding known registrations, a total of around 30 aircraft is estimated to have been (re-)built. Most have worn 'Aeroflot' titles so far, but they all belong(ed) to the military. The Il-22 list is in registration order.

03936 07050	CCCP-75895	Il-22	Soviet AF/AFL c/s	mfd	27dec76	aircraft of the commander of the North Caucasian Military District, opb 535 osap at Rostov-na-Donu-Tsentralny; f/n CKL 30aug93
	RA-75895	Il-22	Russian AF/AFL c/s	CKL	15aug96	c/n checked; opb mil. unit 29114 at Chkalovski; still in full Aeroflot c/s with titles; offered for sale by Russian privatisation agency dec07, but could not be sold; seen CKL sep08/aug12, wfu, without outer wings and with only 2 engines
03936 07150	CCCP-75896 75896 UR-75896 D2-FFR	Il-22 Il-22 Il-22 Il-22	Soviet Air Force Ukraine Air Force Ukraine Air Force Alada	no VIN KBP LAD	reports 13may97 15may98 07feb03	l/n VIN 09may98, still without prefix l/n VIN 28jun99 converted to Il-18D, all-white with small titles at base of tail only; aborted take-off at CAB 26sep08 and overran, repaired; seen LAD 02nov11; l/n LAD 07nov12/06jun13, stored
03936 07430	CCCP-54460 CCCP-75897 RA-75897	Il-22 Il-22 Il-22	Soviet AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s	mfd ph. CKL	30jun77 mar99 17aug03	registration may have been a call-sign only in "Mir Aviatsii" magazine; l/n CKL 15aug99, stored seen CKL 23aug04; l/n Akhtubinsk 2010, still in full Aeroflot c/s with titles, without propellers
03936 07950	CCCP-75898	Il-22	Soviet AF/AFL c/s	OMS	07sep89	at Levashovo 22may99 but c/n checked 0393607930 this date; seen Levashovo 19aug03/mar12, wfu, still as CCCP-; l/n Pushkin aug12
03936 09306	RF-90786 CCCP-75899	Il-22 Il-22	Russian Air Force Strat.Rocket Force	Pus mfd	jun13 26dec77	in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossi' titles aircraft of the commander of the Strategic Rocket Forces; f/n Pushkin 28may90, in Aeroflot c/s; l/n CKL 17aug92
	RA-75899 RA-75899	Il-22 Il-22	Russian AF/AFL c/s Russian Air Force	Nvk Roc	21may99 15aug09	l/n Pushkin 02jun07 c/n checked; initially opb 229 AvB at Rostov-na-Donu-Tsentralny; in basic Aeroflot c/s, no titles; trf to 610 TSBPIPLS VTA at Ivanovo-Severnoy around 2010; l/n Ivanovo-Severnoy 22aug12
03936 09681	CCCP-75900 RA-75900	Il-18D36 Il-18D36	Sov. Navy/AFL c/s Russ. Navy/AFL c/s	mfd Sev	31mar78 22jun09	f/n over the Moscow region near Chkalovski feb88; photo at Pushkin opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; l/n Severomorsk-3 28feb12; photo dec13, location unknown
03936 09935	CCCP-75901 RA-75901	Il-22 Il-22	Soviet AF/PVO Russian AF/AFL c/s	mfd Zuk	29jun78 31aug93	aircraft of the commander of the Air Defence Forces; f/n Pushkin 28may90, in Aeroflot c/s l/n CKL aug13, still in full Aeroflot c/s with titles
03936 10226	CCCP-75902 75902 RA-75902 RA-75902	Il-22 Il-22 Il-22 Il-22	Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian Air Force	aug88 IKT Zuk CKL	aug88 11may95 22aug03 apr07	seen over Moscow Region near Chkalovski; l/n IKT 06jun92 l/n Novgorod-Krechevitsy 20aug95 l/n CKL 22aug05, modernised in the same way as Il-22Ms RA-75908 to RA-75912/RA-75914 opb 929 GLITS (test centre) at Akhtubinsk or its outlet at Chkalovski; in basic Aeroflot c/s, no titles, carried 'GLITS' badge; l/n CKL 21feb13
03936 10235	CCCP-75903(1)	Il-22	Soviet AF/AFL c/s	Kub	14may94	c/n checked; it is confirmed that two CCCP-75903s, an Il-18 and an Il-22, were in service at the same time; l/n Kubinka 22apr97; see c/n 172011402
	RA-75903(1)	Il-22	Russian AF/AFL c/s	Kub	17may99	c/n checked Kubinka 22mar03; seen mar03 with a 'RIAT 2000' sticker on the left-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; l/n Pushkin 04jan09
	RA-75903(1)	Il-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 its at Chkalovski; in basic Aeroflot c/s, no titles, carried a 'GLITS' badge; l/n Pushkin feb12
03936 102..	CCCP-75904	Il-22	Soviet AF/AFL c/s	aug88		seen flying over the Moscow area near Chkalovski
03936 10270	CCCP-75905(1) RA-75905(1) RF-75337	Il-18D36 Il-18D36 Il-18D36	Sov. Navy/AFL c/s Russ. Navy/AFL c/s Russ. Navy/AFL c/s	mfd Pus no	07mar79 28sep02 reports	f/n over the Moscow region near Chkalovski aug88; see c/n 186008905 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; l/n VVO 28jan13, still with 'Aeroflot' titles details from russianplanes.net
03936 10501	CCCP-75906 RA-75906	Il-22 Il-22	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd CKL	25jun79 15aug99	not ex Il-18 c/n 187010501 !; f/n near CKL aug88; l/n CKL 13apr92 c/n checked; opb 1338 its at Chkalovski; modernised to Il-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	Il-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 c/s with a 'GLITS' badge behind the cockpit, no titles; l/n CKL 28aug13, active

03936 10...	?	CCCP-75907	Il-22	Soviet AF/AFL c/s	no	reports	probably this is the aircraft the following applies to: Strategic Rocket Forces, not Air Force !; opb 105 osae 33 RA at Omsk-Severy; w/o 02dec81 whilst diverting to Domna and crashed into a hill on approach (reportedly the air pressure at Domna had not been fed into the altimeter), 31 occupants (among them high-ranking officers) killed and reportedly one survived
03940 11091		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; i/n CKL 17aug03 in basic Aeroflot c/s with a large 'GLITS' badge behind the cockpit, no titles; i/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 RF-95676	Il-22M-11 Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	CKL CKL	24sep91 15aug99 jul13	opb 929 GLITs at Akhtubinsk; modified, with a new antenna fit from aug98; i/n Pushkin 18jul/22aug12, awaiting rework in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossi' titles; i/n Taganrog-Tsentralny 14oct13
03940 11094		CCCP-75910 RA-75910	Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s	no Zuk	reports 05aug05	modified with new antenna fit (might be the Il-22K which was mentioned in several documents); life-time 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
03940 11096		RF-94417 75911 RA-75911	Il-22M-11 Il-22M-11 Il-22M-11	Russian Air Force Russian AF/AFL c/s Russian AF/AFL c/s	Pus Pus Pus	01mar12 07jul94 26oct94	i/n as such CKL 20aug99; modernised to Il-22M11-RT (recognisable by new antenna fit); f/n as such CKL 26aug02; i/n Pushkin jun10
03940 11097		CCCP-75912 RA-75912 RF-95675	Il-22M-11 Il-22M-11 Il-22M-11	Russian AF/AFL c/s Russian AF/AFL c/s Russian Air Force	Pus CKL	aug86 26oct94 25jan12	seen over Moscow region near Chkalovski; i/n CKL 03sep93 seen CKL 14aug06 with new antenna fit; i/n Astrakhan-Privolzhski 18aug09 in basic Aeroflot c/s, with 'GLITs' badge, no titles; i/n Rostov-na-Donu-Tsentralny 20nov13
03940 11098		CCCP-75913	Il-22M-11	Soviet AF/AFL c/s	mfd	1982	opb 39 orao at Sperenberg from 1990/1991, replacing CCCP-75926; f/n Sperenberg 27apr90; i/n Sperenberg 30apr91
03940 17100		RA-75913 CCCP-75914 RA-75914	Il-22M-11 Il-22M-11 Il-22M-11	Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s	Pus mfd OSF	07jul94 1983 ? 26aug95	i/n CKL 13aug12, in full Aeroflot c/s and titles seen over Moscow region near Chkalovski aug88 based at Pushkin; modified with new antenna fit (might be the Il-22K which was mentioned in several documents); f/n as such aug06; i/n CKL 05may10
29640 17101		CCCP-75915 UN-75915 UN-75915	Il-22M Il-22M Il-22M	Soviet AF/AFL c/s Kazakh AF/AFL c/s Kazakh Government	mfd IST ALA	1983 ? 20jun93 23may96	opb 1338 its at Chkalovski; in basic Aeroflot c/s, no titles but with GLITs badge behind the cockpit; life-time extended by 7 years in 2010; c/n checked CKL 05jul12; i/n AER 11oct13 version reported as being a Il-22M-15; f/n ALA 22apr93 with Kazakhstan flag; i/n 07jul94 converted to a transport aircraft by 20 ARZ at Pushkin in 1994; dbr jan95 in a ground accident at Almaty when collided with an An-12; seen in the scrapyard at Almaty may96/may04 based at Lipki
29640 17102		CCCP-75916 CCCP-75916 YL-LAO YL-LAO CU-T1539	Il-22M-11 Il-22M-11 Il-22M-11 Il-18D Il-18D	Soviet AF/AFL c/s Belarus Air Force Aeroflot c/s, n/t Concors Concors c/s, n/t	mfd trf BKA RIX KEF	27sep83 1992 11jul98 feb99 03nov03	f/n BRU 01apr93; stored at Machulishche around 1994/95; i/n Minsk-Machulishchi 18aug97; arrived at BASCO jun98 for last overhaul with t/t 1,329 hours and 1,266 cycles rgd 17nov98 to Concors and converted to Il-18D i/n RIX 05apr02; rgd 18apr01 to SIA Concors; for sale feb02 for \$ 2,000,000 with t/t 2,078 hours and 1,484 cycles; 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, 16 people injured of the 87 passengers and 11 crew
29640 10105		CCCP-75917	Il-22M-11	Soviet AF/AFL c/s	mfd	03jun67	in all documents with this Il-22 type c/n, but the c/n plate shows Il-18 type c/n 187010105 (checked as such Ivanovo-Severyy aug03); aircraft of the commander-in-chief of the Soviet Armed Forces; f/n CKL 17aug92
		RA-75917 RA-75917	Il-22M-11 Il-22M-11	Russian AF/AFL c/s Russian Air Force	Iva Iva	26may99 14jun11	i/n Minsk-Machulishchi 20sep09 in basic Aeroflot c/s, no titles; life-time extended by 5 years in 2010; f/n with small 'VVS Rossi' titles on the fin Ivanovo-Severyy 29mar12; i/n Ivanovo-Severyy 17aug13
29640 17104		CCCP-75918 75918	Il-22M-11 Il-22M-11	Soviet Air Force Ukraine Air Force	mfd	1984 photo	no reports i/n LWO 04jul94; reported as opb 456 osap; seen VIN jun99/sep12 (N49.231716 E28.622088), wfu, very 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 Il-18 c/n 187009805
29640 09805		CCCP-75919	Il-22M-11	Soviet AF/AFL c/s	mfd	jul89	
29640 17551		CCCP-75920 RA-75920 RA-75920	Il-22M-11 Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Zuk CKL	08jun84 06jul94 may10	i/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; i/n Pushkin nov13
29640 10905		CCCP-75921 ?	Il-22M-11	Soviet AF/AFL c/s	Pus	aug91	registration for this c/n surmised; this c/n was scrapped by 929 GLITs at Akhtubinsk between 1998 and 2006
29640 17552		CCCP-75922 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 the cockpit
		RA-75922	Il-22M-11	Russian Air Force	CKL	07aug08	opb 1338 its at Chkalovski; in basic Aeroflot c/s, no titles but with a GLITs badge behind the cockpit; i/n Rostov-na-Donu-Tsentralny feb12 toc 16nov67; rgd 08dec67; opb 235 OAO at VKO; f/n PIK 04oct69
1870 103 05		CCCP-75463 CCCP-75463 CCCP-75463	Il-18D Il-18D Il-18D	Soviet Gvt/AFL c/s AFL/Krasnoyarsk AFL/Turkmenistan	mfd trf trf	31oct67 25dec74 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 Il-22M-11 CCCP-75923, retaining its c/n 187010305
29640 17554		CCCP-75923(1) RA-75923(1) CCCP-75924 RA-75924 RA-75924	Il-22M-11 Il-22M-11 Il-18SRT Il-18SRT Il-18SRT	Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s	CKL CKL mfd Zuk CKL	aug88 15aug99 30dec84 03sep93 04aug08	i/n CKL 30aug93; see Il-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 version from documents; f/n CKL 19aug92
29640 17557		CCCP-75925 RA-75925 RA-75925	Il-22M-11 Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd LED CKL	19nov85 20aug93 26feb09	in basic Aeroflot c/s, no titles but with a GLITs badge behind the cockpit; tender for conversion into SURT "Sokol" published 21apr08; i/n CKL 12oct13 f/n CKL 24sep91
29640 11203		CCCP-75926	Il-22M-11	Soviet AF/AFL c/s	Spr	15sep89	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 Chelyabinsk-Shagol 17aug11; i/n CKL 07mar12
29640 17558		CCCP-75927 RA-75927 RF-90785	Il-22M-11 Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Lev CKL	30sep85 10aug96 04dec13	with this c/n !; based at Poznan-Krzesiny (Poland); i/n Sperenberg 30oct89; seen Pushkin 01sep91 with c/n 188011203 painted on; c/n checked again Kubinka 20aug05, but a close inspection revealed '296...' under the paint on the tail (the most probable explanation is that the c/n had been painted on in error during an overhaul and then changed to the correct one); seen Kubinka aug05, wfu/engineless; also see the Il-18 with this c/n !; i/n Kubinka aug12/apr13, stored in a fenced compound (N55.611109 E36.636639) f/n over Moscow Region near Chkalovski aug87; i/n CKL 17aug92
1870 100 03		CCCP-75448 CCCP-75448	Il-18D Il-18D	Soviet Gvt/AFL c/s AFL/Moscow	rgd trf	14jun67 19dec77	was stored at Levashovo with faded prefix, seen may01/aug12; i/n Pushkin 02nov12 in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossi' titles f/n PIK 18sep67
1870 105 05		CCCP-75928 CCCP-74251 CCCP-74251 CCCP-74251	Il-22M-11 Il-18D Il-18D Il-18D	Soviet AF/AFL c/s AFL/Far East AFL/Kazakhstan MAP "Znamya Truda"	Pus mfd trf trf	07jul94 27dec67 28nov83 21dec83	photo AAQ 1978; arrived BASCO 08may84 for last overhaul with t/t 33,115 hours; trf to a MAP and converted to Il-22 CCCP-75928 with the same c/n seen wfu this date; photo proof exists with this c/n rgd 08feb68; f/n DME 02oct72
		CCCP-75929 ER-75929 ER-75929 ER-75929 ER-75929	Il-22M-11 Il-18D Il-18D Il-18D Il-18D	Soviet AF/AFL c/s Air Moldova Aeroflot c/s, n/t Acvilia Air Vichi Air Company	photo SHJ BKA LCA SHJ	photo 01nov93 24may94 30aug95 01feb98	arrived BASCO 29may85 for last overhaul with t/t 37,523 hours; converted to Il-22M CCCP-75929; canx 10apr85 ? had an Il-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 Il-22 type antenna fairings carried a badge and 'VICH' titles on the nose full titles 'Acvilia Air Romanian carrier'; i/n ALA 13nov97
		ER-75929	Il-18D	Vichi Air Company	SHJ	01feb98	small titles under cockpit; seen KIV 16may06 with overpainted titles; seen KIV 28jun07 with 'Acvilia Air' titles showing under paint; i/n KIV (N46.933736 E28.943529) sep09/sep10, in still deteriorating condition without engines